CONSULTING ENGINEERS

Countess Road, Killarney, Co. Kerry

Proposed Residential Development, Killarney, Co. Kerry



Traffic and Transportation Assessment

June 2026

MHL & Associates Ltd.
Consulting Engineers



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M.H.L. & Associates Ltd.
Consulting Engineers
Unit 1B,
The Atrium,
Blackpool,
Cork.
Tel 021-4840214 *Fax:* 021-4840215
E-Mail: info@mhl.ie

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1 NON TECHNICAL SUMMARY

Dipharma Unlimited Company intend to apply for a 10-Year Planning Permission for a Large-Scale Residential Development (LRD) at Countess Road, Dromhale (townland), Killarney, Co. Kerry.

The development will consist of, the construction of a residential development of 259 no. residential units with ancillary single storey creche, landscaping and all associated site development works.

The proposed development includes the demolition of 2 no. existing two-storey semi-detached dwelling houses and an existing ruinous structure on the site and construction of 103 no. two storey houses (3-bed units), comprising of 27 no. terraced units, 62 no. end of terrace units, and 14 no. side entry units, 82 no. courtyard apartment units over 2 no. storeys (42 no. 1-bed units, 40 no. 2-bed units), and 74 no. apartment units (34 no. 1-bed units, 40 no. 2-bed units) in 2 no. part 3 storey and part 4 storey blocks.

Vehicular access to the proposed development will be via one entrance from Countess Road (L3904) to the north, with the entrance design including improvement works on the public road inclusive of a raised crossing point. The design includes pedestrian/cycle infrastructure to/from Countess Road and internally within the development site and to adjoining areas.

Ancillary site works include car parking, provision of bicycle parking and bin storage facilities serving the proposed apartment/courtyard apartment buildings and creche, 2 no. ESB substations, landscaping, water services and drainage infrastructure (including foul and storm network upgrades in Countess Grove), and all associated site development works. The proposed development also provides for the demolition of existing site boundary walls along Countess Road. A Natura Impact Statement (NIS) has been prepared and will be submitted to the Planning Authority with the application.

This report has been prepared in accordance with the TII's 2014 publication "Traffic and Transport Assessment Guidelines" and the "Guidelines for Traffic Impact Assessments" as published by the Institution of Highways & Transportation U.K. in 1994.

The Opening year is the year of expected completion for the development and is taken to be 2028. In accordance with the TII's "Traffic and Transport Assessment Guidelines", a traffic analysis is required to be undertaken for the **Opening Year (2028), Opening Year +5 (2033)** and fifteen years from this date i.e., **Opening Year+15 (2043)**.

This TTA assessment focused on the following traffic junctions:

- **Junction 1:** Countess Rd./Muckross Rd. 3-arm Roundabout
- **Junction 2:** Countess Rd./Countess Grove Junction T-junction
- **Junction 3**: Development Junction
- **Junction 4:** Countess Rd./Rookery Rd. T-Junction
- **Junction 5:** Countess Rd./Park Rd. Roundabout
- **Junction 6:** Woodlawn Rd./Rookery Rd. T-Junction

As part of this assessment, 12-hour traffic flows were recorded by third party traffic counters Irish Traffic Surveys Ltd. for Junctions 1, 2, 4, 5 & 6 with these traffic counts recorded in May 2025. These counts been factored up to the modelling year scenarios 2025 through to 2043 with TII expansion factors.

The overall impact of the development on the adjoining local road is to increase traffic flows entering/existing the development of 199 no. trips in the morning peak and by 178 no. trips in the evening peak in the Opening Year 2028, assuming all traffic generated by the development is new to the network.

All analysed junctions operate within capacity for all design scenarios.



Figure 1.1: Junction Locations (Credit: Google)

All junction are shown to be operating below capacity for all design years up to including the year 2042 for both AM and PM peaks when both developments are fully occupied.

- ***Junction 1 reaches a maximum RFC of 75% in the 2043 AM & 73% in the 2043 PM .***
- ***Junction 2 reaches a maximum RFC of 27% in the 2043 AM & 20% in the 2043 PM .***
- ***Junction 3 reaches a maximum RFC of 33% in the 2043 AM & 24% in the 2043 PM***
- ***Junction 4 reaches a maximum RFC of 70% in the 2043 AM & 68% in the 2043 PM***
- ***Junction 5 reaches a maximum RFC of 72% in the 2043 AM & 68% in the 2043 PM***
- ***Junction 6 reaches a maximum RFC of 42% in the 2043 AM & 41% in the 2043 PM***

It should be noted that the Modal Shift targets as set out on the Kerry County development plan have not been applied to the development traffic.

This conservative approach provides a very robust basis for the traffic assessment and modelling and gives the worst case scenario. There are a number of factors that reinforce this conservative approach, namely the proximity of the site to the town centre, the on-site creche, proximity to the Local Primary school and the extensive proposal to provide dedicated pedestrian and cycling paths traversing the site, including the potential future pedestrian and cycle connections to adjoining lands.
It is expected that all of these factors will lead to an actual reduction in the conservative traffic figures as presented within this report.

This report set out these findings in more detail overleaf.

2 EXISTING SITE

The proposed development is located approximately 800m southeast of Killarney Town Centre and is situated within the towns 50kph speed limit. The development will be accessed off Countess Road via a newly constructed priority T-junction. Figure 2.1 below shows the site location.

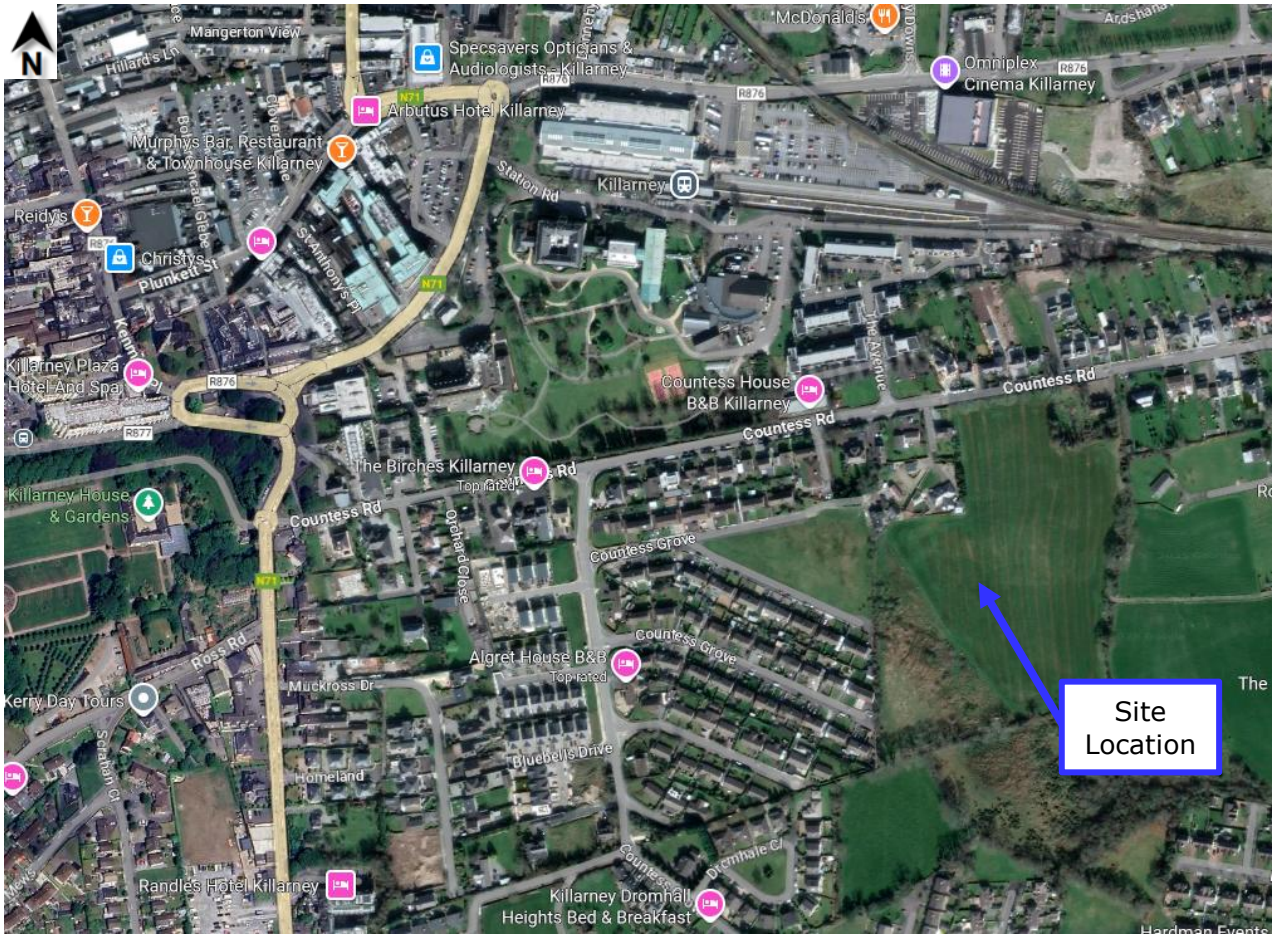


Figure 2.1: Site Location (Credit: Google)

3 PROPOSED DEVELOPMENT

The proposed development includes the demolition of 2 no. existing two-storey semi-detached dwellings to the north of the site and construction of 259 no. units comprising 103 no. two storey houses (3-bed units), 82 no. own-door maisonette units (40 no. 1-bed units, 42 no. 2-bed units), and 74 no. apartment units (34 no. 1-bed units, 40 no. 2-bed units).

Ancillary infrastructure development works will include wastewater infrastructure, surface water attenuation, water utility services, public lighting, bin stores, bicycle stores, ESB substations, and all associated site development works.

Vehicular access to the development will be via 1 no. new entrance from Countess Road (L3904). The proposed development also includes a separate pedestrian/cycle entrance off Countess Road and provision of dedicated pedestrian and cycling paths along the public road in the vicinity of the vehicular entrances in support of a future cycle infrastructure network.

The site layout plan and schedule can be seen below in Figure 3.2 and Figure 3.3.



Figure 3.1 Development Site (Credit: Google)



Figure 3.2 Site Layout Map (Credit: Meitheal Architects)

Schedule of Accommodation (Houses)				
	House Type	Description	No. Beds	Quantity
	HT-B1	Terraced	3	27
	HT-B2	End Terrace	3	62
	HT-B2S	Side Entry	3	14
				103

Schedule of Accommodation (Maisonette)				
	House Type	Description	No. Beds	Quantity
	HT-M1	Maisonette	1	42
	HT-M2	Maisonette	2	40
				82

Schedule of Accommodation (Apartments)				
	APT Type	Description	No. Beds	Quantity
	B1/B2	Apartment	1	34
	B1/B2	Apartment	2	40
				74

Overall Development Breakdown	
Total Number of Units	259
Total Application Site Area	6.44 Ha
Developable Area (excl creche)	5.80 Ha
Density	45 Units / ha
Public Open Space	c.11.00%

Figure 3.3: Proposed Development Schedule (Credit: Meitheal Architects)

3.1 Traffic Generation

Trip generation for the proposed development is based on the existing residential units which all access through Countess Grove onto Countess Road. This residential area consists of approximately 184no. units and the AM and PM trip rates have been calculated using the data collected in the traffic surveys conducted in May 2025. The resulting trip rates are presented in the table below.

	Turning Counts			Trip Rates	
	Arrivals	Departures	No of Units	**Arrivals**	**Departures**
AM	54	84	184	**0.293**	**0.457**
PM	58	65	184	**0.315**	**0.353**

Table 3.1 Trip Generation Per Unit based on Countess Grove

Development 1	AM PEAK		PM PEAK	
	Arrivals	**Departures**	**Arrivals**	**Departures**
Houses				
Trip Rates Generated from Traffic Count ***(per Dwelling)***	*0.29*	*0.46*	*0.32*	*0.35*
Peak Trips ***for 103 Houses***	*30*	*47*	*32*	*36*
Trips Generated	**77**		**69**	
Apartments				
Trip Rates Generated from Traffic Count ***(per Unit)***	*0.29*	*0.46*	*0.32*	*0.35*
Peak Trips ***for 156 Apartment Units***	*46*	*71*	*49*	*55*
Trips Generated	**117**		**104**	
Creche				
Peak Trics Trip Rates ***(per Child)***	*0.26*	*0.21*	*0.20*	*0.27*
Peak Trips ***for 60 no. Child Creche***	*15*	*12*	*12*	*16*
Trips Generated	**28**		**28**	
Internal Trip Reductions				
New Traffic Generated %	**0.20**			
Peak Trips	**3**	**2**	**2**	**3**
Total Trips W/ Reduction	**5**		**5**	
Total Trips Generated (Arrival / Depature)	*79*	*120*	*84*	*94*
Total Trips Generated	**199**		**178**	

Figure 3.4 Peak Hour Traffic Generation for the Proposed Development

The TRICs development figures were deemed an accurate assessment of the expected traffic generation for the new development. This conservative approach provides a very robust basis for the traffic assessment and modelling that following.

A separate proposed residential development, located directly to the east of the development this report relates to, has been included in the traffic modelling. This separate proposed development will have two phases with separate entrances for each. The development will consist of 138 houses, 134 apartments and a 60-child creche. The trip generation for the development can be seen in the figure below. These trips were included in the 'without Development' scenario.

Trip generation for the residential units was calculated using the trip rates shown in Table 4.1. Trip generation for the proposed creche was calculated via the TRICS database. MHL are a licence holder for the TRICS database and employ it for traffic studies. TRICS is a well-established UK and Irish national database which holds in excess of 2,100 site locations and 7,000 survey counts with over 98 separate land use sub-categories. MHL & Associates Ltd. are one of over 300 worldwide licensed TRICS member organisations. The TRICS program was utilised for the land-use sub-category associated with the development proposal.

The full TRICS output, is included in Appendix of this report.

Development 2 - Phase 1	AM PEAK		PM PEAK	
	Arrivals	Departures	Arrivals	Departures
Houses				
Trip Rates Generated from Traffic Count *(per Dwelling)*	0.29	0.46	0.32	0.35
Peak Trips *for 32 Houses*	9	15	10	11
Trips Generated	24		21	
Apartments				
Trip Rates Generated from Traffic Count *(per Unit)*	0.29	0.46	0.32	0.35
Peak Trips *for 10 Apartment Units*	3	5	3	4
Trips Generated	8		7	
Creche				
Peak Trics Trip Rates *(per Child)*	0.26	0.21	0.20	0.27
Peak Trips *for 60 no. Child Creche*	15	12	12	16
Trips Generated	28		28	
Internal Trip Reductions				
New Traffic Generated %	0.20			
Peak Trips	3	2	2	3
Total Trips W/ Reduction	5		5	
Total Trips Generated (Arrival / Depature)	15	21	15	18
Total Trips Generated	37		33	

Development 2 - Phase 2	AM PEAK		PM PEAK	
	Arrivals	Departures	Arrivals	Departures
Houses				
Trip Rates Generated from Traffic Count *(per Dwelling)*	0.29	0.46	0.32	0.35
Peak Trips *for 106 Houses*	31	48	33	37
Trips Generated	80		71	
Apartments				
Trip Rates Generated from Traffic Count *(per Unit)*	0.29	0.46	0.32	0.35
Peak Trips *for 124 Apartment Units*	36	57	39	44
Trips Generated	93		83	
Creche				
Peak Trics Trip Rates *(per Child)*	0.26	0.21	0.20	0.27
Peak Trips *for 0 no. Child Creche*	0	0	0	0
Trips Generated	0		0	
Internal Trip Reductions				
New Traffic Generated %	0.20			
Peak Trips	0	0	0	0
Total Trips W/ Reduction	0		0	
Total Trips Generated (Arrival / Depature)	68	105	73	81
Total Trips Generated	173		154	

Figure 3.5 Peak Hour Traffic Generation for Separate Proposed Development

3.2 Site Traffic Counts

Traffic counts conducted on Wednesday 08/05/2025 by Irish Traffic Surveys Ltd. were utilised to establish the actual AM & PM Peak traffic hours for the local road network for the purposes of this assessment. These existing junction traffic counts were growth factored as described in Chapter 4. Based on the traffic counts and considering the recommendation of the Guidelines for Traffic and Transportation Assessments, the peak hours considered in this TTA are reflective of the demand case for the site.

3.3 Modal Choice

In predicting the level of traffic that will be generated by the proposed development, the means of transport (modal choice) and quantity of traffic generated (trip attraction) must be

considered. It is assumed that there will be a combination of cars, public transport, and active travel, due to the nature of the development. The analysis assumes the cars will dominate the developments traffic movements. Further public transport improvements would encourage a greater modal shift in the future towards sustainable travel modes for those travelling to work or live at the facility, as encouraged by local and National Transport Authority Policy. This would reduce the modelled impact of this development on the surrounding road network.

3.4 Existing Situation

Traffic counts taken at each of the assessed junctions were used as the basis of the modelling, producing morning and evening O/D Matrices. The traffic flows through the junctions were assessed and are shown in the following figure.

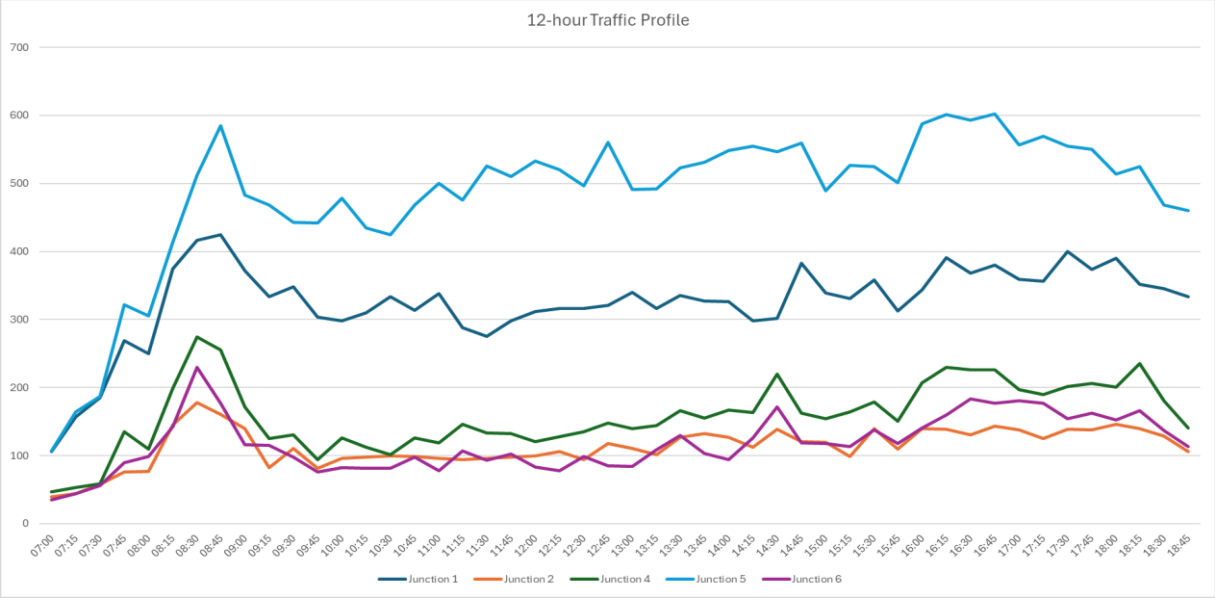


Figure 3.6 Network 12-hour Traffic Profile for Junctions 1-6

TIME	07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00
Junction 1	106	157	185	269	**250**	**375**	**416**	**425**	372	334	348	304	298	310	334	314	338
Junction 2	40	44	58	76	**77**	**145**	**178**	**161**	140	82	111	81	96	98	100	99	96
Junction 4	47	53	59	135	**110**	**199**	**274**	**255**	172	125	131	94	126	112	101	126	119
Junction 5	107	164	187	322	**305**	**414**	**512**	**585**	483	468	443	442	478	435	425	468	500
Junction 6	35	44	56	90	**99**	**142**	**230**	**177**	116	115	98	76	82	81	81	98	78
	335	462	545	892	841	1275	1610	1603	1283	1124	1131	997	1080	1036	1041	1105	1131
All Junctions				2234	2740	3553	4618	5329	**5771**	5620	5141	4535	4332	4244	4154	4262	4313

Figure 3.7 Network Total Traffic Figures for Junctions 1-6 (7am to 11am)

TIME	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00
Junction 1	288	275	298	312	316	316	321	340	316	335	327	326	298	302	383	339
Junction 2	94	96	98	100	106	94	118	111	101	127	132	127	112	139	121	120
Junction 4	146	133	132	121	128	135	148	140	144	166	155	167	163	220	162	154
Junction 5	476	526	510	533	520	497	560	491	492	523	531	548	555	547	559	489
Junction 6	107	93	102	83	78	99	85	84	109	130	103	94	126	172	119	118
	1111	1123	1140	1149	1148	1141	1232	1166	1162	1281	1248	1262	1254	1380	1344	1220
All Junctions	4388	4470	4505	4523	4560	4578	4670	4687	4701	4841	4857	4953	5045	5144	5240	5198
TIME	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00

Figure 3.8 Network Total Traffic Figures for Junctions 1-6 (11.15am to 3pm)

TIME	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45
Junction 1	331	358	313	**344**	**391**	**368**	**380**	359	356	400	374	390	352	345	334
Junction 2	99	140	110	**140**	**139**	**131**	**143**	138	125	139	138	146	140	129	106
Junction 4	164	179	151	**207**	**230**	**226**	**226**	197	190	202	206	201	235	181	141
Junction 5	527	525	501	**588**	**601**	**593**	**602**	557	569	555	550	514	525	468	460
Junction 6	113	138	118	**141**	**160**	**183**	**177**	181	177	154	162	152	166	137	113
	1234	1340	1193	1420	1521	1501	1528	1432	1417	1450	1430	1403	1418	1260	1154
All Junctions	5178	5138	4987	5187	5474	5635	**5970**	5982	5878	5827	5729	5700	5701	5511	5235

Figure 3.9 Network Total Traffic Figures for Junctions 1-6 (3.15am to 7pm)

3.5 Trip Distribution

The current traffic distribution pattern was used to determine directional split to and from the proposed development. This peak hour directional split pattern is assumed to remain constant with the passage of time. The "Guidelines for Traffic and Transportation Assessments" state that for a residential development, the busiest hours are between 08:00-09:00 in the mornings and from 17:00 to 18:00 in the evenings.

Having reviewed the existing measured traffic flows at existing junctions, it was determined that the most heavily trafficked peak hours were 08:15-09:15 and 16:00-17:00 for the working week.

3.6 Traffic Volumes

Traffic counts taken at the assessed junction was used as the basis of the modelling, producing morning and evening O/D Matrices. The traffic flows through Junctions 1 to 6 as recorded in the traffic counts are shown in the following figures.



Figure 3.10: 2025 AM Turning Counts for Junctions 1-6



Figure 3.11: 2025 PM Turning Counts for Junctions 1-6

4 TRAFFIC ASSESSMENT

The base year is taken as 2025, the year the traffic counts were undertaken. It is anticipated that the first year of operation, subject to a positive outcome from the planning process would be 2028. In accordance with the Guidelines for Traffic and Transportation Assessments as published by the TII, a traffic analysis is required to be undertaken for the Opening Year (2028), Opening Year plus five years (2032) and Opening Year plus fifteen years (2042).

The TII publication "Project Appraisal Guidelines for National Routes Unit 5.3 – Travel Demand Projections" was used to calculate growth factors for the road network traffic. Table 4.1 below shows the calculated growth factors:

KERRY COUNTY GROWTH RATES					
CENTRAL GROWTH RATE			Cars/LGV	HGV	Combined
Vehicle Count %:			98%	2%	**100%**
2025	**to**	**2028**	1.034	1.088	**1.035**
2025	**to**	**2033**	1.060	1.190	**1.063**
2025	**to**	**2043**	1.068	1.345	**1.074**
TII Publication - Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections					
Table 6.1 Link-Based Growth Rates: Metropolitan Area Annual Growth Rates					

Table 4.1 Future Projected Growth Rates

The client has proposed to build the scheme in 3 phases but for the purposes of this report, the worst-case scenario has been modelled, namely the whole scheme was built in one phase.

The effects of traffic growth on the existing network plus the additional traffic generated by the proposed development, have been compiled to build junction diagrams of the priority junctions.

5 TRAFFIC MODELLING

5.1 Junctions 11 Analysis

The purpose of this Traffic and Transport Assessment is to determine if the capacity of the existing road network is sufficient to cater for the traffic generated by the proposed development.

In order to assess the capacity of the proposed development and the adjoining network, traffic models for the priority junctions were produced using the PICADY traffic modelling software.

The output movements from the models are based on the assigned junction arms. The arms are designated A to C for 3-arm junctions and A to D for 4-arm junctions.

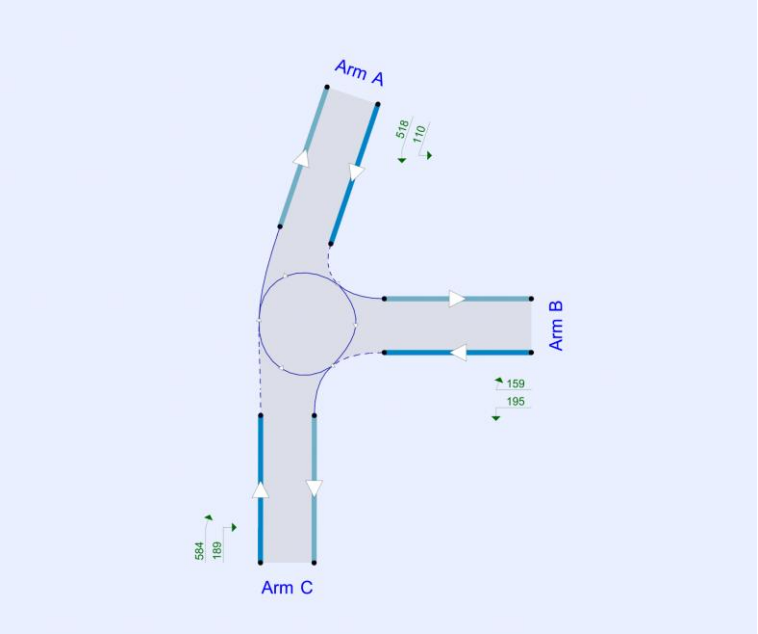


Figure 5.1: Junction 1 – Countess Rd. / Muckross Rd. Roundabout
(Arm A – N71 North, Arm B – Countess Rd, Arm C – N71 South)

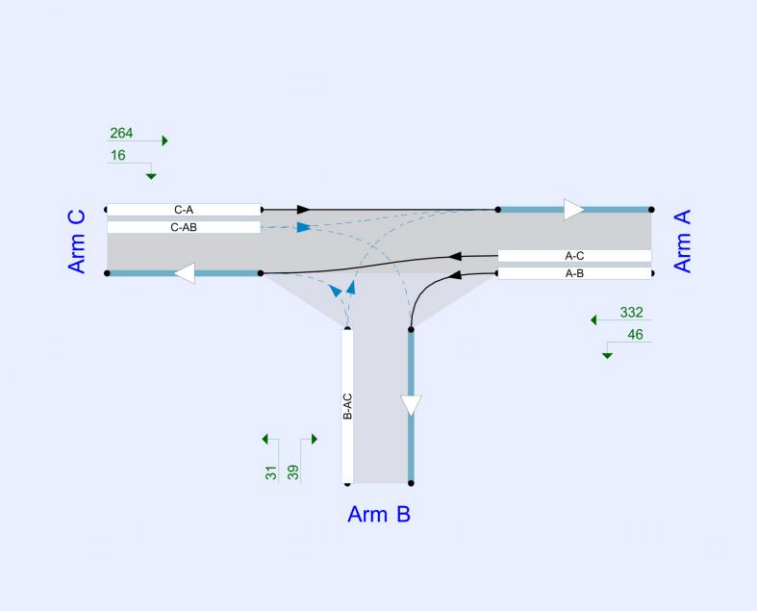


Figure 5.2: Junction 2 – Countess Rd. / Countess Grove Junction
(Arm A – Countess Rd West, Arm B – Countess Grove, Arm C – Countess Rd East)

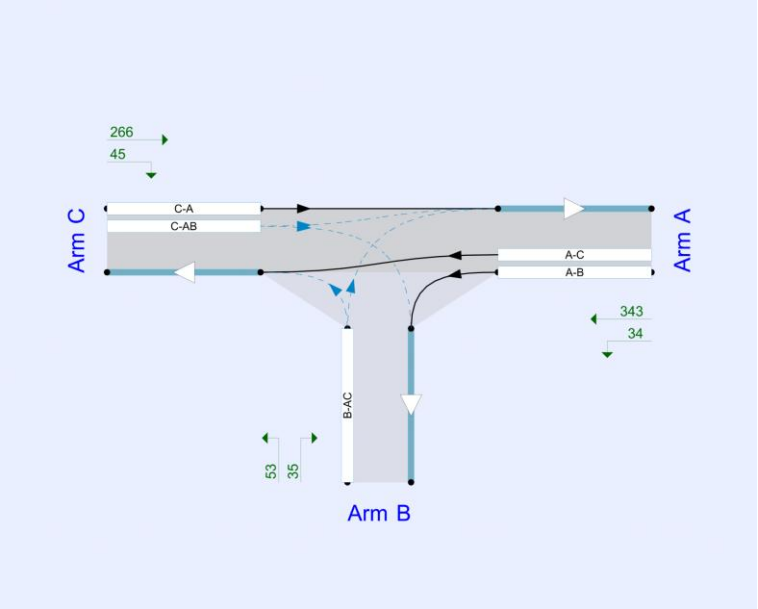


Figure 5.3: Junction 3 - Development Junction
(Arm A – Countess Rd West, Arm B – Development Access Road, Arm C – Countess Rd East)

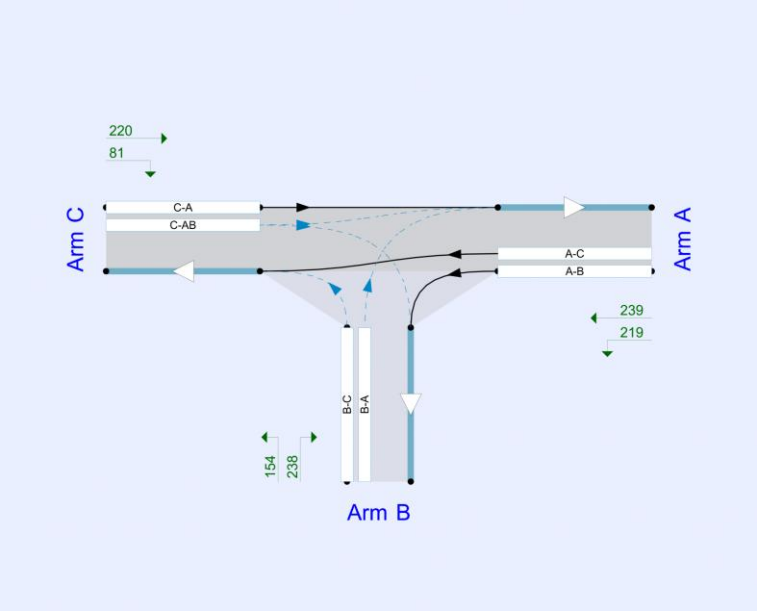


Figure 5.4: Junction 4 – Countess Rd / Rookery Rd. Junction
(Arm A – Countess Rd West, Arm B – Rookery Road, Arm C – Countess Rd East)

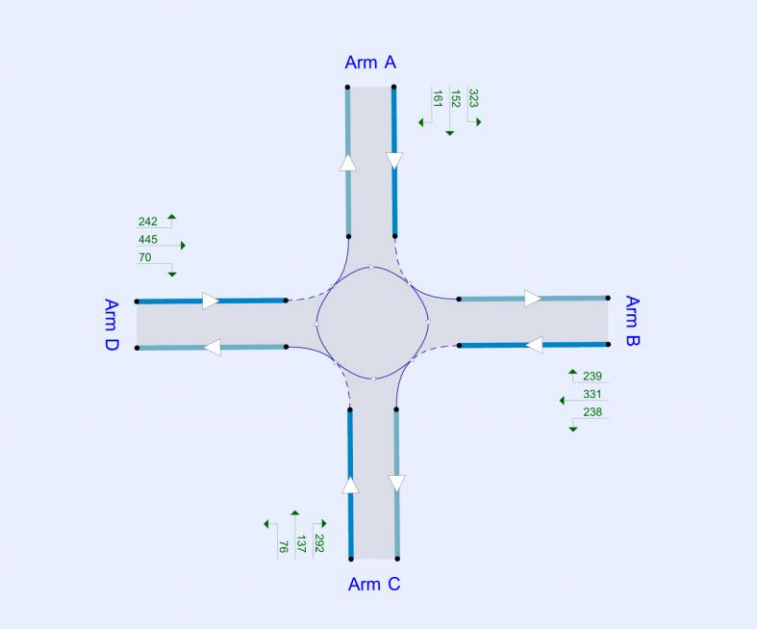


Figure 5.5: Junction 5 – Countess Rd / Park Rd. / Arbutus Dr. Roundabout
(Arm A – Arbutus Drive, Arm B – Park Rd East, Arm C – Countess Rd, Arm D – Park Rd West)

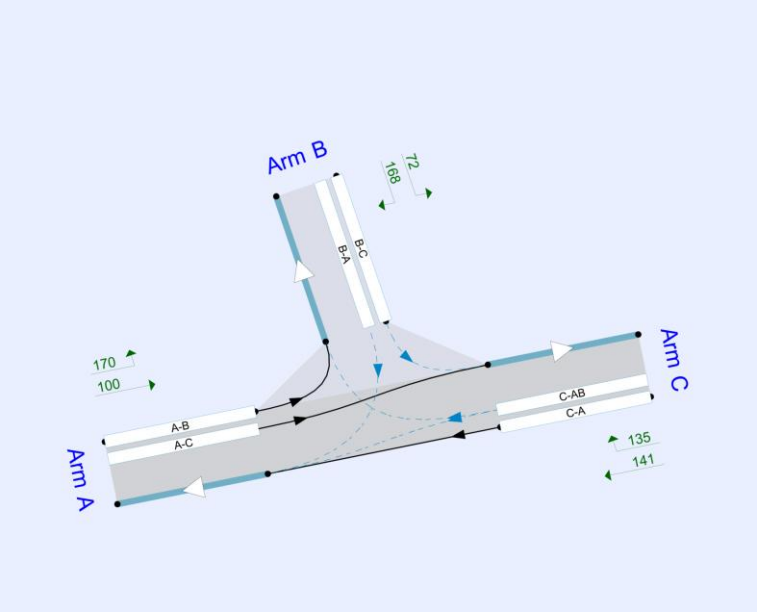


Figure 5.6: Junction 6 – Woodlawn Rd. / Rookery Rd. Junction
(Arm A – Woodlawn Rd, Arm B – Rookery Rd, Arm C – Ballycasheen Rd)

The output result sheets from the traffic modelling software consist of tables of demand flow, capacities, queues, and delays for each 15-minute time segment of the peak hour analysis.

The Arcady output table contains information on maximum queue length, delay, and Ratio of Flow to Capacity (RFC). The RFC provides the basis for judging the acceptability of junction design and the capacity of existing junctions. Generally, an RFC of 0.85 or less is considered acceptable during the peak period. An RFC of this value indicates that at peak times the junction is at 85% of its operational capacity and therefore has a practical reserve capacity at a junction required to cater for periods of unusually high traffic flow, such as bank holiday weekends, etc. The degree of saturation of a junction is a measure of the capacity of the junction. A junction with an RFC of 0.85 would be considered to be operating at a degree of saturation of 100%.

The following summary junction performance tables for describes each of the junctions RFC's, Delay and Queue values for both morning and evening peaks for all design scenarios as well as the Level of Service for the junction.

5.2 Junction 1 – Countess Rd. / Muckross Rd. Roundabout

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity
	2025 - Base													
Arm A	D1	1.4	8.74	0.58	A	A	36 % [Arm C]	D2	1.8	10.50	0.65	B	A	36 % [Arm A]
Arm B		1.0	9.65	0.51	A				0.6	7.81	0.38	A		
Arm C		1.9	8.82	0.65	A				1.6	7.54	0.61	A		
	2028 - Without													
Arm A	D3	1.5	9.37	0.61	A	B	30 % [Arm C]	D5	2.0	11.55	0.68	B	A	30 % [Arm A]
Arm B		1.3	11.19	0.58	B				0.8	8.72	0.44	A		
Arm C		2.2	9.86	0.69	A				1.8	8.26	0.64	A		
	2028 - With													
Arm A	D4	1.8	10.26	0.64	B	B	21 % [Arm B]	D6	2.3	12.94	0.71	B	B	24 % [Arm A]
Arm B		2.0	14.56	0.68	B				1.1	10.15	0.52	B		
Arm C		2.5	11.24	0.72	B				2.1	9.17	0.68	A		
	2033 - Without													
Arm A	D7	1.7	9.81	0.63	A	B	26 % [Arm C]	D9	2.2	12.32	0.70	B	B	26 % [Arm A]
Arm B		1.5	11.85	0.60	B				0.8	9.05	0.45	A		
Arm C		2.4	10.60	0.71	B				1.9	8.72	0.66	A		
	2033 - With													
Arm A	D8	1.9	10.82	0.66	B	B	18 % [Arm B]	D10	2.6	13.85	0.73	B	B	21 % [Arm A]
Arm B		2.2	15.62	0.70	C				1.1	10.57	0.53	B		
Arm C		2.8	12.18	0.74	B				2.2	9.72	0.69	A		
	2043 - Without													
Arm A	D11	1.7	10.03	0.64	B	B	25 % [Arm C]	D13	2.3	12.68	0.70	B	B	25 % [Arm A]
Arm B		1.5	12.08	0.60	B				0.8	9.20	0.46	A		
Arm C		2.5	10.88	0.72	B				2.0	8.89	0.67	A		
	2043 - With													
Arm A	D12	2.0	11.05	0.67	B	B	17 % [Arm B]	D14	2.7	14.33	0.73	B	B	20 % [Arm A]
Arm B		2.3	16.18	0.71	C				1.2	10.81	0.54	B		
Arm C		2.9	12.57	0.75	B				2.3	9.99	0.70	A		

Figure 5.7: Junction 1 Summary Table

Junction 1 operates under capacity currently and continues to do so in all future year scenarios.

A maximum RFC of 75% occurs in the AM peak with the max in the PM peak 73% for the 2043 With Development scenario. This occurs on Arm C (N71 South) in the AM peak and Arm A (N71 North) in the PM peak. A max delay of approximately 16 seconds will be experienced on the roundabout over the AM and PM peaks.

5.3 Junction 2 – Countess Rd. / Countess Grove Junction

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity
	2025 - Base													
Stream B-AC	D1	0.3	11.21	0.22	B	A	113 % [Stream B-AC]	D2	0.2	10.67	0.18	B	A	150 % [Stream B-AC]
Stream C-AB		0.1	6.23	0.08	A				0.1	5.84	0.04	A		
	2028 - Without													
Stream B-AC	D3	0.3	11.90	0.24	B	A	94 % [Stream B-AC]	D5	0.2	11.09	0.19	B	A	131 % [Stream B-AC]
Stream C-AB		0.1	6.25	0.08	A				0.1	5.82	0.04	A		
	2028 - With													
Stream B-AC	D4	0.3	12.75	0.25	B	A	76 % [Stream B-AC]	D6	0.2	11.71	0.19	B	A	108 % [Stream B-AC]
Stream C-AB		0.2	6.12	0.09	A				0.1	5.69	0.04	A		
	2033 - Without													
Stream B-AC	D7	0.3	12.12	0.25	B	A	89 % [Stream B-AC]	D9	0.2	11.23	0.19	B	A	125 % [Stream B-AC]
Stream C-AB		0.2	6.25	0.09	A				0.1	5.81	0.04	A		
	2033 - With													
Stream B-AC	D8	0.4	13.00	0.26	B	A	72 % [Stream B-AC]	D10	0.2	11.87	0.20	B	A	104 % [Stream B-AC]
Stream C-AB		0.2	6.13	0.09	A				0.1	5.68	0.04	A		
	2043 - Without													
Stream B-AC	D11	0.3	12.26	0.25	B	A	86 % [Stream B-AC]	D13	0.2	11.34	0.20	B	A	122 % [Stream B-AC]
Stream C-AB		0.2	6.25	0.09	A				0.1	5.80	0.04	A		
	2043 - With													
Stream B-AC	D12	0.4	13.18	0.27	B	A	70 % [Stream B-AC]	D14	0.3	12.00	0.20	B	A	101 % [Stream B-AC]
Stream C-AB		0.2	6.13	0.09	A				0.1	5.66	0.04	A		

Figure 5.8: Junction 2 Summary Table

Junction 2 operates under capacity currently and continues to do so in all future year scenarios.

A maximum RFC of 27% occurs in the AM peak with the max in the PM peak 20% for the 2043 With Development scenario. This occurs on Arm B (Countess Grove) in both the AM and PM peaks. A max delay of approximately 13 seconds will be experienced on the Arm B over the AM and PM peaks.

5.4 Junction 3 - Development Junction

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity
	2025 - Base													
Stream B-AC	D1	0.0	0.00	0.00	A	A	900 % []	D2	0.0	0.00	0.00	A	A	900 % []
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2028 - Without													
Stream B-AC	D3	0.0	0.00	0.00	A	A	900 % []	D5	0.0	0.00	0.00	A	A	900 % []
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2028 - With													
Stream B-AC	D4	0.5	13.94	0.33	B	A	60 % [Stream B-AC]	D6	0.3	11.91	0.24	B	A	92 % [Stream B-AC]
Stream C-AB		0.2	6.17	0.12	A				0.2	5.98	0.12	A		
	2032 - Without													
Stream B-AC	D7	0.0	0.00	0.00	A	A	900 % []	D9	0.0	0.00	0.00	A	A	900 % []
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2032 - With													
Stream B-AC	D8	0.5	14.10	0.33	B	A	58 % [Stream B-AC]	D10	0.3	12.01	0.24	B	A	89 % [Stream B-AC]
Stream C-AB		0.2	6.14	0.12	A				0.2	5.96	0.12	A		
	2042 - Without													
Stream B-AC	D11	0.0	0.00	0.00	A	A	900 % []	D13	0.0	0.00	0.00	A	A	900 % []
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2042 - With													
Stream B-AC	D12	0.5	14.16	0.33	B	A	58 % [Stream B-AC]	D14	0.3	12.05	0.24	B	A	88 % [Stream B-AC]
Stream C-AB		0.2	6.14	0.12	A				0.2	5.95	0.12	A		

Figure 5.9: Junction 3 Summary Table

Junction 3 operates under capacity currently and continues to do so in all future year scenarios.

A maximum RFC of 33% occurs in the AM peak with the max in the PM peak 24% for the 2043 With Development scenario. This occurs on Arm B (Development) in both the AM and PM peaks. A max delay of approximately 14 seconds will be experienced on the Arm B over the AM and PM peaks.

5.5 Junction 4 - Countess Rd / Rookery Rd. Junction

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity
	2025 - Base													
Stream B-C	D1	0.6	10.43	0.36	B	A	37 % [Stream B-A]	D2	0.3	8.63	0.22	A	A	38 % [Stream B-A]
Stream B-A		0.9	16.41	0.48	C				0.9	16.28	0.47	C		
Stream C-AB		0.3	7.32	0.19	A				0.3	6.74	0.15	A		
	2028 - Without													
Stream B-C	D3	1.0	13.96	0.49	B	A	12 % [Stream B-A]	D5	0.4	10.19	0.30	B	A	13 % [Stream B-A]
Stream B-A		1.7	24.35	0.64	C				1.6	23.64	0.63	C		
Stream C-AB		0.4	7.76	0.23	A				0.3	7.06	0.18	A		
	2028 - With													
Stream B-C	D4	1.1	15.48	0.54	C	B	8 % [Stream B-A]	D6	0.5	11.07	0.34	B	A	8 % [Stream B-A]
Stream B-A		1.9	27.16	0.67	D				1.8	26.86	0.66	D		
Stream C-AB		0.5	8.00	0.28	A				0.4	7.19	0.22	A		
	2033 - Without													
Stream B-C	D7	1.0	14.51	0.51	B	A	10 % [Stream B-A]	D9	0.4	10.43	0.31	B	A	11 % [Stream B-A]
Stream B-A		1.9	25.81	0.66	D				1.8	25.12	0.65	D		
Stream C-AB		0.4	7.80	0.24	A				0.3	7.10	0.19	A		
	2033 - With													
Stream B-C	D8	1.2	16.19	0.55	C	B	5 % [Stream B-A]	D10	0.5	11.36	0.35	B	A	6 % [Stream B-A]
Stream B-A		2.1	29.05	0.69	D				2.0	28.77	0.68	D		
Stream C-AB		0.5	8.07	0.29	A				0.4	7.24	0.22	A		
	2043 - Without													
Stream B-C	D11	1.0	14.75	0.52	B	B	9 % [Stream B-A]	D13	0.5	10.55	0.31	B	A	10 % [Stream B-A]
Stream B-A		1.9	26.47	0.67	D				1.8	25.78	0.65	D		
Stream C-AB		0.4	7.84	0.24	A				0.3	7.12	0.19	A		
	2043 - With													
Stream B-C	D12	1.2	16.51	0.56	C	B	4 % [Stream B-A]	D14	0.5	11.47	0.35	B	A	5 % [Stream B-A]
Stream B-A		2.2	29.92	0.70	D				2.1	29.53	0.68	D		
Stream C-AB		0.5	8.10	0.29	A				0.4	7.24	0.22	A		

Figure 5.10: Junction 4 Summary Table

Junction 4 operates under capacity currently and continues to do so in all future year scenarios.

A maximum RFC of 70% occurs in the AM peak with the max in the PM peak 68% for the 2043 With Development scenario. This occurs on Arm B (Rookery Road) in both the AM and PM peaks. A max delay of approximately 30 seconds will be experienced on the Arm B over the AM and PM peaks.

5.6 Junction 5 - Countess Rd / Park Rd. / Arbutus Dr. Roundabout

	AM							PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity
	2025 - Base													
Arm A	D1	0.4	4.15	0.31	A	A	38 % [Arm B]	D2	1.3	7.24	0.56	A	A	37 % [Arm A]
Arm B		1.8	7.08	0.64	A				1.4	6.40	0.59	A		
Arm C		0.5	4.96	0.33	A				0.6	4.92	0.36	A		
Arm D		0.7	4.39	0.40	A				1.3	6.40	0.57	A		
	2028 - Without													
Arm A	D3	0.5	4.42	0.33	A	A	31 % [Arm B]	D5	1.6	8.39	0.61	A	A	29 % [Arm A]
Arm B		2.1	8.09	0.69	A				1.7	7.19	0.63	A		
Arm C		0.6	5.63	0.39	A				0.7	5.54	0.42	A		
Arm D		0.7	4.75	0.43	A				1.6	7.33	0.61	A		
	2028 - With													
Arm A	D4	0.5	4.51	0.34	A	A	30 % [Arm B]	D6	1.7	8.97	0.63	A	A	26 % [Arm A]
Arm B		2.2	8.27	0.69	A				1.9	7.71	0.65	A		
Arm C		0.7	5.90	0.42	A				0.8	5.80	0.45	A		
Arm D		0.8	4.88	0.43	A				1.7	7.66	0.63	A		
	2033 - Without													
Arm A	D7	0.5	4.53	0.34	A	A	28 % [Arm B]	D9	1.8	9.61	0.65	A	A	23 % [Arm A]
Arm B		2.3	8.59	0.70	A				1.9	7.66	0.65	A		
Arm C		0.7	5.82	0.41	A				0.9	6.03	0.46	A		
Arm D		0.8	4.90	0.44	A				1.8	8.29	0.65	A		
	2033 - With													
Arm A	D8	0.5	4.63	0.35	A	A	26 % [Arm B]	D10	1.9	9.77	0.66	A	A	22 % [Arm A]
Arm B		2.4	8.90	0.71	A				2.0	8.17	0.67	A		
Arm C		0.8	6.15	0.44	A				0.9	6.05	0.47	A		
Arm D		0.8	5.04	0.45	A				1.8	8.28	0.65	A		
	2043 - Without													
Arm A	D11	0.5	4.58	0.35	A	A	27 % [Arm B]	D13	2.1	10.94	0.68	B	A	18 % [Arm A]
Arm B		2.4	8.86	0.71	A				1.9	7.91	0.66	A		
Arm C		0.7	5.92	0.41	A				1.0	6.53	0.50	A		
Arm D		0.8	4.97	0.45	A				2.2	9.44	0.69	A		
	2043 - With													
Arm A	D12	0.6	4.68	0.36	A	A	25 % [Arm B]	D14	2.0	10.47	0.68	B	A	20 % [Arm A]
Arm B		2.5	9.19	0.72	A				2.1	8.44	0.68	A		
Arm C		0.8	6.25	0.44	A				0.9	6.21	0.48	A		
Arm D		0.8	5.12	0.45	A				2.0	8.87	0.67	A		

Figure 5.11: Junction 5 Summary Table

Junction 5 operates under capacity currently and continues to do so in all future year scenarios.

A maximum RFC of 72% occurs in the AM peak with the max in the PM peak 68% for the 2043 With Development scenario. This occurs on Arm B (Park Road East) in both the AM and PM peaks. A max delay of approximately 10 seconds will be experienced on the Arm B over the AM and PM peaks.

5.7 Junction 6 - Woodlawn Rd. / Rookery Rd. Junction

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity
	2025 - Base													
Stream B-C	D1	0.1	6.73	0.09	A	A	105 % [Stream C-AB]	D2	0.1	7.40	0.12	A	A	87 % [Stream B-A]
Stream B-A		0.2	9.64	0.18	A				0.5	10.68	0.31	B		
Stream C-AB		0.6	8.76	0.32	A				0.4	7.66	0.24	A		
	2028 - Without													
Stream B-C	D3	0.1	7.09	0.11	A	A	75 % [Stream C-AB]	D5	0.2	7.81	0.14	A	A	62 % [Stream B-A]
Stream B-A		0.3	10.70	0.23	B				0.6	12.19	0.38	B		
Stream C-AB		0.8	9.90	0.39	A				0.5	8.45	0.31	A		
	2028 - With													
Stream B-C	D4	0.1	7.30	0.13	A	A	71 % [Stream C-AB]	D6	0.2	7.92	0.15	A	A	57 % [Stream B-A]
Stream B-A		0.4	11.35	0.27	B				0.6	12.62	0.39	B		
Stream C-AB		0.8	10.17	0.40	B				0.6	8.66	0.32	A		
	2033 - Without													
Stream B-C	D7	0.1	7.15	0.11	A	A	71 % [Stream C-AB]	D9	0.2	7.90	0.15	A	A	58 % [Stream B-A]
Stream B-A		0.3	10.89	0.24	B				0.6	12.51	0.39	B		
Stream C-AB		0.8	10.08	0.40	B				0.6	8.55	0.32	A		
	2033 - With													
Stream B-C	D8	0.2	7.36	0.13	A	A	66 % [Stream C-AB]	D10	0.2	8.02	0.15	A	A	54 % [Stream B-A]
Stream B-A		0.4	11.57	0.27	B				0.7	12.97	0.41	B		
Stream C-AB		0.9	10.36	0.42	B				0.6	8.76	0.33	A		
	2043 - Without													
Stream B-C	D11	0.1	7.17	0.11	A	A	70 % [Stream C-AB]	D13	0.2	7.94	0.15	A	A	57 % [Stream B-A]
Stream B-A		0.3	10.98	0.24	B				0.6	12.67	0.39	B		
Stream C-AB		0.8	10.14	0.41	B				0.6	8.57	0.32	A		
	2043 - With													
Stream B-C	D12	0.2	7.39	0.13	A	A	65 % [Stream C-AB]	D14	0.2	8.05	0.15	A	A	52 % [Stream B-A]
Stream B-A		0.4	11.68	0.28	B				0.7	13.12	0.41	B		
Stream C-AB		0.9	10.46	0.42	B				0.6	8.79	0.34	A		

Figure 5.12: Junction 6 Summary Table

Junction 6 operates under capacity currently and continues to do so in all future year scenarios.

A maximum RFC of 42% occurs in the AM peak with the max in the PM peak 41% for the 2043 With Development scenario. This occurs on Arm C (Ballycasheen Road) in the AM peak and Arm B (Rookery Road) in the PM peak. A max delay of approximately 13 seconds will be experienced on the Arm B over the AM and PM peaks.

6 CUMULATIVE IMPACT

The cumulative impact of the scheme on the surrounding roads network for future years is determined by modelling future scenarios on existing traffic data and allowing for committed infrastructure projects in the proximity of the scheme as well. In this instance, the network was tested to 2043 by adding development trip generated traffic to the analysed scenarios along the surrounding road network, adding development traffic from another proposed development in the area and growth rates on existing traffic flows to 2043. No allowance has been made for modal shift in the presented analysis, thus providing a worst-case scenario.

The overall impact of the proposed development on the surrounding road network and the assessed junctions is to increase %RFC by a maximum of 11% at the Junction 1, 2% at Junction 2, 33% at Junction 3 (development Junction), 5% at Junction 4, 1% at Junction 5 and 4% at Junction 6.

7 ROAD SAFETY

Please refer to the Stage 1 Road Safety Report (RSA) submitted as part of this planning submission.

8 INTERNAL LAYOUT & PARKING PROVISION

The site is to have a hard tarmac or concrete surface with adequate foundation to withstand the wheel loads involved. The overall drainage of the site should be adequate to cope with storm water. The whole site is to be well lit to ensure the safe execution of manoeuvres, the safety of passengers and the security of vehicles and their contents. The lighting should be from a high level to prevent glare during manoeuvres and reduce the potential for vandalism. The layout of the site is to be designed to reduce the need for reversing manoeuvres. Where these are unavoidable, there should be an adequate area to safely execute the reversing or turning manoeuvres necessary. All parking spaces provided are required to be a minimum 2.4m x 4.9m in size.



Figure 8.1 Site layout (Credit: Meitheal Architects)

Parking for the development will be fully facilitated within the site. It is proposed to provide approximately 275 no. surface car parking spaces for the residential development. It is also proposed to provide bicycle parking spaces in secure facilities for the units to the rear of each unit.

The location of the development is within Area 3 according to the Kerry County Development Plan 2022-2028, Development Management Standards and Guidelines. Table 4 within this document sets out the maximum parking standards.

Table 8.1 Kerry County Development Plan 2022-2028 Maximum Parking Standards

Kerry County Development Plan				
Area 3	Parking Standards	No. of Units	Max Parking	Parking Provided
Residential Dwelling	2 per unit & 0.5 visitor space per unit	103 units	257	
Residential Apartment	1 per unit	156 units	156	
Creche	1 per 4 Children, 1 per staff member	60 Children	22	
Total			435	275

9 PUBLIC TRANSPORT

Killarney is served by a number of existing Bus Éireann services. These services include:

Route No.	Route Description	Weekday Frequency	Weekend Frequency
14	Limerick to Killarney	2hr	2hr
40	Rosslare to Tralee	1hr	1hr
257	Macroom to Killarney via Millstreet	3hr	3hr
270	Skibbereen to Killarney via Kenmare	1hr	1hr
271	Tralee to Killarney via Kerry Airport	6 services	6 services
279A	Tralee to Cahersiveen via Killorglin	1 service	1 service
300	Ennis/Killarney/Tralee to Limerick to Dublin	2hr	2hr

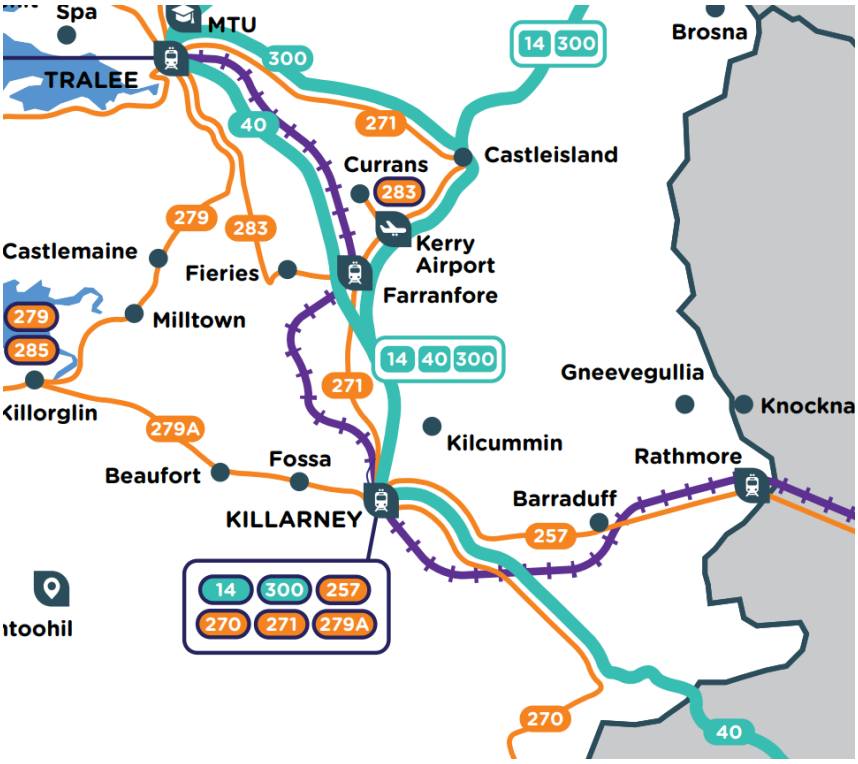


Figure 9.1 Existing Bus Services

The National Transport Authority's (NTA) Connecting Ireland Rural Mobility Plan will improve bus services in Killarney. New and enhanced bus routes will connect the town to the surrounding rural areas with more frequent services planned to improve connectivity. The plan aims to reduce rural car dependency while promoting affordable, sustainable travel. There are a number of new bus routes proposed as part of this plan, see the table below for details.

Route No.	Route Description	Weekday Frequency	Weekend Frequency
1	Tralee to Cork	30mins	30mins
2A	Killarney to Skibbereen	2hr	2hr
3A	Limerick to Killarney	1hr	1hr
280	Ring of Kerry Loop	5 return services	5 return services
A51	Killarney to Mallow	3 return services	3 return services
257	Killarney to Kinsale	3 return services	3 return services

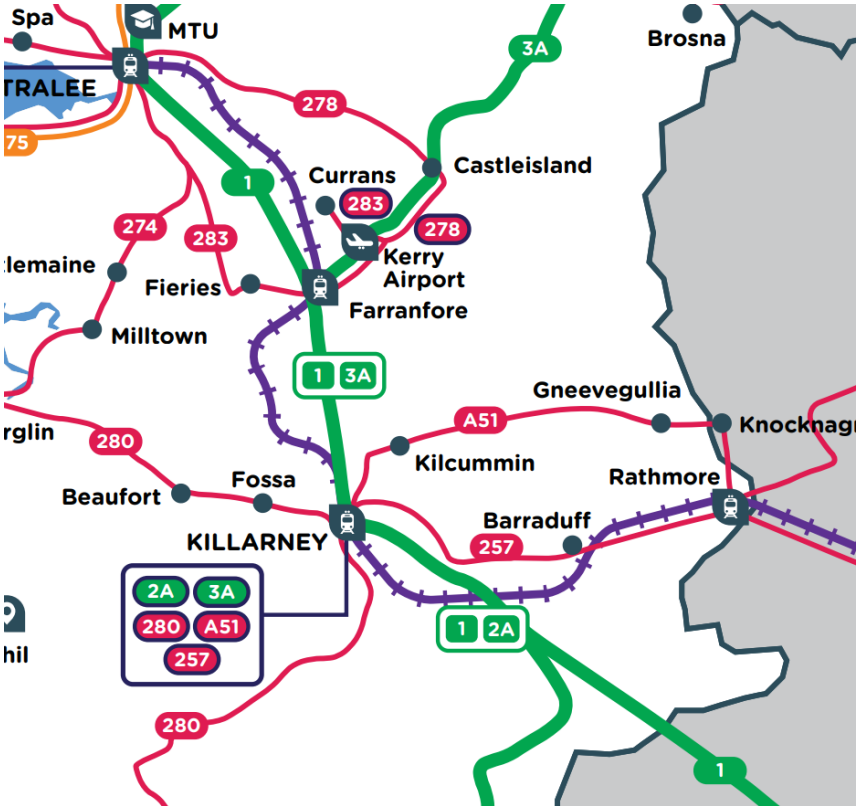


Figure 9.2: Proposed Bus Services

Killarney Train and Bus Stations are a 15-minute walk from the proposed development entrance. The Tralee to Dublin train service is the only train that passes through Killarney Station with trains departing approximately every 2 hours Monday to Saturday and every 2-3 hours on Sundays.

10 PEDESTRIAN / CYCLIST / DISABILITY ACCESSIBILITY

All internal footpaths should be dished at all entrances and crossings with tapered/dropped kerbs and tactile paving used on approaches in accordance with the design guidelines for use with tactile paving. This is to accommodate wheelchair access and guide the visually impaired users safely through the development. Adequate bicycle parking provision is proposed as per development schedules presented.

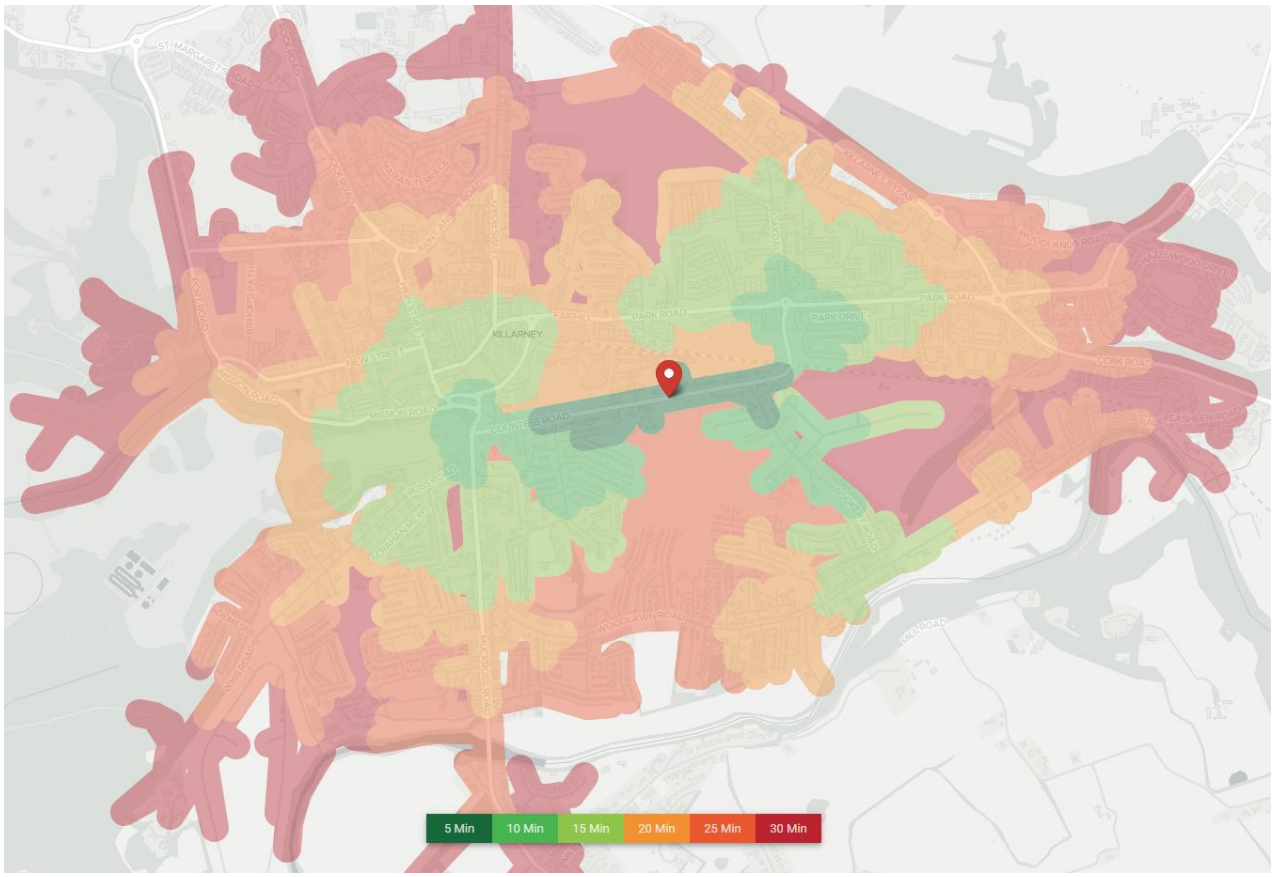


Figure 10.1: 30min Walking Distance from Site

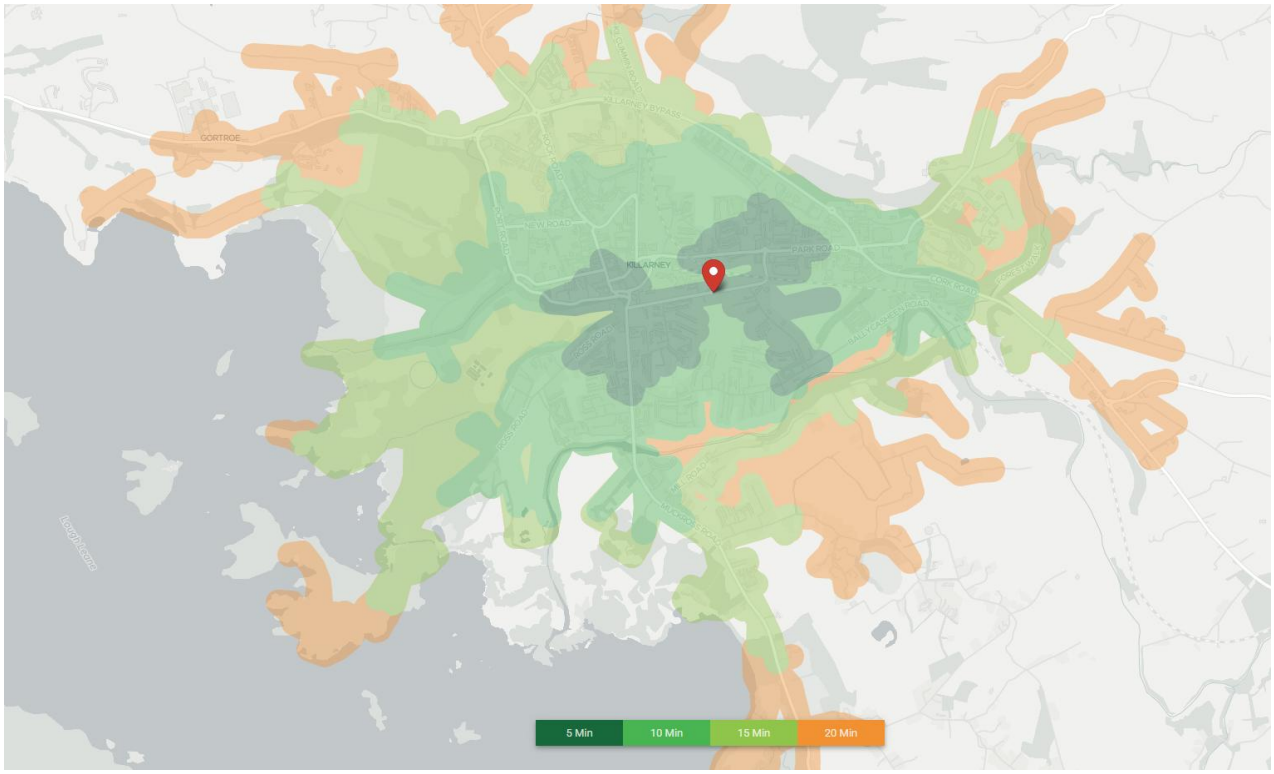


Figure 10.2: 30min Cycle Distance from Site

11 REFERENCES

- TII. Traffic and Transport Assessment Guidelines, PE-PDV-02045
- National Roads Authority (2014) Traffic and Transport Assessment Guidelines
- Institution of Highways & Transportation (1994) Guidelines for Traffic Impact Assessment IHT, London
- National Roads Authority (2000) Road Geometry Handbook NRA, Dublin
- National Roads Authority Design Manual for Roads and Bridges NRA, Dublin
- Design Manual for Urban Roads and Streets
- Transport for Ireland (Oct 2016) Project Appraisal Guidelines for National Roads Unit 16.1 – Expansion Factors for Short Period Traffic Counts
- Transport for Ireland 2017. Geometric Design of Junctions, DN-GEO-03060
- Transport for Ireland 2017. Rural Road Link Design, DN-GEO-03031
- National Disability Authority (NDA) guidelines – Towards Best Practice in Provision of Transport Services
- TII approved junction simulation modelling program, Junctions 9
- Trip Rate Information Computer System (TRICS)
- Traffic Surveys: Irish Traffic Surveys
- PCU (passenger carrying units) factors, Transport in The Urban Environment, The Institution of highways and Transportation.
- Google Maps
- Openstreetmaps

12 APPENDICES

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13 APPENDIX A - TRAFFIC COUNT DATA

(Traffic Count Data Available Upon Request)

14 APPENDIX B - TRICS

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15 APPENDIX C – JUNCTIONS 11 MODELLING RESULTS

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Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Junction 1.j11
Path: N:\TIA\25046TT Countess Rd LRD Killarney\TTA\Traffic Modelling\Models
Report generation date: 31/07/2025 14:36:35

»D1 - 2025 | Base | AM
»D2 - 2025 | Base | PM
»D3 - 2028 | Without | AM
»D4 - 2028 | With | AM
»D5 - 2028 | Without | PM
»D6 - 2028 | With | PM
»D7 - 2033 | Without | AM
»D8 - 2033 | With | AM
»D9 - 2033 | Without | PM
»D10 - 2033 | With | PM
»D11 - 2043 | Without | AM
»D12 - 2043 | With | AM
»D13 - 2043 | Without | PM
»D14 - 2043 | With | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity
2025 - Base														
Arm A	D1	1.4	8.74	0.58	A	A	36 % [Arm C]	D2	1.8	10.50	0.65	B	A	36 % [Arm A]
Arm B		1.0	9.65	0.51	A				0.6	7.81	0.38	A		
Arm C		1.9	8.82	0.65	A				1.6	7.54	0.61	A		
2028 - Without														
Arm A	D3	1.5	9.37	0.61	A	B	30 % [Arm C]	D5	2.0	11.55	0.68	B	A	30 % [Arm A]
Arm B		1.3	11.19	0.58	B				0.8	8.72	0.44	A		
Arm C		2.2	9.86	0.69	A				1.8	8.26	0.64	A		
2028 - With														
Arm A	D4	1.8	10.26	0.64	B	B	21 % [Arm B]	D6	2.3	12.94	0.71	B	B	24 % [Arm A]
Arm B		2.0	14.56	0.68	B				1.1	10.15	0.52	B		
Arm C		2.5	11.24	0.72	B				2.1	9.17	0.68	A		
2033 - Without														
Arm A	D7	1.7	9.81	0.63	A	B	26 % [Arm C]	D9	2.2	12.32	0.70	B	B	26 % [Arm A]
Arm B		1.5	11.85	0.60	B				0.8	9.05	0.45	A		
Arm C		2.4	10.60	0.71	B				1.9	8.72	0.66	A		
2033 - With														
Arm A	D8	1.9	10.82	0.66	B	B	18 % [Arm B]	D10	2.6	13.85	0.73	B	B	21 % [Arm A]
Arm B		2.2	15.62	0.70	C				1.1	10.57	0.53	B		
Arm C		2.8	12.18	0.74	B				2.2	9.72	0.69	A		
2043 - Without														
Arm A	D11	1.7	10.03	0.64	B	B	25 % [Arm C]	D13	2.3	12.68	0.70	B	B	25 % [Arm A]
Arm B		1.5	12.08	0.60	B				0.8	9.20	0.46	A		
Arm C		2.5	10.88	0.72	B				2.0	8.89	0.67	A		
2043 - With														
Arm A	D12	2.0	11.05	0.67	B	B	17 % [Arm B]	D14	2.7	14.33	0.73	B	B	20 % [Arm A]
Arm B		2.3	16.18	0.71	C				1.2	10.81	0.54	B		
Arm C		2.9	12.57	0.75	B				2.3	9.99	0.70	A		

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

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

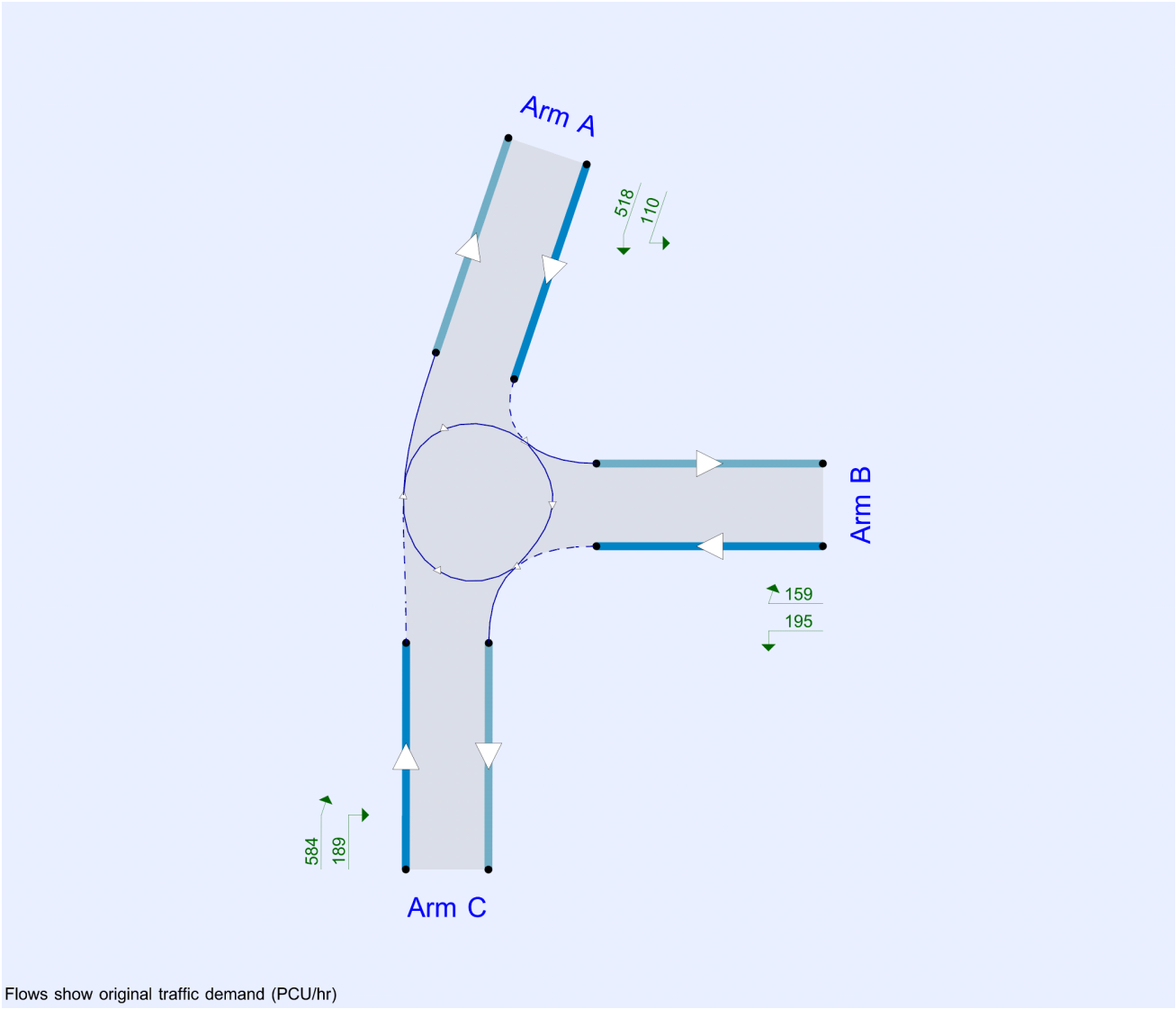
File summary

File Description

Title	
Location	
Site number	
Date	28/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MHL\cdring
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



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	08:15	09:45	15	✓
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15	✓
D3	2028	Without	AM	ONE HOUR	08:15	09:45	15	✓
D4	2028	With	AM	ONE HOUR	08:15	09:45	15	✓
D5	2028	Without	PM	ONE HOUR	16:00	17:30	15	✓
D6	2028	With	PM	ONE HOUR	16:00	17:30	15	✓
D7	2033	Without	AM	ONE HOUR	08:15	09:45	15	✓
D8	2033	With	AM	ONE HOUR	08:15	09:45	15	✓
D9	2033	Without	PM	ONE HOUR	16:00	17:30	15	✓
D10	2033	With	PM	ONE HOUR	16:00	17:30	15	✓
D11	2043	Without	AM	ONE HOUR	08:15	09:45	15	✓
D12	2043	With	AM	ONE HOUR	08:15	09:45	15	✓
D13	2043	Without	PM	ONE HOUR	16:00	17:30	15	✓
D14	2043	With	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, A	8.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	36	Arm C	8.98	A

Arms

Arms

Arm	Name	Description	No give-way line
A	untitled		
B	untitled		
C	untitled		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	3.80	4.00	10.0	7.7	18.0	47.0		
B	3.20	4.50	10.0	6.5	18.0	63.0		
C	6.50	6.50	0.0	3.0	18.0	49.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.486	1043
B	0.448	978
C	0.474	1294

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	524	100.000
B		ONE HOUR	✓	359	100.000
C		ONE HOUR	✓	701	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	98	426
	B	219	0	140
	C	600	101	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.58	8.74	1.4	A	481	721
B	0.51	9.65	1.0	A	329	494
C	0.65	8.82	1.9	A	643	965

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	394	99	76	1006	0.392	392	613	0.0	0.6	5.841	A
B	270	68	319	835	0.324	268	149	0.0	0.5	6.329	A
C	528	132	164	1216	0.434	525	423	0.0	0.8	5.182	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	471	118	91	999	0.472	470	735	0.6	0.9	6.798	A
B	323	81	382	807	0.400	322	179	0.5	0.7	7.413	A
C	630	158	196	1201	0.525	629	508	0.8	1.1	6.284	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	577	144	111	989	0.583	575	898	0.9	1.4	8.657	A
B	395	99	467	769	0.514	394	218	0.7	1.0	9.562	A
C	772	193	240	1180	0.654	769	621	1.1	1.8	8.687	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	577	144	111	989	0.584	577	902	1.4	1.4	8.740	A
B	395	99	469	768	0.515	395	219	1.0	1.0	9.653	A
C	772	193	241	1180	0.654	772	623	1.8	1.9	8.818	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	471	118	91	998	0.472	473	740	1.4	0.9	6.876	A
B	323	81	385	806	0.400	324	180	1.0	0.7	7.496	A
C	630	158	198	1200	0.525	633	511	1.9	1.1	6.383	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	394	99	76	1006	0.392	396	618	0.9	0.7	5.909	A
B	270	68	322	834	0.324	271	150	0.7	0.5	6.404	A
C	528	132	165	1216	0.434	529	427	1.1	0.8	5.256	A

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, A	8.70	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	36	Arm A	8.70	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	566	100.000
B		ONE HOUR	✓	254	100.000
C		ONE HOUR	✓	688	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	84	482
	B	114	0	140
	C	544	144	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.65	10.50	1.8	B	519	779
B	0.38	7.81	0.6	A	233	350
C	0.61	7.54	1.6	A	631	947

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	426	107	108	990	0.430	423	493	0.0	0.7	6.315	A
B	191	48	360	817	0.234	190	171	0.0	0.3	5.734	A
C	518	129	85	1254	0.413	515	465	0.0	0.7	4.857	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	509	127	129	980	0.519	508	590	0.7	1.1	7.602	A
B	228	57	432	784	0.291	228	205	0.3	0.4	6.464	A
C	618	155	102	1245	0.497	617	558	0.7	1.0	5.721	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	623	156	158	966	0.645	620	722	1.1	1.8	10.335	B
B	280	70	528	741	0.377	279	250	0.4	0.6	7.769	A
C	758	189	125	1235	0.614	755	682	1.0	1.6	7.473	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	623	156	159	966	0.645	623	724	1.8	1.8	10.500	B
B	280	70	531	740	0.378	280	251	0.6	0.6	7.813	A
C	758	189	126	1234	0.614	757	685	1.6	1.6	7.543	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	509	127	130	980	0.519	512	594	1.8	1.1	7.738	A
B	228	57	436	783	0.292	229	206	0.6	0.4	6.507	A
C	618	155	103	1245	0.497	621	562	1.6	1.0	5.785	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	426	107	109	990	0.430	427	496	1.1	0.8	6.415	A
B	191	48	364	815	0.235	192	172	0.4	0.3	5.780	A
C	518	129	86	1253	0.413	519	470	1.0	0.7	4.913	A

D3 - 2028 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, A	10.02	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	30	Arm C	10.02	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	546	100.000
B		ONE HOUR	✓	399	100.000
C		ONE HOUR	✓	729	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	105	441
	B	243	0	156
	C	621	108	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.61	9.37	1.5	A	501	752
B	0.58	11.19	1.3	B	366	549
C	0.69	9.86	2.2	A	669	1003

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	411	103	81	1003	0.410	408	646	0.0	0.7	6.022	A
B	300	75	330	830	0.362	298	159	0.0	0.6	6.735	A
C	549	137	182	1208	0.454	546	446	0.0	0.8	5.408	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	491	123	97	996	0.493	490	775	0.7	1.0	7.100	A
B	359	90	396	801	0.448	358	191	0.6	0.8	8.105	A
C	655	164	218	1191	0.550	654	535	0.8	1.2	6.686	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	601	150	118	985	0.610	599	947	1.0	1.5	9.265	A
B	439	110	484	761	0.577	437	234	0.8	1.3	11.029	B
C	803	201	266	1168	0.687	799	655	1.2	2.1	9.662	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	601	150	119	985	0.610	601	951	1.5	1.5	9.373	A
B	439	110	485	761	0.578	439	234	1.3	1.3	11.194	B
C	803	201	267	1167	0.688	802	657	2.1	2.2	9.860	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	491	123	98	995	0.493	493	781	1.5	1.0	7.200	A
B	359	90	398	800	0.449	361	192	1.3	0.8	8.241	A
C	655	164	220	1190	0.551	659	539	2.2	1.2	6.827	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	411	103	82	1003	0.410	412	652	1.0	0.7	6.104	A
B	300	75	333	829	0.362	301	161	0.8	0.6	6.835	A
C	549	137	184	1207	0.455	550	451	1.2	0.8	5.498	A

D4 - 2028 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, A	11.80	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	Arm B	11.80	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	566	100.000
B		ONE HOUR	✓	467	100.000
C		ONE HOUR	✓	750	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	125	441
	B	285	0	182
	C	621	129	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.64	10.26	1.8	B	519	779
B	0.68	14.56	2.0	B	429	643
C	0.72	11.24	2.5	B	688	1032

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	426	107	97	996	0.428	423	677	0.0	0.7	6.258	A
B	352	88	330	830	0.423	349	190	0.0	0.7	7.429	A
C	565	141	213	1193	0.473	561	466	0.0	0.9	5.664	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	509	127	116	986	0.516	508	812	0.7	1.0	7.498	A
B	420	105	395	801	0.524	418	228	0.7	1.1	9.375	A
C	674	169	255	1173	0.575	672	559	0.9	1.3	7.166	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	623	156	141	974	0.640	620	992	1.0	1.7	10.104	B
B	514	129	483	762	0.675	511	278	1.1	2.0	14.137	B
C	826	206	312	1146	0.720	821	682	1.3	2.5	10.918	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	623	156	142	974	0.640	623	997	1.7	1.8	10.261	B
B	514	129	485	761	0.676	514	280	2.0	2.0	14.563	B
C	826	206	314	1145	0.721	826	686	2.5	2.5	11.235	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	509	127	117	986	0.516	511	820	1.8	1.1	7.632	A
B	420	105	399	800	0.525	423	230	2.0	1.1	9.660	A
C	674	169	258	1172	0.576	679	564	2.5	1.4	7.372	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	426	107	97	995	0.428	427	685	1.1	0.8	6.353	A
B	352	88	333	829	0.424	353	192	1.1	0.7	7.589	A
C	565	141	215	1192	0.474	567	471	1.4	0.9	5.773	A

D5 - 2028 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, A	9.56	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	30	Arm A	9.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	589	100.000
B		ONE HOUR	✓	290	100.000
C		ONE HOUR	✓	718	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	90	499
	B	130	0	160
	C	563	155	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.68	11.55	2.0	B	540	811
B	0.44	8.72	0.8	A	266	399
C	0.64	8.26	1.8	A	659	988

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	443	111	116	986	0.450	440	519	0.0	0.8	6.555	A
B	218	55	373	811	0.269	217	183	0.0	0.4	6.044	A
C	541	135	97	1248	0.433	538	493	0.0	0.8	5.047	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	529	132	139	975	0.543	528	622	0.8	1.2	8.027	A
B	261	65	447	778	0.335	260	220	0.4	0.5	6.948	A
C	645	161	117	1239	0.521	644	591	0.8	1.1	6.042	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	649	162	170	960	0.676	645	760	1.2	2.0	11.310	B
B	319	80	547	733	0.435	318	269	0.5	0.8	8.654	A
C	791	198	143	1226	0.645	788	722	1.1	1.8	8.155	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	649	162	171	960	0.676	648	763	2.0	2.0	11.546	B
B	319	80	549	732	0.436	319	270	0.8	0.8	8.720	A
C	791	198	143	1226	0.645	790	725	1.8	1.8	8.262	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	529	132	140	975	0.543	533	626	2.0	1.2	8.209	A
B	261	65	451	776	0.336	262	221	0.8	0.5	7.014	A
C	645	161	117	1238	0.521	648	596	1.8	1.1	6.130	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	443	111	117	986	0.450	445	523	1.2	0.8	6.674	A
B	218	55	377	809	0.270	219	185	0.5	0.4	6.103	A
C	541	135	98	1247	0.433	542	498	1.1	0.8	5.111	A

D6 - 2028 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, A	10.71	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	Arm A	10.71	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	606	100.000
B		ONE HOUR	✓	343	100.000
C		ONE HOUR	✓	746	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	107	499
	B	154	0	189
	C	563	183	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.71	12.94	2.3	B	556	834
B	0.52	10.15	1.1	B	315	472
C	0.68	9.17	2.1	A	685	1027

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	456	114	137	976	0.467	453	536	0.0	0.9	6.834	A
B	258	65	373	811	0.318	256	217	0.0	0.5	6.469	A
C	562	140	115	1239	0.453	558	514	0.0	0.8	5.261	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	545	136	164	963	0.566	543	643	0.9	1.3	8.542	A
B	308	77	447	778	0.396	308	260	0.5	0.6	7.644	A
C	671	168	138	1228	0.546	669	617	0.8	1.2	6.419	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	667	167	201	945	0.706	663	786	1.3	2.3	12.581	B
B	378	94	546	733	0.515	376	318	0.6	1.0	10.027	B
C	821	205	169	1214	0.677	818	753	1.2	2.0	9.014	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	667	167	201	945	0.706	667	789	2.3	2.3	12.935	B
B	378	94	549	732	0.516	378	319	1.0	1.1	10.151	B
C	821	205	170	1214	0.677	821	757	2.0	2.1	9.166	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	545	136	165	962	0.566	549	648	2.3	1.3	8.790	A
B	308	77	452	776	0.398	310	262	1.1	0.7	7.755	A
C	671	168	139	1228	0.546	674	623	2.1	1.2	6.536	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	456	114	138	976	0.468	458	541	1.3	0.9	6.979	A
B	258	65	377	809	0.319	259	219	0.7	0.5	6.554	A
C	562	140	116	1239	0.453	563	520	1.2	0.8	5.339	A

D7 - 2033 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, A	10.64	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	26	Arm C	10.64	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	560	100.000
B		ONE HOUR	✓	410	100.000
C		ONE HOUR	✓	749	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	107	453
	B	250	0	160
	C	638	111	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.63	9.81	1.7	A	514	771
B	0.60	11.85	1.5	B	376	564
C	0.71	10.60	2.4	B	687	1031

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	422	105	83	1002	0.421	419	664	0.0	0.7	6.140	A
B	309	77	339	826	0.374	306	163	0.0	0.6	6.892	A
C	564	141	187	1205	0.468	560	458	0.0	0.9	5.551	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	503	126	100	994	0.506	502	796	0.7	1.0	7.298	A
B	369	92	406	796	0.463	368	196	0.6	0.8	8.379	A
C	673	168	224	1188	0.567	672	550	0.9	1.3	6.953	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	617	154	122	984	0.627	614	973	1.0	1.6	9.676	A
B	451	113	497	756	0.597	449	239	0.8	1.4	11.652	B
C	825	206	274	1164	0.708	820	672	1.3	2.3	10.344	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	617	154	122	983	0.627	616	977	1.6	1.7	9.808	A
B	451	113	499	755	0.598	451	240	1.4	1.5	11.855	B
C	825	206	275	1164	0.709	824	675	2.3	2.4	10.601	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	503	126	100	994	0.507	506	803	1.7	1.0	7.413	A
B	369	92	409	795	0.464	371	197	1.5	0.9	8.540	A
C	673	168	226	1187	0.567	678	554	2.4	1.3	7.128	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	422	105	84	1002	0.421	423	671	1.0	0.7	6.229	A
B	309	77	342	825	0.374	310	165	0.9	0.6	7.002	A
C	564	141	189	1204	0.468	566	463	1.3	0.9	5.653	A

D8 - 2033 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, A	12.65	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	18	Arm B	12.65	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	581	100.000
B		ONE HOUR	✓	477	100.000
C		ONE HOUR	✓	770	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	128	453
	B	291	0	186
	C	638	132	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.66	10.82	1.9	B	533	800
B	0.70	15.62	2.2	C	438	657
C	0.74	12.18	2.8	B	707	1060

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	437	109	99	995	0.440	434	694	0.0	0.8	6.391	A
B	359	90	339	826	0.435	356	194	0.0	0.8	7.606	A
C	580	145	217	1191	0.487	576	477	0.0	0.9	5.819	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	522	131	118	985	0.530	521	833	0.8	1.1	7.734	A
B	429	107	406	796	0.539	427	233	0.8	1.1	9.717	A
C	692	173	261	1170	0.591	690	573	0.9	1.4	7.467	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	640	160	144	972	0.658	637	1016	1.1	1.9	10.628	B
B	525	131	496	756	0.695	521	285	1.1	2.2	15.080	C
C	848	212	318	1143	0.742	843	700	1.4	2.7	11.761	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	640	160	145	972	0.658	640	1022	1.9	1.9	10.816	B
B	525	131	499	755	0.696	525	286	2.2	2.2	15.624	C
C	848	212	320	1142	0.742	848	703	2.7	2.8	12.183	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	522	131	120	985	0.531	525	842	1.9	1.2	7.889	A
B	429	107	410	795	0.540	433	235	2.2	1.2	10.060	B
C	692	173	264	1169	0.592	698	578	2.8	1.5	7.721	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	437	109	100	994	0.440	439	702	1.2	0.8	6.500	A
B	359	90	342	825	0.435	361	196	1.2	0.8	7.786	A
C	580	145	220	1190	0.487	582	483	1.5	1.0	5.944	A

D9 - 2033 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, A	10.11	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	26	Arm A	10.11	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2033	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	605	100.000
B		ONE HOUR	✓	298	100.000
C		ONE HOUR	✓	737	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	93	512
	B	134	0	164
	C	578	159	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.70	12.32	2.2	B	555	833
B	0.45	9.05	0.8	A	273	410
C	0.66	8.72	1.9	A	676	1014

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	455	114	119	985	0.463	452	533	0.0	0.8	6.758	A
B	224	56	383	807	0.278	223	189	0.0	0.4	6.149	A
C	555	139	100	1246	0.445	552	505	0.0	0.8	5.158	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	544	136	143	973	0.559	542	639	0.8	1.2	8.322	A
B	268	67	459	773	0.347	267	226	0.4	0.5	7.119	A
C	663	166	120	1237	0.536	661	606	0.8	1.1	6.237	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	666	167	174	958	0.695	662	781	1.2	2.2	12.024	B
B	328	82	561	727	0.451	327	276	0.5	0.8	8.973	A
C	811	203	147	1224	0.663	808	740	1.1	1.9	8.590	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	666	167	175	958	0.696	666	784	2.2	2.2	12.321	B
B	328	82	564	726	0.452	328	277	0.8	0.8	9.053	A
C	811	203	148	1224	0.663	811	744	1.9	1.9	8.716	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	544	136	144	973	0.559	548	643	2.2	1.3	8.539	A
B	268	67	463	770	0.348	269	228	0.8	0.5	7.196	A
C	663	166	121	1237	0.536	666	612	1.9	1.2	6.340	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	455	114	120	984	0.463	457	537	1.3	0.9	6.849	A
B	224	56	387	805	0.279	225	190	0.5	0.4	6.216	A
C	555	139	101	1246	0.445	556	511	1.2	0.8	5.230	A

D10 - 2033 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, A	11.37	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	Arm A	11.37	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2033	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	621	100.000
B		ONE HOUR	✓	350	100.000
C		ONE HOUR	✓	765	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	109	512
	B	157	0	193
	C	578	187	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.73	13.85	2.6	B	570	855
B	0.53	10.57	1.1	B	321	482
C	0.69	9.72	2.2	A	702	1053

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	468	117	140	975	0.480	464	550	0.0	0.9	7.000	A
B	263	66	382	807	0.327	262	221	0.0	0.5	6.581	A
C	576	144	117	1238	0.465	572	527	0.0	0.9	5.378	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	558	140	168	961	0.581	556	659	0.9	1.4	8.856	A
B	315	79	459	773	0.407	314	265	0.5	0.7	7.835	A
C	688	172	141	1227	0.560	686	632	0.9	1.3	6.632	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	684	171	205	943	0.725	679	806	1.4	2.5	13.405	B
B	385	96	560	727	0.530	384	324	0.7	1.1	10.425	B
C	842	211	172	1212	0.695	838	771	1.3	2.2	9.530	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	684	171	206	943	0.725	683	809	2.5	2.6	13.854	B
B	385	96	564	726	0.531	385	326	1.1	1.1	10.572	B
C	842	211	173	1212	0.695	842	776	2.2	2.2	9.722	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	558	140	169	961	0.581	563	664	2.6	1.4	9.154	A
B	315	79	464	770	0.409	316	268	1.1	0.7	7.961	A
C	688	172	142	1227	0.561	691	638	2.2	1.3	6.772	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	468	117	141	974	0.480	469	555	1.4	0.9	7.163	A
B	263	66	387	805	0.327	264	224	0.7	0.5	6.673	A
C	576	144	119	1238	0.465	578	533	1.3	0.9	5.466	A

D11 - 2043 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, A	10.89	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	25	Arm C	10.89	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2043	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	567	100.000
B		ONE HOUR	✓	413	100.000
C		ONE HOUR	✓	756	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	109	458
	B	252	0	161
	C	644	112	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.64	10.03	1.7	B	520	780
B	0.60	12.08	1.5	B	379	568
C	0.72	10.88	2.5	B	694	1041

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	427	107	84	1002	0.426	424	670	0.0	0.7	6.198	A
B	311	78	342	825	0.377	309	165	0.0	0.6	6.942	A
C	569	142	188	1205	0.472	566	463	0.0	0.9	5.603	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	510	127	100	994	0.513	509	803	0.7	1.0	7.397	A
B	371	93	411	794	0.468	370	198	0.6	0.9	8.470	A
C	680	170	226	1187	0.573	678	555	0.9	1.3	7.048	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	624	156	123	983	0.635	622	981	1.0	1.7	9.888	A
B	455	114	502	753	0.604	452	242	0.9	1.5	11.866	B
C	832	208	276	1163	0.716	828	678	1.3	2.4	10.598	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	624	156	123	983	0.635	624	986	1.7	1.7	10.032	B
B	455	114	504	752	0.604	455	243	1.5	1.5	12.085	B
C	832	208	277	1163	0.716	832	681	2.4	2.5	10.880	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	510	127	101	993	0.513	512	811	1.7	1.1	7.521	A
B	371	93	414	793	0.468	374	200	1.5	0.9	8.641	A
C	680	170	228	1186	0.573	684	559	2.5	1.4	7.233	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	427	107	85	1002	0.426	428	677	1.1	0.8	6.294	A
B	311	78	346	823	0.378	312	167	0.9	0.6	7.060	A
C	569	142	190	1204	0.473	571	467	1.4	0.9	5.705	A

D12 - 2043 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, A	13.03	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	17	Arm B	13.03	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2043	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	587	100.000
B		ONE HOUR	✓	482	100.000
C		ONE HOUR	✓	777	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	129	458
	B	294	0	188
	C	644	133	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.67	11.05	2.0	B	539	808
B	0.71	16.18	2.3	C	442	663
C	0.75	12.57	2.9	B	713	1069

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	442	110	99	994	0.444	439	701	0.0	0.8	6.445	A
B	363	91	342	825	0.440	360	196	0.0	0.8	7.693	A
C	585	146	219	1190	0.492	581	483	0.0	1.0	5.877	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	528	132	119	985	0.536	526	841	0.8	1.1	7.829	A
B	433	108	411	794	0.546	432	235	0.8	1.2	9.888	A
C	699	175	263	1169	0.597	697	579	1.0	1.5	7.584	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	646	162	145	972	0.665	643	1026	1.1	1.9	10.844	B
B	531	133	502	753	0.704	526	287	1.2	2.3	15.566	C
C	855	214	321	1142	0.749	850	707	1.5	2.8	12.104	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	646	162	146	972	0.665	646	1032	1.9	2.0	11.051	B
B	531	133	504	752	0.705	530	288	2.3	2.3	16.176	C
C	855	214	324	1141	0.750	855	711	2.8	2.9	12.573	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	528	132	121	984	0.536	531	851	2.0	1.2	7.996	A
B	433	108	414	793	0.547	438	237	2.3	1.2	10.264	B
C	699	175	267	1167	0.598	704	585	2.9	1.5	7.859	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	442	110	100	994	0.445	443	709	1.2	0.8	6.559	A
B	363	91	346	823	0.441	365	198	1.2	0.8	7.880	A
C	585	146	222	1189	0.492	587	488	1.5	1.0	6.008	A

D13 - 2043 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, A	10.35	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	25	Arm A	10.35	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2043	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	612	100.000
B		ONE HOUR	✓	301	100.000
C		ONE HOUR	✓	744	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	94	518
	B	135	0	166
	C	584	160	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.70	12.68	2.3	B	562	842
B	0.46	9.20	0.8	A	276	414
C	0.67	8.89	2.0	A	683	1024

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	461	115	120	984	0.468	457	538	0.0	0.9	6.784	A
B	227	57	387	805	0.282	225	190	0.0	0.4	6.194	A
C	560	140	101	1246	0.450	557	511	0.0	0.8	5.200	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	550	138	144	973	0.566	549	645	0.9	1.3	8.443	A
B	271	68	464	770	0.351	270	228	0.4	0.5	7.189	A
C	669	167	121	1237	0.541	667	613	0.8	1.2	6.310	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	674	168	175	957	0.704	670	789	1.3	2.3	12.345	B
B	331	83	567	724	0.458	330	278	0.5	0.8	9.112	A
C	819	205	148	1224	0.669	816	749	1.2	2.0	8.756	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	674	168	176	957	0.704	674	792	2.3	2.3	12.677	B
B	331	83	570	723	0.459	331	280	0.8	0.8	9.198	A
C	819	205	149	1224	0.670	819	753	2.0	2.0	8.894	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	550	138	145	972	0.566	554	649	2.3	1.3	8.686	A
B	271	68	469	768	0.352	272	230	0.8	0.6	7.273	A
C	669	167	122	1236	0.541	672	619	2.0	1.2	6.416	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	461	115	121	984	0.468	462	543	1.3	0.9	6.925	A
B	227	57	391	803	0.282	227	192	0.6	0.4	6.263	A
C	560	140	102	1246	0.450	562	517	1.2	0.8	5.275	A

D14 - 2043 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, A	11.71	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	20	Arm A	11.71	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2043	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	628	100.000
B		ONE HOUR	✓	354	100.000
C		ONE HOUR	✓	773	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	110	518
	B	159	0	195
	C	584	189	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.73	14.33	2.7	B	576	864
B	0.54	10.81	1.2	B	325	487
C	0.70	9.99	2.3	A	709	1064

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	473	118	141	974	0.485	469	556	0.0	0.9	7.081	A
B	267	67	387	805	0.331	265	224	0.0	0.5	6.640	A
C	582	145	119	1238	0.470	578	533	0.0	0.9	5.434	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	565	141	170	960	0.588	563	666	0.9	1.4	9.011	A
B	318	80	464	770	0.413	317	268	0.5	0.7	7.937	A
C	695	174	143	1226	0.567	693	639	0.9	1.3	6.733	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	691	173	207	942	0.734	687	814	1.4	2.6	13.829	B
B	390	97	566	724	0.538	388	327	0.7	1.1	10.643	B
C	851	213	174	1211	0.703	847	780	1.3	2.3	9.775	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	691	173	208	942	0.734	691	818	2.6	2.7	14.334	B
B	390	97	570	723	0.539	390	329	1.1	1.2	10.808	B
C	851	213	175	1211	0.703	851	785	2.3	2.3	9.986	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	565	141	171	960	0.588	569	672	2.7	1.5	9.338	A
B	318	80	470	768	0.415	320	271	1.2	0.7	8.071	A
C	695	174	144	1226	0.567	699	646	2.3	1.3	6.881	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	473	118	143	973	0.486	475	561	1.5	1.0	7.252	A
B	267	67	392	803	0.332	267	226	0.7	0.5	6.735	A
C	582	145	120	1237	0.470	584	539	1.3	0.9	5.524	A

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Junction 2.j11
Path: N:\TIA\25046TT Countess Rd LRD Killarney\TTA\Traffic Modelling\Models
Report generation date: 31/07/2025 14:40:26

»D1 - 2025 | Base | AM
»D2 - 2025 | Base | PM
»D3 - 2028 | Without | AM
»D4 - 2028 | With | AM
»D5 - 2028 | Without | PM
»D6 - 2028 | With | PM
»D7 - 2033 | Without | AM
»D8 - 2033 | With | AM
»D9 - 2033 | Without | PM
»D10 - 2033 | With | PM
»D11 - 2043 | Without | AM
»D12 - 2043 | With | AM
»D13 - 2043 | Without | PM
»D14 - 2043 | With | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity
	2025 - Base													
Stream B-AC	D1	0.3	11.21	0.22	B	A	113 % [Stream B-AC]	D2	0.2	10.67	0.18	B	A	150 % [Stream B-AC]
Stream C-AB		0.1	6.23	0.08	A				0.1	5.84	0.04	A		
	2028 - Without													
Stream B-AC	D3	0.3	11.90	0.24	B	A	94 % [Stream B-AC]	D5	0.2	11.09	0.19	B	A	131 % [Stream B-AC]
Stream C-AB		0.1	6.25	0.08	A				0.1	5.82	0.04	A		
	2028 - With													
Stream B-AC	D4	0.3	12.75	0.25	B	A	76 % [Stream B-AC]	D6	0.2	11.71	0.19	B	A	108 % [Stream B-AC]
Stream C-AB		0.2	6.12	0.09	A				0.1	5.69	0.04	A		
	2033 - Without													
Stream B-AC	D7	0.3	12.12	0.25	B	A	89 % [Stream B-AC]	D9	0.2	11.23	0.19	B	A	125 % [Stream B-AC]
Stream C-AB		0.2	6.25	0.09	A				0.1	5.81	0.04	A		
	2033 - With													
Stream B-AC	D8	0.4	13.00	0.26	B	A	72 % [Stream B-AC]	D10	0.2	11.87	0.20	B	A	104 % [Stream B-AC]
Stream C-AB		0.2	6.13	0.09	A				0.1	5.68	0.04	A		
	2043 - Without													
Stream B-AC	D11	0.3	12.26	0.25	B	A	86 % [Stream B-AC]	D13	0.2	11.34	0.20	B	A	122 % [Stream B-AC]
Stream C-AB		0.2	6.25	0.09	A				0.1	5.80	0.04	A		
	2043 - With													
Stream B-AC	D12	0.4	13.18	0.27	B	A	70 % [Stream B-AC]	D14	0.3	12.00	0.20	B	A	101 % [Stream B-AC]
Stream C-AB		0.2	6.13	0.09	A				0.1	5.66	0.04	A		

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

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

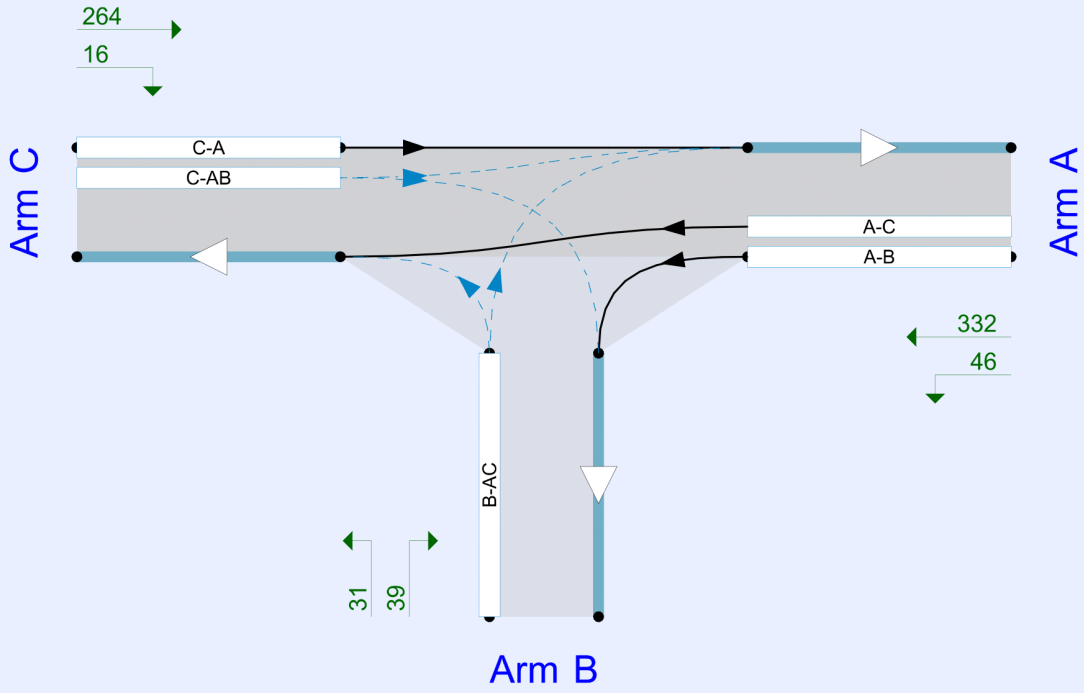
File summary

File Description

Title	
Location	
Site number	
Date	28/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MHL\cdring
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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	08:15	09:45	15	✓
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15	✓
D3	2028	Without	AM	ONE HOUR	08:15	09:45	15	✓
D4	2028	With	AM	ONE HOUR	08:15	09:45	15	✓
D5	2028	Without	PM	ONE HOUR	16:00	17:30	15	✓
D6	2028	With	PM	ONE HOUR	16:00	17:30	15	✓
D7	2033	Without	AM	ONE HOUR	08:15	09:45	15	✓
D8	2033	With	AM	ONE HOUR	08:15	09:45	15	✓
D9	2033	Without	PM	ONE HOUR	16:00	17:30	15	✓
D10	2033	With	PM	ONE HOUR	16:00	17:30	15	✓
D11	2043	Without	AM	ONE HOUR	08:15	09:45	15	✓
D12	2043	With	AM	ONE HOUR	08:15	09:45	15	✓
D13	2043	Without	PM	ONE HOUR	16:00	17:30	15	✓
D14	2043	With	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Two-way	Two-way		1.93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	113	Stream B-AC	1.93	A

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	0	0

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	440	0.080	0.202	0.127	0.289
B-C	574	0.088	0.222	-	-
C-B	574	0.222	0.222	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	339	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	23	316
	B	34	0	50
	C	170	31	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	11.21	0.3	B	77	116
C-AB	0.08	6.23	0.1	A	39	58
C-A					146	219
A-B					21	32
A-C					290	435

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	445	0.142	63	0.0	0.2	9.405	A
C-AB	30	7	0.00	608	0.049	29	0.0	0.1	6.215	A
C-A	122	30	0.00			122				
A-B	17	4	0.00			17				
A-C	238	59	0.00			238				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	0.00	432	0.175	75	0.2	0.2	10.097	B
C-AB	37	9	0.00	616	0.060	37	0.1	0.1	6.220	A
C-A	144	36	0.00			144				
A-B	21	5	0.00			21				
A-C	284	71	0.00			284				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	0.00	414	0.224	92	0.2	0.3	11.193	B
C-AB	49	12	0.00	627	0.078	49	0.1	0.1	6.226	A
C-A	173	43	0.00			173				
A-B	25	6	0.00			25				
A-C	348	87	0.00			348				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	0.00	414	0.224	92	0.3	0.3	11.213	B
C-AB	49	12	0.00	627	0.078	49	0.1	0.1	6.229	A
C-A	172	43	0.00			172				
A-B	25	6	0.00			25				
A-C	348	87	0.00			348				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	0.00	432	0.175	76	0.3	0.2	10.124	B
C-AB	37	9	0.00	616	0.060	37	0.1	0.1	6.225	A
C-A	144	36	0.00			144				
A-B	21	5	0.00			21				
A-C	284	71	0.00			284				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	445	0.142	63	0.2	0.2	9.449	A
C-AB	30	7	0.00	608	0.049	30	0.1	0.1	6.224	A
C-A	122	30	0.00			122				
A-B	17	4	0.00			17				
A-C	238	59	0.00			238				

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Two-way	Two-way		1.48	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	150	Stream B-AC	1.48	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	277	100.000
B		ONE HOUR	✓	65	100.000
C		ONE HOUR	✓	210	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	43	234
	B	36	0	29
	C	195	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	10.67	0.2	B	60	89
C-AB	0.04	5.84	0.1	A	19	29
C-A					173	260
A-B					39	59
A-C					215	322

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	0.00	435	0.112	48	0.0	0.1	9.299	A
C-AB	15	4	0.00	631	0.023	15	0.0	0.0	5.837	A
C-A	143	36	0.00			143				
A-B	32	8	0.00			32				
A-C	176	44	0.00			176				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	0.00	424	0.138	58	0.1	0.2	9.839	A
C-AB	19	5	0.00	643	0.029	19	0.0	0.0	5.760	A
C-A	170	43	0.00			170				
A-B	39	10	0.00			39				
A-C	210	53	0.00			210				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	0.00	409	0.175	71	0.2	0.2	10.662	B
C-AB	25	6	0.00	660	0.037	24	0.0	0.1	5.659	A
C-A	207	52	0.00			207				
A-B	47	12	0.00			47				
A-C	258	64	0.00			258				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	0.00	409	0.175	72	0.2	0.2	10.674	B
C-AB	25	6	0.00	661	0.037	25	0.1	0.1	5.663	A
C-A	207	52	0.00			207				
A-B	47	12	0.00			47				
A-C	258	64	0.00			258				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	0.00	424	0.138	59	0.2	0.2	9.856	A
C-AB	19	5	0.00	643	0.029	19	0.1	0.0	5.762	A
C-A	170	43	0.00			170				
A-B	39	10	0.00			39				
A-C	210	53	0.00			210				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	0.00	435	0.112	49	0.2	0.1	9.330	A
C-AB	15	4	0.00	631	0.023	15	0.0	0.0	5.838	A
C-A	143	36	0.00			143				
A-B	32	8	0.00			32				
A-C	176	44	0.00			176				

D3 - 2028 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Two-way	Two-way		1.87	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	94	Stream B-AC	1.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	397	100.000
B		ONE HOUR	✓	87	100.000
C		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	373
	B	35	0	52
	C	188	32	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.24	11.90	0.3	B	80	120
C-AB	0.08	6.25	0.1	A	41	62
C-A					161	241
A-B					22	33
A-C					342	513

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	0.00	435	0.151	65	0.0	0.2	9.717	A
C-AB	31	8	0.00	609	0.052	31	0.0	0.1	6.227	A
C-A	134	34	0.00			134				
A-B	18	5	0.00			18				
A-C	281	70	0.00			281				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	0.00	419	0.186	78	0.2	0.2	10.538	B
C-AB	40	10	0.00	617	0.064	40	0.1	0.1	6.233	A
C-A	158	40	0.00			158				
A-B	22	5	0.00			22				
A-C	335	84	0.00			335				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	398	0.240	95	0.2	0.3	11.873	B
C-AB	53	13	0.00	629	0.084	52	0.1	0.1	6.246	A
C-A	190	47	0.00			190				
A-B	26	7	0.00			26				
A-C	411	103	0.00			411				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	398	0.241	96	0.3	0.3	11.900	B
C-AB	53	13	0.00	629	0.084	53	0.1	0.1	6.249	A
C-A	190	47	0.00			190				
A-B	26	7	0.00			26				
A-C	411	103	0.00			411				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	0.00	419	0.187	79	0.3	0.2	10.572	B
C-AB	40	10	0.00	617	0.064	40	0.1	0.1	6.239	A
C-A	158	40	0.00			158				
A-B	22	5	0.00			22				
A-C	335	84	0.00			335				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	0.00	434	0.151	66	0.2	0.2	9.766	A
C-AB	31	8	0.00	609	0.052	32	0.1	0.1	6.237	A
C-A	134	34	0.00			134				
A-B	18	5	0.00			18				
A-C	281	70	0.00			281				

D4 - 2028 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Two-way	Two-way		1.73	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	76	Stream B-AC	1.73	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	465	100.000
B		ONE HOUR	✓	87	100.000
C		ONE HOUR	✓	262	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	441
	B	35	0	52
	C	230	32	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	12.75	0.3	B	80	120
C-AB	0.09	6.12	0.2	A	45	67
C-A					196	293
A-B					22	33
A-C					405	607

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	0.00	421	0.156	65	0.0	0.2	10.087	B
C-AB	33	8	0.00	622	0.054	33	0.0	0.1	6.119	A
C-A	164	41	0.00			164				
A-B	18	5	0.00			18				
A-C	332	83	0.00			332				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	0.00	403	0.194	78	0.2	0.2	11.066	B
C-AB	43	11	0.00	633	0.068	43	0.1	0.1	6.107	A
C-A	193	48	0.00			193				
A-B	22	5	0.00			22				
A-C	396	99	0.00			396				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	378	0.253	95	0.2	0.3	12.718	B
C-AB	58	14	0.00	649	0.089	58	0.1	0.2	6.097	A
C-A	230	58	0.00			230				
A-B	26	7	0.00			26				
A-C	486	121	0.00			486				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	378	0.253	96	0.3	0.3	12.754	B
C-AB	58	15	0.00	649	0.090	58	0.2	0.2	6.101	A
C-A	230	58	0.00			230				
A-B	26	7	0.00			26				
A-C	486	121	0.00			486				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	0.00	403	0.194	79	0.3	0.2	11.110	B
C-AB	43	11	0.00	633	0.068	43	0.2	0.1	6.113	A
C-A	193	48	0.00			193				
A-B	22	5	0.00			22				
A-C	396	99	0.00			396				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	0.00	421	0.156	66	0.2	0.2	10.142	B
C-AB	34	8	0.00	622	0.054	34	0.1	0.1	6.125	A
C-A	164	41	0.00			164				
A-B	18	5	0.00			18				
A-C	332	83	0.00			332				

D5 - 2028 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Two-way	Two-way		1.44	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	131	Stream B-AC	1.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	314	100.000
B		ONE HOUR	✓	67	100.000
C		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	44	270
	B	37	0	30
	C	211	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	11.09	0.2	B	61	92
C-AB	0.04	5.82	0.1	A	21	32
C-A					187	281
A-B					40	61
A-C					248	372

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	0.00	428	0.118	50	0.0	0.1	9.504	A
C-AB	16	4	0.00	634	0.025	16	0.0	0.0	5.823	A
C-A	155	39	0.00			155				
A-B	33	8	0.00			33				
A-C	203	51	0.00			203				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	0.00	416	0.145	60	0.1	0.2	10.118	B
C-AB	20	5	0.00	647	0.032	20	0.0	0.0	5.744	A
C-A	184	46	0.00			184				
A-B	40	10	0.00			40				
A-C	243	61	0.00			243				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	399	0.185	74	0.2	0.2	11.070	B
C-AB	27	7	0.00	665	0.041	27	0.0	0.1	5.640	A
C-A	223	56	0.00			223				
A-B	48	12	0.00			48				
A-C	297	74	0.00			297				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	398	0.185	74	0.2	0.2	11.085	B
C-AB	27	7	0.00	665	0.041	27	0.1	0.1	5.641	A
C-A	223	56	0.00			223				
A-B	48	12	0.00			48				
A-C	297	74	0.00			297				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	0.00	416	0.145	60	0.2	0.2	10.140	B
C-AB	20	5	0.00	647	0.032	20	0.1	0.0	5.746	A
C-A	184	46	0.00			184				
A-B	40	10	0.00			40				
A-C	243	61	0.00			243				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	0.00	428	0.118	51	0.2	0.1	9.541	A
C-AB	16	4	0.00	634	0.025	16	0.0	0.0	5.824	A
C-A	155	39	0.00			155				
A-B	33	8	0.00			33				
A-C	203	51	0.00			203				

D6 - 2028 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Two-way	Two-way		1.31	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	108	Stream B-AC	1.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	367	100.000
B		ONE HOUR	✓	67	100.000
C		ONE HOUR	✓	272	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	44	323
	B	37	0	30
	C	256	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	11.71	0.2	B	61	92
C-AB	0.04	5.69	0.1	A	23	35
C-A					227	340
A-B					40	61
A-C					296	445

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	0.00	416	0.121	50	0.0	0.1	9.807	A
C-AB	17	4	0.00	650	0.026	17	0.0	0.0	5.684	A
C-A	188	47	0.00			188				
A-B	33	8	0.00			33				
A-C	243	61	0.00			243				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	0.00	402	0.150	60	0.1	0.2	10.535	B
C-AB	22	6	0.00	667	0.033	22	0.0	0.0	5.583	A
C-A	223	56	0.00			223				
A-B	40	10	0.00			40				
A-C	290	73	0.00			290				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	381	0.194	74	0.2	0.2	11.694	B
C-AB	30	7	0.00	690	0.043	30	0.0	0.1	5.451	A
C-A	270	67	0.00			270				
A-B	48	12	0.00			48				
A-C	356	89	0.00			356				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	381	0.194	74	0.2	0.2	11.712	B
C-AB	30	7	0.00	690	0.043	30	0.1	0.1	5.454	A
C-A	270	67	0.00			270				
A-B	48	12	0.00			48				
A-C	356	89	0.00			356				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	0.00	402	0.150	60	0.2	0.2	10.558	B
C-AB	22	6	0.00	667	0.033	22	0.1	0.0	5.584	A
C-A	222	56	0.00			222				
A-B	40	10	0.00			40				
A-C	290	73	0.00			290				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	0.00	416	0.121	51	0.2	0.1	9.847	A
C-AB	17	4	0.00	650	0.026	17	0.0	0.0	5.685	A
C-A	188	47	0.00			188				
A-B	33	8	0.00			33				
A-C	243	61	0.00			243				

D7 - 2033 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Two-way	Two-way		1.90	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	89	Stream B-AC	1.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	406	100.000
B		ONE HOUR	✓	89	100.000
C		ONE HOUR	✓	226	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	382
	B	36	0	53
	C	193	33	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	12.12	0.3	B	82	123
C-AB	0.09	6.25	0.2	A	43	64
C-A					164	247
A-B					22	33
A-C					351	526

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	0.00	432	0.155	66	0.0	0.2	9.820	A
C-AB	33	8	0.00	610	0.053	32	0.0	0.1	6.228	A
C-A	138	34	0.00			138				
A-B	18	5	0.00			18				
A-C	288	72	0.00			288				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	0.00	417	0.192	80	0.2	0.2	10.677	B
C-AB	41	10	0.00	619	0.067	41	0.1	0.1	6.236	A
C-A	162	40	0.00			162				
A-B	22	5	0.00			22				
A-C	343	86	0.00			343				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	0.00	395	0.248	98	0.2	0.3	12.087	B
C-AB	55	14	0.00	631	0.087	55	0.1	0.2	6.250	A
C-A	194	48	0.00			194				
A-B	26	7	0.00			26				
A-C	421	105	0.00			421				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	0.00	395	0.248	98	0.3	0.3	12.116	B
C-AB	55	14	0.00	631	0.087	55	0.2	0.2	6.254	A
C-A	194	48	0.00			194				
A-B	26	7	0.00			26				
A-C	421	105	0.00			421				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	0.00	417	0.192	80	0.3	0.2	10.713	B
C-AB	41	10	0.00	619	0.067	42	0.2	0.1	6.241	A
C-A	162	40	0.00			162				
A-B	22	5	0.00			22				
A-C	343	86	0.00			343				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	0.00	432	0.155	67	0.2	0.2	9.867	A
C-AB	33	8	0.00	611	0.054	33	0.1	0.1	6.234	A
C-A	137	34	0.00			137				
A-B	18	5	0.00			18				
A-C	288	72	0.00			288				

D8 - 2033 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Two-way	Two-way		1.77	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	72	Stream B-AC	1.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	474	100.000
B		ONE HOUR	✓	89	100.000
C		ONE HOUR	✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	450
	B	36	0	53
	C	234	33	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.26	13.00	0.4	B	82	123
C-AB	0.09	6.13	0.2	A	47	70
C-A					198	298
A-B					22	33
A-C					413	619

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	0.00	419	0.160	66	0.0	0.2	10.191	B
C-AB	35	9	0.00	622	0.056	34	0.0	0.1	6.118	A
C-A	166	42	0.00			166				
A-B	18	5	0.00			18				
A-C	339	85	0.00			339				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	0.00	400	0.200	80	0.2	0.2	11.218	B
C-AB	45	11	0.00	634	0.070	44	0.1	0.1	6.113	A
C-A	195	49	0.00			195				
A-B	22	5	0.00			22				
A-C	405	101	0.00			405				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	0.00	375	0.261	98	0.2	0.3	12.961	B
C-AB	60	15	0.00	650	0.093	60	0.1	0.2	6.105	A
C-A	234	58	0.00			234				
A-B	26	7	0.00			26				
A-C	495	124	0.00			495				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	0.00	375	0.261	98	0.3	0.4	13.001	B
C-AB	60	15	0.00	650	0.093	60	0.2	0.2	6.112	A
C-A	233	58	0.00			233				
A-B	26	7	0.00			26				
A-C	495	124	0.00			495				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	0.00	400	0.200	80	0.4	0.3	11.262	B
C-AB	45	11	0.00	634	0.070	45	0.2	0.1	6.120	A
C-A	195	49	0.00			195				
A-B	22	5	0.00			22				
A-C	405	101	0.00			405				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	0.00	419	0.160	67	0.3	0.2	10.249	B
C-AB	35	9	0.00	622	0.056	35	0.1	0.1	6.130	A
C-A	166	42	0.00			166				
A-B	18	5	0.00			18				
A-C	339	85	0.00			339				

D9 - 2033 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Two-way	Two-way		1.46	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	125	Stream B-AC	1.46	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2033	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	322	100.000
B		ONE HOUR	✓	69	100.000
C		ONE HOUR	✓	232	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	46	276
	B	38	0	31
	C	216	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	11.23	0.2	B	63	95
C-AB	0.04	5.81	0.1	A	21	32
C-A					191	287
A-B					42	63
A-C					253	380

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	0.00	427	0.122	51	0.0	0.1	9.574	A
C-AB	16	4	0.00	636	0.025	16	0.0	0.0	5.810	A
C-A	158	40	0.00			158				
A-B	35	9	0.00			35				
A-C	208	52	0.00			208				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	0.00	414	0.150	62	0.1	0.2	10.213	B
C-AB	21	5	0.00	649	0.032	21	0.0	0.0	5.729	A
C-A	188	47	0.00			188				
A-B	41	10	0.00			41				
A-C	248	62	0.00			248				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	0.00	397	0.192	76	0.2	0.2	11.212	B
C-AB	27	7	0.00	668	0.041	27	0.0	0.1	5.623	A
C-A	228	57	0.00			228				
A-B	51	13	0.00			51				
A-C	304	76	0.00			304				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	0.00	397	0.192	76	0.2	0.2	11.228	B
C-AB	27	7	0.00	668	0.041	27	0.1	0.1	5.624	A
C-A	228	57	0.00			228				
A-B	51	13	0.00			51				
A-C	304	76	0.00			304				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	0.00	414	0.150	62	0.2	0.2	10.234	B
C-AB	21	5	0.00	649	0.032	21	0.1	0.0	5.733	A
C-A	188	47	0.00			188				
A-B	41	10	0.00			41				
A-C	248	62	0.00			248				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	0.00	427	0.122	52	0.2	0.1	9.609	A
C-AB	16	4	0.00	636	0.026	16	0.0	0.0	5.814	A
C-A	158	40	0.00			158				
A-B	35	9	0.00			35				
A-C	208	52	0.00			208				

D10 - 2033 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Two-way	Two-way		1.34	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	104	Stream B-AC	1.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2033	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	375	100.000
B		ONE HOUR	✓	69	100.000
C		ONE HOUR	✓	277	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	46	329
	B	38	0	31
	C	261	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	11.87	0.2	B	63	95
C-AB	0.04	5.68	0.1	A	23	35
C-A					231	346
A-B					42	63
A-C					302	453

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	0.00	415	0.125	51	0.0	0.1	9.881	A
C-AB	17	4	0.00	652	0.026	17	0.0	0.0	5.672	A
C-A	191	48	0.00			191				
A-B	35	9	0.00			35				
A-C	248	62	0.00			248				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	0.00	400	0.155	62	0.1	0.2	10.638	B
C-AB	22	6	0.00	669	0.033	22	0.0	0.0	5.568	A
C-A	227	57	0.00			227				
A-B	41	10	0.00			41				
A-C	296	74	0.00			296				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	0.00	379	0.200	76	0.2	0.2	11.850	B
C-AB	30	8	0.00	693	0.044	30	0.0	0.1	5.434	A
C-A	275	69	0.00			275				
A-B	51	13	0.00			51				
A-C	362	91	0.00			362				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	0.00	379	0.200	76	0.2	0.2	11.872	B
C-AB	30	8	0.00	693	0.044	30	0.1	0.1	5.437	A
C-A	275	69	0.00			275				
A-B	51	13	0.00			51				
A-C	362	91	0.00			362				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	0.00	400	0.155	62	0.2	0.2	10.665	B
C-AB	22	6	0.00	669	0.033	22	0.1	0.0	5.570	A
C-A	227	57	0.00			227				
A-B	41	10	0.00			41				
A-C	296	74	0.00			296				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	0.00	415	0.125	52	0.2	0.1	9.922	A
C-AB	17	4	0.00	652	0.027	17	0.0	0.0	5.675	A
C-A	191	48	0.00			191				
A-B	35	9	0.00			35				
A-C	248	62	0.00			248				

D11 - 2043 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Two-way	Two-way		1.94	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	86	Stream B-AC	1.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2043	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	410	100.000
B		ONE HOUR	✓	91	100.000
C		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	385
	B	37	0	54
	C	194	33	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	12.26	0.3	B	84	125
C-AB	0.09	6.25	0.2	A	43	65
C-A					165	248
A-B					23	34
A-C					353	530

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	431	0.159	68	0.0	0.2	9.882	A
C-AB	33	8	0.00	610	0.054	32	0.0	0.1	6.229	A
C-A	138	35	0.00			138				
A-B	19	5	0.00			19				
A-C	290	72	0.00			290				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	0.00	416	0.197	82	0.2	0.2	10.769	B
C-AB	41	10	0.00	619	0.067	41	0.1	0.1	6.237	A
C-A	163	41	0.00			163				
A-B	22	6	0.00			22				
A-C	346	87	0.00			346				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	394	0.254	100	0.2	0.3	12.227	B
C-AB	55	14	0.00	631	0.087	55	0.1	0.2	6.253	A
C-A	195	49	0.00			195				
A-B	28	7	0.00			28				
A-C	424	106	0.00			424				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	394	0.254	100	0.3	0.3	12.259	B
C-AB	55	14	0.00	631	0.087	55	0.2	0.2	6.254	A
C-A	195	49	0.00			195				
A-B	28	7	0.00			28				
A-C	424	106	0.00			424				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	0.00	416	0.197	82	0.3	0.2	10.808	B
C-AB	41	10	0.00	619	0.067	42	0.2	0.1	6.241	A
C-A	163	41	0.00			163				
A-B	22	6	0.00			22				
A-C	346	87	0.00			346				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	431	0.159	69	0.2	0.2	9.937	A
C-AB	33	8	0.00	610	0.054	33	0.1	0.1	6.237	A
C-A	138	35	0.00			138				
A-B	19	5	0.00			19				
A-C	290	72	0.00			290				

D12 - 2043 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Two-way	Two-way		1.80	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	70	Stream B-AC	1.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2043	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	479	100.000
B		ONE HOUR	✓	91	100.000
C		ONE HOUR	✓	269	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	454
	B	37	0	54
	C	236	33	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	13.18	0.4	B	84	125
C-AB	0.09	6.13	0.2	A	47	70
C-A					200	300
A-B					23	34
A-C					417	625

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	418	0.164	68	0.0	0.2	10.268	B
C-AB	35	9	0.00	623	0.056	34	0.0	0.1	6.116	A
C-A	168	42	0.00			168				
A-B	19	5	0.00			19				
A-C	342	85	0.00			342				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	0.00	399	0.205	82	0.2	0.3	11.320	B
C-AB	45	11	0.00	634	0.071	45	0.1	0.1	6.108	A
C-A	197	49	0.00			197				
A-B	22	6	0.00			22				
A-C	408	102	0.00			408				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	373	0.268	100	0.3	0.4	13.140	B
C-AB	61	15	0.00	651	0.093	60	0.1	0.2	6.102	A
C-A	235	59	0.00			235				
A-B	28	7	0.00			28				
A-C	500	125	0.00			500				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	373	0.268	100	0.4	0.4	13.183	B
C-AB	61	15	0.00	651	0.093	61	0.2	0.2	6.107	A
C-A	235	59	0.00			235				
A-B	28	7	0.00			28				
A-C	500	125	0.00			500				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	20	0.00	399	0.205	82	0.4	0.3	11.378	B
C-AB	45	11	0.00	634	0.071	45	0.2	0.1	6.118	A
C-A	197	49	0.00			197				
A-B	22	6	0.00			22				
A-C	408	102	0.00			408				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	418	0.164	69	0.3	0.2	10.329	B
C-AB	35	9	0.00	623	0.056	35	0.1	0.1	6.127	A
C-A	168	42	0.00			168				
A-B	19	5	0.00			19				
A-C	342	85	0.00			342				

D13 - 2043 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Two-way	Two-way		1.48	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	122	Stream B-AC	1.48	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2043	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	325	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	235	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	46	279
	B	39	0	31
	C	219	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	11.34	0.2	B	64	96
C-AB	0.04	5.80	0.1	A	22	32
C-A					194	291
A-B					42	63
A-C					256	384

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	425	0.124	52	0.0	0.1	9.633	A
C-AB	16	4	0.00	637	0.026	16	0.0	0.0	5.800	A
C-A	161	40	0.00			161				
A-B	35	9	0.00			35				
A-C	210	53	0.00			210				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	412	0.153	63	0.1	0.2	10.291	B
C-AB	21	5	0.00	650	0.032	21	0.0	0.0	5.717	A
C-A	191	48	0.00			191				
A-B	41	10	0.00			41				
A-C	251	63	0.00			251				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	0.00	395	0.195	77	0.2	0.2	11.319	B
C-AB	28	7	0.00	669	0.041	28	0.0	0.1	5.609	A
C-A	231	58	0.00			231				
A-B	51	13	0.00			51				
A-C	307	77	0.00			307				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	0.00	395	0.195	77	0.2	0.2	11.337	B
C-AB	28	7	0.00	669	0.041	28	0.1	0.1	5.610	A
C-A	231	58	0.00			231				
A-B	51	13	0.00			51				
A-C	307	77	0.00			307				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	412	0.153	63	0.2	0.2	10.315	B
C-AB	21	5	0.00	650	0.032	21	0.1	0.0	5.721	A
C-A	191	48	0.00			191				
A-B	41	10	0.00			41				
A-C	251	63	0.00			251				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	425	0.124	53	0.2	0.1	9.672	A
C-AB	16	4	0.00	637	0.026	16	0.0	0.0	5.803	A
C-A	161	40	0.00			161				
A-B	35	9	0.00			35				
A-C	210	53	0.00			210				

D14 - 2043 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Two-way	Two-way		1.35	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	101	Stream B-AC	1.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2043	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	378	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	280	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	46	332
	B	39	0	31
	C	264	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	12.00	0.3	B	64	96
C-AB	0.04	5.66	0.1	A	23	35
C-A					234	350
A-B					42	63
A-C					305	457

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	414	0.127	52	0.0	0.1	9.944	A
C-AB	17	4	0.00	653	0.027	17	0.0	0.0	5.662	A
C-A	193	48	0.00			193				
A-B	35	9	0.00			35				
A-C	250	62	0.00			250				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	398	0.158	63	0.1	0.2	10.721	B
C-AB	22	6	0.00	670	0.033	22	0.0	0.0	5.557	A
C-A	229	57	0.00			229				
A-B	41	10	0.00			41				
A-C	298	75	0.00			298				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	0.00	377	0.204	77	0.2	0.3	11.974	B
C-AB	30	8	0.00	694	0.044	30	0.0	0.1	5.421	A
C-A	278	69	0.00			278				
A-B	51	13	0.00			51				
A-C	366	91	0.00			366				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	0.00	377	0.204	77	0.3	0.3	11.996	B
C-AB	30	8	0.00	694	0.044	30	0.1	0.1	5.422	A
C-A	278	69	0.00			278				
A-B	51	13	0.00			51				
A-C	366	91	0.00			366				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	398	0.158	63	0.3	0.2	10.751	B
C-AB	22	6	0.00	670	0.033	22	0.1	0.0	5.559	A
C-A	229	57	0.00			229				
A-B	41	10	0.00			41				
A-C	298	75	0.00			298				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	414	0.127	53	0.2	0.1	9.986	A
C-AB	17	4	0.00	653	0.027	17	0.0	0.0	5.663	A
C-A	193	48	0.00			193				
A-B	35	9	0.00			35				
A-C	250	62	0.00			250				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Junction 3.j11
Path: N:\TIA\25046TT Countess Rd LRD Killarney\TTA\Traffic Modelling\Models
Report generation date: 31/07/2025 14:43:09

»D1 - 2025 | Base | AM
»D2 - 2025 | Base | PM
»D3 - 2028 | Without | AM
»D4 - 2028 | With | AM
»D5 - 2028 | Without | PM
»D6 - 2028 | With | PM
»D7 - 2032 | Without | AM
»D8 - 2032 | With | AM
»D9 - 2032 | Without | PM
»D10 - 2032 | With | PM
»D11 - 2042 | Without | AM
»D12 - 2042 | With | AM
»D13 - 2042 | Without | PM
»D14 - 2042 | With | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity
	2025 - Base													
Stream B-AC	D1	0.0	0.00	0.00	A	A	900 % []	D2	0.0	0.00	0.00	A	A	900 % []
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2028 - Without													
Stream B-AC	D3	0.0	0.00	0.00	A	A	900 % []	D5	0.0	0.00	0.00	A	A	900 % []
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2028 - With													
Stream B-AC	D4	0.5	13.94	0.33	B	A	60 % [Stream B-AC]	D6	0.3	11.91	0.24	B	A	92 % [Stream B-AC]
Stream C-AB		0.2	6.17	0.12	A				0.2	5.98	0.12	A		
	2032 - Without													
Stream B-AC	D7	0.0	0.00	0.00	A	A	900 % []	D9	0.0	0.00	0.00	A	A	900 % []
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2032 - With													
Stream B-AC	D8	0.5	14.10	0.33	B	A	58 % [Stream B-AC]	D10	0.3	12.01	0.24	B	A	89 % [Stream B-AC]
Stream C-AB		0.2	6.14	0.12	A				0.2	5.96	0.12	A		
	2042 - Without													
Stream B-AC	D11	0.0	0.00	0.00	A	A	900 % []	D13	0.0	0.00	0.00	A	A	900 % []
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2042 - With													
Stream B-AC	D12	0.5	14.16	0.33	B	A	58 % [Stream B-AC]	D14	0.3	12.05	0.24	B	A	88 % [Stream B-AC]
Stream C-AB		0.2	6.14	0.12	A				0.2	5.95	0.12	A		

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

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

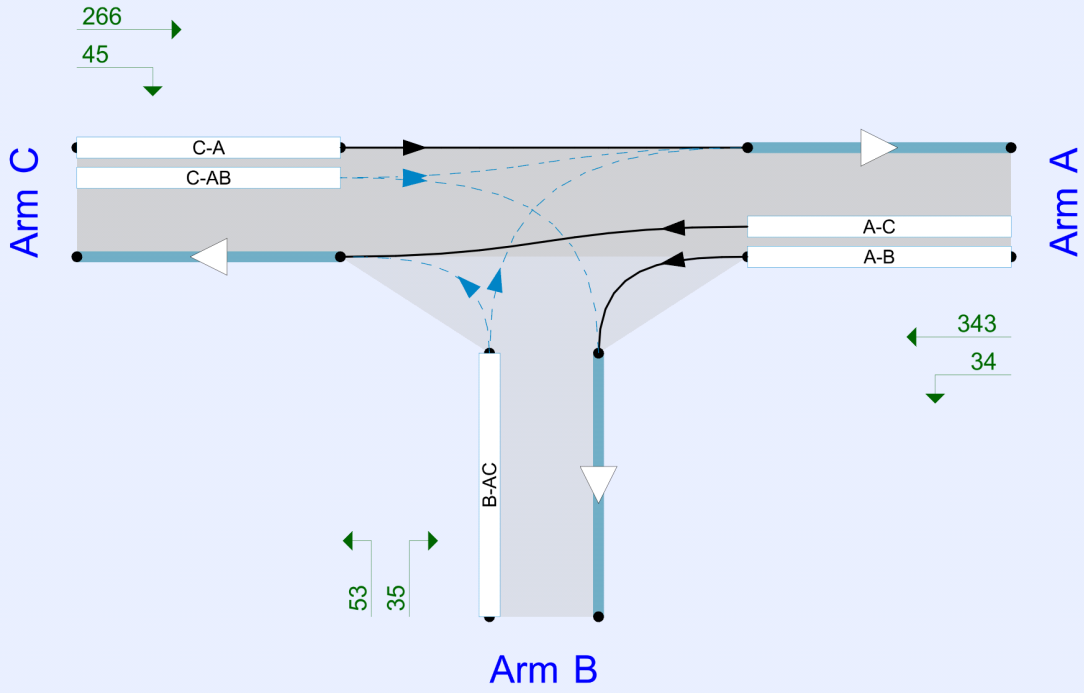
File summary

File Description

Title	
Location	
Site number	
Date	28/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MHL\cdring
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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	08:15	09:45	15	✓
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15	✓
D3	2028	Without	AM	ONE HOUR	08:15	09:45	15	✓
D4	2028	With	AM	ONE HOUR	08:15	09:45	15	✓
D5	2028	Without	PM	ONE HOUR	16:00	17:30	15	✓
D6	2028	With	PM	ONE HOUR	16:00	17:30	15	✓
D7	2032	Without	AM	ONE HOUR	08:15	09:45	15	✓
D8	2032	With	AM	ONE HOUR	08:15	09:45	15	✓
D9	2032	Without	PM	ONE HOUR	16:00	17:30	15	✓
D10	2032	With	PM	ONE HOUR	16:00	17:30	15	✓
D11	2042	Without	AM	ONE HOUR	08:15	09:45	15	✓
D12	2042	With	AM	ONE HOUR	08:15	09:45	15	✓
D13	2042	Without	PM	ONE HOUR	16:00	17:30	15	✓
D14	2042	With	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	0	0

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	440	0.080	0.202	0.127	0.289
B-C	574	0.088	0.222	-	-
C-B	574	0.222	0.222	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	344	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	344
	B	0	0	0
	C	218	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					200	300
A-B					0	0
A-C					316	473

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	429	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	516	0.000	0	0.0	0.0	0.000	A
C-A	164	41	0.00			164				
A-B	0	0	0.00			0				
A-C	259	65	0.00			259				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	415	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	505	0.000	0	0.0	0.0	0.000	A
C-A	196	49	0.00			196				
A-B	0	0	0.00			0				
A-C	309	77	0.00			309				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	396	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	490	0.000	0	0.0	0.0	0.000	A
C-A	240	60	0.00			240				
A-B	0	0	0.00			0				
A-C	379	95	0.00			379				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	396	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	490	0.000	0	0.0	0.0	0.000	A
C-A	240	60	0.00			240				
A-B	0	0	0.00			0				
A-C	379	95	0.00			379				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	415	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	505	0.000	0	0.0	0.0	0.000	A
C-A	196	49	0.00			196				
A-B	0	0	0.00			0				
A-C	309	77	0.00			309				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	429	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	516	0.000	0	0.0	0.0	0.000	A
C-A	164	41	0.00			164				
A-B	0	0	0.00			0				
A-C	259	65	0.00			259				

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	294	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	294
	B	0	0	0
	C	239	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					219	329
A-B					0	0
A-C					270	405

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	435	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
C-A	180	45	0.00			180				
A-B	0	0	0.00			0				
A-C	221	55	0.00			221				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	423	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
C-A	215	54	0.00			215				
A-B	0	0	0.00			0				
A-C	264	66	0.00			264				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	406	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
C-A	263	66	0.00			263				
A-B	0	0	0.00			0				
A-C	324	81	0.00			324				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	406	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
C-A	263	66	0.00			263				
A-B	0	0	0.00			0				
A-C	324	81	0.00			324				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	423	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
C-A	215	54	0.00			215				
A-B	0	0	0.00			0				
A-C	264	66	0.00			264				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	435	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
C-A	180	45	0.00			180				
A-B	0	0	0.00			0				
A-C	221	55	0.00			221				

D3 - 2028 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	402	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	237	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	402
	B	0	0	0
	C	237	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					217	326
A-B					0	0
A-C					369	553

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	418	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
C-A	178	45	0.00			178				
A-B	0	0	0.00			0				
A-C	303	76	0.00			303				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	402	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	494	0.000	0	0.0	0.0	0.000	A
C-A	213	53	0.00			213				
A-B	0	0	0.00			0				
A-C	361	90	0.00			361				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	380	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	476	0.000	0	0.0	0.0	0.000	A
C-A	261	65	0.00			261				
A-B	0	0	0.00			0				
A-C	443	111	0.00			443				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	380	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	476	0.000	0	0.0	0.0	0.000	A
C-A	261	65	0.00			261				
A-B	0	0	0.00			0				
A-C	443	111	0.00			443				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	402	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	494	0.000	0	0.0	0.0	0.000	A
C-A	213	53	0.00			213				
A-B	0	0	0.00			0				
A-C	361	90	0.00			361				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	418	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
C-A	178	45	0.00			178				
A-B	0	0	0.00			0				
A-C	303	76	0.00			303				

D4 - 2028 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	untitled	T-Junction	Two-way	Two-way	Two-way		2.40	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	60	Stream B-AC	2.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	434	100.000
B		ONE HOUR	✓	114	100.000
C		ONE HOUR	✓	279	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	402
	B	46	0	68
	C	237	42	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.33	13.94	0.5	B	105	157
C-AB	0.12	6.17	0.2	A	59	89
C-A					197	295
A-B					29	44
A-C					369	553

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	0.00	425	0.202	85	0.0	0.2	10.555	B
C-AB	44	11	0.00	630	0.070	44	0.0	0.1	6.138	A
C-A	166	41	0.00			166				
A-B	24	6	0.00			24				
A-C	303	76	0.00			303				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	0.00	408	0.251	102	0.2	0.3	11.766	B
C-AB	57	14	0.00	643	0.088	56	0.1	0.2	6.146	A
C-A	194	49	0.00			194				
A-B	29	7	0.00			29				
A-C	361	90	0.00			361				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	0.00	384	0.327	125	0.3	0.5	13.875	B
C-AB	77	19	0.00	661	0.116	76	0.2	0.2	6.164	A
C-A	230	58	0.00			230				
A-B	35	9	0.00			35				
A-C	443	111	0.00			443				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	0.00	384	0.327	125	0.5	0.5	13.937	B
C-AB	77	19	0.00	661	0.116	77	0.2	0.2	6.167	A
C-A	230	58	0.00			230				
A-B	35	9	0.00			35				
A-C	443	111	0.00			443				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	0.00	408	0.251	103	0.5	0.3	11.840	B
C-AB	57	14	0.00	643	0.088	57	0.2	0.2	6.154	A
C-A	194	49	0.00			194				
A-B	29	7	0.00			29				
A-C	361	90	0.00			361				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	0.00	425	0.202	86	0.3	0.3	10.640	B
C-AB	44	11	0.00	630	0.070	44	0.2	0.1	6.152	A
C-A	166	41	0.00			166				
A-B	24	6	0.00			24				
A-C	303	76	0.00			303				

D5 - 2028 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	332	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	256	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	332
	B	0	0	0
	C	256	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					235	352
A-B					0	0
A-C					305	457

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	428	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	518	0.000	0	0.0	0.0	0.000	A
C-A	193	48	0.00			193				
A-B	0	0	0.00			0				
A-C	250	62	0.00			250				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	414	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	508	0.000	0	0.0	0.0	0.000	A
C-A	230	58	0.00			230				
A-B	0	0	0.00			0				
A-C	298	75	0.00			298				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	395	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	493	0.000	0	0.0	0.0	0.000	A
C-A	282	70	0.00			282				
A-B	0	0	0.00			0				
A-C	366	91	0.00			366				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	395	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	493	0.000	0	0.0	0.0	0.000	A
C-A	282	70	0.00			282				
A-B	0	0	0.00			0				
A-C	366	91	0.00			366				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	414	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	508	0.000	0	0.0	0.0	0.000	A
C-A	230	58	0.00			230				
A-B	0	0	0.00			0				
A-C	298	75	0.00			298				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	428	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	518	0.000	0	0.0	0.0	0.000	A
C-A	193	48	0.00			193				
A-B	0	0	0.00			0				
A-C	250	62	0.00			250				

D6 - 2028 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	untitled	T-Junction	Two-way	Two-way	Two-way		1.95	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	92	Stream B-AC	1.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	366	100.000
B		ONE HOUR	✓	88	100.000
C		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	34	332
	B	35	0	53
	C	256	45	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.24	11.91	0.3	B	81	121
C-AB	0.12	5.98	0.2	A	65	97
C-A					211	317
A-B					31	47
A-C					305	457

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	0.00	436	0.152	66	0.0	0.2	9.706	A
C-AB	48	12	0.00	651	0.074	48	0.0	0.1	5.970	A
C-A	178	45	0.00			178				
A-B	26	6	0.00			26				
A-C	250	62	0.00			250				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	0.00	421	0.188	79	0.2	0.2	10.531	B
C-AB	62	15	0.00	667	0.093	62	0.1	0.2	5.953	A
C-A	209	52	0.00			209				
A-B	31	8	0.00			31				
A-C	298	75	0.00			298				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	0.00	399	0.243	97	0.2	0.3	11.881	B
C-AB	84	21	0.00	691	0.122	84	0.2	0.2	5.939	A
C-A	247	62	0.00			247				
A-B	37	9	0.00			37				
A-C	366	91	0.00			366				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	0.00	399	0.243	97	0.3	0.3	11.905	B
C-AB	84	21	0.00	691	0.122	84	0.2	0.2	5.944	A
C-A	247	62	0.00			247				
A-B	37	9	0.00			37				
A-C	366	91	0.00			366				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	0.00	420	0.188	79	0.3	0.2	10.567	B
C-AB	62	16	0.00	667	0.093	62	0.2	0.2	5.958	A
C-A	209	52	0.00			209				
A-B	31	8	0.00			31				
A-C	298	75	0.00			298				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	0.00	436	0.152	66	0.2	0.2	9.756	A
C-AB	48	12	0.00	651	0.074	48	0.2	0.1	5.985	A
C-A	178	45	0.00			178				
A-B	26	6	0.00			26				
A-C	250	62	0.00			250				

D7 - 2032 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	412	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	244	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	412
	B	0	0	0
	C	244	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					224	336
A-B					0	0
A-C					378	567

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	416	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	505	0.000	0	0.0	0.0	0.000	A
C-A	184	46	0.00			184				
A-B	0	0	0.00			0				
A-C	310	78	0.00			310				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	400	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	492	0.000	0	0.0	0.0	0.000	A
C-A	219	55	0.00			219				
A-B	0	0	0.00			0				
A-C	370	93	0.00			370				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	377	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	473	0.000	0	0.0	0.0	0.000	A
C-A	269	67	0.00			269				
A-B	0	0	0.00			0				
A-C	454	113	0.00			454				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	377	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	473	0.000	0	0.0	0.0	0.000	A
C-A	269	67	0.00			269				
A-B	0	0	0.00			0				
A-C	454	113	0.00			454				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	400	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	492	0.000	0	0.0	0.0	0.000	A
C-A	219	55	0.00			219				
A-B	0	0	0.00			0				
A-C	370	93	0.00			370				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	416	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	505	0.000	0	0.0	0.0	0.000	A
C-A	184	46	0.00			184				
A-B	0	0	0.00			0				
A-C	310	78	0.00			310				

D8 - 2032 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	untitled	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	58	Stream B-AC	2.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	444	100.000
B		ONE HOUR	✓	114	100.000
C		ONE HOUR	✓	286	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	412
	B	46	0	68
	C	244	42	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.33	14.10	0.5	B	105	157
C-AB	0.12	6.14	0.2	A	60	90
C-A					202	304
A-B					29	44
A-C					378	567

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	0.00	423	0.203	85	0.0	0.3	10.620	B
C-AB	45	11	0.00	632	0.070	44	0.0	0.1	6.119	A
C-A	171	43	0.00			171				
A-B	24	6	0.00			24				
A-C	310	78	0.00			310				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	0.00	405	0.253	102	0.3	0.3	11.863	B
C-AB	57	14	0.00	646	0.089	57	0.1	0.2	6.121	A
C-A	200	50	0.00			200				
A-B	29	7	0.00			29				
A-C	370	93	0.00			370				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	0.00	381	0.330	125	0.3	0.5	14.039	B
C-AB	78	19	0.00	665	0.117	78	0.2	0.2	6.139	A
C-A	237	59	0.00			237				
A-B	35	9	0.00			35				
A-C	454	113	0.00			454				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	0.00	381	0.330	125	0.5	0.5	14.105	B
C-AB	78	19	0.00	665	0.117	78	0.2	0.2	6.144	A
C-A	237	59	0.00			237				
A-B	35	9	0.00			35				
A-C	454	113	0.00			454				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	0.00	405	0.253	103	0.5	0.3	11.938	B
C-AB	57	14	0.00	646	0.089	58	0.2	0.2	6.132	A
C-A	200	50	0.00			200				
A-B	29	7	0.00			29				
A-C	370	93	0.00			370				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	0.00	423	0.203	86	0.3	0.3	10.707	B
C-AB	45	11	0.00	632	0.071	45	0.2	0.1	6.133	A
C-A	171	43	0.00			171				
A-B	24	6	0.00			24				
A-C	310	78	0.00			310				

D9 - 2032 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2032	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	340	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	340
	B	0	0	0
	C	263	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					241	362
A-B					0	0
A-C					312	468

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	426	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	517	0.000	0	0.0	0.0	0.000	A
C-A	198	50	0.00			198				
A-B	0	0	0.00			0				
A-C	256	64	0.00			256				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	412	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	506	0.000	0	0.0	0.0	0.000	A
C-A	236	59	0.00			236				
A-B	0	0	0.00			0				
A-C	306	76	0.00			306				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	392	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	491	0.000	0	0.0	0.0	0.000	A
C-A	290	72	0.00			290				
A-B	0	0	0.00			0				
A-C	374	94	0.00			374				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	392	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	491	0.000	0	0.0	0.0	0.000	A
C-A	290	72	0.00			290				
A-B	0	0	0.00			0				
A-C	374	94	0.00			374				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	412	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	506	0.000	0	0.0	0.0	0.000	A
C-A	236	59	0.00			236				
A-B	0	0	0.00			0				
A-C	306	76	0.00			306				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	426	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	517	0.000	0	0.0	0.0	0.000	A
C-A	198	50	0.00			198				
A-B	0	0	0.00			0				
A-C	256	64	0.00			256				

D10 - 2032 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	untitled	T-Junction	Two-way	Two-way	Two-way		1.93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	89	Stream B-AC	1.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2032	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	374	100.000
B		ONE HOUR	✓	88	100.000
C		ONE HOUR	✓	308	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	34	340
	B	35	0	53
	C	263	45	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.24	12.01	0.3	B	81	121
C-AB	0.12	5.96	0.2	A	66	98
C-A					217	326
A-B					31	47
A-C					312	468

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	0.00	434	0.153	66	0.0	0.2	9.751	A
C-AB	49	12	0.00	653	0.074	48	0.0	0.1	5.950	A
C-A	183	46	0.00			183				
A-B	26	6	0.00			26				
A-C	256	64	0.00			256				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	0.00	418	0.189	79	0.2	0.2	10.595	B
C-AB	63	16	0.00	670	0.094	63	0.1	0.2	5.929	A
C-A	214	54	0.00			214				
A-B	31	8	0.00			31				
A-C	306	76	0.00			306				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	0.00	397	0.244	97	0.2	0.3	11.978	B
C-AB	85	21	0.00	695	0.123	85	0.2	0.2	5.912	A
C-A	254	63	0.00			254				
A-B	37	9	0.00			37				
A-C	374	94	0.00			374				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	0.00	397	0.244	97	0.3	0.3	12.008	B
C-AB	85	21	0.00	695	0.123	85	0.2	0.2	5.915	A
C-A	254	63	0.00			254				
A-B	37	9	0.00			37				
A-C	374	94	0.00			374				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	0.00	418	0.189	79	0.3	0.2	10.631	B
C-AB	63	16	0.00	670	0.094	63	0.2	0.2	5.937	A
C-A	214	54	0.00			214				
A-B	31	8	0.00			31				
A-C	306	76	0.00			306				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	0.00	434	0.153	66	0.2	0.2	9.802	A
C-AB	49	12	0.00	653	0.075	49	0.2	0.1	5.962	A
C-A	183	46	0.00			183				
A-B	26	6	0.00			26				
A-C	256	64	0.00			256				

D11 - 2042 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2042	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	415	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	246	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	415
	B	0	0	0
	C	246	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					226	339
A-B					0	0
A-C					381	571

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	415	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	504	0.000	0	0.0	0.0	0.000	A
C-A	185	46	0.00			185				
A-B	0	0	0.00			0				
A-C	312	78	0.00			312				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	399	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	491	0.000	0	0.0	0.0	0.000	A
C-A	221	55	0.00			221				
A-B	0	0	0.00			0				
A-C	373	93	0.00			373				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	376	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	472	0.000	0	0.0	0.0	0.000	A
C-A	271	68	0.00			271				
A-B	0	0	0.00			0				
A-C	457	114	0.00			457				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	376	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	472	0.000	0	0.0	0.0	0.000	A
C-A	271	68	0.00			271				
A-B	0	0	0.00			0				
A-C	457	114	0.00			457				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	399	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	491	0.000	0	0.0	0.0	0.000	A
C-A	221	55	0.00			221				
A-B	0	0	0.00			0				
A-C	373	93	0.00			373				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	415	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	504	0.000	0	0.0	0.0	0.000	A
C-A	185	46	0.00			185				
A-B	0	0	0.00			0				
A-C	312	78	0.00			312				

D12 - 2042 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	untitled	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	58	Stream B-AC	2.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2042	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	447	100.000
B		ONE HOUR	✓	114	100.000
C		ONE HOUR	✓	288	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	415
	B	46	0	68
	C	246	42	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.33	14.16	0.5	B	105	157
C-AB	0.12	6.14	0.2	A	60	90
C-A					204	306
A-B					29	44
A-C					381	571

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	0.00	422	0.203	85	0.0	0.3	10.640	B
C-AB	45	11	0.00	633	0.071	44	0.0	0.1	6.114	A
C-A	172	43	0.00			172				
A-B	24	6	0.00			24				
A-C	312	78	0.00			312				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	0.00	405	0.253	102	0.3	0.3	11.892	B
C-AB	58	14	0.00	646	0.089	57	0.1	0.2	6.115	A
C-A	201	50	0.00			201				
A-B	29	7	0.00			29				
A-C	373	93	0.00			373				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	0.00	380	0.330	125	0.3	0.5	14.090	B
C-AB	78	20	0.00	666	0.118	78	0.2	0.2	6.132	A
C-A	239	60	0.00			239				
A-B	35	9	0.00			35				
A-C	457	114	0.00			457				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	0.00	380	0.331	125	0.5	0.5	14.156	B
C-AB	78	20	0.00	666	0.118	78	0.2	0.2	6.138	A
C-A	239	60	0.00			239				
A-B	35	9	0.00			35				
A-C	457	114	0.00			457				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	0.00	404	0.253	103	0.5	0.3	11.968	B
C-AB	58	14	0.00	646	0.089	58	0.2	0.2	6.126	A
C-A	201	50	0.00			201				
A-B	29	7	0.00			29				
A-C	373	93	0.00			373				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	0.00	422	0.203	86	0.3	0.3	10.727	B
C-AB	45	11	0.00	633	0.071	45	0.2	0.1	6.128	A
C-A	172	43	0.00			172				
A-B	24	6	0.00			24				
A-C	312	78	0.00			312				

D13 - 2042 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2042	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	343	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	266	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	343
	B	0	0	0
	C	266	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					244	366
A-B					0	0
A-C					315	472

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	426	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	517	0.000	0	0.0	0.0	0.000	A
C-A	200	50	0.00			200				
A-B	0	0	0.00			0				
A-C	258	65	0.00			258				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	411	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	505	0.000	0	0.0	0.0	0.000	A
C-A	239	60	0.00			239				
A-B	0	0	0.00			0				
A-C	308	77	0.00			308				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	391	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	490	0.000	0	0.0	0.0	0.000	A
C-A	293	73	0.00			293				
A-B	0	0	0.00			0				
A-C	378	94	0.00			378				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	391	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	490	0.000	0	0.0	0.0	0.000	A
C-A	293	73	0.00			293				
A-B	0	0	0.00			0				
A-C	378	94	0.00			378				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	411	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	505	0.000	0	0.0	0.0	0.000	A
C-A	239	60	0.00			239				
A-B	0	0	0.00			0				
A-C	308	77	0.00			308				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	426	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	517	0.000	0	0.0	0.0	0.000	A
C-A	200	50	0.00			200				
A-B	0	0	0.00			0				
A-C	258	65	0.00			258				

D14 - 2042 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	untitled	T-Junction	Two-way	Two-way	Two-way		1.92	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	88	Stream B-AC	1.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2042	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	377	100.000
B		ONE HOUR	✓	88	100.000
C		ONE HOUR	✓	311	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	34	343
	B	35	0	53
	C	266	45	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.24	12.05	0.3	B	81	121
C-AB	0.12	5.95	0.2	A	66	99
C-A					219	329
A-B					31	47
A-C					315	472

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	0.00	433	0.153	66	0.0	0.2	9.769	A
C-AB	49	12	0.00	654	0.075	48	0.0	0.1	5.940	A
C-A	185	46	0.00			185				
A-B	26	6	0.00			26				
A-C	258	65	0.00			258				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	0.00	418	0.189	79	0.2	0.2	10.620	B
C-AB	63	16	0.00	672	0.094	63	0.1	0.2	5.916	A
C-A	217	54	0.00			217				
A-B	31	8	0.00			31				
A-C	308	77	0.00			308				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	0.00	396	0.245	97	0.2	0.3	12.018	B
C-AB	86	21	0.00	696	0.123	86	0.2	0.2	5.900	A
C-A	257	64	0.00			257				
A-B	37	9	0.00			37				
A-C	378	94	0.00			378				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	0.00	396	0.245	97	0.3	0.3	12.048	B
C-AB	86	21	0.00	696	0.123	86	0.2	0.2	5.905	A
C-A	256	64	0.00			256				
A-B	37	9	0.00			37				
A-C	378	94	0.00			378				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	0.00	418	0.189	79	0.3	0.2	10.658	B
C-AB	63	16	0.00	672	0.094	63	0.2	0.2	5.924	A
C-A	216	54	0.00			216				
A-B	31	8	0.00			31				
A-C	308	77	0.00			308				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	0.00	433	0.153	66	0.2	0.2	9.821	A
C-AB	49	12	0.00	654	0.075	49	0.2	0.1	5.955	A
C-A	185	46	0.00			185				
A-B	26	6	0.00			26				
A-C	258	65	0.00			258				

Junctions 11

PICADY 11 - Priority Intersection Module

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

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Filename: Junction 4.j11
Path: N:\TIA\25046TT Countess Rd LRD Killarney\TTA\Traffic Modelling\Models
Report generation date: 31/07/2025 14:49:02

»D1 - 2025 | Base | AM
»D2 - 2025 | Base | PM
»D3 - 2028 | Without | AM
»D4 - 2028 | With | AM
»D5 - 2028 | Without | PM
»D6 - 2028 | With | PM
»D7 - 2033 | Without | AM
»D8 - 2033 | With | AM
»D9 - 2033 | Without | PM
»D10 - 2033 | With | PM
»D11 - 2043 | Without | AM
»D12 - 2043 | With | AM
»D13 - 2043 | Without | PM
»D14 - 2043 | With | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity
2025 - Base														
Stream B-C	D1	0.6	10.43	0.36	B	A	37 % [Stream B-A]	D2	0.3	8.63	0.22	A	A	38 % [Stream B-A]
Stream B-A		0.9	16.41	0.48	C				0.9	16.28	0.47	C		
Stream C-AB		0.3	7.32	0.19	A				0.3	6.74	0.15	A		
2028 - Without														
Stream B-C	D3	1.0	13.96	0.49	B	A	12 % [Stream B-A]	D5	0.4	10.19	0.30	B	A	13 % [Stream B-A]
Stream B-A		1.7	24.35	0.64	C				1.6	23.64	0.63	C		
Stream C-AB		0.4	7.76	0.23	A				0.3	7.06	0.18	A		
2028 - With														
Stream B-C	D4	1.1	15.48	0.54	C	B	8 % [Stream B-A]	D6	0.5	11.07	0.34	B	A	8 % [Stream B-A]
Stream B-A		1.9	27.16	0.67	D				1.8	26.86	0.66	D		
Stream C-AB		0.5	8.00	0.28	A				0.4	7.19	0.22	A		
2033 - Without														
Stream B-C	D7	1.0	14.51	0.51	B	A	10 % [Stream B-A]	D9	0.4	10.43	0.31	B	A	11 % [Stream B-A]
Stream B-A		1.9	25.81	0.66	D				1.8	25.12	0.65	D		
Stream C-AB		0.4	7.80	0.24	A				0.3	7.10	0.19	A		
2033 - With														
Stream B-C	D8	1.2	16.19	0.55	C	B	5 % [Stream B-A]	D10	0.5	11.36	0.35	B	A	6 % [Stream B-A]
Stream B-A		2.1	29.05	0.69	D				2.0	28.77	0.68	D		
Stream C-AB		0.5	8.07	0.29	A				0.4	7.24	0.22	A		
2043 - Without														
Stream B-C	D11	1.0	14.75	0.52	B	B	9 % [Stream B-A]	D13	0.5	10.55	0.31	B	A	10 % [Stream B-A]
Stream B-A		1.9	26.47	0.67	D				1.8	25.78	0.65	D		
Stream C-AB		0.4	7.84	0.24	A				0.3	7.12	0.19	A		
2043 - With														
Stream B-C	D12	1.2	16.51	0.56	C	B	4 % [Stream B-A]	D14	0.5	11.47	0.35	B	A	5 % [Stream B-A]
Stream B-A		2.2	29.92	0.70	D				2.1	29.53	0.68	D		
Stream C-AB		0.5	8.10	0.29	A				0.4	7.24	0.22	A		

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

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

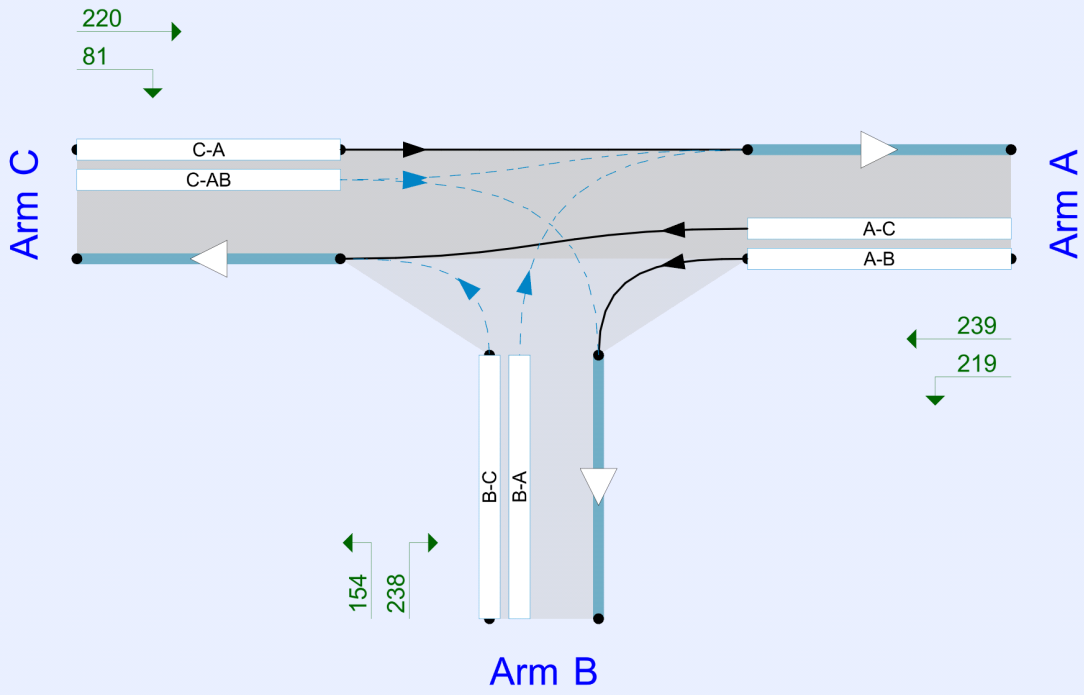
File summary

File Description

Title	
Location	
Site number	
Date	28/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MHL\cdring
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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	08:15	09:45	15	✓
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15	✓
D3	2028	Without	AM	ONE HOUR	08:15	09:45	15	✓
D4	2028	With	AM	ONE HOUR	08:15	09:45	15	✓
D5	2028	Without	PM	ONE HOUR	16:00	17:30	15	✓
D6	2028	With	PM	ONE HOUR	16:00	17:30	15	✓
D7	2033	Without	AM	ONE HOUR	08:15	09:45	15	✓
D8	2033	With	AM	ONE HOUR	08:15	09:45	15	✓
D9	2033	Without	PM	ONE HOUR	16:00	17:30	15	✓
D10	2033	With	PM	ONE HOUR	16:00	17:30	15	✓
D11	2043	Without	AM	ONE HOUR	08:15	09:45	15	✓
D12	2043	With	AM	ONE HOUR	08:15	09:45	15	✓
D13	2043	Without	PM	ONE HOUR	16:00	17:30	15	✓
D14	2043	With	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	untitled	T-Junction	Two-way	Two-way	Two-way		6.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	37	Stream B-A	6.28	A

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			0.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.30	3.30	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	543	0.099	0.250	0.157	0.357
B-C	682	0.104	0.264	-	-
C-B	574	0.222	0.222	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	318	100.000
B		ONE HOUR	✓	364	100.000
C		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	151	167
	B	187	0	177
	C	140	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.36	10.43	0.6	B	162	244
B-A	0.48	16.41	0.9	C	172	257
C-AB	0.19	7.32	0.3	A	92	138
C-A					108	162
A-B					139	208
A-C					153	230

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	133	33	0.00	588	0.227	132	0.0	0.3	7.876	A
B-A	141	35	0.00	462	0.304	139	0.0	0.4	11.074	B
C-AB	71	18	0.00	596	0.120	71	0.0	0.2	6.852	A
C-A	93	23	0.00			93				
A-B	114	28	0.00			114				
A-C	126	31	0.00			126				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	159	40	0.00	568	0.280	159	0.3	0.4	8.786	A
B-A	168	42	0.00	447	0.376	167	0.4	0.6	12.860	B
C-AB	89	22	0.00	601	0.148	89	0.2	0.2	7.033	A
C-A	107	27	0.00			107				
A-B	136	34	0.00			136				
A-C	150	38	0.00			150				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	195	49	0.00	540	0.361	194	0.4	0.6	10.382	B
B-A	206	51	0.00	425	0.484	205	0.6	0.9	16.227	C
C-AB	115	29	0.00	608	0.190	115	0.2	0.3	7.307	A
C-A	125	31	0.00			125				
A-B	166	42	0.00			166				
A-C	184	46	0.00			184				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	195	49	0.00	540	0.361	195	0.6	0.6	10.435	B
B-A	206	51	0.00	425	0.484	206	0.9	0.9	16.410	C
C-AB	115	29	0.00	608	0.190	115	0.3	0.3	7.317	A
C-A	125	31	0.00			125				
A-B	166	42	0.00			166				
A-C	184	46	0.00			184				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	159	40	0.00	567	0.280	160	0.6	0.4	8.848	A
B-A	168	42	0.00	447	0.376	169	0.9	0.6	13.042	B
C-AB	89	22	0.00	601	0.148	89	0.3	0.2	7.046	A
C-A	107	27	0.00			107				
A-B	136	34	0.00			136				
A-C	150	38	0.00			150				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	133	33	0.00	587	0.227	134	0.4	0.3	7.945	A
B-A	141	35	0.00	462	0.305	141	0.6	0.4	11.248	B
C-AB	71	18	0.00	596	0.120	72	0.2	0.2	6.874	A
C-A	93	23	0.00			93				
A-B	114	28	0.00			114				
A-C	126	31	0.00			126				

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	untitled	T-Junction	Two-way	Two-way	Two-way		4.91	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	38	Stream B-A	4.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	366	100.000
B		ONE HOUR	✓	284	100.000
C		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	178	188
	B	178	0	106
	C	180	59	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.22	8.63	0.3	A	97	146
B-A	0.47	16.28	0.9	C	163	245
C-AB	0.15	6.74	0.3	A	75	112
C-A					145	217
A-B					163	245
A-C					173	259

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	0.00	584	0.137	79	0.0	0.2	7.122	A
B-A	134	34	0.00	457	0.293	132	0.0	0.4	11.039	B
C-AB	57	14	0.00	610	0.094	57	0.0	0.1	6.507	A
C-A	123	31	0.00			123				
A-B	134	34	0.00			134				
A-C	142	35	0.00			142				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95	24	0.00	563	0.169	95	0.2	0.2	7.684	A
B-A	160	40	0.00	440	0.364	159	0.4	0.6	12.798	B
C-AB	72	18	0.00	618	0.117	72	0.1	0.2	6.599	A
C-A	143	36	0.00			143				
A-B	160	40	0.00			160				
A-C	169	42	0.00			169				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	534	0.218	116	0.2	0.3	8.607	A
B-A	196	49	0.00	417	0.470	195	0.6	0.9	16.108	C
C-AB	95	24	0.00	629	0.151	95	0.2	0.3	6.737	A
C-A	168	42	0.00			168				
A-B	196	49	0.00			196				
A-C	207	52	0.00			207				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	29	0.00	534	0.219	117	0.3	0.3	8.628	A
B-A	196	49	0.00	417	0.470	196	0.9	0.9	16.277	C
C-AB	95	24	0.00	629	0.151	95	0.3	0.3	6.744	A
C-A	168	42	0.00			168				
A-B	196	49	0.00			196				
A-C	207	52	0.00			207				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95	24	0.00	563	0.169	96	0.3	0.2	7.712	A
B-A	160	40	0.00	440	0.364	161	0.9	0.6	12.966	B
C-AB	72	18	0.00	618	0.117	72	0.3	0.2	6.608	A
C-A	143	36	0.00			143				
A-B	160	40	0.00			160				
A-C	169	42	0.00			169				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	0.00	583	0.137	80	0.2	0.2	7.159	A
B-A	134	34	0.00	457	0.293	135	0.6	0.4	11.203	B
C-AB	57	14	0.00	610	0.094	57	0.2	0.1	6.523	A
C-A	123	31	0.00			123				
A-B	134	34	0.00			134				
A-C	142	35	0.00			142				

D3 - 2028 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	untitled	T-Junction	Two-way	Two-way	Two-way		9.45	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	12	Stream B-A	9.45	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	352	100.000
B		ONE HOUR	✓	471	100.000
C		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	179	173
	B	242	0	229
	C	145	93	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.49	13.96	1.0	B	210	315
B-A	0.64	24.35	1.7	C	222	333
C-AB	0.23	7.76	0.4	A	111	166
C-A					108	161
A-B					164	246
A-C					159	238

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	172	43	0.00	570	0.303	171	0.0	0.4	8.985	A
B-A	182	46	0.00	455	0.401	180	0.0	0.7	12.969	B
C-AB	86	21	0.00	593	0.145	85	0.0	0.2	7.081	A
C-A	93	23	0.00			93				
A-B	135	34	0.00			135				
A-C	130	33	0.00			130				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	206	51	0.00	545	0.378	205	0.4	0.6	10.567	B
B-A	218	54	0.00	437	0.497	216	0.7	1.0	16.200	C
C-AB	107	27	0.00	598	0.179	107	0.2	0.3	7.339	A
C-A	107	27	0.00			107				
A-B	161	40	0.00			161				
A-C	156	39	0.00			156				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	252	63	0.00	511	0.493	251	0.6	0.9	13.760	B
B-A	266	67	0.00	414	0.644	264	1.0	1.7	23.512	C
C-AB	139	35	0.00	604	0.231	139	0.3	0.4	7.741	A
C-A	123	31	0.00			123				
A-B	197	49	0.00			197				
A-C	190	48	0.00			190				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	252	63	0.00	510	0.495	252	0.9	1.0	13.959	B
B-A	266	67	0.00	413	0.644	266	1.7	1.7	24.345	C
C-AB	140	35	0.00	604	0.231	140	0.4	0.4	7.756	A
C-A	122	31	0.00			122				
A-B	197	49	0.00			197				
A-C	190	48	0.00			190				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	206	51	0.00	544	0.379	207	1.0	0.6	10.745	B
B-A	218	54	0.00	437	0.498	220	1.7	1.0	16.829	C
C-AB	107	27	0.00	598	0.179	108	0.4	0.3	7.360	A
C-A	107	27	0.00			107				
A-B	161	40	0.00			161				
A-C	156	39	0.00			156				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	172	43	0.00	568	0.303	173	0.6	0.4	9.130	A
B-A	182	46	0.00	454	0.401	184	1.0	0.7	13.361	B
C-AB	86	22	0.00	593	0.145	86	0.3	0.2	7.109	A
C-A	93	23	0.00			93				
A-B	135	34	0.00			135				
A-C	130	33	0.00			130				

D4 - 2028 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	untitled	T-Junction	Two-way	Two-way	Two-way		10.17	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	8	Stream B-A	10.17	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	367	100.000
B		ONE HOUR	✓	487	100.000
C		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	179	188
	B	242	0	245
	C	174	109	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.54	15.48	1.1	C	225	337
B-A	0.67	27.16	1.9	D	222	333
C-AB	0.28	8.00	0.5	A	137	205
C-A					123	184
A-B					164	246
A-C					173	259

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	184	46	0.00	566	0.326	183	0.0	0.5	9.357	A
B-A	182	46	0.00	444	0.410	179	0.0	0.7	13.473	B
C-AB	105	26	0.00	606	0.173	104	0.0	0.3	7.154	A
C-A	108	27	0.00			108				
A-B	135	34	0.00			135				
A-C	142	35	0.00			142				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	220	55	0.00	540	0.408	219	0.5	0.7	11.209	B
B-A	218	54	0.00	425	0.512	216	0.7	1.0	17.155	C
C-AB	132	33	0.00	614	0.215	131	0.3	0.3	7.469	A
C-A	123	31	0.00			123				
A-B	161	40	0.00			161				
A-C	169	42	0.00			169				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	270	67	0.00	503	0.536	268	0.7	1.1	15.180	C
B-A	266	67	0.00	398	0.669	263	1.0	1.9	25.987	D
C-AB	174	43	0.00	624	0.278	173	0.3	0.5	7.981	A
C-A	138	34	0.00			138				
A-B	197	49	0.00			197				
A-C	207	52	0.00			207				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	270	67	0.00	502	0.537	270	1.1	1.1	15.480	C
B-A	266	67	0.00	398	0.670	266	1.9	1.9	27.163	D
C-AB	174	43	0.00	625	0.278	174	0.5	0.5	8.003	A
C-A	138	34	0.00			138				
A-B	197	49	0.00			197				
A-C	207	52	0.00			207				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	220	55	0.00	538	0.410	222	1.1	0.7	11.458	B
B-A	218	54	0.00	424	0.513	221	1.9	1.1	17.980	C
C-AB	132	33	0.00	614	0.215	133	0.5	0.4	7.500	A
C-A	122	31	0.00			122				
A-B	161	40	0.00			161				
A-C	169	42	0.00			169				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	184	46	0.00	564	0.327	185	0.7	0.5	9.530	A
B-A	182	46	0.00	444	0.411	184	1.1	0.7	13.929	B
C-AB	105	26	0.00	606	0.173	105	0.4	0.3	7.197	A
C-A	108	27	0.00			108				
A-B	135	34	0.00			135				
A-C	142	35	0.00			142				

D5 - 2028 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	untitled	T-Junction	Two-way	Two-way	Two-way		7.32	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	13	Stream B-A	7.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	407	100.000
B		ONE HOUR	✓	368	100.000
C		ONE HOUR	✓	256	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	212	195
	B	231	0	137
	C	186	70	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.30	10.19	0.4	B	126	189
B-A	0.63	23.64	1.6	C	212	318
C-AB	0.18	7.06	0.3	A	90	135
C-A					145	217
A-B					195	292
A-C					179	268

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	0.00	566	0.182	102	0.0	0.2	7.755	A
B-A	174	43	0.00	449	0.387	171	0.0	0.6	12.842	B
C-AB	69	17	0.00	607	0.113	68	0.0	0.2	6.680	A
C-A	124	31	0.00			124				
A-B	160	40	0.00			160				
A-C	147	37	0.00			147				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	0.00	540	0.228	123	0.2	0.3	8.616	A
B-A	208	52	0.00	431	0.482	207	0.6	0.9	15.946	C
C-AB	87	22	0.00	614	0.141	86	0.2	0.2	6.824	A
C-A	143	36	0.00			143				
A-B	191	48	0.00			191				
A-C	175	44	0.00			175				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	0.00	505	0.299	150	0.3	0.4	10.133	B
B-A	254	64	0.00	406	0.626	252	0.9	1.6	22.913	C
C-AB	115	29	0.00	625	0.184	115	0.2	0.3	7.052	A
C-A	167	42	0.00			167				
A-B	233	58	0.00			233				
A-C	215	54	0.00			215				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	0.00	504	0.299	151	0.4	0.4	10.190	B
B-A	254	64	0.00	406	0.627	254	1.6	1.6	23.642	C
C-AB	115	29	0.00	625	0.184	115	0.3	0.3	7.065	A
C-A	167	42	0.00			167				
A-B	233	58	0.00			233				
A-C	215	54	0.00			215				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	0.00	539	0.229	124	0.4	0.3	8.680	A
B-A	208	52	0.00	431	0.482	210	1.6	1.0	16.508	C
C-AB	87	22	0.00	614	0.141	87	0.3	0.2	6.841	A
C-A	143	36	0.00			143				
A-B	191	48	0.00			191				
A-C	175	44	0.00			175				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	0.00	564	0.183	103	0.3	0.2	7.818	A
B-A	174	43	0.00	449	0.387	175	1.0	0.6	13.203	B
C-AB	69	17	0.00	607	0.113	69	0.2	0.2	6.703	A
C-A	124	31	0.00			124				
A-B	160	40	0.00			160				
A-C	147	37	0.00			147				

D6 - 2028 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	untitled	T-Junction	Two-way	Two-way	Two-way		7.79	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	8	Stream B-A	7.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	444	100.000
B		ONE HOUR	✓	381	100.000
C		ONE HOUR	✓	292	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	212	232
	B	231	0	150
	C	213	79	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.34	11.07	0.5	B	138	206
B-A	0.66	26.86	1.8	D	212	318
C-AB	0.22	7.19	0.4	A	107	161
C-A					161	241
A-B					195	292
A-C					213	319

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	113	28	0.00	557	0.203	112	0.0	0.3	8.068	A
B-A	174	43	0.00	437	0.398	171	0.0	0.6	13.435	B
C-AB	80	20	0.00	615	0.131	80	0.0	0.2	6.714	A
C-A	139	35	0.00			139				
A-B	160	40	0.00			160				
A-C	175	44	0.00			175				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	34	0.00	530	0.254	135	0.3	0.3	9.094	A
B-A	208	52	0.00	416	0.499	206	0.6	1.0	17.064	C
C-AB	103	26	0.00	625	0.164	102	0.2	0.3	6.888	A
C-A	160	40	0.00			160				
A-B	191	48	0.00			191				
A-C	209	52	0.00			209				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	41	0.00	492	0.336	165	0.3	0.5	10.986	B
B-A	254	64	0.00	388	0.656	251	1.0	1.8	25.774	D
C-AB	138	34	0.00	639	0.216	137	0.3	0.4	7.176	A
C-A	184	46	0.00			184				
A-B	233	58	0.00			233				
A-C	255	64	0.00			255				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	41	0.00	490	0.337	165	0.5	0.5	11.070	B
B-A	254	64	0.00	387	0.657	254	1.8	1.8	26.858	D
C-AB	138	34	0.00	640	0.216	138	0.4	0.4	7.190	A
C-A	183	46	0.00			183				
A-B	233	58	0.00			233				
A-C	255	64	0.00			255				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	34	0.00	528	0.255	135	0.5	0.3	9.181	A
B-A	208	52	0.00	416	0.499	211	1.8	1.0	17.828	C
C-AB	103	26	0.00	626	0.164	103	0.4	0.3	6.911	A
C-A	160	40	0.00			160				
A-B	191	48	0.00			191				
A-C	209	52	0.00			209				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	113	28	0.00	556	0.203	113	0.3	0.3	8.145	A
B-A	174	43	0.00	436	0.398	175	1.0	0.7	13.858	B
C-AB	81	20	0.00	616	0.131	81	0.3	0.2	6.743	A
C-A	139	35	0.00			139				
A-B	160	40	0.00			160				
A-C	175	44	0.00			175				

D7 - 2033 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	untitled	T-Junction	Two-way	Two-way	Two-way		9.90	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	Stream B-A	9.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	360	100.000
B		ONE HOUR	✓	481	100.000
C		ONE HOUR	✓	244	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	183	177
	B	247	0	234
	C	149	95	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.51	14.51	1.0	B	215	322
B-A	0.66	25.81	1.9	D	227	340
C-AB	0.24	7.80	0.4	A	114	171
C-A					110	165
A-B					168	252
A-C					162	244

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	44	0.00	567	0.311	174	0.0	0.4	9.127	A
B-A	186	46	0.00	453	0.411	183	0.0	0.7	13.233	B
C-AB	88	22	0.00	594	0.148	87	0.0	0.2	7.101	A
C-A	96	24	0.00			96				
A-B	138	34	0.00			138				
A-C	133	33	0.00			133				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	210	53	0.00	542	0.388	210	0.4	0.6	10.809	B
B-A	222	56	0.00	435	0.511	221	0.7	1.0	16.706	C
C-AB	110	28	0.00	599	0.184	110	0.2	0.3	7.368	A
C-A	109	27	0.00			109				
A-B	165	41	0.00			165				
A-C	159	40	0.00			159				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	258	64	0.00	507	0.508	256	0.6	1.0	14.277	B
B-A	272	68	0.00	411	0.662	269	1.0	1.8	24.794	C
C-AB	144	36	0.00	606	0.237	143	0.3	0.4	7.789	A
C-A	125	31	0.00			125				
A-B	201	50	0.00			201				
A-C	195	49	0.00			195				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	258	64	0.00	505	0.510	258	1.0	1.0	14.510	B
B-A	272	68	0.00	410	0.663	272	1.8	1.9	25.810	D
C-AB	144	36	0.00	606	0.238	144	0.4	0.4	7.804	A
C-A	125	31	0.00			125				
A-B	201	50	0.00			201				
A-C	195	49	0.00			195				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	210	53	0.00	540	0.389	212	1.0	0.7	11.015	B
B-A	222	56	0.00	435	0.511	225	1.9	1.1	17.448	C
C-AB	110	28	0.00	599	0.184	111	0.4	0.3	7.389	A
C-A	109	27	0.00			109				
A-B	165	41	0.00			165				
A-C	159	40	0.00			159				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	44	0.00	566	0.312	177	0.7	0.5	9.282	A
B-A	186	46	0.00	452	0.411	187	1.1	0.7	13.668	B
C-AB	88	22	0.00	594	0.149	89	0.3	0.2	7.134	A
C-A	95	24	0.00			95				
A-B	138	34	0.00			138				
A-C	133	33	0.00			133				

D8 - 2033 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	untitled	T-Junction	Two-way	Two-way	Two-way		10.72	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	5	Stream B-A	10.72	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	376	100.000
B		ONE HOUR	✓	497	100.000
C		ONE HOUR	✓	289	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	183	193
	B	247	0	250
	C	178	111	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.55	16.19	1.2	C	229	344
B-A	0.69	29.05	2.1	D	227	340
C-AB	0.29	8.07	0.5	A	140	211
C-A					125	187
A-B					168	252
A-C					177	266

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	188	47	0.00	563	0.335	186	0.0	0.5	9.516	A
B-A	186	46	0.00	442	0.421	183	0.0	0.7	13.770	B
C-AB	107	27	0.00	607	0.177	106	0.0	0.3	7.180	A
C-A	110	28	0.00			110				
A-B	138	34	0.00			138				
A-C	145	36	0.00			145				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	225	56	0.00	536	0.419	224	0.5	0.7	11.496	B
B-A	222	56	0.00	422	0.526	221	0.7	1.1	17.744	C
C-AB	135	34	0.00	615	0.220	135	0.3	0.4	7.508	A
C-A	125	31	0.00			125				
A-B	165	41	0.00			165				
A-C	174	43	0.00			174				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	275	69	0.00	499	0.552	273	0.7	1.2	15.836	C
B-A	272	68	0.00	395	0.689	268	1.1	2.0	27.587	D
C-AB	178	45	0.00	626	0.285	178	0.4	0.5	8.045	A
C-A	140	35	0.00			140				
A-B	201	50	0.00			201				
A-C	212	53	0.00			212				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	275	69	0.00	497	0.554	275	1.2	1.2	16.192	C
B-A	272	68	0.00	395	0.689	272	2.0	2.1	29.049	D
C-AB	179	45	0.00	626	0.285	179	0.5	0.5	8.068	A
C-A	140	35	0.00			140				
A-B	201	50	0.00			201				
A-C	212	53	0.00			212				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	225	56	0.00	534	0.421	227	1.2	0.7	11.780	B
B-A	222	56	0.00	422	0.527	226	2.1	1.2	18.726	C
C-AB	135	34	0.00	615	0.220	136	0.5	0.4	7.540	A
C-A	124	31	0.00			124				
A-B	165	41	0.00			165				
A-C	174	43	0.00			174				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	188	47	0.00	561	0.336	189	0.7	0.5	9.707	A
B-A	186	46	0.00	441	0.421	188	1.2	0.7	14.276	B
C-AB	108	27	0.00	607	0.177	108	0.4	0.3	7.224	A
C-A	110	28	0.00			110				
A-B	138	34	0.00			138				
A-C	145	36	0.00			145				

D9 - 2033 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	untitled	T-Junction	Two-way	Two-way	Two-way		7.68	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	11	Stream B-A	7.68	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2033	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	417	100.000
B		ONE HOUR	✓	376	100.000
C		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	217	200
	B	236	0	140
	C	191	72	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.31	10.43	0.4	B	128	193
B-A	0.65	25.12	1.8	D	217	325
C-AB	0.19	7.10	0.3	A	94	140
C-A					148	222
A-B					199	299
A-C					184	275

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	0.00	563	0.187	104	0.0	0.2	7.841	A
B-A	178	44	0.00	447	0.398	175	0.0	0.6	13.127	B
C-AB	71	18	0.00	608	0.117	70	0.0	0.2	6.696	A
C-A	127	32	0.00			127				
A-B	163	41	0.00			163				
A-C	151	38	0.00			151				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	31	0.00	537	0.234	126	0.2	0.3	8.748	A
B-A	212	53	0.00	428	0.496	211	0.6	0.9	16.474	C
C-AB	90	22	0.00	616	0.146	90	0.2	0.2	6.850	A
C-A	146	37	0.00			146				
A-B	195	49	0.00			195				
A-C	180	45	0.00			180				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	154	39	0.00	500	0.308	154	0.3	0.4	10.362	B
B-A	260	65	0.00	402	0.646	257	0.9	1.7	24.223	C
C-AB	120	30	0.00	627	0.191	119	0.2	0.3	7.091	A
C-A	170	42	0.00			170				
A-B	239	60	0.00			239				
A-C	220	55	0.00			220				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	154	39	0.00	499	0.309	154	0.4	0.4	10.429	B
B-A	260	65	0.00	402	0.646	260	1.7	1.8	25.122	D
C-AB	120	30	0.00	627	0.191	120	0.3	0.3	7.104	A
C-A	170	42	0.00			170				
A-B	239	60	0.00			239				
A-C	220	55	0.00			220				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	31	0.00	535	0.235	126	0.4	0.3	8.818	A
B-A	212	53	0.00	428	0.496	215	1.8	1.0	17.137	C
C-AB	90	23	0.00	616	0.146	91	0.3	0.2	6.864	A
C-A	146	37	0.00			146				
A-B	195	49	0.00			195				
A-C	180	45	0.00			180				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	0.00	561	0.188	106	0.3	0.2	7.908	A
B-A	178	44	0.00	447	0.398	179	1.0	0.7	13.522	B
C-AB	71	18	0.00	608	0.117	71	0.2	0.2	6.720	A
C-A	127	32	0.00			127				
A-B	163	41	0.00			163				
A-C	151	38	0.00			151				

D10 - 2033 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	untitled	T-Junction	Two-way	Two-way	Two-way		8.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	6	Stream B-A	8.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2033	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	454	100.000
B		ONE HOUR	✓	389	100.000
C		ONE HOUR	✓	299	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	217	237
	B	236	0	153
	C	218	81	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.35	11.36	0.5	B	140	211
B-A	0.68	28.77	2.0	D	217	325
C-AB	0.22	7.24	0.4	A	111	166
C-A					163	245
A-B					199	299
A-C					217	326

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	29	0.00	554	0.208	114	0.0	0.3	8.161	A
B-A	178	44	0.00	434	0.409	175	0.0	0.7	13.743	B
C-AB	83	21	0.00	617	0.135	82	0.0	0.2	6.732	A
C-A	142	36	0.00			142				
A-B	163	41	0.00			163				
A-C	178	45	0.00			178				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	34	0.00	526	0.261	137	0.3	0.3	9.244	A
B-A	212	53	0.00	413	0.514	211	0.7	1.0	17.668	C
C-AB	106	27	0.00	627	0.170	106	0.2	0.3	6.916	A
C-A	163	41	0.00			163				
A-B	195	49	0.00			195				
A-C	213	53	0.00			213				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	42	0.00	487	0.346	168	0.3	0.5	11.262	B
B-A	260	65	0.00	384	0.677	256	1.0	1.9	27.405	D
C-AB	143	36	0.00	641	0.223	142	0.3	0.4	7.223	A
C-A	186	47	0.00			186				
A-B	239	60	0.00			239				
A-C	261	65	0.00			261				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	42	0.00	485	0.347	168	0.5	0.5	11.359	B
B-A	260	65	0.00	384	0.677	260	1.9	2.0	28.768	D
C-AB	143	36	0.00	642	0.223	143	0.4	0.4	7.237	A
C-A	186	47	0.00			186				
A-B	239	60	0.00			239				
A-C	261	65	0.00			261				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	34	0.00	524	0.262	138	0.5	0.4	9.341	A
B-A	212	53	0.00	413	0.514	216	2.0	1.1	18.581	C
C-AB	106	27	0.00	627	0.170	107	0.4	0.3	6.940	A
C-A	162	41	0.00			162				
A-B	195	49	0.00			195				
A-C	213	53	0.00			213				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	29	0.00	553	0.208	116	0.4	0.3	8.244	A
B-A	178	44	0.00	434	0.409	179	1.1	0.7	14.215	B
C-AB	83	21	0.00	617	0.135	84	0.3	0.2	6.762	A
C-A	142	35	0.00			142				
A-B	163	41	0.00			163				
A-C	178	45	0.00			178				

D11 - 2043 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	untitled	T-Junction	Two-way	Two-way	Two-way		10.10	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	9	Stream B-A	10.10	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2043	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	364	100.000
B		ONE HOUR	✓	485	100.000
C		ONE HOUR	✓	246	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	185	179
	B	249	0	236
	C	150	96	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.52	14.75	1.0	B	217	325
B-A	0.67	26.47	1.9	D	228	343
C-AB	0.24	7.84	0.4	A	116	173
C-A					110	165
A-B					170	255
A-C					164	246

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	44	0.00	566	0.314	176	0.0	0.5	9.188	A
B-A	187	47	0.00	452	0.415	185	0.0	0.7	13.352	B
C-AB	89	22	0.00	594	0.150	88	0.0	0.2	7.115	A
C-A	96	24	0.00			96				
A-B	139	35	0.00			139				
A-C	135	34	0.00			135				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	212	53	0.00	541	0.393	211	0.5	0.6	10.914	B
B-A	224	56	0.00	434	0.516	222	0.7	1.0	16.928	C
C-AB	112	28	0.00	599	0.186	111	0.2	0.3	7.391	A
C-A	110	27	0.00			110				
A-B	166	42	0.00			166				
A-C	161	40	0.00			161				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	260	65	0.00	505	0.515	258	0.6	1.0	14.506	B
B-A	274	69	0.00	409	0.670	271	1.0	1.9	25.363	D
C-AB	146	36	0.00	606	0.241	145	0.3	0.4	7.822	A
C-A	125	31	0.00			125				
A-B	204	51	0.00			204				
A-C	197	49	0.00			197				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	260	65	0.00	504	0.516	260	1.0	1.0	14.751	B
B-A	274	69	0.00	409	0.670	274	1.9	1.9	26.470	D
C-AB	146	36	0.00	606	0.241	146	0.4	0.4	7.837	A
C-A	125	31	0.00			125				
A-B	204	51	0.00			204				
A-C	197	49	0.00			197				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	212	53	0.00	539	0.394	214	1.0	0.7	11.129	B
B-A	224	56	0.00	434	0.516	227	1.9	1.1	17.720	C
C-AB	112	28	0.00	599	0.187	112	0.4	0.3	7.411	A
C-A	109	27	0.00			109				
A-B	166	42	0.00			166				
A-C	161	40	0.00			161				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	44	0.00	564	0.315	178	0.7	0.5	9.348	A
B-A	187	47	0.00	451	0.415	189	1.1	0.7	13.800	B
C-AB	89	22	0.00	594	0.151	90	0.3	0.2	7.147	A
C-A	96	24	0.00			96				
A-B	139	35	0.00			139				
A-C	135	34	0.00			135				

D12 - 2043 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	untitled	T-Junction	Two-way	Two-way	Two-way		10.97	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	4	Stream B-A	10.97	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2043	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	380	100.000
B		ONE HOUR	✓	501	100.000
C		ONE HOUR	✓	292	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	185	195
	B	249	0	252
	C	180	112	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.56	16.51	1.2	C	231	347
B-A	0.70	29.92	2.2	D	228	343
C-AB	0.29	8.10	0.5	A	142	213
C-A					126	189
A-B					170	255
A-C					179	268

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	190	47	0.00	561	0.338	188	0.0	0.5	9.583	A
B-A	187	47	0.00	441	0.425	185	0.0	0.7	13.900	B
C-AB	109	27	0.00	607	0.179	107	0.0	0.3	7.192	A
C-A	111	28	0.00			111				
A-B	139	35	0.00			139				
A-C	147	37	0.00			147				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	227	57	0.00	535	0.424	226	0.5	0.7	11.616	B
B-A	224	56	0.00	421	0.532	222	0.7	1.1	18.005	C
C-AB	137	34	0.00	615	0.223	137	0.3	0.4	7.526	A
C-A	126	31	0.00			126				
A-B	166	42	0.00			166				
A-C	175	44	0.00			175				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	277	69	0.00	497	0.559	275	0.7	1.2	16.120	C
B-A	274	69	0.00	393	0.697	270	1.1	2.1	28.318	D
C-AB	181	45	0.00	626	0.289	180	0.4	0.5	8.075	A
C-A	141	35	0.00			141				
A-B	204	51	0.00			204				
A-C	215	54	0.00			215				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	277	69	0.00	495	0.560	277	1.2	1.2	16.506	C
B-A	274	69	0.00	393	0.697	274	2.1	2.2	29.922	D
C-AB	181	45	0.00	627	0.289	181	0.5	0.5	8.098	A
C-A	140	35	0.00			140				
A-B	204	51	0.00			204				
A-C	215	54	0.00			215				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	227	57	0.00	532	0.425	229	1.2	0.8	11.921	B
B-A	224	56	0.00	420	0.532	228	2.2	1.2	19.061	C
C-AB	137	34	0.00	616	0.223	138	0.5	0.4	7.556	A
C-A	125	31	0.00			125				
A-B	166	42	0.00			166				
A-C	175	44	0.00			175				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	190	47	0.00	560	0.339	191	0.8	0.5	9.779	A
B-A	187	47	0.00	440	0.426	189	1.2	0.8	14.428	B
C-AB	109	27	0.00	608	0.179	109	0.4	0.3	7.233	A
C-A	111	28	0.00			111				
A-B	139	35	0.00			139				
A-C	147	37	0.00			147				

D13 - 2043 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	untitled	T-Junction	Two-way	Two-way	Two-way		7.85	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	Stream B-A	7.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2043	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	421	100.000
B		ONE HOUR	✓	380	100.000
C		ONE HOUR	✓	266	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	219	202
	B	238	0	142
	C	193	73	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.31	10.55	0.5	B	130	195
B-A	0.65	25.78	1.8	D	218	328
C-AB	0.19	7.12	0.3	A	95	143
C-A					149	223
A-B					201	301
A-C					185	278

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	0.00	561	0.190	106	0.0	0.2	7.888	A
B-A	179	45	0.00	446	0.402	177	0.0	0.7	13.242	B
C-AB	72	18	0.00	608	0.119	71	0.0	0.2	6.703	A
C-A	128	32	0.00			128				
A-B	165	41	0.00			165				
A-C	152	38	0.00			152				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	32	0.00	535	0.238	127	0.2	0.3	8.818	A
B-A	214	53	0.00	427	0.501	213	0.7	1.0	16.701	C
C-AB	92	23	0.00	616	0.149	91	0.2	0.2	6.864	A
C-A	148	37	0.00			148				
A-B	197	49	0.00			197				
A-C	182	45	0.00			182				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	156	39	0.00	499	0.314	156	0.3	0.4	10.484	B
B-A	262	66	0.00	401	0.654	259	1.0	1.8	24.797	C
C-AB	122	30	0.00	628	0.194	121	0.2	0.3	7.111	A
C-A	171	43	0.00			171				
A-B	241	60	0.00			241				
A-C	222	56	0.00			222				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	156	39	0.00	497	0.314	156	0.4	0.5	10.554	B
B-A	262	66	0.00	401	0.654	262	1.8	1.8	25.780	D
C-AB	122	30	0.00	628	0.194	122	0.3	0.3	7.122	A
C-A	171	43	0.00			171				
A-B	241	60	0.00			241				
A-C	222	56	0.00			222				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	32	0.00	534	0.239	128	0.5	0.3	8.891	A
B-A	214	53	0.00	427	0.501	217	1.8	1.0	17.411	C
C-AB	92	23	0.00	616	0.149	92	0.3	0.2	6.877	A
C-A	147	37	0.00			147				
A-B	197	49	0.00			197				
A-C	182	45	0.00			182				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	0.00	560	0.191	107	0.3	0.2	7.958	A
B-A	179	45	0.00	446	0.402	181	1.0	0.7	13.654	B
C-AB	72	18	0.00	608	0.119	73	0.2	0.2	6.727	A
C-A	128	32	0.00			128				
A-B	165	41	0.00			165				
A-C	152	38	0.00			152				

D14 - 2043 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
4	untitled	T-Junction	Two-way	Two-way	Two-way		8.40	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	5	Stream B-A	8.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2043	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	458	100.000
B		ONE HOUR	✓	392	100.000
C		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	219	239
	B	238	0	154
	C	220	81	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.35	11.47	0.5	B	141	212
B-A	0.68	29.53	2.1	D	218	328
C-AB	0.22	7.24	0.4	A	111	167
C-A					165	247
A-B					201	301
A-C					219	329

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	29	0.00	553	0.210	115	0.0	0.3	8.195	A
B-A	179	45	0.00	434	0.413	176	0.0	0.7	13.858	B
C-AB	83	21	0.00	617	0.135	83	0.0	0.2	6.730	A
C-A	143	36	0.00			143				
A-B	165	41	0.00			165				
A-C	180	45	0.00			180				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	35	0.00	525	0.264	138	0.3	0.4	9.299	A
B-A	214	53	0.00	412	0.519	213	0.7	1.0	17.902	C
C-AB	107	27	0.00	627	0.170	106	0.2	0.3	6.916	A
C-A	164	41	0.00			164				
A-B	197	49	0.00			197				
A-C	215	54	0.00			215				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	170	42	0.00	485	0.350	169	0.4	0.5	11.367	B
B-A	262	66	0.00	383	0.684	258	1.0	2.0	28.047	D
C-AB	144	36	0.00	642	0.224	143	0.3	0.4	7.221	A
C-A	188	47	0.00			188				
A-B	241	60	0.00			241				
A-C	263	66	0.00			263				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	170	42	0.00	483	0.351	170	0.5	0.5	11.468	B
B-A	262	66	0.00	383	0.685	262	2.0	2.1	29.530	D
C-AB	144	36	0.00	642	0.224	144	0.4	0.4	7.236	A
C-A	188	47	0.00			188				
A-B	241	60	0.00			241				
A-C	263	66	0.00			263				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	35	0.00	523	0.265	139	0.5	0.4	9.399	A
B-A	214	53	0.00	412	0.519	218	2.1	1.1	18.875	C
C-AB	107	27	0.00	628	0.170	107	0.4	0.3	6.935	A
C-A	164	41	0.00			164				
A-B	197	49	0.00			197				
A-C	215	54	0.00			215				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	29	0.00	551	0.210	116	0.4	0.3	8.281	A
B-A	179	45	0.00	433	0.414	181	1.1	0.7	14.346	B
C-AB	84	21	0.00	617	0.135	84	0.3	0.2	6.760	A
C-A	143	36	0.00			143				
A-B	165	41	0.00			165				
A-C	180	45	0.00			180				

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Junction 5.j11
Path: N:\TIA\25046TT Countess Rd LRD Killarney\TTA\Traffic Modelling\Models
Report generation date: 31/07/2025 14:51:24

»D1 - 2025 | Base | AM
»D2 - 2025 | Base | PM
»D3 - 2028 | Without | AM
»D4 - 2028 | With | AM
»D5 - 2028 | Without | PM
»D6 - 2028 | With | PM
»D7 - 2033 | Without | AM
»D8 - 2033 | With | AM
»D9 - 2033 | Without | PM
»D10 - 2033 | With | PM
»D11 - 2043 | Without | AM
»D12 - 2043 | With | AM
»D13 - 2043 | Without | PM
»D14 - 2043 | With | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity
2025 - Base														
Arm A	D1	0.4	4.15	0.31	A	A	38 % [Arm B]	D2	1.3	7.24	0.56	A	A	37 % [Arm A]
Arm B		1.8	7.08	0.64	A				1.4	6.40	0.59	A		
Arm C		0.5	4.96	0.33	A				0.6	4.92	0.36	A		
Arm D		0.7	4.39	0.40	A				1.3	6.40	0.57	A		
2028 - Without														
Arm A	D3	0.5	4.42	0.33	A	A	31 % [Arm B]	D5	1.6	8.39	0.61	A	A	29 % [Arm A]
Arm B		2.1	8.09	0.69	A				1.7	7.19	0.63	A		
Arm C		0.6	5.63	0.39	A				0.7	5.54	0.42	A		
Arm D		0.7	4.75	0.43	A				1.6	7.33	0.61	A		
2028 - With														
Arm A	D4	0.5	4.51	0.34	A	A	30 % [Arm B]	D6	1.7	8.97	0.63	A	A	26 % [Arm A]
Arm B		2.2	8.27	0.69	A				1.9	7.71	0.65	A		
Arm C		0.7	5.90	0.42	A				0.8	5.80	0.45	A		
Arm D		0.8	4.88	0.43	A				1.7	7.66	0.63	A		
2033 - Without														
Arm A	D7	0.5	4.53	0.34	A	A	28 % [Arm B]	D9	1.8	9.61	0.65	A	A	23 % [Arm A]
Arm B		2.3	8.59	0.70	A				1.9	7.66	0.65	A		
Arm C		0.7	5.82	0.41	A				0.9	6.03	0.46	A		
Arm D		0.8	4.90	0.44	A				1.8	8.29	0.65	A		
2033 - With														
Arm A	D8	0.5	4.63	0.35	A	A	26 % [Arm B]	D10	1.9	9.77	0.66	A	A	22 % [Arm A]
Arm B		2.4	8.90	0.71	A				2.0	8.17	0.67	A		
Arm C		0.8	6.15	0.44	A				0.9	6.05	0.47	A		
Arm D		0.8	5.04	0.45	A				1.8	8.28	0.65	A		
2043 - Without														
Arm A	D11	0.5	4.58	0.35	A	A	27 % [Arm B]	D13	2.1	10.94	0.68	B	A	18 % [Arm A]
Arm B		2.4	8.86	0.71	A				1.9	7.91	0.66	A		
Arm C		0.7	5.92	0.41	A				1.0	6.53	0.50	A		
Arm D		0.8	4.97	0.45	A				2.2	9.44	0.69	A		
2043 - With														
Arm A	D12	0.6	4.68	0.36	A	A	25 % [Arm B]	D14	2.0	10.47	0.68	B	A	20 % [Arm A]
Arm B		2.5	9.19	0.72	A				2.1	8.44	0.68	A		
Arm C		0.8	6.25	0.44	A				0.9	6.21	0.48	A		
Arm D		0.8	5.12	0.45	A				2.0	8.87	0.67	A		

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

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

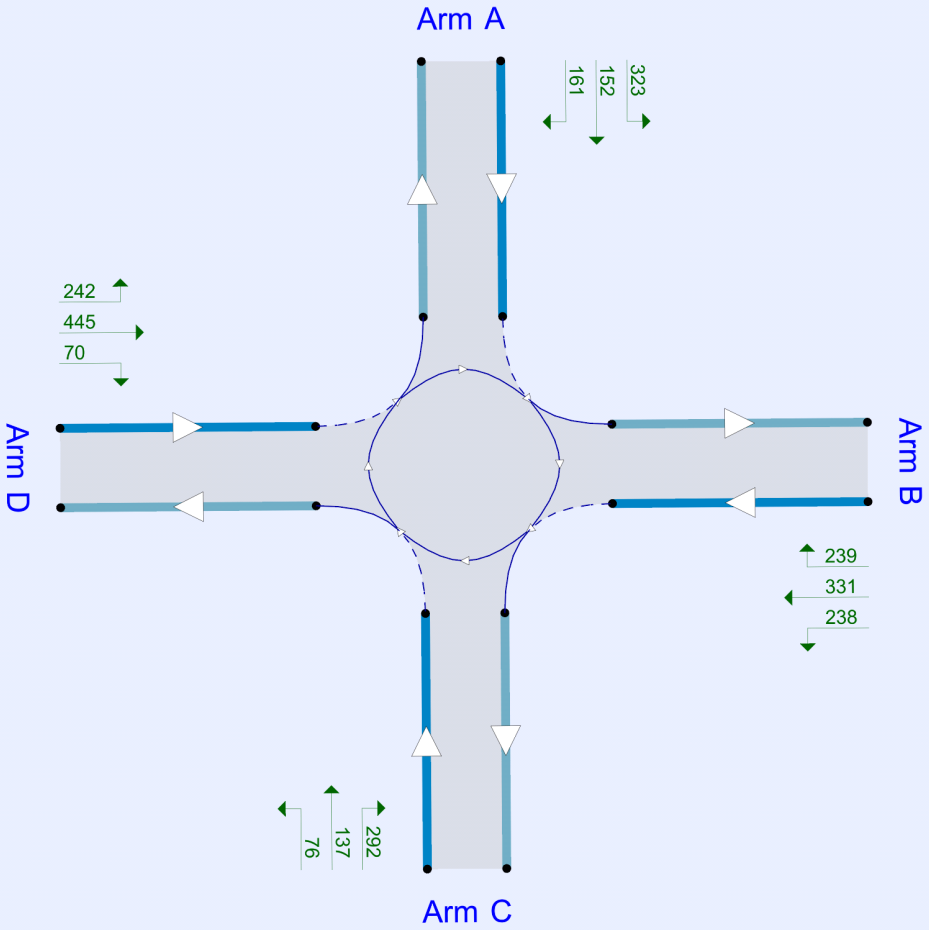
File summary

File Description

Title	
Location	
Site number	
Date	28/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MHL\cdring
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



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	08:15	09:45	15	✓
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15	✓
D3	2028	Without	AM	ONE HOUR	08:15	09:45	15	✓
D4	2028	With	AM	ONE HOUR	08:15	09:45	15	✓
D5	2028	Without	PM	ONE HOUR	16:00	17:30	15	✓
D6	2028	With	PM	ONE HOUR	16:00	17:30	15	✓
D7	2033	Without	AM	ONE HOUR	08:15	09:45	15	✓
D8	2033	With	AM	ONE HOUR	08:15	09:45	15	✓
D9	2033	Without	PM	ONE HOUR	16:00	17:30	15	✓
D10	2033	With	PM	ONE HOUR	16:00	17:30	15	✓
D11	2043	Without	AM	ONE HOUR	08:15	09:45	15	✓
D12	2043	With	AM	ONE HOUR	08:15	09:45	15	✓
D13	2043	Without	PM	ONE HOUR	16:00	17:30	15	✓
D14	2043	With	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	untitled	Standard Roundabout		A, B, C, D	5.56	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	38	Arm B	5.56	A

Arms

Arms

Arm	Name	Description	No give-way line
A	untitled		
B	untitled		
C	untitled		
D	untitled		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	3.80	6.00	15.0	60.0	15.0	40.0		
B	3.80	7.00	20.0	11.0	15.0	49.0		
C	3.80	7.00	15.0	17.0	15.0	47.0		
D	2.80	8.00	25.0	20.0	15.0	47.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.645	1602
B	0.613	1603
C	0.626	1611
D	0.645	1689

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	351	100.000
B		ONE HOUR	✓	832	100.000
C		ONE HOUR	✓	318	100.000
D		ONE HOUR	✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	141	76	134
	B	205	0	191	436
	C	98	163	0	57
	D	160	273	55	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.31	4.15	0.4	A	322	483
B	0.64	7.08	1.8	A	763	1145
C	0.33	4.96	0.5	A	292	438
D	0.40	4.39	0.7	A	448	672

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	264	66	368	1364	0.194	263	347	0.0	0.2	3.267	A
B	626	157	199	1481	0.423	623	433	0.0	0.7	4.184	A
C	239	60	581	1247	0.192	238	241	0.0	0.2	3.566	A
D	367	92	349	1463	0.251	366	470	0.0	0.3	3.276	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	316	79	441	1317	0.240	315	416	0.2	0.3	3.592	A
B	748	187	238	1457	0.513	747	518	0.7	1.0	5.059	A
C	286	71	696	1175	0.243	286	289	0.2	0.3	4.046	A
D	439	110	418	1419	0.309	438	563	0.3	0.4	3.669	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	386	97	540	1254	0.308	386	509	0.3	0.4	4.146	A
B	916	229	291	1424	0.643	913	634	1.0	1.8	7.005	A
C	350	88	851	1078	0.325	349	354	0.3	0.5	4.938	A
D	537	134	512	1358	0.396	536	689	0.4	0.6	4.375	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	386	97	541	1253	0.308	386	510	0.4	0.4	4.154	A
B	916	229	292	1424	0.643	916	635	1.8	1.8	7.083	A
C	350	88	853	1076	0.325	350	355	0.5	0.5	4.956	A
D	537	134	513	1358	0.396	537	690	0.6	0.7	4.388	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	316	79	442	1316	0.240	316	417	0.4	0.3	3.599	A
B	748	187	239	1457	0.514	751	520	1.8	1.1	5.120	A
C	286	71	699	1173	0.244	286	290	0.5	0.3	4.063	A
D	439	110	420	1417	0.310	440	565	0.7	0.5	3.683	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	264	66	370	1363	0.194	265	349	0.3	0.2	3.277	A
B	626	157	200	1480	0.423	628	435	1.1	0.7	4.228	A
C	239	60	585	1245	0.192	240	243	0.3	0.2	3.585	A
D	367	92	351	1462	0.251	368	473	0.5	0.3	3.293	A

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	untitled	Standard Roundabout		A, B, C, D	6.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	37	Arm A	6.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	584	100.000
B		ONE HOUR	✓	739	100.000
C		ONE HOUR	✓	372	100.000
D		ONE HOUR	✓	680	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	301	133	150
	B	223	0	208	308
	C	114	195	0	63
	D	225	402	53	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.56	7.24	1.3	A	536	804
B	0.59	6.40	1.4	A	678	1017
C	0.36	4.92	0.6	A	341	512
D	0.57	6.40	1.3	A	624	936

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	440	110	487	1287	0.342	438	421	0.0	0.5	4.226	A
B	556	139	252	1449	0.384	554	673	0.0	0.6	4.012	A
C	280	70	510	1291	0.217	279	295	0.0	0.3	3.554	A
D	512	128	399	1431	0.358	510	390	0.0	0.6	3.897	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	525	131	584	1225	0.428	524	504	0.5	0.7	5.127	A
B	664	166	302	1418	0.469	663	806	0.6	0.9	4.764	A
C	334	84	611	1228	0.272	334	354	0.3	0.4	4.025	A
D	611	153	478	1380	0.443	610	468	0.6	0.8	4.669	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	643	161	714	1141	0.563	641	617	0.7	1.3	7.165	A
B	814	203	369	1377	0.591	811	986	0.9	1.4	6.343	A
C	410	102	748	1143	0.358	409	433	0.4	0.6	4.901	A
D	749	187	584	1311	0.571	747	572	0.8	1.3	6.351	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	643	161	716	1140	0.564	643	619	1.3	1.3	7.237	A
B	814	203	370	1376	0.591	814	989	1.4	1.4	6.399	A
C	410	102	750	1141	0.359	410	434	0.6	0.6	4.919	A
D	749	187	586	1311	0.571	749	574	1.3	1.3	6.405	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	525	131	586	1224	0.429	527	507	1.3	0.8	5.182	A
B	664	166	303	1417	0.469	667	810	1.4	0.9	4.812	A
C	334	84	614	1226	0.273	335	355	0.6	0.4	4.045	A
D	611	153	480	1379	0.443	613	470	1.3	0.8	4.715	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	440	110	490	1286	0.342	441	424	0.8	0.5	4.266	A
B	556	139	253	1447	0.384	557	677	0.9	0.6	4.049	A
C	280	70	514	1289	0.217	280	297	0.4	0.3	3.569	A
D	512	128	401	1430	0.358	513	393	0.8	0.6	3.930	A

D3 - 2028 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	untitled	Standard Roundabout		A, B, C, D	6.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	31	Arm B	6.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	369	100.000
B		ONE HOUR	✓	878	100.000
C		ONE HOUR	✓	378	100.000
D		ONE HOUR	✓	509	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	146	84	139
	B	212	0	211	455
	C	116	194	0	68
	D	166	282	61	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.33	4.42	0.5	A	339	508
B	0.69	8.09	2.1	A	806	1209
C	0.39	5.63	0.6	A	347	520
D	0.43	4.75	0.7	A	467	701

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	278	69	403	1342	0.207	277	370	0.0	0.3	3.376	A
B	661	165	213	1472	0.449	658	466	0.0	0.8	4.402	A
C	285	71	604	1233	0.231	283	267	0.0	0.3	3.787	A
D	383	96	391	1436	0.267	382	496	0.0	0.4	3.410	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	332	83	482	1291	0.257	331	443	0.3	0.3	3.753	A
B	789	197	255	1447	0.546	788	559	0.8	1.2	5.453	A
C	340	85	723	1158	0.294	339	320	0.3	0.4	4.397	A
D	458	114	469	1386	0.330	457	594	0.4	0.5	3.873	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	406	102	590	1221	0.333	406	542	0.3	0.5	4.412	A
B	967	242	312	1411	0.685	963	684	1.2	2.1	7.960	A
C	416	104	884	1057	0.394	415	391	0.4	0.6	5.602	A
D	560	140	573	1319	0.425	559	727	0.5	0.7	4.735	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	406	102	591	1220	0.333	406	544	0.5	0.5	4.421	A
B	967	242	313	1411	0.685	967	685	2.1	2.1	8.090	A
C	416	104	887	1055	0.394	416	392	0.6	0.6	5.634	A
D	560	140	575	1318	0.425	560	729	0.7	0.7	4.752	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	332	83	484	1290	0.257	332	446	0.5	0.3	3.761	A
B	789	197	256	1446	0.546	793	560	2.1	1.2	5.542	A
C	340	85	728	1155	0.294	341	321	0.6	0.4	4.425	A
D	458	114	471	1385	0.330	459	597	0.7	0.5	3.892	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	278	69	405	1341	0.207	278	373	0.3	0.3	3.391	A
B	661	165	214	1472	0.449	663	469	1.2	0.8	4.459	A
C	285	71	608	1230	0.231	285	269	0.4	0.3	3.813	A
D	383	96	394	1434	0.267	384	499	0.5	0.4	3.429	A

D4 - 2028 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	untitled	Standard Roundabout		A, B, C, D	6.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	30	Arm B	6.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	373	100.000
B		ONE HOUR	✓	883	100.000
C		ONE HOUR	✓	407	100.000
D		ONE HOUR	✓	511	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	146	88	139
	B	212	0	220	451
	C	125	209	0	73
	D	166	282	63	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.34	4.51	0.5	A	342	513
B	0.69	8.27	2.2	A	810	1215
C	0.42	5.90	0.7	A	373	560
D	0.43	4.88	0.8	A	469	703

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	281	70	415	1334	0.211	280	377	0.0	0.3	3.412	A
B	665	166	217	1470	0.452	661	478	0.0	0.8	4.438	A
C	306	77	601	1234	0.248	305	278	0.0	0.3	3.868	A
D	385	96	409	1425	0.270	383	497	0.0	0.4	3.453	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	335	84	497	1281	0.262	335	451	0.3	0.4	3.806	A
B	794	198	260	1443	0.550	792	572	0.8	1.2	5.516	A
C	366	91	720	1160	0.315	365	333	0.3	0.5	4.527	A
D	459	115	490	1372	0.335	459	595	0.4	0.5	3.939	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	411	103	609	1209	0.340	410	552	0.4	0.5	4.501	A
B	972	243	319	1407	0.691	968	700	1.2	2.2	8.126	A
C	448	112	880	1060	0.423	447	407	0.5	0.7	5.867	A
D	563	141	599	1302	0.432	562	728	0.5	0.8	4.856	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	411	103	610	1208	0.340	411	554	0.5	0.5	4.513	A
B	972	243	319	1407	0.691	972	701	2.2	2.2	8.268	A
C	448	112	883	1058	0.424	448	408	0.7	0.7	5.903	A
D	563	141	601	1301	0.433	563	730	0.8	0.8	4.876	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	335	84	499	1280	0.262	336	454	0.5	0.4	3.819	A
B	794	198	261	1443	0.550	798	574	2.2	1.2	5.615	A
C	366	91	724	1157	0.316	367	335	0.7	0.5	4.562	A
D	459	115	493	1371	0.335	460	598	0.8	0.5	3.958	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	281	70	418	1332	0.211	281	379	0.4	0.3	3.427	A
B	665	166	219	1469	0.453	666	480	1.2	0.8	4.496	A
C	306	77	605	1232	0.249	307	280	0.5	0.3	3.894	A
D	385	96	412	1423	0.270	385	500	0.5	0.4	3.473	A

D5 - 2028 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	untitled	Standard Roundabout		A, B, C, D	7.24	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	29	Arm A	7.24	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	613	100.000
B		ONE HOUR	✓	780	100.000
C		ONE HOUR	✓	431	100.000
D		ONE HOUR	✓	708	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	311	147	155
	B	231	0	230	319
	C	132	226	0	73
	D	233	416	59	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.61	8.39	1.6	A	562	844
B	0.63	7.19	1.7	A	716	1074
C	0.42	5.54	0.7	A	395	593
D	0.61	7.33	1.6	A	650	975

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	461	115	525	1263	0.365	459	447	0.0	0.6	4.467	A
B	587	147	270	1437	0.409	584	714	0.0	0.7	4.209	A
C	324	81	528	1280	0.254	323	327	0.0	0.3	3.757	A
D	533	133	441	1404	0.380	531	410	0.0	0.6	4.111	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	551	138	629	1196	0.461	550	535	0.6	0.8	5.564	A
B	701	175	324	1404	0.499	700	855	0.7	1.0	5.103	A
C	387	97	633	1215	0.319	387	391	0.3	0.5	4.347	A
D	636	159	529	1347	0.472	635	491	0.6	0.9	5.047	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	675	169	769	1105	0.611	672	654	0.8	1.5	8.258	A
B	859	215	396	1360	0.631	856	1046	1.0	1.7	7.100	A
C	475	119	774	1126	0.421	474	478	0.5	0.7	5.505	A
D	780	195	647	1271	0.613	777	600	0.9	1.6	7.243	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	675	169	772	1104	0.611	675	656	1.5	1.6	8.386	A
B	859	215	397	1359	0.632	859	1049	1.7	1.7	7.189	A
C	475	119	776	1125	0.422	475	480	0.7	0.7	5.536	A
D	780	195	648	1270	0.614	779	602	1.6	1.6	7.333	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	551	138	632	1194	0.462	554	538	1.6	0.9	5.651	A
B	701	175	326	1403	0.500	704	860	1.7	1.0	5.171	A
C	387	97	636	1212	0.320	388	394	0.7	0.5	4.375	A
D	636	159	531	1346	0.473	639	494	1.6	0.9	5.114	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	461	115	529	1261	0.366	463	450	0.9	0.6	4.517	A
B	587	147	272	1436	0.409	588	719	1.0	0.7	4.256	A
C	324	81	532	1278	0.254	325	329	0.5	0.3	3.783	A
D	533	133	444	1402	0.380	534	413	0.9	0.6	4.155	A

D6 - 2028 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	untitled	Standard Roundabout		A, B, C, D	7.66	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	26	Arm A	7.66	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	626	100.000
B		ONE HOUR	✓	800	100.000
C		ONE HOUR	✓	458	100.000
D		ONE HOUR	✓	713	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	311	160	155
	B	231	0	250	319
	C	140	240	0	78
	D	233	416	64	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.63	8.97	1.7	A	574	862
B	0.65	7.71	1.9	A	734	1101
C	0.45	5.80	0.8	A	420	630
D	0.63	7.66	1.7	A	654	981

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	471	118	540	1254	0.376	469	453	0.0	0.6	4.574	A
B	602	151	284	1429	0.422	599	725	0.0	0.7	4.326	A
C	345	86	528	1280	0.269	343	355	0.0	0.4	3.838	A
D	537	134	458	1393	0.385	534	414	0.0	0.6	4.180	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	563	141	646	1185	0.475	562	542	0.6	0.9	5.765	A
B	719	180	340	1394	0.516	718	868	0.7	1.1	5.309	A
C	412	103	633	1215	0.339	411	425	0.4	0.5	4.478	A
D	641	160	548	1335	0.480	640	495	0.6	0.9	5.172	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	689	172	790	1092	0.631	686	663	0.9	1.7	8.802	A
B	881	220	415	1348	0.653	878	1061	1.1	1.8	7.599	A
C	504	126	773	1126	0.448	503	520	0.5	0.8	5.764	A
D	785	196	671	1256	0.625	782	606	0.9	1.6	7.554	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	689	172	793	1090	0.632	689	665	1.7	1.7	8.965	A
B	881	220	417	1347	0.654	881	1065	1.8	1.9	7.711	A
C	504	126	776	1125	0.448	504	522	0.8	0.8	5.801	A
D	785	196	673	1255	0.626	785	608	1.6	1.7	7.663	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	563	141	650	1183	0.476	566	545	1.7	0.9	5.867	A
B	719	180	343	1393	0.516	722	873	1.9	1.1	5.392	A
C	412	103	637	1212	0.340	413	428	0.8	0.5	4.512	A
D	641	160	551	1333	0.481	644	498	1.7	0.9	5.244	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	471	118	543	1251	0.377	473	456	0.9	0.6	4.631	A
B	602	151	286	1428	0.422	604	730	1.1	0.7	4.376	A
C	345	86	532	1278	0.270	345	358	0.5	0.4	3.864	A
D	537	134	461	1391	0.386	538	417	0.9	0.6	4.226	A

D7 - 2033 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	untitled	Standard Roundabout		A, B, C, D	6.52	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	28	Arm B	6.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	378	100.000
B		ONE HOUR	✓	898	100.000
C		ONE HOUR	✓	386	100.000
D		ONE HOUR	✓	522	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	150	86	142
	B	218	0	217	463
	C	119	198	0	69
	D	170	290	62	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.34	4.53	0.5	A	347	520
B	0.70	8.59	2.3	A	824	1236
C	0.41	5.82	0.7	A	354	531
D	0.44	4.90	0.8	A	479	718

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	285	71	412	1336	0.213	284	380	0.0	0.3	3.418	A
B	676	169	217	1470	0.460	673	478	0.0	0.8	4.499	A
C	291	73	617	1225	0.237	289	274	0.0	0.3	3.845	A
D	393	98	401	1430	0.275	391	505	0.0	0.4	3.462	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	340	85	494	1283	0.265	339	455	0.3	0.4	3.815	A
B	807	202	260	1443	0.559	806	573	0.8	1.3	5.631	A
C	347	87	738	1148	0.302	347	328	0.3	0.4	4.487	A
D	469	117	480	1379	0.340	469	605	0.4	0.5	3.953	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	416	104	604	1212	0.343	416	557	0.4	0.5	4.516	A
B	989	247	319	1407	0.702	985	701	1.3	2.3	8.428	A
C	425	106	903	1045	0.407	424	401	0.4	0.7	5.783	A
D	575	144	587	1310	0.439	574	740	0.5	0.8	4.884	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	416	104	606	1211	0.344	416	558	0.5	0.5	4.528	A
B	989	247	319	1407	0.703	989	702	2.3	2.3	8.593	A
C	425	106	906	1043	0.407	425	402	0.7	0.7	5.821	A
D	575	144	589	1309	0.439	575	742	0.8	0.8	4.905	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	340	85	496	1282	0.265	340	457	0.5	0.4	3.825	A
B	807	202	261	1443	0.560	811	575	2.3	1.3	5.738	A
C	347	87	743	1145	0.303	348	329	0.7	0.4	4.520	A
D	469	117	483	1377	0.341	470	608	0.8	0.5	3.974	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	285	71	415	1334	0.213	285	382	0.4	0.3	3.433	A
B	676	169	219	1469	0.460	678	481	1.3	0.9	4.560	A
C	291	73	621	1222	0.238	291	275	0.4	0.3	3.869	A
D	393	98	404	1428	0.275	394	509	0.5	0.4	3.483	A

D8 - 2033 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	untitled	Standard Roundabout		A, B, C, D	6.75	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	26	Arm B	6.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	382	100.000
B		ONE HOUR	✓	907	100.000
C		ONE HOUR	✓	416	100.000
D		ONE HOUR	✓	525	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	150	90	142
	B	218	0	226	463
	C	128	213	0	75
	D	170	290	65	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.35	4.63	0.5	A	351	526
B	0.71	8.90	2.4	A	832	1248
C	0.44	6.15	0.8	A	382	573
D	0.45	5.04	0.8	A	482	723

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	288	72	426	1327	0.217	286	387	0.0	0.3	3.457	A
B	683	171	223	1466	0.466	679	490	0.0	0.9	4.555	A
C	313	78	617	1225	0.256	312	286	0.0	0.3	3.938	A
D	395	99	419	1418	0.279	394	510	0.0	0.4	3.509	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	343	86	510	1273	0.270	343	463	0.3	0.4	3.870	A
B	815	204	267	1439	0.566	814	586	0.9	1.3	5.737	A
C	374	93	738	1148	0.326	373	342	0.3	0.5	4.643	A
D	472	118	502	1365	0.346	471	610	0.4	0.5	4.026	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	421	105	624	1199	0.351	420	566	0.4	0.5	4.615	A
B	999	250	326	1403	0.712	994	717	1.3	2.4	8.717	A
C	458	115	903	1046	0.438	457	418	0.5	0.8	6.103	A
D	578	145	613	1293	0.447	577	746	0.5	0.8	5.022	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	421	105	625	1198	0.351	421	568	0.5	0.5	4.628	A
B	999	250	327	1402	0.712	998	719	2.4	2.4	8.902	A
C	458	115	906	1043	0.439	458	419	0.8	0.8	6.149	A
D	578	145	615	1292	0.448	578	749	0.8	0.8	5.045	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	343	86	512	1271	0.270	344	466	0.5	0.4	3.884	A
B	815	204	268	1439	0.567	820	588	2.4	1.3	5.855	A
C	374	93	743	1145	0.327	375	344	0.8	0.5	4.683	A
D	472	118	505	1363	0.346	473	614	0.8	0.5	4.051	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	288	72	428	1325	0.217	288	389	0.4	0.3	3.473	A
B	683	171	224	1466	0.466	685	492	1.3	0.9	4.621	A
C	313	78	621	1222	0.256	314	287	0.5	0.3	3.968	A
D	395	99	422	1416	0.279	396	513	0.5	0.4	3.528	A

D9 - 2033 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	untitled	Standard Roundabout		A, B, C, D	8.01	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	23	Arm A	8.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2033	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	630	100.000
B		ONE HOUR	✓	800	100.000
C		ONE HOUR	✓	468	100.000
D		ONE HOUR	✓	733	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	320	151	159
	B	237	0	236	327
	C	135	258	0	75
	D	239	430	64	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.65	9.61	1.8	A	578	867
B	0.65	7.66	1.9	A	734	1101
C	0.46	6.03	0.9	A	429	644
D	0.65	8.29	1.8	A	673	1009

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	474	119	564	1238	0.383	472	458	0.0	0.6	4.682	A
B	602	151	280	1431	0.421	599	755	0.0	0.7	4.314	A
C	352	88	542	1272	0.277	351	338	0.0	0.4	3.903	A
D	552	138	472	1384	0.399	549	420	0.0	0.7	4.313	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	566	142	675	1166	0.486	565	548	0.6	0.9	5.975	A
B	719	180	335	1397	0.515	718	904	0.7	1.0	5.291	A
C	421	105	649	1205	0.349	420	405	0.4	0.5	4.582	A
D	659	165	565	1324	0.498	658	503	0.7	1.0	5.396	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	694	173	825	1070	0.649	690	670	0.9	1.8	9.404	A
B	881	220	410	1352	0.652	878	1105	1.0	1.8	7.545	A
C	515	129	793	1114	0.462	514	495	0.5	0.9	5.987	A
D	807	202	692	1242	0.650	804	615	1.0	1.8	8.146	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	694	173	828	1068	0.650	694	673	1.8	1.8	9.611	A
B	881	220	412	1351	0.652	881	1110	1.8	1.9	7.660	A
C	515	129	796	1112	0.463	515	496	0.9	0.9	6.029	A
D	807	202	694	1241	0.650	807	618	1.8	1.8	8.287	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	566	142	679	1164	0.487	570	552	1.8	1.0	6.097	A
B	719	180	338	1396	0.515	722	911	1.9	1.1	5.370	A
C	421	105	653	1202	0.350	422	407	0.9	0.5	4.623	A
D	659	165	568	1322	0.499	662	507	1.8	1.0	5.484	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	474	119	567	1236	0.384	476	461	1.0	0.6	4.744	A
B	602	151	282	1430	0.421	604	761	1.1	0.7	4.364	A
C	352	88	546	1269	0.278	353	340	0.5	0.4	3.932	A
D	552	138	475	1382	0.399	553	423	1.0	0.7	4.350	A

D10 - 2033 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	untitled	Standard Roundabout		A, B, C, D	8.21	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	22	Arm A	8.21	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2033	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	642	100.000
B		ONE HOUR	✓	819	100.000
C		ONE HOUR	✓	470	100.000
D		ONE HOUR	✓	734	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	320	163	159
	B	237	0	255	327
	C	144	247	0	79
	D	239	430	65	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.66	9.77	1.9	A	589	884
B	0.67	8.17	2.0	A	752	1127
C	0.47	6.05	0.9	A	431	647
D	0.65	8.28	1.8	A	674	1010

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	483	121	556	1243	0.389	481	465	0.0	0.6	4.708	A
B	617	154	290	1425	0.433	614	747	0.0	0.8	4.420	A
C	354	88	542	1272	0.278	352	362	0.0	0.4	3.910	A
D	553	138	471	1385	0.399	550	423	0.0	0.7	4.312	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	577	144	666	1172	0.492	576	556	0.6	1.0	6.022	A
B	736	184	347	1390	0.530	735	895	0.8	1.1	5.481	A
C	423	106	649	1205	0.351	422	433	0.4	0.5	4.595	A
D	660	165	564	1325	0.498	659	507	0.7	1.0	5.394	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	707	177	814	1077	0.657	703	680	1.0	1.9	9.550	A
B	902	225	424	1343	0.671	898	1093	1.1	2.0	8.030	A
C	517	129	793	1114	0.464	516	529	0.5	0.9	6.005	A
D	808	202	689	1244	0.650	805	620	1.0	1.8	8.140	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	707	177	817	1075	0.658	707	683	1.9	1.9	9.771	A
B	902	225	426	1342	0.672	902	1098	2.0	2.0	8.172	A
C	517	129	796	1112	0.465	517	532	0.9	0.9	6.051	A
D	808	202	691	1242	0.650	808	622	1.8	1.8	8.281	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	577	144	670	1170	0.493	581	560	1.9	1.0	6.152	A
B	736	184	350	1388	0.530	740	901	2.0	1.1	5.579	A
C	423	106	653	1202	0.352	424	437	0.9	0.5	4.637	A
D	660	165	567	1323	0.499	663	510	1.8	1.0	5.484	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	483	121	560	1241	0.390	485	468	1.0	0.6	4.770	A
B	617	154	292	1424	0.433	618	752	1.1	0.8	4.477	A
C	354	88	546	1269	0.279	354	365	0.5	0.4	3.940	A
D	553	138	474	1383	0.400	554	426	1.0	0.7	4.351	A

D11 - 2043 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	untitled	Standard Roundabout		A, B, C, D	6.67	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	27	Arm B	6.67	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2043	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	382	100.000
B		ONE HOUR	✓	907	100.000
C		ONE HOUR	✓	390	100.000
D		ONE HOUR	✓	528	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	151	87	144
	B	220	0	219	468
	C	120	200	0	70
	D	172	293	63	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.35	4.58	0.5	A	351	526
B	0.71	8.86	2.4	A	832	1248
C	0.41	5.92	0.7	A	358	537
D	0.45	4.97	0.8	A	485	727

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	288	72	417	1333	0.216	286	384	0.0	0.3	3.438	A
B	683	171	220	1468	0.465	679	483	0.0	0.9	4.547	A
C	294	73	623	1220	0.241	292	277	0.0	0.3	3.875	A
D	398	99	405	1427	0.278	396	511	0.0	0.4	3.486	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	343	86	499	1280	0.268	343	460	0.3	0.4	3.840	A
B	815	204	264	1441	0.566	814	578	0.9	1.3	5.724	A
C	351	88	747	1143	0.307	350	331	0.3	0.4	4.536	A
D	475	119	485	1376	0.345	474	612	0.4	0.5	3.989	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	421	105	611	1208	0.348	420	562	0.4	0.5	4.566	A
B	999	250	323	1405	0.711	994	708	1.3	2.4	8.676	A
C	429	107	912	1039	0.413	428	405	0.4	0.7	5.883	A
D	581	145	593	1306	0.445	580	748	0.5	0.8	4.952	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	421	105	612	1207	0.349	421	564	0.5	0.5	4.578	A
B	999	250	324	1404	0.711	998	709	2.4	2.4	8.858	A
C	429	107	916	1037	0.414	429	406	0.7	0.7	5.922	A
D	581	145	594	1305	0.445	581	751	0.8	0.8	4.974	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	343	86	501	1279	0.269	344	462	0.5	0.4	3.856	A
B	815	204	265	1441	0.566	820	580	2.4	1.3	5.838	A
C	351	88	752	1140	0.308	352	333	0.7	0.4	4.572	A
D	475	119	487	1374	0.345	476	616	0.8	0.5	4.011	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	288	72	419	1331	0.216	288	386	0.4	0.3	3.450	A
B	683	171	222	1467	0.465	685	486	1.3	0.9	4.613	A
C	294	73	628	1218	0.241	294	278	0.4	0.3	3.901	A
D	398	99	407	1426	0.279	398	515	0.5	0.4	3.507	A

D12 - 2043 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	untitled	Standard Roundabout		A, B, C, D	6.91	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	25	Arm B	6.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2043	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	386	100.000
B		ONE HOUR	✓	916	100.000
C		ONE HOUR	✓	419	100.000
D		ONE HOUR	✓	531	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	151	91	144
	B	220	0	228	468
	C	129	215	0	75
	D	172	293	66	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.36	4.68	0.6	A	354	531
B	0.72	9.19	2.5	A	841	1261
C	0.44	6.25	0.8	A	384	577
D	0.45	5.12	0.8	A	487	731

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	291	73	430	1324	0.219	289	390	0.0	0.3	3.476	A
B	690	172	226	1464	0.471	686	494	0.0	0.9	4.605	A
C	315	79	623	1220	0.258	314	289	0.0	0.3	3.966	A
D	400	100	423	1416	0.282	398	515	0.0	0.4	3.533	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	347	87	515	1269	0.273	347	468	0.3	0.4	3.899	A
B	823	206	270	1437	0.573	822	592	0.9	1.3	5.833	A
C	377	94	746	1143	0.329	376	346	0.3	0.5	4.690	A
D	477	119	506	1362	0.350	477	616	0.4	0.5	4.064	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	425	106	631	1195	0.356	424	572	0.4	0.5	4.667	A
B	1009	252	331	1400	0.720	1004	724	1.3	2.5	8.980	A
C	461	115	912	1039	0.444	460	422	0.5	0.8	6.202	A
D	585	146	619	1289	0.453	584	754	0.5	0.8	5.092	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	425	106	632	1194	0.356	425	574	0.5	0.6	4.680	A
B	1009	252	331	1400	0.721	1008	726	2.5	2.5	9.187	A
C	461	115	916	1037	0.445	461	424	0.8	0.8	6.251	A
D	585	146	621	1288	0.454	585	756	0.8	0.8	5.118	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	347	87	517	1268	0.274	348	470	0.6	0.4	3.914	A
B	823	206	271	1437	0.573	828	594	2.5	1.4	5.962	A
C	377	94	752	1140	0.330	378	348	0.8	0.5	4.730	A
D	477	119	509	1360	0.351	478	620	0.8	0.5	4.090	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	291	73	433	1323	0.220	291	393	0.4	0.3	3.493	A
B	690	172	227	1464	0.471	691	497	1.4	0.9	4.672	A
C	315	79	628	1218	0.259	316	290	0.5	0.4	3.997	A
D	400	100	426	1414	0.283	400	518	0.5	0.4	3.555	A

D13 - 2043 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	untitled	Standard Roundabout		A, B, C, D	8.79	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	18	Arm A	8.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2043	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	636	100.000
B		ONE HOUR	✓	808	100.000
C		ONE HOUR	✓	505	100.000
D		ONE HOUR	✓	757	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	323	152	161
	B	239	0	238	331
	C	137	292	0	76
	D	242	445	70	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.68	10.94	2.1	B	584	875
B	0.66	7.91	1.9	A	741	1112
C	0.50	6.53	1.0	A	463	695
D	0.69	9.44	2.2	A	695	1042

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	479	120	605	1212	0.395	476	463	0.0	0.6	4.878	A
B	608	152	287	1427	0.426	605	794	0.0	0.7	4.365	A
C	380	95	548	1268	0.300	378	345	0.0	0.4	4.041	A
D	570	142	501	1366	0.417	567	426	0.0	0.7	4.494	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	572	143	724	1135	0.504	570	554	0.6	1.0	6.364	A
B	726	182	343	1392	0.522	725	951	0.7	1.1	5.384	A
C	454	113	656	1200	0.378	453	413	0.4	0.6	4.817	A
D	681	170	600	1302	0.523	679	510	0.7	1.1	5.767	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	700	175	885	1031	0.679	696	678	1.0	2.0	10.618	B
B	890	222	419	1346	0.661	886	1162	1.1	1.9	7.777	A
C	556	139	801	1109	0.501	554	504	0.6	1.0	6.475	A
D	833	208	733	1216	0.686	829	623	1.1	2.1	9.223	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	700	175	888	1029	0.681	700	680	2.0	2.1	10.938	B
B	890	222	422	1344	0.662	890	1167	1.9	1.9	7.908	A
C	556	139	805	1107	0.502	556	506	1.0	1.0	6.535	A
D	833	208	735	1214	0.687	833	625	2.1	2.2	9.445	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	572	143	729	1131	0.505	576	558	2.1	1.0	6.531	A
B	726	182	347	1390	0.522	730	958	1.9	1.1	5.475	A
C	454	113	661	1197	0.379	456	416	1.0	0.6	4.864	A
D	681	170	603	1300	0.524	685	513	2.2	1.1	5.894	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	479	120	609	1209	0.396	480	466	1.0	0.7	4.952	A
B	608	152	289	1426	0.427	610	800	1.1	0.8	4.421	A
C	380	95	552	1265	0.300	381	347	0.6	0.4	4.074	A
D	570	142	504	1363	0.418	571	429	1.1	0.7	4.556	A

D14 - 2043 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	untitled	Standard Roundabout		A, B, C, D	8.65	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	20	Arm A	8.65	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2043	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	649	100.000
B		ONE HOUR	✓	828	100.000
C		ONE HOUR	✓	479	100.000
D		ONE HOUR	✓	754	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	323	165	161
	B	239	0	258	331
	C	145	254	0	80
	D	242	445	67	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.68	10.47	2.0	B	596	893
B	0.68	8.44	2.1	A	760	1140
C	0.48	6.21	0.9	A	440	659
D	0.67	8.87	2.0	A	692	1038

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	489	122	574	1231	0.397	486	469	0.0	0.7	4.813	A
B	623	156	294	1422	0.438	620	766	0.0	0.8	4.471	A
C	361	90	548	1268	0.284	359	367	0.0	0.4	3.955	A
D	568	142	478	1380	0.411	565	428	0.0	0.7	4.401	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	583	146	687	1158	0.504	582	562	0.7	1.0	6.231	A
B	744	186	352	1387	0.537	743	917	0.8	1.1	5.578	A
C	431	108	656	1200	0.359	430	440	0.4	0.6	4.670	A
D	678	169	573	1319	0.514	676	513	0.7	1.0	5.588	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	715	179	840	1060	0.674	711	687	1.0	2.0	10.191	B
B	912	228	430	1339	0.681	908	1120	1.1	2.1	8.276	A
C	527	132	801	1109	0.476	526	537	0.6	0.9	6.156	A
D	830	208	700	1237	0.671	826	627	1.0	2.0	8.692	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	715	179	843	1058	0.676	714	689	2.0	2.0	10.471	B
B	912	228	433	1338	0.681	912	1125	2.1	2.1	8.440	A
C	527	132	805	1107	0.477	527	539	0.9	0.9	6.212	A
D	830	208	702	1235	0.672	830	630	2.0	2.0	8.873	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	583	146	692	1155	0.505	587	565	2.0	1.0	6.384	A
B	744	186	356	1385	0.537	748	924	2.1	1.2	5.685	A
C	431	108	661	1197	0.360	432	443	0.9	0.6	4.713	A
D	678	169	576	1317	0.515	682	517	2.0	1.1	5.697	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	489	122	578	1229	0.398	490	472	1.0	0.7	4.883	A
B	623	156	297	1421	0.439	625	771	1.2	0.8	4.532	A
C	361	90	552	1265	0.285	361	370	0.6	0.4	3.985	A
D	568	142	481	1378	0.412	569	432	1.1	0.7	4.460	A

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Junction 8.j11
Path: N:\TIA\25046TT Countess Rd LRD Killarney\TTA\Traffic Modelling\Models
Report generation date: 31/07/2025 15:08:03

»D1 - 2025 | Base | AM
»D2 - 2025 | Base | PM
»D3 - 2028 | Without | AM
»D4 - 2028 | With | AM
»D5 - 2028 | Without | PM
»D6 - 2028 | With | PM
»D7 - 2033 | Without | AM
»D8 - 2033 | With | AM
»D9 - 2033 | Without | PM
»D10 - 2033 | With | PM
»D11 - 2043 | Without | AM
»D12 - 2043 | With | AM
»D13 - 2043 | Without | PM
»D14 - 2043 | With | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity
2025 - Base														
Stream B-C	D1	0.1	6.73	0.09	A	A	105 % [Stream C-AB]	D2	0.1	7.40	0.12	A	A	87 % [Stream B-A]
Stream B-A		0.2	9.64	0.18	A				0.5	10.68	0.31	B		
Stream C-AB		0.6	8.76	0.32	A				0.4	7.66	0.24	A		
2028 - Without														
Stream B-C	D3	0.1	7.09	0.11	A	A	75 % [Stream C-AB]	D5	0.2	7.81	0.14	A	A	62 % [Stream B-A]
Stream B-A		0.3	10.70	0.23	B				0.6	12.19	0.38	B		
Stream C-AB		0.8	9.90	0.39	A				0.5	8.45	0.31	A		
2028 - With														
Stream B-C	D4	0.1	7.30	0.13	A	A	71 % [Stream C-AB]	D6	0.2	7.92	0.15	A	A	57 % [Stream B-A]
Stream B-A		0.4	11.35	0.27	B				0.6	12.62	0.39	B		
Stream C-AB		0.8	10.17	0.40	B				0.6	8.66	0.32	A		
2033 - Without														
Stream B-C	D7	0.1	7.15	0.11	A	A	71 % [Stream C-AB]	D9	0.2	7.90	0.15	A	A	58 % [Stream B-A]
Stream B-A		0.3	10.89	0.24	B				0.6	12.51	0.39	B		
Stream C-AB		0.8	10.08	0.40	B				0.6	8.55	0.32	A		
2033 - With														
Stream B-C	D8	0.2	7.36	0.13	A	A	66 % [Stream C-AB]	D10	0.2	8.02	0.15	A	A	54 % [Stream B-A]
Stream B-A		0.4	11.57	0.27	B				0.7	12.97	0.41	B		
Stream C-AB		0.9	10.36	0.42	B				0.6	8.76	0.33	A		
2043 - Without														
Stream B-C	D11	0.1	7.17	0.11	A	A	70 % [Stream C-AB]	D13	0.2	7.94	0.15	A	A	57 % [Stream B-A]
Stream B-A		0.3	10.98	0.24	B				0.6	12.67	0.39	B		
Stream C-AB		0.8	10.14	0.41	B				0.6	8.57	0.32	A		
2043 - With														
Stream B-C	D12	0.2	7.39	0.13	A	A	65 % [Stream C-AB]	D14	0.2	8.05	0.15	A	A	52 % [Stream B-A]
Stream B-A		0.4	11.68	0.28	B				0.7	13.12	0.41	B		
Stream C-AB		0.9	10.46	0.42	B				0.6	8.79	0.34	A		

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

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

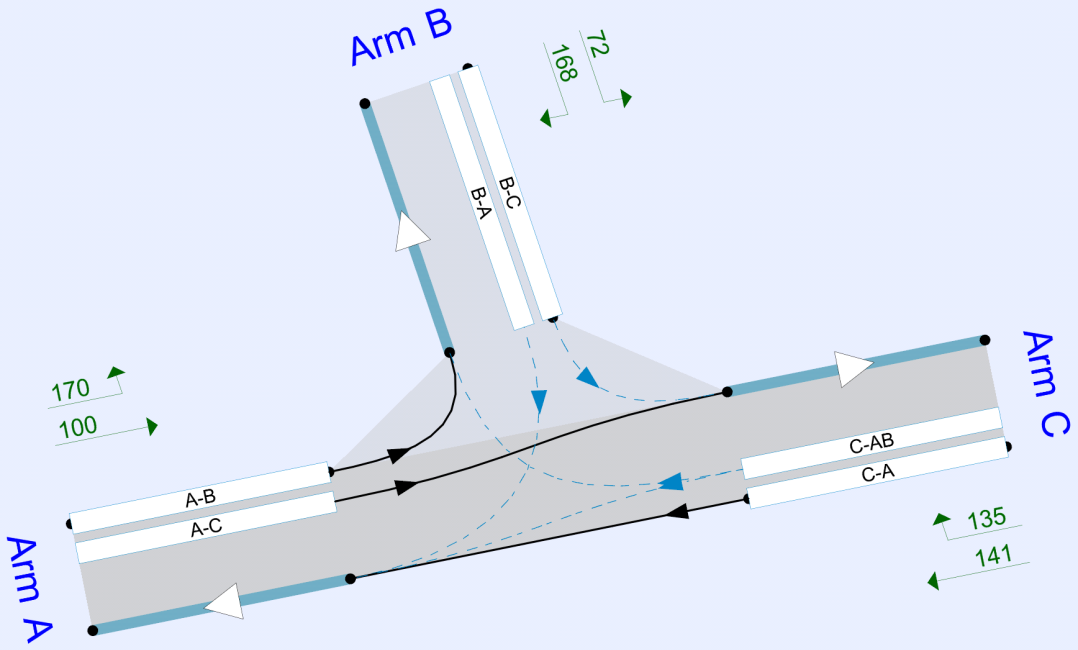
File summary

File Description

Title	
Location	
Site number	
Date	28/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MHL\cdring
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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	08:15	09:45	15	✓
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15	✓
D3	2028	Without	AM	ONE HOUR	08:15	09:45	15	✓
D4	2028	With	AM	ONE HOUR	08:15	09:45	15	✓
D5	2028	Without	PM	ONE HOUR	16:00	17:30	15	✓
D6	2028	With	PM	ONE HOUR	16:00	17:30	15	✓
D7	2033	Without	AM	ONE HOUR	08:15	09:45	15	✓
D8	2033	With	AM	ONE HOUR	08:15	09:45	15	✓
D9	2033	Without	PM	ONE HOUR	16:00	17:30	15	✓
D10	2033	With	PM	ONE HOUR	16:00	17:30	15	✓
D11	2043	Without	AM	ONE HOUR	08:15	09:45	15	✓
D12	2043	With	AM	ONE HOUR	08:15	09:45	15	✓
D13	2043	Without	PM	ONE HOUR	16:00	17:30	15	✓
D14	2043	With	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	untitled	T-Junction	Two-way	Two-way	Two-way		3.73	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	105	Stream C-AB	3.73	A

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			0.0	✓	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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	7.60	6.00	6.00	5.00		3.50	60	75

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	589	0.107	0.271	0.171	0.387
B-C	665	0.102	0.257	-	-
C-B	574	0.222	0.222	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	287	100.000
B		ONE HOUR	✓	119	100.000
C		ONE HOUR	✓	259	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	176	111
	B	73	0	46
	C	125	134	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	6.73	0.1	A	42	63
B-A	0.18	9.64	0.2	A	67	100
C-AB	0.32	8.76	0.6	A	153	230
C-A					84	126
A-B					162	242
A-C					102	153

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	612	0.057	34	0.0	0.1	6.228	A
B-A	55	14	0.00	497	0.111	54	0.0	0.1	8.129	A
C-AB	120	30	0.00	593	0.202	119	0.0	0.3	7.586	A
C-A	75	19	0.00			75				
A-B	133	33	0.00			133				
A-C	84	21	0.00			84				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	0.00	601	0.069	41	0.1	0.1	6.430	A
B-A	66	16	0.00	479	0.137	65	0.1	0.2	8.710	A
C-AB	149	37	0.00	597	0.249	148	0.3	0.4	8.027	A
C-A	84	21	0.00			84				
A-B	158	40	0.00			158				
A-C	100	25	0.00			100				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	0.00	586	0.086	51	0.1	0.1	6.726	A
B-A	80	20	0.00	454	0.177	80	0.2	0.2	9.627	A
C-AB	192	48	0.00	603	0.318	191	0.4	0.6	8.737	A
C-A	94	23	0.00			94				
A-B	194	48	0.00			194				
A-C	122	31	0.00			122				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	0.00	586	0.086	51	0.1	0.1	6.728	A
B-A	80	20	0.00	454	0.177	80	0.2	0.2	9.642	A
C-AB	192	48	0.00	603	0.318	192	0.6	0.6	8.763	A
C-A	93	23	0.00			93				
A-B	194	48	0.00			194				
A-C	122	31	0.00			122				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	0.00	601	0.069	41	0.1	0.1	6.438	A
B-A	66	16	0.00	478	0.137	66	0.2	0.2	8.731	A
C-AB	149	37	0.00	597	0.249	149	0.6	0.4	8.062	A
C-A	84	21	0.00			84				
A-B	158	40	0.00			158				
A-C	100	25	0.00			100				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	612	0.057	35	0.1	0.1	6.241	A
B-A	55	14	0.00	496	0.111	55	0.2	0.1	8.159	A
C-AB	120	30	0.00	593	0.203	121	0.4	0.3	7.638	A
C-A	75	19	0.00			75				
A-B	133	33	0.00			133				
A-C	84	21	0.00			84				

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	untitled	T-Junction	Two-way	Two-way	Two-way		4.46	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	87	Stream B-A	4.46	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	225	100.000
B		ONE HOUR	✓	200	100.000
C		ONE HOUR	✓	236	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	132	93
	B	140	0	60
	C	131	105	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	7.40	0.1	A	55	83
B-A	0.31	10.68	0.5	B	128	193
C-AB	0.24	7.66	0.4	A	121	181
C-A					96	144
A-B					121	182
A-C					85	128

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	0.00	583	0.078	45	0.0	0.1	6.691	A
B-A	105	26	0.00	529	0.199	104	0.0	0.2	8.468	A
C-AB	94	24	0.00	606	0.156	94	0.0	0.2	7.023	A
C-A	83	21	0.00			83				
A-B	99	25	0.00			99				
A-C	70	18	0.00			70				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	0.00	570	0.095	54	0.1	0.1	6.974	A
B-A	126	31	0.00	513	0.245	126	0.2	0.3	9.287	A
C-AB	117	29	0.00	612	0.191	117	0.2	0.3	7.269	A
C-A	95	24	0.00			95				
A-B	119	30	0.00			119				
A-C	84	21	0.00			84				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	17	0.00	552	0.120	66	0.1	0.1	7.398	A
B-A	154	39	0.00	491	0.314	154	0.3	0.4	10.642	B
C-AB	151	38	0.00	622	0.243	150	0.3	0.4	7.641	A
C-A	109	27	0.00			109				
A-B	145	36	0.00			145				
A-C	102	26	0.00			102				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	17	0.00	552	0.120	66	0.1	0.1	7.405	A
B-A	154	39	0.00	491	0.314	154	0.4	0.5	10.676	B
C-AB	151	38	0.00	622	0.243	151	0.4	0.4	7.656	A
C-A	109	27	0.00			109				
A-B	145	36	0.00			145				
A-C	102	26	0.00			102				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	13	0.00	570	0.095	54	0.1	0.1	6.985	A
B-A	126	31	0.00	513	0.245	126	0.5	0.3	9.329	A
C-AB	117	29	0.00	612	0.191	118	0.4	0.3	7.289	A
C-A	95	24	0.00			95				
A-B	119	30	0.00			119				
A-C	84	21	0.00			84				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	0.00	582	0.078	45	0.1	0.1	6.710	A
B-A	105	26	0.00	528	0.200	106	0.3	0.3	8.525	A
C-AB	95	24	0.00	606	0.156	95	0.3	0.2	7.057	A
C-A	83	21	0.00			83				
A-B	99	25	0.00			99				
A-C	70	18	0.00			70				

D3 - 2028 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	untitled	T-Junction	Two-way	Two-way	Two-way		4.45	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	75	Stream C-AB	4.45	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	325	100.000
B		ONE HOUR	✓	148	100.000
C		ONE HOUR	✓	290	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	210	115
	B	93	0	55
	C	129	161	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	7.09	0.1	A	50	76
B-A	0.23	10.70	0.3	B	85	128
C-AB	0.39	9.90	0.8	A	186	279
C-A					80	120
A-B					193	289
A-C					106	158

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	0.00	599	0.069	41	0.0	0.1	6.448	A
B-A	70	18	0.00	488	0.143	69	0.0	0.2	8.597	A
C-AB	145	36	0.00	589	0.247	144	0.0	0.4	8.071	A
C-A	73	18	0.00			73				
A-B	158	40	0.00			158				
A-C	87	22	0.00			87				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	0.00	586	0.084	49	0.1	0.1	6.705	A
B-A	84	21	0.00	467	0.179	83	0.2	0.2	9.370	A
C-AB	180	45	0.00	592	0.304	180	0.4	0.5	8.726	A
C-A	80	20	0.00			80				
A-B	189	47	0.00			189				
A-C	103	26	0.00			103				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	0.00	568	0.107	60	0.1	0.1	7.089	A
B-A	102	26	0.00	439	0.233	102	0.2	0.3	10.668	B
C-AB	233	58	0.00	598	0.390	232	0.5	0.8	9.845	A
C-A	86	22	0.00			86				
A-B	231	58	0.00			231				
A-C	127	32	0.00			127				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	0.00	568	0.107	61	0.1	0.1	7.095	A
B-A	102	26	0.00	439	0.233	102	0.3	0.3	10.697	B
C-AB	233	58	0.00	598	0.390	233	0.8	0.8	9.898	A
C-A	86	22	0.00			86				
A-B	231	58	0.00			231				
A-C	127	32	0.00			127				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	0.00	586	0.084	50	0.1	0.1	6.712	A
B-A	84	21	0.00	467	0.179	84	0.3	0.2	9.404	A
C-AB	181	45	0.00	593	0.305	182	0.8	0.5	8.790	A
C-A	80	20	0.00			80				
A-B	189	47	0.00			189				
A-C	103	26	0.00			103				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	0.00	599	0.069	41	0.1	0.1	6.461	A
B-A	70	18	0.00	488	0.144	70	0.2	0.2	8.629	A
C-AB	145	36	0.00	589	0.247	146	0.5	0.4	8.148	A
C-A	73	18	0.00			73				
A-B	158	40	0.00			158				
A-C	87	22	0.00			87				

D4 - 2028 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	untitled	T-Junction	Two-way	Two-way	Two-way		4.75	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	71	Stream C-AB	4.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	334	100.000
B		ONE HOUR	✓	171	100.000
C		ONE HOUR	✓	295	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	219	115
	B	105	0	66
	C	129	166	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	7.30	0.1	A	61	91
B-A	0.27	11.35	0.4	B	96	145
C-AB	0.40	10.17	0.8	B	192	288
C-A					78	118
A-B					201	301
A-C					106	158

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	0.00	600	0.083	49	0.0	0.1	6.537	A
B-A	79	20	0.00	483	0.164	78	0.0	0.2	8.882	A
C-AB	150	37	0.00	587	0.255	148	0.0	0.4	8.178	A
C-A	72	18	0.00			72				
A-B	165	41	0.00			165				
A-C	87	22	0.00			87				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	586	0.101	59	0.1	0.1	6.838	A
B-A	94	24	0.00	462	0.204	94	0.2	0.3	9.786	A
C-AB	186	47	0.00	591	0.315	185	0.4	0.5	8.885	A
C-A	79	20	0.00			79				
A-B	197	49	0.00			197				
A-C	103	26	0.00			103				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	0.00	566	0.128	73	0.1	0.1	7.294	A
B-A	116	29	0.00	433	0.267	115	0.3	0.4	11.308	B
C-AB	241	60	0.00	596	0.404	240	0.5	0.8	10.105	B
C-A	84	21	0.00			84				
A-B	241	60	0.00			241				
A-C	127	32	0.00			127				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	0.00	566	0.128	73	0.1	0.1	7.301	A
B-A	116	29	0.00	433	0.267	116	0.4	0.4	11.346	B
C-AB	241	60	0.00	596	0.404	241	0.8	0.8	10.165	B
C-A	84	21	0.00			84				
A-B	241	60	0.00			241				
A-C	127	32	0.00			127				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	585	0.101	59	0.1	0.1	6.848	A
B-A	94	24	0.00	461	0.205	95	0.4	0.3	9.831	A
C-AB	186	47	0.00	591	0.315	187	0.8	0.6	8.954	A
C-A	79	20	0.00			79				
A-B	197	49	0.00			197				
A-C	103	26	0.00			103				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	0.00	599	0.083	50	0.1	0.1	6.554	A
B-A	79	20	0.00	482	0.164	79	0.3	0.2	8.938	A
C-AB	150	38	0.00	588	0.255	151	0.6	0.4	8.262	A
C-A	72	18	0.00			72				
A-B	165	41	0.00			165				
A-C	87	22	0.00			87				

D5 - 2028 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	untitled	T-Junction	Two-way	Two-way	Two-way		5.17	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	62	Stream B-A	5.17	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	261	100.000
B		ONE HOUR	✓	232	100.000
C		ONE HOUR	✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	165	96
	B	162	0	70
	C	136	131	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	7.81	0.2	A	64	96
B-A	0.38	12.19	0.6	B	149	223
C-AB	0.31	8.45	0.5	A	153	229
C-A					92	139
A-B					151	227
A-C					88	132

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	0.00	574	0.092	52	0.0	0.1	6.892	A
B-A	122	30	0.00	516	0.236	121	0.0	0.3	9.070	A
C-AB	119	30	0.00	602	0.197	118	0.0	0.3	7.412	A
C-A	82	21	0.00			82				
A-B	124	31	0.00			124				
A-C	72	18	0.00			72				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	0.00	560	0.112	63	0.1	0.1	7.244	A
B-A	146	36	0.00	498	0.292	145	0.3	0.4	10.182	B
C-AB	148	37	0.00	609	0.242	147	0.3	0.4	7.803	A
C-A	92	23	0.00			92				
A-B	148	37	0.00			148				
A-C	86	22	0.00			86				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	0.00	538	0.143	77	0.1	0.2	7.804	A
B-A	178	45	0.00	474	0.377	178	0.4	0.6	12.128	B
C-AB	191	48	0.00	618	0.309	190	0.4	0.5	8.425	A
C-A	103	26	0.00			103				
A-B	182	45	0.00			182				
A-C	106	26	0.00			106				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	0.00	538	0.143	77	0.2	0.2	7.815	A
B-A	178	45	0.00	474	0.377	178	0.6	0.6	12.194	B
C-AB	191	48	0.00	618	0.309	191	0.5	0.5	8.451	A
C-A	103	26	0.00			103				
A-B	182	45	0.00			182				
A-C	106	26	0.00			106				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	0.00	559	0.113	63	0.2	0.1	7.260	A
B-A	146	36	0.00	498	0.292	146	0.6	0.4	10.256	B
C-AB	148	37	0.00	609	0.243	148	0.5	0.4	7.837	A
C-A	92	23	0.00			92				
A-B	148	37	0.00			148				
A-C	86	22	0.00			86				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	0.00	574	0.092	53	0.1	0.1	6.915	A
B-A	122	30	0.00	516	0.236	122	0.4	0.3	9.157	A
C-AB	119	30	0.00	603	0.198	119	0.4	0.3	7.460	A
C-A	82	20	0.00			82				
A-B	124	31	0.00			124				
A-C	72	18	0.00			72				

D6 - 2028 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	untitled	T-Junction	Two-way	Two-way	Two-way		5.37	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	57	Stream B-A	5.37	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	268	100.000
B		ONE HOUR	✓	240	100.000
C		ONE HOUR	✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	172	96
	B	168	0	72
	C	136	137	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	7.92	0.2	A	66	99
B-A	0.39	12.62	0.6	B	154	231
C-AB	0.32	8.66	0.6	A	160	239
C-A					91	136
A-B					158	237
A-C					88	132

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	14	0.00	572	0.095	54	0.0	0.1	6.941	A
B-A	126	32	0.00	514	0.246	125	0.0	0.3	9.222	A
C-AB	124	31	0.00	601	0.207	123	0.0	0.3	7.515	A
C-A	81	20	0.00			81				
A-B	129	32	0.00			129				
A-C	72	18	0.00			72				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	0.00	557	0.116	65	0.1	0.1	7.314	A
B-A	151	38	0.00	496	0.305	151	0.3	0.4	10.417	B
C-AB	154	39	0.00	607	0.254	154	0.3	0.4	7.942	A
C-A	91	23	0.00			91				
A-B	155	39	0.00			155				
A-C	86	22	0.00			86				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	0.00	534	0.148	79	0.1	0.2	7.910	A
B-A	185	46	0.00	470	0.393	184	0.4	0.6	12.541	B
C-AB	200	50	0.00	616	0.324	199	0.4	0.6	8.635	A
C-A	101	25	0.00			101				
A-B	189	47	0.00			189				
A-C	106	26	0.00			106				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	0.00	534	0.149	79	0.2	0.2	7.922	A
B-A	185	46	0.00	470	0.393	185	0.6	0.6	12.618	B
C-AB	200	50	0.00	616	0.324	200	0.6	0.6	8.662	A
C-A	101	25	0.00			101				
A-B	189	47	0.00			189				
A-C	106	26	0.00			106				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	0.00	556	0.116	65	0.2	0.1	7.331	A
B-A	151	38	0.00	495	0.305	152	0.6	0.4	10.501	B
C-AB	155	39	0.00	608	0.255	155	0.6	0.4	7.981	A
C-A	91	23	0.00			91				
A-B	155	39	0.00			155				
A-C	86	22	0.00			86				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	14	0.00	571	0.095	54	0.1	0.1	6.968	A
B-A	126	32	0.00	514	0.246	127	0.4	0.3	9.317	A
C-AB	125	31	0.00	602	0.207	125	0.4	0.3	7.567	A
C-A	81	20	0.00			81				
A-B	129	32	0.00			129				
A-C	72	18	0.00			72				

D7 - 2033 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	untitled	T-Junction	Two-way	Two-way	Two-way		4.54	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	71	Stream C-AB	4.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	333	100.000
B		ONE HOUR	✓	151	100.000
C		ONE HOUR	✓	298	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	215	118
	B	95	0	56
	C	133	165	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	7.15	0.1	A	51	77
B-A	0.24	10.89	0.3	B	87	131
C-AB	0.40	10.08	0.8	B	192	289
C-A					81	122
A-B					197	296
A-C					108	162

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	0.00	597	0.071	42	0.0	0.1	6.477	A
B-A	72	18	0.00	486	0.147	71	0.0	0.2	8.666	A
C-AB	150	37	0.00	590	0.254	148	0.0	0.4	8.135	A
C-A	75	19	0.00			75				
A-B	162	40	0.00			162				
A-C	89	22	0.00			89				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	0.00	584	0.086	50	0.1	0.1	6.743	A
B-A	85	21	0.00	464	0.184	85	0.2	0.2	9.491	A
C-AB	186	47	0.00	593	0.314	186	0.4	0.5	8.827	A
C-A	82	20	0.00			82				
A-B	193	48	0.00			193				
A-C	106	27	0.00			106				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	0.00	565	0.109	62	0.1	0.1	7.141	A
B-A	105	26	0.00	435	0.240	104	0.2	0.3	10.862	B
C-AB	241	60	0.00	599	0.402	240	0.5	0.8	10.023	B
C-A	87	22	0.00			87				
A-B	237	59	0.00			237				
A-C	130	32	0.00			130				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	0.00	565	0.109	62	0.1	0.1	7.148	A
B-A	105	26	0.00	435	0.240	105	0.3	0.3	10.894	B
C-AB	241	60	0.00	599	0.403	241	0.8	0.8	10.081	B
C-A	87	22	0.00			87				
A-B	237	59	0.00			237				
A-C	130	32	0.00			130				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	0.00	584	0.086	50	0.1	0.1	6.753	A
B-A	85	21	0.00	464	0.184	86	0.3	0.2	9.530	A
C-AB	186	47	0.00	594	0.314	187	0.8	0.6	8.896	A
C-A	81	20	0.00			81				
A-B	193	48	0.00			193				
A-C	106	27	0.00			106				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	0.00	597	0.071	42	0.1	0.1	6.490	A
B-A	72	18	0.00	485	0.147	72	0.2	0.2	8.715	A
C-AB	150	38	0.00	590	0.254	151	0.6	0.4	8.216	A
C-A	74	19	0.00			74				
A-B	162	40	0.00			162				
A-C	89	22	0.00			89				

D8 - 2033 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	untitled	T-Junction	Two-way	Two-way	Two-way		4.85	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	66	Stream C-AB	4.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	342	100.000
B		ONE HOUR	✓	174	100.000
C		ONE HOUR	✓	303	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	224	118
	B	107	0	67
	C	133	170	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	7.36	0.2	A	61	92
B-A	0.27	11.57	0.4	B	98	147
C-AB	0.42	10.36	0.9	B	198	298
C-A					80	119
A-B					206	308
A-C					108	162

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	0.00	598	0.084	50	0.0	0.1	6.567	A
B-A	81	20	0.00	480	0.168	80	0.0	0.2	8.966	A
C-AB	154	39	0.00	588	0.262	153	0.0	0.4	8.245	A
C-A	74	18	0.00			74				
A-B	169	42	0.00			169				
A-C	89	22	0.00			89				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	0.00	583	0.103	60	0.1	0.1	6.879	A
B-A	96	24	0.00	459	0.210	96	0.2	0.3	9.915	A
C-AB	192	48	0.00	592	0.324	191	0.4	0.6	8.989	A
C-A	81	20	0.00			81				
A-B	201	50	0.00			201				
A-C	106	27	0.00			106				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	0.00	563	0.131	74	0.1	0.1	7.352	A
B-A	118	29	0.00	429	0.274	117	0.3	0.4	11.523	B
C-AB	249	62	0.00	597	0.416	247	0.6	0.8	10.295	B
C-A	85	21	0.00			85				
A-B	247	62	0.00			247				
A-C	130	32	0.00			130				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	0.00	563	0.131	74	0.1	0.2	7.359	A
B-A	118	29	0.00	429	0.275	118	0.4	0.4	11.565	B
C-AB	249	62	0.00	597	0.417	249	0.8	0.9	10.359	B
C-A	85	21	0.00			85				
A-B	247	62	0.00			247				
A-C	130	32	0.00			130				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	15	0.00	583	0.103	60	0.2	0.1	6.889	A
B-A	96	24	0.00	458	0.210	97	0.4	0.3	9.965	A
C-AB	192	48	0.00	592	0.325	193	0.9	0.6	9.067	A
C-A	80	20	0.00			80				
A-B	201	50	0.00			201				
A-C	106	27	0.00			106				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	0.00	597	0.084	51	0.1	0.1	6.588	A
B-A	81	20	0.00	480	0.168	81	0.3	0.2	9.031	A
C-AB	155	39	0.00	588	0.263	155	0.6	0.4	8.331	A
C-A	73	18	0.00			73				
A-B	169	42	0.00			169				
A-C	89	22	0.00			89				

D9 - 2033 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	untitled	T-Junction	Two-way	Two-way	Two-way		5.27	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	58	Stream B-A	5.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2033	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	268	100.000
B		ONE HOUR	✓	237	100.000
C		ONE HOUR	✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	169	99
	B	166	0	71
	C	139	134	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	7.90	0.2	A	65	98
B-A	0.39	12.51	0.6	B	152	228
C-AB	0.32	8.55	0.6	A	157	235
C-A					94	140
A-B					155	233
A-C					91	136

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	0.00	572	0.093	53	0.0	0.1	6.937	A
B-A	125	31	0.00	514	0.243	124	0.0	0.3	9.184	A
C-AB	122	31	0.00	603	0.202	121	0.0	0.3	7.455	A
C-A	83	21	0.00			83				
A-B	127	32	0.00			127				
A-C	75	19	0.00			75				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	16	0.00	557	0.115	64	0.1	0.1	7.298	A
B-A	149	37	0.00	496	0.301	149	0.3	0.4	10.358	B
C-AB	152	38	0.00	609	0.249	151	0.3	0.4	7.862	A
C-A	94	23	0.00			94				
A-B	152	38	0.00			152				
A-C	89	22	0.00			89				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	0.00	534	0.146	78	0.1	0.2	7.885	A
B-A	183	46	0.00	471	0.388	182	0.4	0.6	12.436	B
C-AB	197	49	0.00	618	0.318	196	0.4	0.6	8.522	A
C-A	104	26	0.00			104				
A-B	186	47	0.00			186				
A-C	109	27	0.00			109				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	0.00	534	0.146	78	0.2	0.2	7.897	A
B-A	183	46	0.00	470	0.388	183	0.6	0.6	12.509	B
C-AB	197	49	0.00	619	0.318	197	0.6	0.6	8.548	A
C-A	104	26	0.00			104				
A-B	186	47	0.00			186				
A-C	109	27	0.00			109				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	16	0.00	556	0.115	64	0.2	0.1	7.315	A
B-A	149	37	0.00	496	0.301	150	0.6	0.4	10.436	B
C-AB	152	38	0.00	610	0.249	153	0.6	0.4	7.898	A
C-A	93	23	0.00			93				
A-B	152	38	0.00			152				
A-C	89	22	0.00			89				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	0.00	571	0.094	54	0.1	0.1	6.956	A
B-A	125	31	0.00	514	0.243	125	0.4	0.3	9.275	A
C-AB	122	31	0.00	603	0.203	123	0.4	0.3	7.503	A
C-A	83	21	0.00			83				
A-B	127	32	0.00			127				
A-C	75	19	0.00			75				

D10 - 2033 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	untitled	T-Junction	Two-way	Two-way	Two-way		5.49	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	54	Stream B-A	5.49	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2033	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	274	100.000
B		ONE HOUR	✓	246	100.000
C		ONE HOUR	✓	279	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	175	99
	B	172	0	74
	C	139	140	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	8.02	0.2	A	68	102
B-A	0.41	12.97	0.7	B	158	237
C-AB	0.33	8.76	0.6	A	164	246
C-A					92	138
A-B					161	241
A-C					91	136

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	570	0.098	55	0.0	0.1	6.984	A
B-A	129	32	0.00	512	0.253	128	0.0	0.3	9.346	A
C-AB	128	32	0.00	602	0.212	126	0.0	0.3	7.553	A
C-A	82	21	0.00			82				
A-B	132	33	0.00			132				
A-C	75	19	0.00			75				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	554	0.120	66	0.1	0.1	7.373	A
B-A	155	39	0.00	493	0.314	154	0.3	0.4	10.610	B
C-AB	159	40	0.00	608	0.261	158	0.3	0.4	8.002	A
C-A	92	23	0.00			92				
A-B	157	39	0.00			157				
A-C	89	22	0.00			89				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	0.00	531	0.153	81	0.1	0.2	8.002	A
B-A	189	47	0.00	467	0.405	189	0.4	0.7	12.882	B
C-AB	205	51	0.00	617	0.333	205	0.4	0.6	8.733	A
C-A	102	25	0.00			102				
A-B	193	48	0.00			193				
A-C	109	27	0.00			109				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	0.00	530	0.154	81	0.2	0.2	8.017	A
B-A	189	47	0.00	467	0.406	189	0.7	0.7	12.966	B
C-AB	206	51	0.00	617	0.333	206	0.6	0.6	8.764	A
C-A	102	25	0.00			102				
A-B	193	48	0.00			193				
A-C	109	27	0.00			109				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	554	0.120	67	0.2	0.1	7.394	A
B-A	155	39	0.00	493	0.314	155	0.7	0.5	10.702	B
C-AB	159	40	0.00	609	0.261	160	0.6	0.4	8.043	A
C-A	92	23	0.00			92				
A-B	157	39	0.00			157				
A-C	89	22	0.00			89				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	570	0.098	56	0.1	0.1	7.011	A
B-A	129	32	0.00	512	0.253	130	0.5	0.3	9.448	A
C-AB	128	32	0.00	602	0.212	128	0.4	0.3	7.610	A
C-A	82	21	0.00			82				
A-B	132	33	0.00			132				
A-C	75	19	0.00			75				

D11 - 2043 | Without | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	untitled	T-Junction	Two-way	Two-way	Two-way		4.57	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	70	Stream C-AB	4.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2043	Without	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	336	100.000
B		ONE HOUR	✓	153	100.000
C		ONE HOUR	✓	300	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	217	119
	B	96	0	57
	C	134	166	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	7.17	0.1	A	52	78
B-A	0.24	10.98	0.3	B	88	132
C-AB	0.41	10.14	0.8	B	194	291
C-A					81	122
A-B					199	299
A-C					109	164

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	0.00	597	0.072	43	0.0	0.1	6.487	A
B-A	72	18	0.00	484	0.149	72	0.0	0.2	8.707	A
C-AB	151	38	0.00	590	0.256	149	0.0	0.4	8.154	A
C-A	75	19	0.00			75				
A-B	163	41	0.00			163				
A-C	90	22	0.00			90				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	0.00	584	0.088	51	0.1	0.1	6.758	A
B-A	86	22	0.00	463	0.186	86	0.2	0.2	9.547	A
C-AB	188	47	0.00	594	0.316	187	0.4	0.5	8.857	A
C-A	82	21	0.00			82				
A-B	195	49	0.00			195				
A-C	107	27	0.00			107				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	0.00	565	0.111	63	0.1	0.1	7.164	A
B-A	106	26	0.00	434	0.244	105	0.2	0.3	10.947	B
C-AB	243	61	0.00	599	0.406	242	0.5	0.8	10.077	B
C-A	87	22	0.00			87				
A-B	239	60	0.00			239				
A-C	131	33	0.00			131				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	0.00	565	0.111	63	0.1	0.1	7.171	A
B-A	106	26	0.00	434	0.244	106	0.3	0.3	10.980	B
C-AB	243	61	0.00	600	0.406	243	0.8	0.8	10.136	B
C-A	87	22	0.00			87				
A-B	239	60	0.00			239				
A-C	131	33	0.00			131				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	0.00	583	0.088	51	0.1	0.1	6.768	A
B-A	86	22	0.00	463	0.187	87	0.3	0.2	9.584	A
C-AB	188	47	0.00	594	0.316	189	0.8	0.6	8.928	A
C-A	82	20	0.00			82				
A-B	195	49	0.00			195				
A-C	107	27	0.00			107				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	0.00	597	0.072	43	0.1	0.1	6.501	A
B-A	72	18	0.00	484	0.149	72	0.2	0.2	8.757	A
C-AB	151	38	0.00	590	0.256	152	0.6	0.4	8.237	A
C-A	75	19	0.00			75				
A-B	163	41	0.00			163				
A-C	90	22	0.00			90				

D12 - 2043 | With | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	untitled	T-Junction	Two-way	Two-way	Two-way		4.91	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	65	Stream C-AB	4.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2043	With	AM	ONE HOUR	08:15	09:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	345	100.000
B		ONE HOUR	✓	176	100.000
C		ONE HOUR	✓	306	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	226	119
	B	108	0	68
	C	134	172	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	7.39	0.2	A	62	94
B-A	0.28	11.68	0.4	B	99	149
C-AB	0.42	10.46	0.9	B	201	302
C-A					80	119
A-B					207	311
A-C					109	164

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	0.00	598	0.086	51	0.0	0.1	6.580	A
B-A	81	20	0.00	479	0.170	80	0.0	0.2	9.017	A
C-AB	156	39	0.00	588	0.266	155	0.0	0.4	8.282	A
C-A	74	19	0.00			74				
A-B	170	43	0.00			170				
A-C	90	22	0.00			90				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	0.00	583	0.105	61	0.1	0.1	6.896	A
B-A	97	24	0.00	457	0.212	97	0.2	0.3	9.983	A
C-AB	195	49	0.00	592	0.329	194	0.4	0.6	9.047	A
C-A	81	20	0.00			81				
A-B	203	51	0.00			203				
A-C	107	27	0.00			107				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	562	0.133	75	0.1	0.2	7.379	A
B-A	119	30	0.00	427	0.278	118	0.3	0.4	11.631	B
C-AB	252	63	0.00	597	0.422	251	0.6	0.9	10.395	B
C-A	85	21	0.00			85				
A-B	249	62	0.00			249				
A-C	131	33	0.00			131				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	562	0.133	75	0.2	0.2	7.387	A
B-A	119	30	0.00	427	0.278	119	0.4	0.4	11.676	B
C-AB	252	63	0.00	598	0.422	252	0.9	0.9	10.462	B
C-A	84	21	0.00			84				
A-B	249	62	0.00			249				
A-C	131	33	0.00			131				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	0.00	583	0.105	61	0.2	0.1	6.910	A
B-A	97	24	0.00	457	0.213	98	0.4	0.3	10.035	B
C-AB	195	49	0.00	592	0.329	196	0.9	0.6	9.126	A
C-A	80	20	0.00			80				
A-B	203	51	0.00			203				
A-C	107	27	0.00			107				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	0.00	597	0.086	51	0.1	0.1	6.601	A
B-A	81	20	0.00	478	0.170	82	0.3	0.2	9.078	A
C-AB	157	39	0.00	589	0.266	157	0.6	0.4	8.371	A
C-A	74	18	0.00			74				
A-B	170	43	0.00			170				
A-C	90	22	0.00			90				

D13 - 2043 | Without | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	untitled	T-Junction	Two-way	Two-way	Two-way		5.32	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	57	Stream B-A	5.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2043	Without	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	270	100.000
B		ONE HOUR	✓	240	100.000
C		ONE HOUR	✓	276	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	170	100
	B	168	0	72
	C	141	135	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	7.94	0.2	A	66	99
B-A	0.39	12.67	0.6	B	154	231
C-AB	0.32	8.57	0.6	A	159	238
C-A					95	142
A-B					156	234
A-C					92	138

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	14	0.00	571	0.095	54	0.0	0.1	6.949	A
B-A	126	32	0.00	514	0.246	125	0.0	0.3	9.239	A
C-AB	123	31	0.00	604	0.204	122	0.0	0.3	7.463	A
C-A	84	21	0.00			84				
A-B	128	32	0.00			128				
A-C	75	19	0.00			75				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	0.00	556	0.116	65	0.1	0.1	7.325	A
B-A	151	38	0.00	495	0.305	151	0.3	0.4	10.444	B
C-AB	153	38	0.00	610	0.251	153	0.3	0.4	7.875	A
C-A	95	24	0.00			95				
A-B	153	38	0.00			153				
A-C	90	22	0.00			90				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	0.00	533	0.149	79	0.1	0.2	7.927	A
B-A	185	46	0.00	469	0.394	184	0.4	0.6	12.588	B
C-AB	199	50	0.00	620	0.321	198	0.4	0.6	8.545	A
C-A	105	26	0.00			105				
A-B	187	47	0.00			187				
A-C	110	28	0.00			110				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	0.00	533	0.149	79	0.2	0.2	7.939	A
B-A	185	46	0.00	469	0.394	185	0.6	0.6	12.666	B
C-AB	199	50	0.00	620	0.321	199	0.6	0.6	8.573	A
C-A	105	26	0.00			105				
A-B	187	47	0.00			187				
A-C	110	28	0.00			110				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	0.00	555	0.117	65	0.2	0.1	7.345	A
B-A	151	38	0.00	495	0.305	152	0.6	0.4	10.526	B
C-AB	154	38	0.00	611	0.252	154	0.6	0.4	7.912	A
C-A	94	24	0.00			94				
A-B	153	38	0.00			153				
A-C	90	22	0.00			90				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	14	0.00	571	0.095	54	0.1	0.1	6.973	A
B-A	126	32	0.00	513	0.246	127	0.4	0.3	9.334	A
C-AB	124	31	0.00	604	0.205	124	0.4	0.3	7.515	A
C-A	84	21	0.00			84				
A-B	128	32	0.00			128				
A-C	75	19	0.00			75				

D14 - 2043 | With | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
8	untitled	T-Junction	Two-way	Two-way	Two-way		5.54	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	52	Stream B-A	5.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2043	With	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	277	100.000
B		ONE HOUR	✓	248	100.000
C		ONE HOUR	✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	177	100
	B	174	0	74
	C	141	141	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	8.05	0.2	A	68	102
B-A	0.41	13.12	0.7	B	160	239
C-AB	0.34	8.79	0.6	A	166	249
C-A					93	139
A-B					162	244
A-C					92	138

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	569	0.098	55	0.0	0.1	7.001	A
B-A	131	33	0.00	511	0.256	130	0.0	0.3	9.397	A
C-AB	129	32	0.00	603	0.214	128	0.0	0.3	7.564	A
C-A	83	21	0.00			83				
A-B	133	33	0.00			133				
A-C	75	19	0.00			75				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	553	0.120	66	0.1	0.1	7.397	A
B-A	156	39	0.00	492	0.318	156	0.3	0.5	10.691	B
C-AB	160	40	0.00	609	0.263	160	0.3	0.4	8.019	A
C-A	93	23	0.00			93				
A-B	159	40	0.00			159				
A-C	90	22	0.00			90				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	0.00	529	0.154	81	0.1	0.2	8.037	A
B-A	192	48	0.00	466	0.411	191	0.5	0.7	13.033	B
C-AB	208	52	0.00	618	0.336	207	0.4	0.6	8.770	A
C-A	103	26	0.00			103				
A-B	195	49	0.00			195				
A-C	110	28	0.00			110				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	0.00	529	0.154	81	0.2	0.2	8.052	A
B-A	192	48	0.00	466	0.411	192	0.7	0.7	13.120	B
C-AB	208	52	0.00	618	0.336	208	0.6	0.6	8.794	A
C-A	102	26	0.00			102				
A-B	195	49	0.00			195				
A-C	110	28	0.00			110				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	0.00	552	0.120	67	0.2	0.1	7.418	A
B-A	156	39	0.00	492	0.318	157	0.7	0.5	10.785	B
C-AB	161	40	0.00	609	0.264	161	0.6	0.4	8.060	A
C-A	93	23	0.00			93				
A-B	159	40	0.00			159				
A-C	90	22	0.00			90				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	568	0.098	56	0.1	0.1	7.027	A
B-A	131	33	0.00	511	0.256	131	0.5	0.3	9.501	A
C-AB	129	32	0.00	603	0.214	130	0.4	0.3	7.619	A
C-A	83	21	0.00			83				
A-B	133	33	0.00			133				
A-C	75	19	0.00			75				

CONSULTING ENGINEERS

OFFICES:

CORK
Unit 1B,
The Atrium,
Blackpool,
Cork.

KERRY
HQ Tralee,
Abbey Street,
Tralee,
Kerry
Tel: +353 (0) 214840214
E: info@mhl.ie

MHL & Associates Consulting Engineers
Registration Number
311279

Visit us at:
www.mhl.ie