ttp consulting

transport planning specialists

WEPCo Limited

Mynydd Isa Campus, Argoed High School, Flintshire

Transport Assessment

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Contents

Appendices

1 INTRODUCTION

1.1 WEPCo Limited has appointed TTP Consulting to produce a Transport Assessment to support proposals for an application for the consolidation of the existing Ysgol Mynydd Isa (Infant and Junior sites) and the Argoed High School to form the new Mynydd Isa Campus that would comprise Nursery, Primary (Infants and Juniors) and Secondary School children. The proposed site location at the existing Argoed High School is shown at **Figure 1.1** and is located within the planning and highway jurisdiction of Flintshire County Council (FCC).

Figure 1.1 – Site Location Plan (Argoed High School)

1.2 The existing Argoed High School is located within the village of Mynydd Isa to the south of Bryn Road and to the north of the Argoed Sports and Social Club. The existing Ysgol Mynydd Isa is split across two sites with the Junior School located off Chambers Lane and the Infant School located off Wats Dyke Avenue. The current capacity of the Primary School is for 513 full time pupils and the current capacity of the high school is for 580 full time pupils, providing a total existing capacity of 1,093 students across three separate locations. However, it is understood that the current enrolment numbers are in the region of 570 pupils in the Primary (Infant and Juniors) and 520 pupils in the Secondary (a total of circa 1,090 across both Schools).

1.3 The development proposals for Mynydd Isa Campus will be for 1300 Full Time (FT) learners with 87 additional pupils in the primary school (including a 43-space nursery and 20-space

speech and language specialist provision) and an additional 120 pupils in the high school (including a 20-space Asperger's specialist facility and a 20-space speech and language specialist facility). The proposed emerging ground floor layout is provided in **Appendix A** for reference.

1.4 Pre-application feedback was provided by FCC in May 2021 and is provided at **Appendix B** for reference, with the feedback being incorporated into this Transport Assessment and supporting Campus Travel Plan document.

1.5 The remainder of the Transport Assessment is structured as follows:

- Section 2 reviews relevant transport policies;
- Section 3 summarises the existing situation in the context of Argoed High School;
- Section 4 sets out the development proposals of the new Campus;
- Section 5 sets out the multi-modal trip generation;
- Section 6 sets out the results of the junction modelling;
- Section 7 considers the overarching Transport Implementation Strategy;
- Section 8 provides a summary and conclusion.

2 RELEVANT POLICY CONSIDERATIONS

2.1 Relevant transport policies and guidance have been reviewed at National, Regional and Local level to assist in this assessment and in the shaping of the proposals and are set out below.

National Policy

Future Wales (The National Plan 2040)

2.2 Future Wales is a national development framework and a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

2.3 Within the document, there are a number of relevant policies with regards to transport, travel and infrastructure that are summarised below:

- Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking;
- Policy 10 – International Connectivity;
- Policy 11 – National Connectivity; and,
- Policy 12 – Regional Connectivity.

2.4 The Welsh Government's aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport. The sustainable transport hierarchy in Planning Policy Wales, which prioritises active travel and public transport, is a fundamental Welsh Government principle that underpins Future Wales.

2.5 The document also states that "*planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points*".

Planning Policy Wales Edition 11 (February 2021)

2.6 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales. PPW, the TANs, MTANs and policy clarification letters comprise national planning policy. With regards to Transport Assessments, the document states that:

- "*Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately.*
- *Planning applications for developments, including changes of use, falling into the categories identified in TAN 18: Transport must be accompanied by a Transport Assessment. In addition, in areas where the transport network is particularly sensitive, planning authorities should consider requiring Transport Assessments for developments which fall outside of the thresholds set out in TAN 18. Transport Assessments can be required for any proposed development if the planning authority considers that there is a justification or specific need. Transport Assessments provide the basis for negotiation on scheme details, including the level of parking, and measures to improve walking, cycling, and public transport access, as well as measures to limit or reduce levels of air and noise pollution. They should cover the transport impacts during the construction phase of the development, as well as when built and in use. Transport Assessments also provide an important basis for the preparation of Travel Plans. Further guidance on Transport Assessments and Travel Plans is contained in TAN 18.*"

2.7 With regards to car and cycle parking, the following text is relevant:

- "*New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities."*
- *"A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport*".

Wales Transport Strategy (2021)

2.8 The Wales Transport Strategy 2021 aims to deliver a transport system that provides a better Wales for generations to come. With regards to transport and parking, the following points are pertinent to note:

- "*Introduce a new national default speed limit of 20mph in residential areas and tackle pavement parking*".

- "*Upgrade, improve and future-proof our road network, addressing congestion pinch points and investing in schemes that support road safety, journey reliability, resilience, modal shift and electric bike, motorbike and vehicle charging".*
- *"Develop policies on parking for all vehicle types to drive modal shift to public transport and active travel, taking equality into account for example, ensuring that parking provision for disabled people is maintained in the design of new schemes and road layouts".*
- *"Deliver our Electric Vehicle Charging Strategy and encourage the use of motorbikes and powered light vehicles instead of cars where there are no other transport choices*".

Electric Vehicle Charging Strategy for Wales (2021)

2.9 The document states that "*there is an immediate need for more charging and better charging infrastructure to facilitate consumer confidence in making the switch to electric vehicles" and that "The provision of electric vehicle charging infrastructure should be planned as part of the overall design of a development*."

2.10 With regards to the proposals, this is considered to be a Workplace Charging area in line with the guidance, the requirements of which are shown in **Figure 2.1** below.

Figure 2.1 Workplace Charging

Workplace charging

Description: Workplace charging is typically provided in private car parks. Charging can be slow or fast and offers a convenient way to recharge an electric vehicle for employees and business fleet.

Likely target users: Employees, business fleet users.

Challenges: Parking space availability. May incentivise behaviours to use private vehicles rather than more sustainable transport modes, where possible. Grant support is available via the Office for Zero Emission Vehicles Workplace Charging Scheme.

Learner Travel Measure (Wales) 2008

2.11 The document sets out that local authorities have a duty to risk assess routes to school, including walked routes. The guidance covers such issues as the need to consider the age and specific needs of learners; route conditions; traffic; footpaths; crossing points; canals; rivers; ditches; embankments; lighting; bridges and any other dangers, including social dangers. It also requires local authorities to take into consideration the views of children. The guidance has been drafted in line with the Rights of the Child Measure 2011.

2.12 With regards to walking distances, the document states the following:

- Provide free home to school transport for learners of compulsory school age attending primary school who live 2 miles or further from their nearest suitable school;
- Provide free home to school transport for learners of compulsory school age attending secondary school who live 3 miles or further from their nearest suitable school; and,
- Distances below these thresholds are referred to as 'walking distances'.

Technical Advice Note (TAN) 18: Transport (2007)

2.13 This document works in conjunction with Planning Policy Wales which sets out the land use planning policies of the Welsh Assembly Government (WAG). Local planning authorities are required to take TAN 18 into account when preparing their development plans.

2.14 TAN 18 highlights the importance of integrating land use and transport planning as a means of helping to achieve WAG's wider sustainable development objectives. In relation to new school developments the following guidance is relevant:

- developments should include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
- walking should be encouraged for local journeys by giving careful consideration to location, access arrangements and design. Measures such as wide pavements, adequate lighting, pedestrian friendly desire lines and road crossings, and traffic calming, can facilitate safe walking and cycling routes to school; and
- secure cycle parking and changing facilities should be provided for all major employment developments, including educational institutions.

2.15 TAN 18 requires all new schools to be subject to a Transport Assessment. It sets out the assessment process for new development proposals, which includes the production of a 'Transport Implementation Strategy' (TIS). The TIS should *"set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites."*

2.16 With regards to schools, the TIS should also include / discuss:

- the creation or improvement of safe cycling and walking routes;
- restricting car access around schools;
- providing adequate cycle storage; and
- creating a framework for future school travel planning activity.

2.17 With regards to Parking TAN 18 also states that, in determining maximum car parking standards for new development, regard should be given to:

- public transport accessibility and opportunities or proposals for enhancement;

- targets and opportunities for walking and cycling;
- objectives for economic development including tourism;
- the availability in the general area of safe public on- and off- street parking provision; and
- potential for neighbouring or mixed-use developments sharing parking spaces, for example at different times of the day or week.

Active Travel (Wales) Act 2013

2.18 This is an Act of the National Assembly for Wales to make provision for supporting active travel across Wales, with Welsh Ministers and local authorities to take reasonable steps to enhance the provision made for, and to have regard to the needs of, walkers and cyclists.

2.19 Local authorities should take reasonable steps to enhance the provision made for walkers and cyclists, promote active travel journeys, and secure new active travel routes and related facilities and improvements to existing ones where possible. The proposed development will be focussed around supporting active travel accessibility.

2.20 The document also states that *"every effort should be made to engage schools within the local authority in the consultation process. This could be through holding standalone events or using evidence collected through other means where pupil and residents' involvement can be demonstrated, including:*

- *The development of school travel plans or community access plans;*
- *Learner travel assessments;*
- *Safe routes in communities network audits;*
- *Delivery of behaviour change programmes such as Active Journeys*."

Regional Policy

Northeast Wales Regional Transport Plan (Taith, 2009)

2.21 This document sets out the transport plan for the six North Wales Local Authorities in Taith (the North Wales Regional Transport Consortium).

2.22 Taith's vision is to deliver safe sustainable and efficient transport networks to support the economic and social activities of North Wales' diverse communities and businesses having regard to its strategic European role. The priorities include:

- Efficiently meeting North Wales' diverse transport needs;

- Reducing congestion and journey times;
- Supporting development;
- Safe, efficient, sustainable transport networks;
- Smart traffic planning and management; and
- Sustainable transport

North Wales Joint Local Transport Plan (2015)

2.23 This Local Transport Plan (LTP) has been jointly produced by the six North Wales Local Authorities. The document covers a detailed programme from 2015-2020 and a framework for schemes until 2030. The LTP is a statutory document that sits alongside the Local Development Plans and other policies and plans of each of the Local Authorities.

2.24 The outcomes of the LTP include:

- Connections to Key Destinations and Markets: Support for Economic Growth through an improvement in the efficiency, reliability, resilience, and connectivity of movement;
- Access to Services: Promotion of social inclusion and well-being through inclusive and affordable access to education;
- Increasing Levels of Walking and Cycling: for both necessary travel and recreation, by residents and visitors;
- Improved Safety and Security: of both actual and perceived safety of travel by all modes; and
- Benefits and Minimised Impacts on the Environment: the potential for transport improvements to positively affect the local and global natural and built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change.

Local Policy

Flintshire Local Development Plan 2015 – 2030 – Deposit Plan September 2019

2.25 FCC is embarking on the preparation of a Local Development Plan (LDP) for the County. The LDP will focus on delivering sustainable development for a 15-year period 2015 to 2030.

2.26 The representations and responses to the Deposit LDP consultation exercise were endorsed by Cabinet on 22/09/20 and Full Council on 29/09/20 and the submission of the Plan for Examination was approved. The Planning Inspectorate will now arrange for an Examination of the Plan to be held in early 2021 by an independent Planning Inspector.

2.27 With regards to transport and highways, the following key development management policies within the Plan are relevant:

2.28 **PC2: General Requirements for Development** - All development should, where appropriate:

- harmonise with or enhance the character, local distinctiveness and appearance of the site, existing building(s) and surrounding landscape/ townscape;
- not have a significant adverse impact on the safety and living conditions of nearby residents, other users of nearby land/property, or the community in general, through increased activity, disturbance, noise, dust, vibration, hazard, or the adverse effects of pollution;
- take account of personal and community safety and security in its design and layout;
- maximise sustainable travel choice by having safe and convenient access by foot, cycle, public transport and vehicles;
- not have an unacceptable effect on the highway network or highway safety as a result of problems arising from traffic generation, inadequate and poorly located parking spaces, servicing and manoeuvring;
- not result in or be susceptible to problems related to foul and surface water drainage, land stability, contamination, flooding, or pollution of light, air and water, either on or off site.

2.29 **PC5: Transport and Accessibility** - New development proposals must be supported by appropriate transport infrastructure, and depending on the nature, scale, location and siting of the proposal, will be required to:

- Reduce reliance on the car by incorporating more sustainable modes of travel first by walking and cycling, then by public transport and finally by private motor vehicle;
- mitigate any significant adverse effects upon the transport network that arise from the proposed development including improvements to transport infrastructure and traffic management where required;

- do not compromise the safe, effective and efficient use of the highway network and do not have an adverse impact on highway safety or create unacceptable levels of traffic generation;
- provide appropriate levels of parking, servicing and manoeuvring space and in non-residential development, a minimum of 10% of parking spaces to have electric vehicle charging points;
- create well designed people orientated streets and make provision for people with restricted mobility including those with characteristics as defined by the Equality Act 2010;
- safeguard, enhance and expand the active travel network, particularly by means of improving connectivity to and from the proposed development.

2.30 **PC6: Active Travel -** New development proposals should ensure that people have access to employment, education, healthcare and other essential services and facilities as a result of:

- the provision of appropriate walking and cycling routes being an integral part of the scheme and connecting the development with key destinations;
- the provision of infrastructure and facilities that promote walking and cycling such as signing, lighting, secure and convenient cycle storage and parking and where appropriate, shower and changing facilities;
- the provision of appropriate travel choice information relating to cycling and walking for all or part of journeys as part of Travel Plans;
- the incorporation of measures to reduce the dominance and speed of vehicles affording increased priority to pedestrians and cyclists;
- the development and enhancement of the Active Travel routes identified on the Integrated Network Map connecting communities to essential services including public transport, employment and education opportunities;
- the incorporation of existing public rights of way as an integral part of the design and layout of the development.

2.31 **PC7: Passenger Transport** - New development proposals should seek to promote the use of passenger transport services and depending on the nature, scale, location and siting of the proposal, will be required to:

- ensure enhanced or new passenger transport facilities and services connecting communities to areas of opportunity including employment, education, health facilities, retail, leisure and social activities;
- ensure appropriate new highway infrastructure improvements that afford priority to bus based passenger transport over the private car;
- provide appropriate pedestrian and cycling infrastructure that improves connectivity to and from rail and bus stations;
- provide strategically sited park and ride infrastructure where appropriate, supported by attractive, frequent and reliable bus services on key bus routes, and
- promote and market public transport alternatives to the private car through travel plans.

Flintshire Unitary Development Plan (FCC, 2011)

2.32 This document is the 'adopted' version of the Unitary Development Plan for Flintshire for the 15-year period 2000 to 2015. Although the adopted UDP became time expired at the end of 2015 it remains the adopted development plan for the County until replaced by the above document. The aim of the Plan is to provide a framework for making rational and consistent decisions on planning applications, and to guide development to appropriate locations.

2.33 New developments need to satisfy the following transport requirements. The development should:

- provide, where appropriate, safe and convenient access for pedestrians, cyclists, persons with disabilities, and vehicles, together with adequate and suitably located parking spaces and servicing/manoeuvring space;
- not have an unacceptable effect on the highway network as a result of problems arising from traffic generation, and should incorporate traffic calming measures where appropriate;
- have, where appropriate, convenient access to public transport, and wherever possible is well related to pedestrian and cycle routes;

2.34 With regards to specific policies, the following are relevant to note within the UDP that are relevant to the proposals:

- STR2 Transport and Communications
- AC1 Facilities for the Disabled;

- AC2 Pedestrian Provision and Public Rights of Way;
- AC3 Cycling Provision;
- AC4 Travel Plans for Major Traffic Generating Developments;
- AC13 Access and Traffic Impact;
- AC14 Traffic Calming;
- AC15 Traffic Management;
- AC16 Road Improvements / New Roads Design; and,
- AC18 Parking Provision and New Development.

2.35 The pre-application feedback specifically discuss Policy STR2, which states the following:

"In order to facilitate a safe, efficient and integrated transport and communications system and improve accessibility throughout the County, new development will be expected to incorporate, wherever practicable, the following requirements:

- *minimising the number and length of journeys especially by private car;*
- *making the best use of existing roads and addressing congestion and safety issues through traffic management and calming measures;*
- *enabling the efficient use of and improvements to public transport;*
- *enabling alternative means of travel including cycling and walking;*
- *facilitating the transfer of freight from road to rail or water; and*
- *facilitating the provision and use of telecommunications."*

Supplementary Planning Guidance - No.11 Parking Standards (adopted by FCC Jan 17)

2.36 This document (SPGN11) sets out adopted parking standards for developments across the FCC area. All new development, including changes of use, must provide appropriate parking in accordance with these standards, which will be applied as a maximum, as is set out in the FCC pre-application advice.

2.37 For primary and secondary schools, the parking standards are set out below, with standards stating that "*for Primary Schools provision must also be made within the curtilage of the development for the safe setting down and picking-up of children, preferably by use of circulatory systems". It is also pertinent to note that standards state that "where the*

implementation of these standards would cause road safety or congestion problems additional provision will be required".

Figure 2.1 Maximum Parking Standards

D1 Non Residential Institutions	
Medical / Health Services	4 car spaces per consulting room + 1 car space per 2 staff
Education – pre school (including crèche, day nursery or day centre)	1 car space per 25m2 gross floor area + 1 car space per staff
Education –Primary & Secondary Schools 1	1.5 car spaces per classroom

2.38 In addition, the following points with regards to parking are also pertinent to note that:

- *"In order to meet the needs of physically handicapped people, others with mobility difficulties and those with young children, 10% of all car spaces shall be provided to 'mobility standard' (minimum width 3.6 metres). No less than 60% of these spaces shall be signed as being for the exclusive use of disabled persons."*
- *"For Primary Schools provision must also be made within the curtilage of the development for the safe setting down and picking-up of children, preferably by use of circulatory systems".*
- *"Where the implementation of these standards would cause road safety or congestion problems additional provision will be required".*

2.39 With regards to cycle parking provision, whilst the provision is set out in SPGN11 it has been agreed with FCC that from the outset BREEAM compliant cycle parking is provided for staff and students and monitored through the Travel Plan to ensure that if additional stands are needed then these will be provided, where necessary.

Policy Summary

2.40 The proposals are considered to be consistent with National, Regional and Local policy at all levels due to the following reasons, with further justification set out in this report, as well as the Campus Travel Plan:

- A Transport Assessment and Draft Campus Travel Plan are submitted for the application that also contains a Transport Implementation Strategy (TIS);
- Both the Transport Assessment and Campus Travel Plan provide a focus on positively influencing sustainable and Active Travel and the reduction of single car occupancy vehicle trips;
- Disabled / less able-bodied site users are considered as part of the proposals and the layout / design;
- Charging facilities for electric vehicles are provided in accordance with the minimum standards with 10% active and 90% passive provision;
- Blue badge parking is provided in accordance with the minimum standards;
- The internal routes within the site have been significantly improved;
- The proposals seek to reduce / mitigate potential on-street congestion by improving the capacity of the pick-up and drop-off facility by circa 40 spaces (uplift from 20 spaces to circa 60 spaces); and,
- Junction modelling and highway impact assessments have been undertaken and indicate that no highway improvement works are required; and,
- A reasoned and justified approach has been undertaken with regards to car and cycle parking with reference to the relevant maximum and minimum standards.

3 EXISTING SITUATION AND ACCESSIBILITY

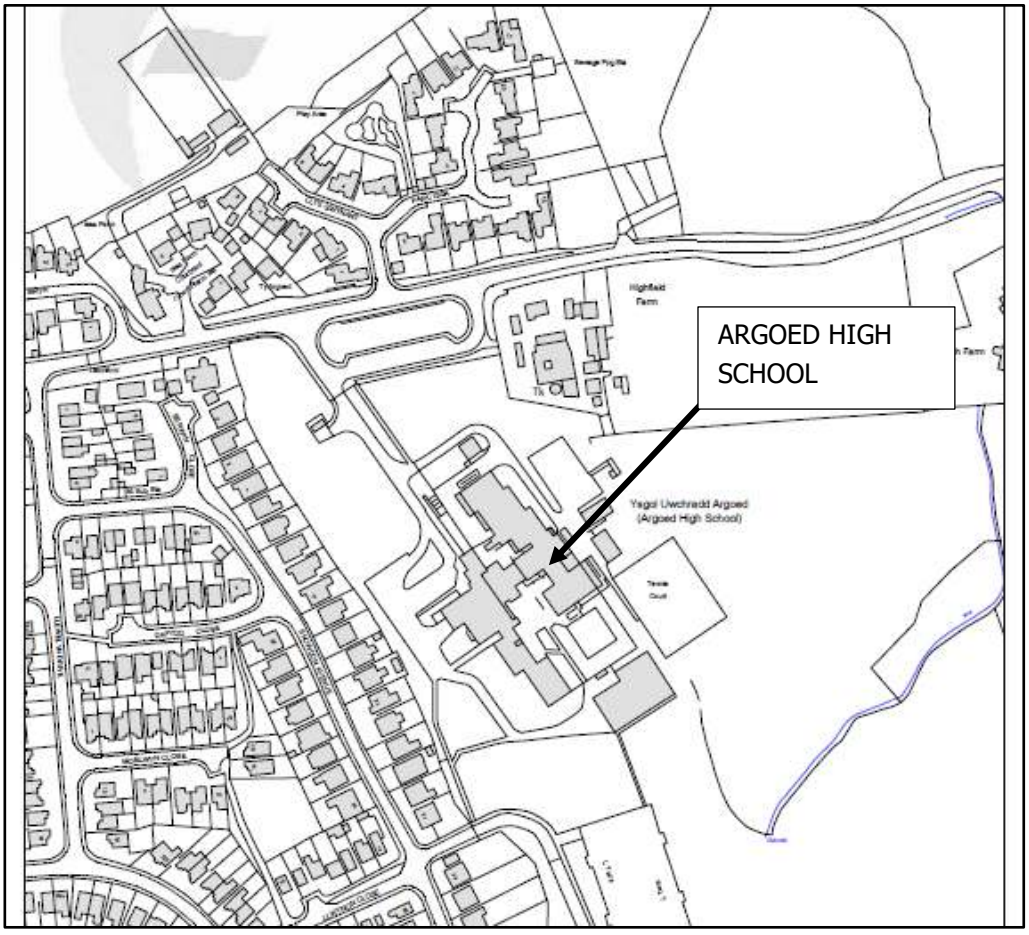
Site and Surrounding Area

3.1 The existing Argoed High School which was constructed in 1978 is located within the village of Bryn y Baal, Flintshire, Wales, circa 2.5km to the east of Mold and 1.5km to the west of Buckley. The site measures in area of circa 9 hectares and currently comprises of two storey buildings, outdoor play areas and outbuildings associated with Argoed High School. It is an 11 -16 mixed community comprehensive school with a capacity for 580 pupils with the current enrolment of 520 pupils.

3.2 The existing Ysgol Mynydd Isa is split across two sites with the Junior School located off Chambers Lane and the Infant School located off Wats Dyke Avenue. The schools have a combined capacity is for 513 full time pupils, albeit with the current enrolment is circa 570 pupils total.

3.3 The existing layout of the Argoed High School is shown in **Figure 3.1**.

Figure 3.1 – Existing Argoed High School Site Location and Layout



Local Highway Network

3.4 The local highway network within the vicinity includes Bryn Road, Chambers Lane and Mold Road along with Llewelyn Drive, Park Avenue and Snowdon Avenue.

3.5 Bryn Road is located on the northern boundary of the Argoed High School and runs in a broadly east to west direction between Chambers Lane in the west and Alltami Road in the east and is subject to a 30mph speed limit. The road provides one lane in each direction allowing for two-way travel and in the vicinity of the School provides access to the drop-off / pick-up facility as well the main staff car park to the south. Within the vicinity of the School Bryn Road provides footways on both sides of the road connecting to the wider pedestrian network and street lighting is provided at regular intervals.

3.6 Chambers Lane is located to the west of the School off Bryn Road and runs in a broadly north to south direction between the A549 Mold Road in the south and the A5119 in the north. Past the junction with Heol Fammau the road becomes Bryn-Y-Baal road that continues north to the A5119 crossroads. Chambers Lane provides footways on both sides of the road and speed cushions are also present where there are sections of 20mph and 30mph speed restrictions. In the vicinity of the existing Junior Site, traffic calming is provided and a 20mph Zone is in operation.

3.7 There are a number of residential streets surrounding the School that allow for travel in both directions with street layouts typically providing unrestricted parking arrangements on both sides of the road with residential properties afforded off-street parking and dropped kerb access. These streets typically provide footways on both sides of the roads and street lighting is present.

Argoed School Access Arrangements

3.8 The main access for vehicles, pedestrians and cyclists is currently provided off Bryn Road to the north of School with a secondary pedestrian / cyclist access point provided to the rear from Snowdon Avenue. The main access provides two all-movement vehicle access points with an informal one-way system in place during drop-off and pick-up as outlined below.

Drop-off / Pick-up Facilities

3.9 Drop-off and pick-up facilities are provided for the Argoed High School off Bryn Road which provides parking for up to 20 vehicles.

3.10 The Infant and Junior School sites rely on on-street drop-off and pick-up with no off-street facilities available.

School Car Parks

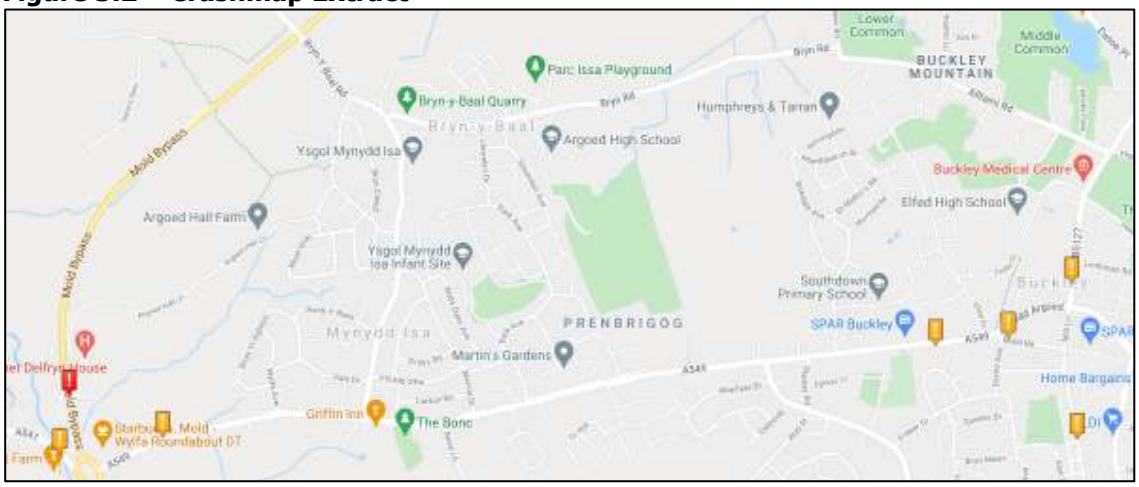
3.11 Each of the schools provide off-street parking for staff all of which experience high demand with informal parking within the schools and surrounding streets also occurring.

3.12 An ariel review evidences the fact that there is significant levels of informal and tandem parking at each of the schools.

Highway Safety Considerations

3.13 A review of highway safety in the surrounding area has been undertaken using Crashmap for a five-year period through to the end of 2020, with an extract provided below (for incidents involving children).

Figure 3.2 – Crashmap Extract



3.14 The data indicates that there has been a total of 5 slight and 1 serious incident involving children the vicinity of the school in the five-year period. The incident along Padeswood Road North is in close proximity to Westwood Community Primary School and has been discounted.

3.15 There are no incidents recoded on Chambers Lane or Bryn Road in close proximity to either of the existing schools.

3.16 A detailed review of each of the 6 incidents involving children indicates the following:

- 1 slight incident occurred with a child casualty located within a vehicle (2016);
- 1 slight incident occurred with a child casualty on foot crossing a junction along Mill Lane between at 17:00 (2016);
- 1 slight incident occurred with a child casualty on foot crossing a junction along Bistre Avenue at 08:50 (2017);

- 1 serious incident occur on Mold Bypass and did not involve any child pedestrian casualties (2018);
- 1 slight incident occurred with a child crossing Mold Road at 16:00 (2018);
- 1 slight incident occurred on Mold Road and involved no child pedestrian casualties (2019).

3.17 Of the incidents involving children on foot, there were 4 slight, with 1 incident per year from 2016 to 2018 and none recorded in 2019 or 2020.

3.18 This does not indicate any existing highway safety issues / concerns that requires any remedial highway measures.

Pupil / Staff Questionnaire Survey

Travel Survey (April 2021)

3.19 A 'hands-up' questionnaire survey was undertaken in April 2021 once all the schools had returned to determine how staff and pupils / parents currently travel to / from each School Site. The results are set out in Table 3.1 below:

Table 3.1: School Modal Split Surveys

Method of Travel	High School		Primary School	
	Pupils	Teachers	Pupils	Teachers
Car	32%	86%	47%	85%
Car Share	5%	8%	0%	0%
Walk	51%	6%	47%	15%
Cycle	1%	0%	2%	0%
Public Bus	1%	0%	4%	0%
School Bus	6%	0%	0%	0%
School Taxi	4%	0%	0%	0%
Total	**100%**	**100%**	**100%**	**100%**

3.20 The above suggests that car travel is the prominent mode of travel for staff across the Primary and High School sites with over 80% travelling by car, with 32% of High School pupils and 47% of Primary school pupils travelling by car. Circa 50% of pupils walk to school.

3.21 Notwithstanding the above, as the schools had just returned from a National Lockdown it is not considered that these proportions are necessarily representative of typical pupil travel and, on this basis, average National Travel Survey data for 2019 has been utilised / referenced which considers distance and mode by pupil age groups.

National Travel Survey Data

3.22 A review of National Travel Survey (NTS) data has been undertaken by way of a comparison given that the April 2021 surveys were conducted at the end of a National Lockdown and not necessarily representative. Whilst there were no obvious datasets found for Wales, there was a dataset available for England (Table NTS0614) that provided information on pupil travel by age, distance and mode. Table 3.2 provides a summary of the 2019 dataset which indicates that 80% of trips under 1 mile for primary school age children are undertaken by foot, with 95% and 53% for 1- and 2-mile journeys for high school children respectively.

Table 3.2: NTS 2019 (Pupil Travel by Age, Distance, Mode)

Method of Travel	High School				Primary / Infant School			
	0 - 1 mile	1 - 2 miles	2 - 5 miles	5 miles +	0 - 1 mile	1 - 2 miles	2 - 5 miles	5 miles +
Walk	94.8%	53.2%	5.7%	0.0%	80.3%	19.5%	0.9%	0.0%
Bicycle	1.8%	6.2%	2.8%	0.0%	0.5%	3.7%	1.3%	0.0%
Car / van	2.6%	27.9%	36.8%	35.7%	18.4%	70.7%	87.4%	73.3%
Bus	0.8%	11.2%	50.0%	53.7%	0.6%	5.4%	9.3%	17.5%
Other transport	0.0%	1.5%	4.7%	10.7%	0.1%	0.7%	1.1%	9.2%

Existing Staff and Pupil Locations (GIS Plots)

3.23 Table 3.3 provides a summary of the approximate distances from the new campus for existing staff and pupils based on postcode data, with the data suggesting that the vast majority of all pupils live within 1 to 2 miles of each school (80%).

3.24 Based on the proximity of the locations shown, it can be concluded that the NTS travel data provided within Table 3.2 would be more applicable than the information in Table 3.1 particularly with regards to car trips, where it is expected that considering the proximity to the new Campus, the majority of trips would be undertaken by foot. Due to the National Lockdown, it is considered that the travel survey may not be representative, with trips by car higher than usual.

Table 3.3: Existing Staff and Pupil Approximate Distances to New Campus

School / Staff or Pupils	Approximate Distance to Mynydd Isa Campus School				
	0 - 1 mile	1 - 2 miles	2 - 5 miles	5 miles +	**Total**
Argoed High School Pupils	223	137	94	48	502
Ysgol Mynydd Isa Pupils	407	86	48	20	561
School Staff	33	30	32	58	153

Total	**303**	**253**	**174**	**116**	**1,206**

3.25 Based on the information in Table 3.3, the following can be summarised for each School with regards to proximity to the new Campus at Argoed High School:

- All staff – 63 (45%) staff live within a reasonable walking distance of the new Campus with a further 32 staff living within a reasonable cycling distance.
- Argoed High School pupils – 360 pupils live within a reasonable walking distance (70%), with a further 94 pupils (19%) within a reasonable cycle distance however, considering they are children, some flexibility with regards to distance should be applied;
- Ysgol Mynydd Isa pupils – 407 pupils (circa 70%) live within a reasonable walk distance however, considering they are younger children, flexibility should be applied;
- The data would indicate that it would seem reasonable to suggest staff travel would be a key target within the Travel Plan. With regards to pupils, it would seem that car sharing, walking and cycling could also be a key target of the Travel Plan. Overall, the results indicate that the introduction of hard and soft measures within the Travel Plan should have significant positive impacts on reducing the level of car trips and, in particular single car occupancy trips; and,
- With regards to the staff surveys, in total there are in the region of 120 members of staff currently requiring parking across the 3 existing Schools, with some overspill / on-street parking occurring due to the school car parks being at or over capacity.

3.26 In addition to the above, at Argoed High School, additional information was also gathered on travel, which indicated the following key points:

- Lack of bike security was identified amongst pupils that may deter from the level of cycling uptake;
- Staff car sharing could benefit from a user group to identify opportunities via others that may live nearby;
- For those that may consider travel by non-car modes, an incentive / scheme to purchase e-bikes may be beneficial considering the distances that staff mention they have to travel;
- Some staff mention that a combination of financial measures (i.e. cycle to work scheme, bus ticket reductions) or lack of car parking may also induce a change in travel choice; and,

- For some staff, travel by car is essential.

Traffic Survey Data

3.27 A traffic survey was undertaken on Thursday 15th April 2021 at the following locations as agreed with FCC Highways and once the schools had returned from a National Lockdown.

- Argoed High School access points;
- Chambers Lane / Bryn Road;
- Bryn Road / Llewelyn Drive; and,
- Bryn Road / Alltami Road.

3.28 In addition, surveys were also undertaken at the following junctions to assist with the Transport Assessment work including distribution calculations:

- Chambers Lane / A459 Mold Road; and,
- Alltami Road / Liverpool Road / Higher Common Road.

3.29 The surveys were undertaken between 0700 and 1000 in the morning and 1430 and 1900 during the afternoon / evening, as agreed with FCC. At the time of the surveys, all Schools were over 90% occupied having returned earlier in the week, with 10% accounting for general absenteeism. The following can be summarised with regards to the traffic survey results.

Table 3.4: Observed 2021 Junction Count Survey Summary

Time of Day	Junction Traffic Count Summary			
	Argoed School Access	Chambers Lane / Bryn Road	Bryn Road / Llewellyn Drive	Bryn Road / Alltami Road
0700-0800	220	243	225	234
0800-0900	589	582	595	489
0900-1000	240	335	283	233
1430-1530*	433	541	518	382
1500-1600	378	500	466	342
1600-1700	300	455	356	335
1700-1800	308	411	363	358

*this period was specifically requested by FCC Highways.

3.30 In summary:

- The morning peak across all junctions occurred between 0800 and 0900;
- The afternoon peak across all junctions occurred between 1430 and 1530; and
- Both peak periods along this corridor (Bryn Road) coincide with the school drop-off and pick-up times.

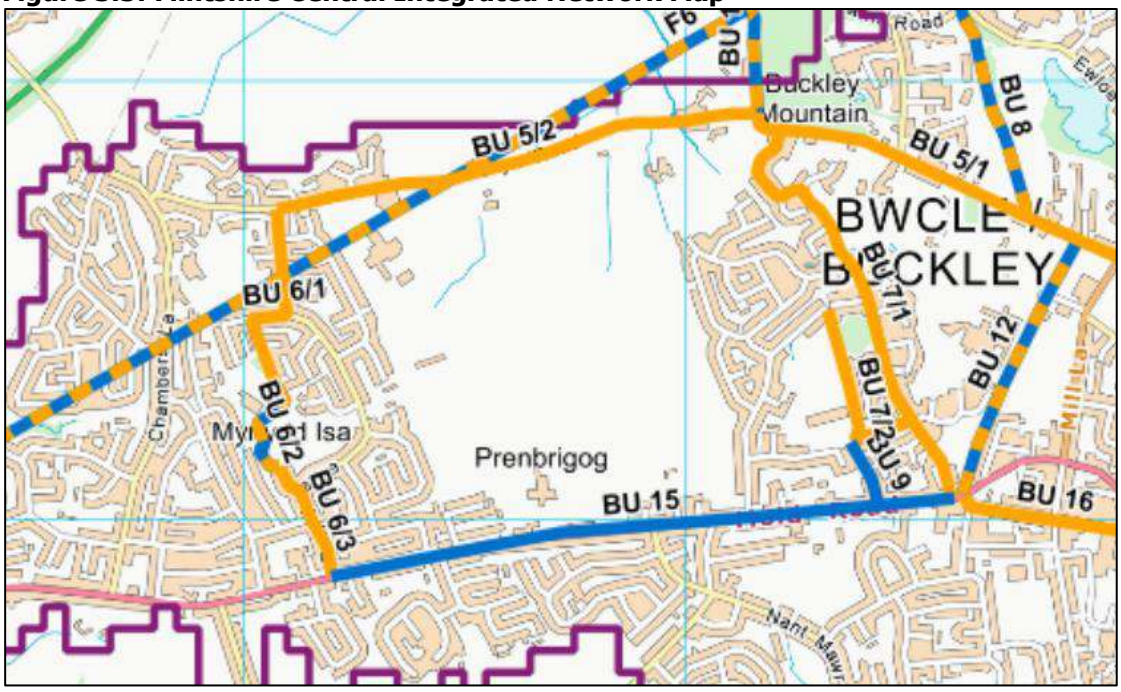
3.31 The key time periods for assessment purposes are therefore identified as 0800 – 0900, 1430 – 1530, 1500 to 1600 and 1700 – 1800 and are shown in **Appendix C** along with traffic survey data.

Flintshire Active Travel Map

3.32 Following on from the Active Travel Integrated Network Map Consultation in 2017, Flintshire County Council are again looking at measures to make journeys on foot or by cycle across Flintshire easier and safer for everyone, particularly those who don't currently walk or cycle often and people who use mobility aids.

3.33 A review of the Flintshire Central Integrated Network Map (INM) has been undertaken and is shown in **Figure 3.3**.

Figure 3.3: Flintshire Central Integrated Network Map



3.34 By reference to the INM the following improvements are aiming to be delivered by FCC over the next circa 15-year period that will encourage trips in the local area by foot and bicycle.

- *"BU 5/1 Alltami Road to Bryn Road. Introduce Quiet Street measures".*
- *"BU 5/2 Bryn Road to Junction with Llewelyn Drive. Introduce Quiet Street Measures".*
- *"BU 6/1 Llewelyn Drive & Alwen Avenue to Wats Dyke Park. Introduce Quiet Street measures on Llewelyn Drive/Alwen Avenue if flows permit".*

- *"BU 6/2 Across Wats Dyke Park Improve access to open space. Remove existing kissing gate. Widen existing path to DE033. Improve lighting".*
- *"BU 6/3 From Wats Dyke Park to A549 Mold Road Introduce Quiet Street measures."*
- *"BU 15 Mynydd Isa to Buckley Resurface footways and provide dropped crossings with tactiles."*
- *"BU 7/1 Ffordd Rowland/ Elfed Drive. Improve traffic calming features and introduce Quiet Street measures."*

Accessibility by Non-Car Modes of Transport

3.35 The site is accessible by a variety of modes of transport with a large number of amenities within a reasonable walking distance of the site. The following paragraphs summarise the site's accessibility by non-car modes.

Walking

3.36 In terms of what constitutes a reasonable walking distance it is necessary to consider what is realistic for a walking trip. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) states that *"walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile".* The document also provides guidance on acceptable walking distances and suggests that a preferred maximum walking distance of 2km is applicable for commuting trips.

3.37 In addition to this, acceptable walking distances for Schools in Wales is considered to be 2 miles (3.2km) or less for Primary Schools or 3 miles (4.8km) or less for Secondary Schools (with certain other criteria applied) however, this is currently being reviewed. Welsh Government Active Travel Guidance also states that *"walking predominates for journeys of less than two miles".* On this basis, it is considered appropriate that distances up to circa 2km should considered more than reasonable to be undertaken on foot, and that walking is a realistic mode to consider for trips within this distance however, this distance could in theory be longer (up to 2 miles).

3.38 Further to this, NTS data suggests that for primary school children, 80% of trips under 1 mile (1.6km) are undertaken by foot and 95% of trips under 1 mile (1.6km) for secondary school children.

3.39 **Figure 3.4** provides details of an 800m, 2km and 3km (circa 2 miles) catchment zone surrounding the School. The map shows that a number of residential areas can realistically be accessed on foot, as well as a number of bus stops and, a detailed plan is provided for reference

at **Appendix D**. **Figure 3.5** illustrates the extent of the local footways in the vicinity of the schools.

Figure 3.4: Walking Isochrone Map

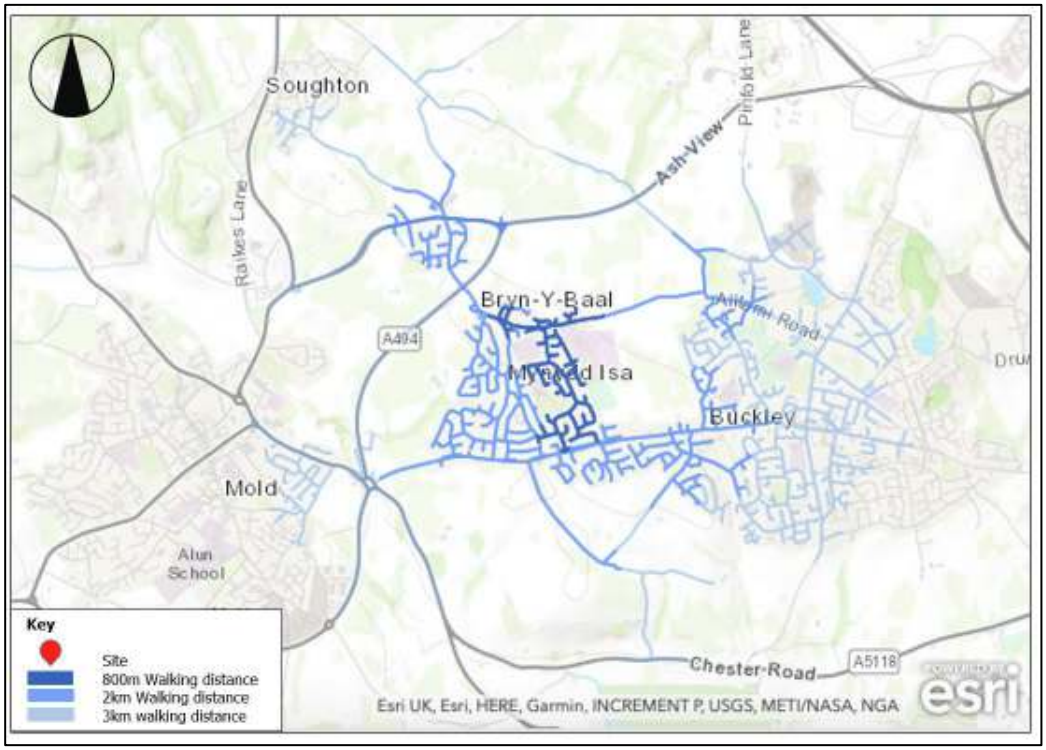


Figure 3.5: Surrounding Walking Network

3.40 **Figure 3.6** and **Figure 3.7** show the existing postcode heat maps for Primary and Secondary school pupils.

Figure 3.6: Primary School Postcode Heat Map

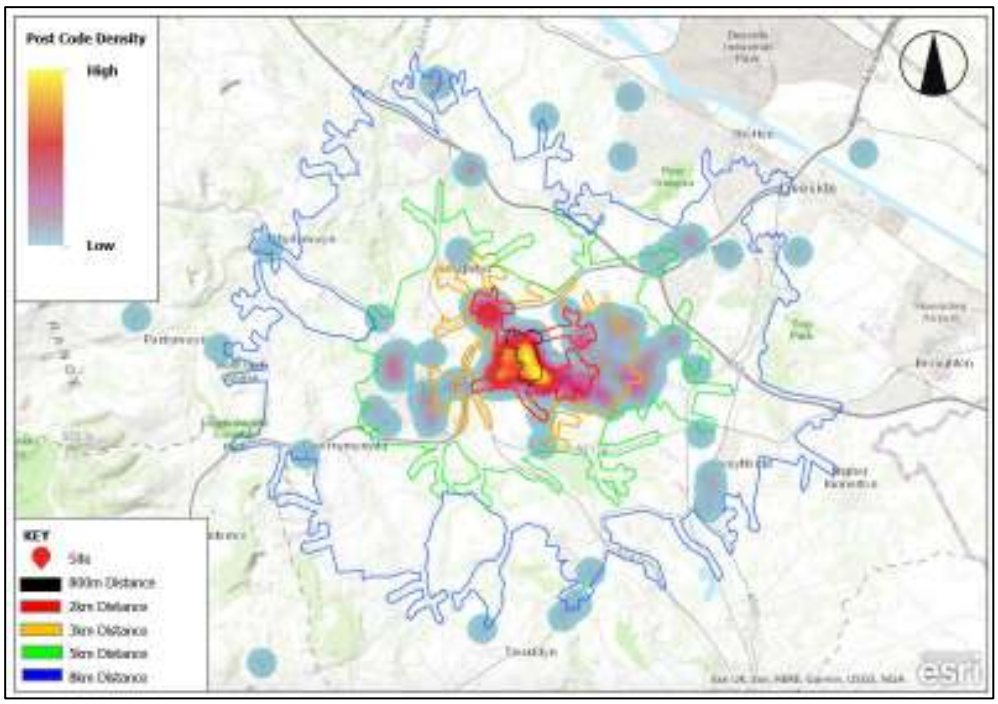
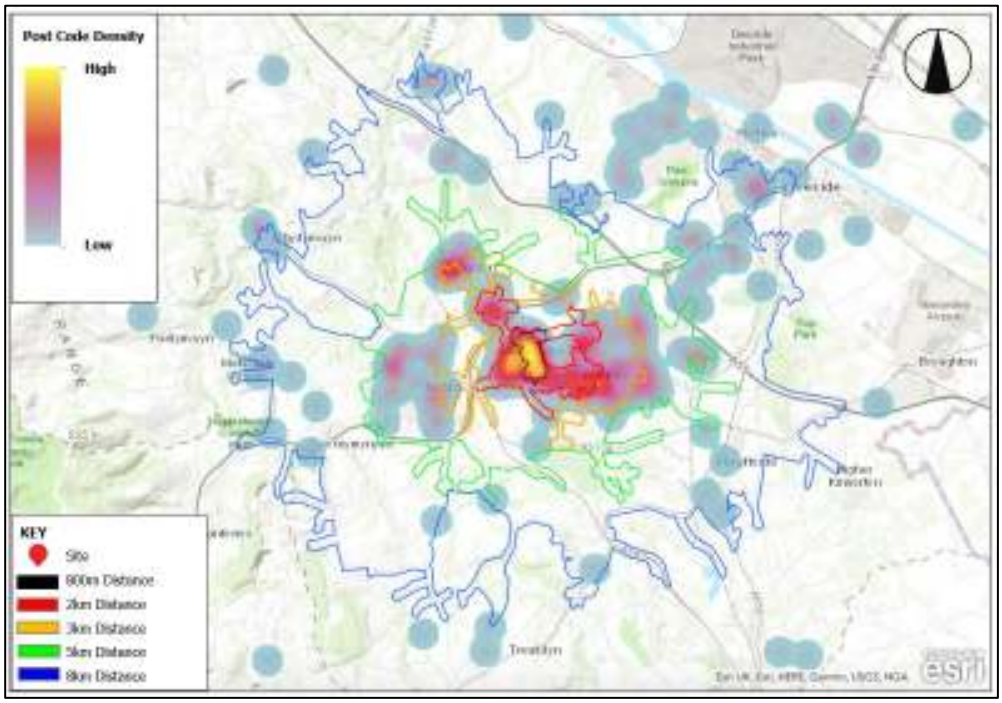


Figure 3.7: Secondary School Postcode Heat Map



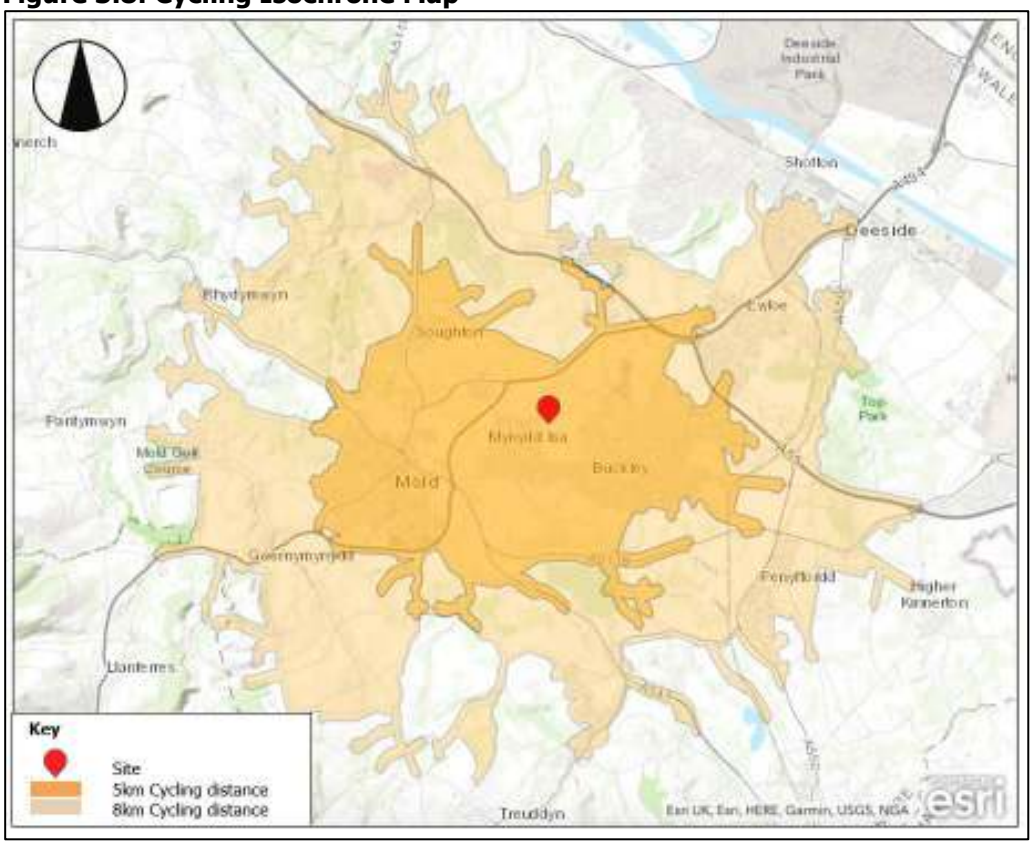
Cycling

3.41 Local Transport Note 2/08 'Cycle Infrastructure Design' (DfT, 2008) states that *"many utility cycle journeys are under three miles… although, for commuter journeys, a trip distance of over five miles is not uncommon".* It can therefore be concluded with regards to staff, that 3 miles, which is equivalent to approximately 5km, represents a reasonable typical cycling distance. Welsh Government Active Travel Guidance also states that *"cycling is more convenient for longer journeys, typically up to five miles for regular utility journeys".*

3.42 With regards to pupils, considering the Welsh Government guidance on thresholds of 2 miles (3.2km) for younger children and 3 miles (4.8km) for older children, these are also considered appropriate cycling distances.

3.43 NTS data suggests that whilst cycling is not a predominant mode of travel to school, the majority of trips by bike are undertaken by those pupils living within 1 – 2 miles of a school. **Figure 3.8** shows a 5km (3 miles) and 8km (5 miles) cycling catchment from the School for both pupil and staff maximum thresholds and is provided for reference at **Appendix E**. When cross referenced to **Figure 3.6** and **Figure 3.7**, the plan indicates that the majority of the school catchment is likely to be contained within the 5km area.

Figure 3.8: Cycling Isochrone Map



Public Transport Accessibility

By Bus

3.44 Bus services are available within a reasonable walk distance of the School, located at the following locations / distances away from the nearest point of access:

- Bus service 4 – Cherry Drive (circa 200m);
- Bus service 4 – Park Avenue (circa 200m); and,
- Bus Service 5 – Chambers Lane (circa 600m).

3.45 Bus service 4 provides approximately 4 two-way hourly services between Mold and Chester, with service 5 between Mold and Ellesmere Port providing approximately 2 two-way services per hour throughout a typical weekday period.

Accessibility Index (AI)

3.46 These are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. Based on the BREEAM AI method of calculation the existing Argoed High School scores less than 2.

3.47 The BREEAM AI report is included at **Appendix F.**

School Arranged Leaner Travel

3.48 A number of students currently benefit from transport provided by the school either in the form of a bus or taxi, where the qualification criteria is met.

4 DEVELOPMENT PROPOSALS

Proposal Overview

4.1 Currently the capacity of the Primary (and Infant) School is 513 pupils albeit with an existing enrolment of 570 pupils, with the High School having a capacity of 580 pupils albeit with an existing enrolment of 520 pupils. As such, the existing schools have a combined capacity of 1,093 pupils with circa 1,090 on enrolment.

4.2 The proposals associated with this application involve creating a new Mynydd Isa Campus with capacity for up to 1,300 Full Time learners and will involve the co-location of the local Mynydd Isa Primary (currently split site between infants and junior schools) with the existing Argoed High School. The capacity of the Primary School will increase to 600 pupils and the High School to 700 pupils. The Primary School provision includes a 43-space nursery and 20-space speech and language specialist facility, and the High School provision a 20-space Asperger's specialist facility and a 20-space speech and language specialist facility.

4.3 In summary, the development proposals are as follows:

- Demolition of the existing Argoed High School buldings and provision of a new 1,300 pupil Campus;
- Reducing the number of schools from three to one;
- Create a 700-place secondary school;
- Create a 600-place primary school (plus nursery);
- Redevelopment of external areas to provide suitable play provision;
- Replacement of the existing Sports Hall; and,
- Improved traffic management arrangements, including suitable car parking and drop-off /pick-up off facilities.

4.4 Table 4.1 provides a summary of the existing and proposed pupil numbers.

Table 4.1 – Net Change in Pupil Numbers

	Existing		Proposed Capacity	Change over Existing	
	Capacity	Enrolment		Capacity	Enrolment
Primary School	513	570	600	+87	+30
High School	580	520	700	+120	+180
Combined	**1,093**	**1,090**	**1,300**	**+207**	**+210**

Main Campus Access

4.5 It is proposed that the main vehicle access point is retained from Bryn Road as per the existing situation, with changes to provide a formalised one-way system and an improved pedestrian environment, with the reduction in crossing widths across Bryn Road.

4.6 Pedestrian and cyclist access will also remain as per existing with improvements to both the main and secondary access points, linking to an improved internal network. An extract of the access drawing is shown in **Appendix G**.

Snowdon Avenue Access

4.7 The Snowdon Avenue access to the rear of the Campus will be modified to facilitate access by bicycle or by foot with an extract shown below in **Figure 4.2**. The internal routes will provide 3.0m minimum widths to allow for a mix of users (i.e., those on foot and bike).

Figure 4.2 Snowdon Avenue Access

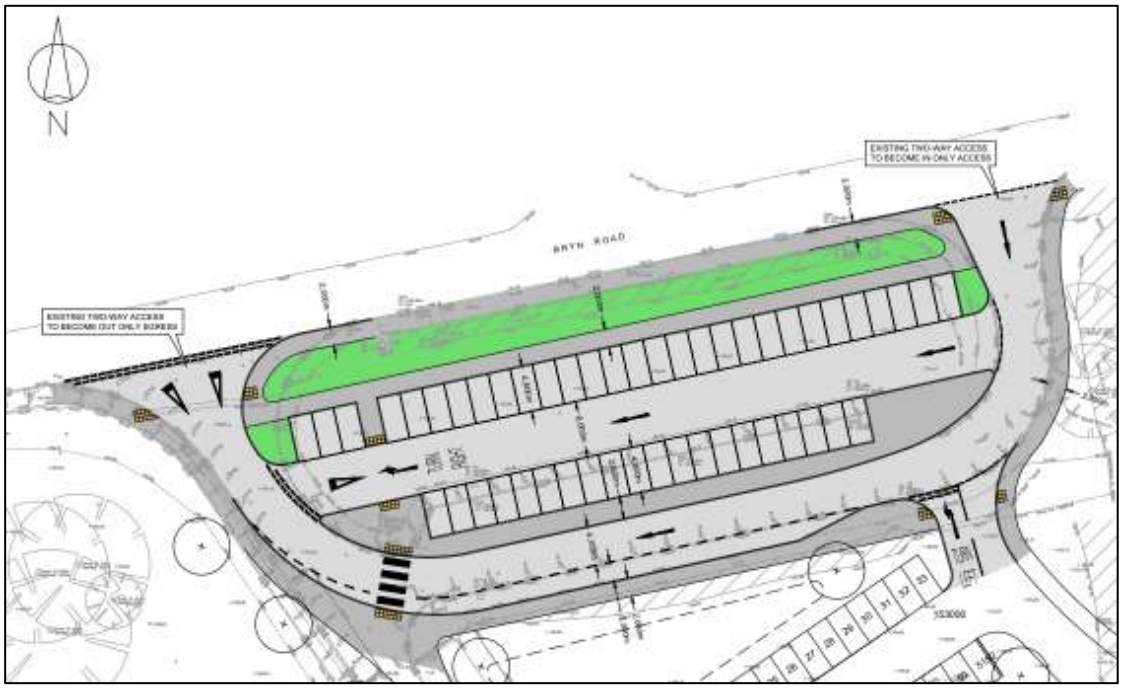
Pick-up and Drop-off Facilities

4.8 FCC's guidance states that "*for Primary Schools provision must also be made within the curtilage of the development for the safe setting down and picking-up of children, preferably by use of circulatory systems*".

4.9 The proposals include alterations and improvements to the current drop-off / pick-up facilities as illustrated on the plans in **Appendix G**, with the new facility formalising the one-way system, along with providing additional parking for drop-off / pick-up, as well as space for a coach to access. In addition, dropped kerbs, tactile paving and a zebra crossing is included to cater for pedestrians, and the access junctions to / from Bryn Road will be reduced in width to further improve the pedestrian environment at these entry / exit points.

4.10 The new facility will provide capacity for up to 50 cars on the northern loop and drop-off space for coaches and additional cars on the southern loop (circa 10 spaces) and 60 spaces in total. This provides circa triple the capacity of the existing provision of 20 spaces. An extract of the proposed facility is included in **Figure 4.2** below and in **Appendix G** together with vehicle tracking. There is a further potential option that could also provide a further 6 to 10 spaces, and up to circa 65 to 70 spaces in total, if this is deemed necessary in terms of capacity.

Figure 4.2: Proposed Drop-off / Pick-up Area



Drop-off and Pick-up Capacity

4.11 A drop-off and pick-up capacity Note has been provided to FCC highways to address a point raised regarding the operating capacity during key times of the day, which is subject to on-going discussion.

4.12 Initial results suggest that coupled with staggered start and finish times, as well as the implementation of the Campus Travel Plan, between 60 to 70 spaces provided in the drop-off

and pick-up area should be appropriate to satisfy future predicted demand at key times of the day, minimising on-street impact.

Staggered Start and Finish Times

4.13 The school headteachers have stated that in order to help manage vehicular traffic within the new drop-off and pick-up area that they are willing to investigate staggered School start and finish times (as well breakfast and after school clubs) across all the year groups / ages and, this will be discussed further if deemed appropriate by FCC to help manage this area. Notwithstanding this, amendments to these times would need to be approved by Governors.

4.14 If staggered start and finish times were provided, then this would allow for a spread of vehicle trips, to ensure that not all vehicle activity is concentrated over a short period of time, particularly during the key times of the day.

Active Travel

4.15 Discussions are being held with FCC with regards to Active Travel and improvements in the local area. It is understood that FCC is due to submit its next iteration of the Integrated Network Map to Welsh Government and, in advance of doing so, discussions will be held with the School with regards to where improvements would be most appropriate.

4.16 TTP has provided postcode map plots to identify concentrations of pupils and are willing to work with FCC to identify potential improvement opportunities in the local area.

Car Parking

Staff Parking

4.17 FCC's standards require the following maximum levels of car parking:

- Primary and Secondary Schools - 1.5 spaces per classroom; and,
- Nursery Schools - 1 space per 25sqm and 1 space per staff.

4.18 The proposed Campus would have a total of circa 60 classrooms for the primary and secondary schools and a maximum of 5 staff for the proposed nursery (circa 50sqm floorspace) which suggests a maximum requirement of circa 97 parking spaces to accord with standards, based on the following:

- Primary and Secondary Schools - 90 spaces; and,
- Nursery Schools - 7 spaces.

4.19 **Figure 4.4** illustrates a total of 124 spaces in the main car park including 12 spaces reserved for Blue Badge holders (10% of total spaces) and 112 standard spaces, of which some will be reserved for the use by visitors. As such, the proposed overall provision of 124 spaces is circa 27 spaces above the maximum permitted based on standards.

Figure 4.4: Proposed Car Park

4.20 Notwithstanding the above, the April 2021 survey indicated that 85% of staff travelled by car which, based on 153 members of staff would be circa 130 members of staff travelling by car and parking across all schools currently. Based on the future forecast travel patterns, the Travel Plan is seeking a reduction of staff car driver trips by 15% (70% of staff travel by car), which would result in 107 staff requiring a parking space, a demand of 23 spaces less than the existing situation.

4.21 On the basis that the proposed provision also allows for blue badge spaces and visitor parking, the provision of 112 general spaces for staff and visitors is considered to satisfy the future predicted demand and also broadly accord with the policy guidance, that also seeks to reduce the negative impacts of overspill / on-street parking.

Visitor Parking

4.22 Marked visitor bays will be provided within the quantum of the proposed parking provision, and where possible will be located within 50m of building entrance points.

Electric Vehicle Charging Provision

4.23 Electric vehicle charging will be provided at a rate of 10% active charging which accords with the emerging FCC and Welsh Government guidance.

4.24 The remainder of spaces (90%) will be provided with passive charging with the ability to be converted in the future.

Car Sharing Priority Parking Spaces

4.25 The benefits of car sharing will be promoted as part of the Travel Plan and priority car sharing parking spaces (marked with a 'P') for staff will be provided nearest to the building to encourage the uptake of this mode. The uptake and success of this will be reviewed and monitored as part of the Travel Plan.

Cycle Parking

4.26 Cycle parking standards set out by FCC requires a minimum of 4 spaces per classroom, with circa 60 classrooms being provided in the new Campus. This would result in a requirement to provide a minimum of 240 spaces.

4.27 Notwithstanding this, on the basis that current or future predicted demand set out in the Campus Travel Plan would suggest a lower requirement than this, provision has been based on a demand exercise, with the ability to monitor and provide additional spaces through the Campus Travel Plan.

Pupils

4.28 As part of the Campus Travel Plan, it is envisaged that a total of circa 8% to 10% (90 to 120) of children could travel by bicycle in the future (circa 8% increase from current modal share). On this basis, a minimum of 90 spaces for pupils will be provided, with uptake monitored a part of the Travel Plan. Should the need arise, more cycle parking can be provided.

4.29 Scooter pod parking will also be provided for nursery and primary school children.

Staff

4.30 Currently, very little or no staff travel by bike. As part of the Campus Travel Plan a target is to increase staff travel by bike to 10% (from 0% currently), resulting in circa 15 members of staff travelling by bike in the future.

4.31 It is proposed that staff parking will be undertaken in the main cycle parking are however, if required by FCC, a separate secure store can be provided. A total of 15 spaces will be provided

for staff, which will be in a separate secure store to pupils. The level of uptake / usage will be monitored and should the need arise, more cycle parking can be provided.

4.32 Staff changing facilities will be provided as part of the proposals.

Deliveries, Refuse Collection and Coaches

4.33 This will occur to the east of the Campus, where a dedicated turning area is provided for deliveries, servicing and refuse collection.

4.34 It is expected that there would be no net increase in deliveries as these trips are already on the local network serving the other school sites. Due to the amalgamation of 3 sites, there could even be the opportunity to reduce the overall number of trips by HGV's which offers an improvement to the existing situation. Vehicle tracking for coaches and delivery and refuse vehicles is shown in **Appendix H** and has been undertaken by Arup.

Emergency Service Access

4.35 Emergency service vehicles will be provided with relevant access requirements and where necessary, vehicle tracking will be undertaken. Vehicle tracking for a fire tender is shown in **Appendix H**.

5 MULTI-MODAL TRIP GENERATION, TRIP DISTRIBUTION AND TRIP IMPACT OVERVIEW

Multi-Modal Trip Generation

5.1 Tables 5.1 and 5.2 set out the number of trips by mode for existing and proposed pupils, with the existing based on the 1,090 pupils on enrolment and the proposed on 1,300 pupils assuming a *worst-case* scenario with regards to vehicle trips (i.e. before the implementation of early measures and initiatives as well as the implementation of the main Campus Travel Plan, as well as no reductions for absenteeism or before / after school clubs).

5.2 The modal split proportions have been based on the April 2021 travel surveys which is considered a *worst-case* for testing traffic impact on the basis that the proportions / resultant car trips are higher than the average car driver modal splits from the NTS 2019.

5.3 The proportion of car driver trips will reduce with corresponding increases in Active Travel and sustainable transport with the implementation of the Campus Travel Plan. Table 5.3 sets out the difference with an additional 90 car trips expected, associated with the uplift of 210 pupils.

Table 5.1: Pupil and Staff Modal Split (Existing Scenario)

Mode of Travel	Primary School		High School	
	Staff	Pupils	Staff	Pupils
Car	59	268	72	165
Car Share	0	0	7	27
Walk	10	268	5	265
Cycle	0	11	0	7
Public Bus	0	23	0	6
School Bus	0	0	0	30
School Taxi	0	0	0	20
TOTAL	**69**	**570**	**84**	**520**

Table 5.2 Pupil and Staff Modal Split (Proposed Scenario)

Mode of Travel	Primary School		High School	
	Staff	Pupils	Staff	Pupils
Car	59	282	72	222
Car Share	0	0	7	37
Walk	10	282	5	357
Cycle	0	12	0	9
Public Bus	0	24	0	8
School Bus	0	0	0	40
School Taxi	0	0	0	28
TOTAL	**69**	**600**	**84**	**700**

Table 5.3: Pupil and Staff Modal Split (Net Change)

Mode of Travel	Primary School		High School	
	Staff	Pupils	Staff	Pupils
Car	-	+14	-	+72
Car Share	-	-	-	+10
Walk	-	+14	-	+92
Cycle	-	+1	-	+2
Public Bus	-	+1	-	+2
School Bus	-	-	-	+10
School Taxi	-	-	-	+8
TOTAL	**-**	**+30**	**-**	**+180**

Vehicle Trip Generation

5.7 On the basis that the existing Argoed High Schools pupil and staff travel was captured in the traffic surveys, in theory, the additional trips are only associated with the additional 210 pupils on enrolment as set out in Table 5.3 with 86 additional vehicular trips assuming no implementation of the Travel Plan. In addition to this, there is also the redistribution of vehicle trips associated with the re-location of the Infant and Junior schools.

5.8 Table 5.4 sets out the potential number of new and redistributed trips for the Infant and Junior (primary) Schools (re-distributed trips), as well as the new pupils for the Campus.

Table 5.4: Additional Vehicular Trips at New Campus			
	New Trips	**Re-Distributed**	**Total**
High School (Staff)	-	-	-
High School (Pupils)	80	-	80
Primary School (Staff)	-	59	59
Primary School (Pupils)	14	268	282
Total	**94**	**327**	**421**

Vehicle Trip Distribution

5.9 The 94 vehicle trips associated with the additional 210 pupils has been distributed on the network based on the surveyed vehicle trip distributions for each peak period.

5.10 The vehicle trips associated with the Infant and Junior Schools have been re-distributed / diverted by also referring to the surveyed traffic counts. In addition to this, on the basis that there is also a drop-off point located to the rear of the Junior School off Llewellyn Drive, this has also been taken into consideration.

5.11 Flow Diagrams 01 through 16 set out the 2021 Observed, 2026 Base and 2026 Development Scenario traffic flows assuming that the Travel Plan is not implemented, with copies of the Flow Diagrams provided at **Appendix I**:

- Flow 01 - 2021 Observed 08:00 to 09:00;
- Flow 02 - 2021 Observed 14:30 to 15:30;
- Flow 03 - 2021 Observed 15:00 to 16:00;
- Flow 04 - 2021 Observed 17:00 to 18:00;
- Flow 05 - 2026 Base 08:00 to 09:00;
- Flow 06 - 2026 Base 08:00 to 09:00;
- Flow 07 - 2026 Base 08:00 to 09:00;
- Flow 08 - 2026 Base 08:00 to 09:00.
- Flow 09 - 2026 with Development 08:00 to 09:00;
- Flow 10 - 2026 Net Change 08:00 to 09:00;
- Flow 11 - 2026 with Development 14:30 to 15:30;
- Flow 12 - 2026 Net Change 14:30 to 15:30;

- Flow 13 - 2026 with Development 15:00 to 16:00;
- Flow 14 - 2026 Net Change 15:00 to 16:00;
- Flow 15 - 2026 with Development 17:00 to 18:00; and,
- Flow 16 - 2026 Net Change 17:00 to 18:00.

6 JUNCTION MODELLING AND JUNCTION IMPACTS

6.1 This section sets out the junction modelling that has been undertaken at locations agreed with FCC highways.

6.2 As previously mentioned, the vehicle trip generation and subsequent junction modelling has been undertaken for a *worst-case* and does not include any reductions in car-use following the implementation of a Campus Travel Plan. In addition, with regards to the peak hours, the following *worst-case* assumptions have also been applied:

- Traffic flows assume a full quantum of pupils with no reductions for before / after school clubs, absenteeism, etc;
- No reductions applied for nursery trips that would be outside of usual pick-up times; and,
- Higher car driver modal split from the April 2021 'hands-up' survey is used than would be expected when based on NTS 2019 data and GIS proximity analysis to the new Campus.

6.3 All junction modelling outputs are provided at **Appendix L** for reference.

Junction Modelling Scenarios and Time Periods

6.4 Junction modelling has been undertaken using Junctions10 software for the following scenarios:

- 2021 Observed;
- 2026 Baseline (including TEMPRO Growth @ 1.04 / 4%); and,
- 2026 with Development ((including TEMPRO Growth @ 1.04 / 4%).

6.5 The modelling has been undertaken using the ONE HOUR profile on the basis that staggered start and finish times will be implemented as a method of traffic management, that would however need to be agreed to by School Governors.

Junction Model Validation

6.6 Queue length surveys were undertaken as part of the junction surveys and overall indicated generally low levels of queuing across all junctions over the assessment periods over the hourly periods. The observed hourly queues have been used to validate the 2021 observed models and, for robustness, 95%ile queues from the models have been presented.

Junction Modelling Results

Argoed Eastern School Access – 'IN' (Junctions10)

6.7 The results of the modelling are set out in Table 6.1 below.

Table 6.1: Argoed Access Junction 'IN' Modelling Results

	AM Peak (08:00-09:00)		PM Peak (14:30-15:30)		PM Peak (15:00-16:00)		PM Peak (17:00-18:00)	
	RFC	95th %ile Queue	RFC	95th %ile Queue	RFC	95th %ile Queue	RFC	95th %ile Queue
2021 Observed								
Bryn Road East	0.01	1	0.02	1	0.02	1	0.03	1
Parc Isa	0.06	1	0.06	1	0.07	1	0.08	1
Bryn Road West	0.14	1	0.13	1	0.13	1	0.12	1
2026 Baseline								
Bryn Road East	0.01	1	0.02	1	0.02	1	0.03	1
Parc Isa	0.07	1	0.06	1	0.07	1	0.08	1
Bryn Road West	0.14	1	0.13	1	0.13	1	0.12	1
2026 with Development								
Bryn Road East	0.02	1	0.02	1	0.02	1	0.04	1
Parc Isa	0.08	1	0.07	1	0.08	1	0.09	1
Bryn Road West	0.87	7	0.65	3	0.58	2	0.61	2

6.8 As shown above, the following can be summarised:

- The junction operates within capacity for the 2021 observed and 2026 baseline scenarios with little or no queues; and,
- The junction is predicted to operate within capacity in the 2026 with Development scenario with a maximum queue of 7 vehicles for vehicles turning right into the drop-off area in the morning peak from Bryn Road. This level of queuing would not block back to the egress.

Argoed Western School Access – 'OUT' (Junctions10)

6.9 The results of the modelling are set out in Table 6.2 below.

Table 6.2: Argoed Junction 'OUT' Modelling Results

	2021 Observed							
	AM Peak (08:00-09:00)		**PM Peak (14:30-15:30)**		**PM Peak (15:00-16:00)**		**PM Peak (17:00-18:00)**	
	RFC	**95th %ile Queue**	**RFC**	**95th %ile Queue**	**RFC**	**95th %ile Queue**	**RFC**	**95th %ile Queue**
2021 Observed								
School Exit Out West	0.12	1	0.08	1	0.07	1	0.01	1
School Exit Out East	0.09	1	0.09	1	0.05	1	0.01	1
2026 Baseline								
School Exit Out West	0.12	1	0.09	1	0.07	1	0.01	1
School Exit Out East	0.09	1	0.09	1	0.06	1	0.01	1
2026 with Development								
School Exit Out West	0.56	3	0.53	3	0.51	3	0.43	3
School Exit Out East	0.33	2	0.31	2	0.28	2	0.20	2

6.10 As shown above, the following can be summarised:

- The junction operates within capacity for the 2021 observed and 2026 baseline scenarios with little or no queues; and,
- The junction is predicted to operate within capacity in the 2026 with Development scenario.

Chambers Lane / Bryn Road (Junctions10)

6.11 The results of the modelling are set out in Table 6.3 below.

Table 6.3: Chambers Lane / Bryn Road Junction Modelling Results

	AM Peak (08:00-09:00)		PM Peak (14:30-15:30)		PM Peak (15:00-16:00)		PM Peak (17:00-18:00)	
	RFC	**95th %ile Queue**	**RFC**	**95th %ile Queue**	**RFC**	**95th %ile Queue**	**RFC**	**95th %ile Queue**
2021 Observed								
Bryn Road Left	0.12	1	0.09	1	0.10	1	0.07	1
Bryn Road Right	0.25	2	0.29	2	0.29	2	0.14	1
Chambers Lane Right	0.18	1	0.11	1	0.10	1	0.08	1
2026 Baseline								
Bryn Road Left	0.12	1	0.09	1	0.10	1	0.07	1
Bryn Road Right	0.26	2	0.30	2	0.30	2	0.15	1
Chambers Lane Right	0.19	1	0.12	1	0.10	1	0.08	1
2026 with Development								
Bryn Road Left	0.28	2	0.23	2	0.26	2	0.22	2
Bryn Road Right	0.36	3	0.40	3	0.42	3	0.28	2
Chambers Lane Right	0.36	3	0.20	2	0.26	2	0.28	2

6.12 As shown above, the following can be summarised:

- The junction operates within capacity for the 2021 observed and 2026 baseline scenarios with little or no queues; and,
- The junction is predicted to operate within capacity in the 2026 with Development scenario.

Bryn Road / Llewellyn Drive (Junctions10)

6.13 The results of the modelling are set out in Table 6.4 below.

Table 6.4: Bryn Road / Llewellyn Drive Modelling Results

	AM Peak (08:00-09:00)		PM Peak (14:30-15:30)		PM Peak (15:00-16:00)		PM Peak (17:00-18:00)	
	RFC	**95th %ile Queue**	**RFC**	**95th %ile Queue**	**RFC**	**95th %ile Queue**	**RFC**	**95th %ile Queue**
2021 Observed								
Llewellyn Drive West	0.14	1	0.13	1	0.16	1	0.08	1
Llewellyn Drive East	0.29	2	0.11	1	0.12	1	0.07	1
Bryn Road Right	0.10	1	0.15	1	0.10	1	0.11	1
2026 Baseline								
Llewellyn Drive West	0.14	1	0.14	1	0.17	1	0.09	1
Llewellyn Drive East	0.31	2	0.12	1	0.13	1	0.08	1
Bryn Road Right	0.11	1	0.15	1	0.11	1	0.11	1
2026 with Development								
Llewellyn Drive West	0.08	1	0.06	1	0.08	1	0.00	1
Llewellyn Drive East	0.52	5	0.35	3	0.27	2	0.24	2
Bryn Road Right	0.07	1	0.11	1	0.07	1	0.08	1

6.14 As shown above, the following can be summarised:

- The junction operates within capacity for the 2021 observed and 2026 baseline scenarios with little or no queues; and,
- The junction is predicted to operate within capacity in the 2026 with Development scenario.

Bryn Road / Alltami Road (Junctions10)

6.15 The results of the modelling are set out in Table 6.5 below.

Table 6.5: Bryn Road / Alltami Road Junction Modelling Results

	AM Peak (08:00-09:00)		PM Peak (14:30-15:30)		PM Peak (15:00-16:00)		PM Peak (17:00-18:00)	
	RFC	95th %ile Queue	RFC	95th %ile Queue	RFC	95th %ile Queue	RFC	95th %ile Queue
2021 Observed								
Bryn Road Left	0.28	2	0.11	1	0.12	1	0.07	1
Bryn Road Right	0.23	2	0.23	2	0.21	2	0.17	1
Alltami Road Right	0.08	1	0.06	1	0.06	1	0.11	1
2026 Baseline								
Bryn Road Left	0.29	2	0.12	1	0.12	1	0.08	1
Bryn Road Right	0.24	2	0.24	2	0.22	2	0.18	2
Alltami Road Right	0.08	1	0.06	1	0.06	1	0.12	1
2026 with Development								
Bryn Road Left	0.51	5	0.14	1	0.10	1	0.12	1
Bryn Road Right	0.34	3	0.29	2	0.23	2	0.26	2
Alltami Road Right	0.08	1	0.06	1	0.12	1	0.12	1

6.16 As shown above, the following can be summarised:

- The junction operates within capacity for the 2021 observed and 2026 baseline scenarios with little or no queues; and,
- The junction is predicted to operate within capacity in the 2026 with Development scenario.

Junction Modelling Results Summary Table

6.17 A summary of the RFC's / Queues of all the junctions for all scenarios are shown in Table 6.6 below.

Table 6.6: Junction Modelling Summary Table

	2021 Observed							
	AM Peak (08:00-09:00)		**PM Peak (14:30-15:30)**		**PM Peak (15:00-16:00)**		**PM Peak (17:00-18:00)**	
	Max RFC	**Queue (95th)**	**Max RFC**	**Queue (95th)**	**Max RFC**	**Queue (95th)**	**Max RFC**	**Queue (95th)**
2021 Observed								
School Ingress	0.14	1	0.13	1	0.13	1	0.12	1
School Egress	0.12	1	0.09	1	0.07	1	0.01	1
Bryn Road / Chambers Lane	0.25	2	0.29	2	0.29	2	0.14	2
Bryn Road / Llewellyn Drive	0.29	2	0.15	1	0.12	1	0.11	1
Bryn Road / Alltami Road	0.28	2	0.23	2	0.21	2	0.17	1
2026 Baseline								
School Ingress	0.14	1	0.13	1	0.13	1	0.12	1
School Egress	0.12	1	0.09	1	0.07	1	0.01	1
Bryn Road / Chambers Lane	0.26	2	0.30	2	0.30	2	0.15	2
Bryn Road / Llewellyn Drive	0.31	2	0.15	1	0.17	1	0.11	1
Bryn Road / Alltami Road	0.29	2	0.24	2	0.22	2	0.18	2
2026 with Development								
School Ingress	0.87	7	0.65	3	0.58	2	0.61	2
School Egress	0.56	3	0.53	3	0.51	3	0.43	3
Bryn Road / Chambers Lane	0.36	3	0.40	3	0.42	3	0.28	2
Bryn Road / Llewellyn Drive	0.52	5	0.35	3	0.27	2	0.24	2
Bryn Road / Alltami Road	0.51	5	0.29	2	0.23	2	0.26	2

7 TRANSPORT IMPLEMENTATION STRATEGY

7.1 The proposals associated with this application primarily result in the redistribution of additional trips on the local transportation network, with some new trips associated with the uplift in pupils from 1,090 to 1,300 (uplift of circa 210 pupils).

7.2 It is recognised that Schools, although part of the local community, can cause congestion, particularly at the start and end of the school day associated with drop-off and pick-up activity.

7.3 To address and manage the impacts associated with the proposed development, this section presents an overview / summary of the key transport proposals and the overarching Transport Implementation Strategy at the new Campus to encourage sustainable travel, to address issues associated with car use and to reduce the potential effects of on-street / overspill parking at all times of the day.

Improved Pick-up and Drop-off Facility

7.4 The drop-off / pick-up facility has been designed to accommodate more cars along with coaches, and improved pedestrian facilities as outlined in **Section 4**. Overall, there would be parking for between 60-70 cars which is triple the existing provision of 20 spaces.

7.5 The provision is expected to satisfy the expected demand for key times of the day for drop-off and pick-up activity associated with all schools. There are on-going discussions with FCC Highways on this matter.

Car and Cycle Parking

7.6 Car parking for the main car park will be provided in broad accordance of the Council's maximum standards which takes into consideration the reduction of staff parking associated with the implementation of the Travel Plan, as well as seeking to remove the existing issues associated with both on-street overspill parking and informal on-site parking that is operationally problematic at all schools.

7.7 Cycle parking is to be provided based on the predicted future demand as a result of the Travel Plan implementation and will be monitored through the Campus Travel Plan. Should the need arise to provide more cycle parking, space will be set aside for this, and additional parking provided if the uptake / demand is evident.

7.8 New staff changing facilities will also to be provided.

7.9 Blue badge parking and electric vehicle charging are both to be provided at a rate of 10%, in accordance with the relevant standards.

Campus Travel Plan

7.10 A Campus Travel Plan will be prepared for the Mynydd Isa Campus that will be a long term management strategy for supporting and enabling sustainable travel to and from the school. There will be a requirement to set objectives and targets in the Travel Plan and then to monitor the progression.

7.11 The Campus Travel Plan will be operation between 2023 to 2028 and early measures will be implemented in advance of this between 2021 and 2023 which shows the commitment by the schools to reduce and manage car use at the new Campus, in advance of the 2023 opening.

Early Travel Plan Measures and Initiatives (2021 to 2023)

7.12 Prior to the commencement of the Campus Travel Plan, early measures will be undertaken in advance of the formal implementation, which will include:

- Travel noticeboard at common / visible areas of each School.
- Appointment of School-wide / Campus Travel Plan Co-ordinator (TPC).
- Appointment of pupil Travel Champions in each year group at each School.
- Rolling out of certain measures and initiatives, where possible (such as bike security tagging, walking and cycling challenges, promotion of council initiatives, etc).
- Initial monitoring and detailed surveying after 1 year (2022) to determine what changes have occurred in advance of the 2023 opening year.
- Provision of a marketing strategy and dissemination of marketing materials to pupils and parents.
- Links made between sustainable and Active Travel and classroom teaching (i.e. health and wellbeing benefits of Active Travel).

Campus Travel Plan Targets (2023 to 2028)

7.13 The Campus Travel Plan will be implemented from 2023 to 2028 and will include a set of targets, measures, initiatives, as well as a monitoring programme.

7.14 The targets will be derived from the detailed baseline surveys undertaken in 2022, that will form part of the early Campus Travel Plan measures to be implemented in advance of the 2023 opening year.

Internal Layout and Design

7.15 The internal layout and design will seek to promote travel by sustainable and active modes of travel with some initial design points pertinent to note:

- The layout will provide internal formal crossing points, footways, dropped kerbs, tactile paving and lighting;
- There will be an improved drop-off and pick-up area and enhanced pedestrian and cycling access;
- Cycle storage and changing facilities will be provided and two new changing rooms for staff will be provided;
- Electric vehicle charging points and blue bade parking will be provided at 10%;
- Deliveries and refuse collection will be separated from the main entrance and pedestrian / cyclist routes with vehicle tracking undertaken by Arup;
- There will be improved permeability via improved accesses from Bryn Road and Snowdon Avenue; and,
- Step-free access will be provided around the Campus both internally and externally.

Active Travel

7.16 Discussions are being held with FCC with regards to Active Travel. It is understood that FCC is due to submit its next iteration of the Integrated Network Map to Welsh Government and, in advance of doing so, discussions will be held with the School with regards to where improvements would be most appropriate.

7.17 TTP has provided postcode map plots to identify concentrations of pupils and we are willing to work with FCC to identify potential improvement opportunities in the local area.

Demolition and Construction Management Plan

7.18 The contractor will prepare a Demolition and Construction Management Plan prior to commencement of the development setting out how the movement of construction vehicles along with construction activity in general will be managed to minimise the potential effects on the surrounding area.

7.19 The document will include details on vehicular routing, frequency and type of vehicles along with control of dust etc. and include contact details for the contractor.

8 SUMMARY AND CONCLUSION

Summary

8.1 WEPCo Limited has appointed TTP Consulting to support proposals for an application for the consolidation of the existing Ysgol Mynydd Isa (Infant and Junior sites) within the Argoed High School that would comprise Nursery, Primary (Infants and Juniors) and Secondary School children, forming the new Mynydd Isa Campus.

8.2 The existing situation can be summarised as follows:

- The existing Argoed High School site is located within the village of Bryn y Baal, situated circa 2.5km to the east of Mold and 1.5km to the west of Buckley in Flintshire, Wales. The site measures in area of circa 9 hectares and comprises of existing two storey buildings, outdoor play areas and outbuildings associated with Argoed High School.
- Argoed High School was constructed in 1978 and is an 11 -16 mixed community comprehensive school. The existing Ysgol Mynydd Isa is split across two sites with the Junior School located off Chambers Lane and the Infant School located off Wats Dyke Avenue. The current capacity of the Primary School (Infant and Juniors) is for 513 full time pupils and the current capacity of the Argoed high school is for 580 full time pupils, providing a total capacity of 1,093 students across three separate locations.
- It is understood that the current enrolment numbers are in the region of 570 in the Primary (Infant and Juniors) and 520 in the Secondary (a total of circa 1,090 across both Schools).
- The main access for vehicles, pedestrians and cyclists is provided off Bryn Road to the north of School and a secondary pedestrian / cyclist access point is provided to the rear, from Snowdon Avenue. The existing main access provides two all movement access points with an informal one-way system that will be formalised as part of the proposals.
- All schools provide off-street parking for staff within existing car parks, and it is understood that they all experience high demand with informal parking within the schools and surrounding streets also occurring.
- A Crashmap analysis indicates that in a five-year period, of the incidents involving children on foot, there were 4 slight, with 1 incident per year from 2016 to 2018 and

none recorded in 2019 or 2020. This does not indicate any existing highway safety issues / concerns that requires any remedial highway measures.

- Car travel is the prominent mode of travel for staff across the Primary and Secondary School sites, with over 80% travelling by car. 32% of pupils in the High School currently travel by car, with 47% of pupils in the Primary. Circa 50% of trips at all Schools are undertaken by foot for pupils. Surveys undertaken in April 2021 at the Schools may not be representative of usual travel habits as the country had just emerged from a National Lockdown.
- The site is accessible by a variety of modes of transport with a number of amenities located within a reasonable walking distance of the site.
- The BREEAM Accessibility Index of the Argoed High School scores less than 2 which is a low score in terms of access by public transport.

8.3 The proposals, effects of development and the overarching Transport Implementation Strategy can be summarised as follows:

- The proposals associated with this application involve creating a new Mynydd Isa Campus with capacity for up to 1,300 Full Time learners and will involve the co-location of the local Mynydd Isa Primary (currently split site between infants and junior schools) with the existing Argoed High School.
- The main access into the school will be via Bryn Road as per the existing situation, with improvements proposed to the drop-off / pick-up area. A secondary walking and cycling access from Snowdon Avenue will continue to be provided with improved internal routes provided.
- The capacity of the drop-off / pick-up area will be tripled from the existing 20 spaces to circa 60 to 65 spaces.
- A total of 124 car parking spaces (112 standard; 12 blue badge) are proposed in the main car park, which is above the maximum provision as per FCC's guidance. Notwithstanding this, on the basis that a demand exercise based on a 15% reduction in staff travel by car (107 spaces), the provision is considered to broadly accord with the standards, with 112 standard bays proposed. The remainder could be allocated as visitor bays.

- Blue badge parking will be provided at a rate of 10% of total spaces (12 spaces) and electric vehicle charging will be provided at a rate of 10% (active) and 90% (passive) with the charging type to be agreed with the Council.
- Vehicle tracking has been undertaken by Arup for vehicles expected to use the Campus.
- A multi-modal vehicle trip generation exercise has been undertaken for the net uplift in pupils based on the surveys undertaken in April 2021.
- Junction modelling has been undertaken for a 2021 observed, 2026 baseline and 2026 development scenario which indicates that all junctions would operate within their theoretical capacity when based on a *worst-case* scenario where no trip reductions have been applied in line with the Travel Plan reductions in car driver trips. The assessment allows for the additional pupils as well as the redistribution of existing trips.
- The outcome of the junction modelling indicates that no junction mitigation is required.
- A Campus Travel Plan is to be implemented with targets set out in the Transport Implementation Strategy and the Campus Travel Plan itself. In addition to this, certain measures and initiatives will be implemented in advance of the 2023 opening, with the Campus Travel Plan in operation between 2023 and 2028.
- In terms of Active Travel, discussions are on-going with FCC and is considered that with the next iteration of the INM due to be submitted to the Welsh Government, this will take account of opportunities for improvements from consultations with the Schools and from an analysis of postcode data to highlight existing concentrations and likely walking, cycling routes of pupils.
- Staggered start and finish times will be investigated as a way to manage the demand at the drop-off / pick-up area however, this would need to be approved by the Governors.
- A Demolition and Construction Management Plan will be provided as part of a planning condition.

Conclusion

8.4 In conclusion, the proposals comply with policy at all levels and the Transport Assessment indicates that there are no transport or highways reasons to refuse the application.

Appendix A

(Proposed Layout Plan)

Notes

1. Do not scale from this drawing
2. To be read in conjunction with Project Risk Register REF: XXX
3. To be read in conjunction with all other Landscape Architect"s drawings

KEY

ID	RISK	MITIGATION	DATE MITIGATED

RESIDUAL PROJECT RISKS

DATE	REV	DESCRIPTION OF REVISION	DRAWN BY	APPROVED BY
06/07/2021	P02	Issued for Stage 3	SVU	SB

REVISIONS

STATUS

S3 - *RIBA STAGE 3*

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CLIENT :

WEPCo

PROJECT TITLE :

Mynydd Isa Campus, Flintshire

DRAWING TITLE :

Site Wide Masterplan

DRAWING SCALE :	DRAWN BY :	DRAWN DATE :
1:1000	SVU	15/06/2021
PAPER SIZE :	APPROVED BY :	ALA PROJECT CODE:
A1	SB	ALA655

DRAWING NUMBER : **FL0101-ALA-00-XX-DR-L-00016S3** STATUS : REVISION : **P02**

Appendix B

(Pre-Application Feedback)

FLINTSHIRE DEPARTMENTAL MEMORANDUM

From:	Highway Development Control Manager	**Your Ref:**	JEB/062779
To:	Environment and Planning Chief Officer	**My Ref:**	HD/CGS/PRE 062779
Date:	21 May 2021	**Enc:**	

Pre Application Enquiry
LOCATION: Argoed Campus

PROPOSAL: Proposed redevelopment of the Argoed School site.

I write in response to your recent consultation regarding potential for re-development of the site.

The submitted Pre-application Statement makes reference to a future Transport Assessment and Travel Plan; an effective highway consideration is not possible without access to these documents.

It is suggested that the redevelopment is a re-siting of existing educational facilities and will re-distribute existing traffic rather than generate significant increases. Assuming the catchment areas do not change it is accepted that transport requirements to and from the secondary school are unlikely to change. The primary school currently occupies two sites which are relatively central to the Mynydd Isa community; re-location is likely to result in an overall increase in travel distances and a potential increase in vehicular movements.

The submitted statement acknowledges the requirements of Policy STR2 and in particular, the requirement to reduce the use of the private car in development; compliance with Active Travel Regulations will be key to successful delivery of the proposals.

The submission of a fully detailed Travel Plan will be required as part of any future application. This should include consideration of pupil distribution and survey of current and proposed modes of travel. Results of such a survey can then be used to establish/manage future travel patterns and ensure appropriate off-site infrastructure is provided.

The statement suggests the provision of a 140 space car park and 84no. covered cycle spaces in line with BRAEAM requirements however the illustrative site masterplan shows a parking layout with a total of 166 spaces. The requirements of SPGN11 Parking Standards needs to be taken into consideration.

Car parking and Active Travel provision are likely to have a significant impact on travel patterns and modes of transport and must be identified at an early stage.

Colin Simpson

For Highway Development Control Manager


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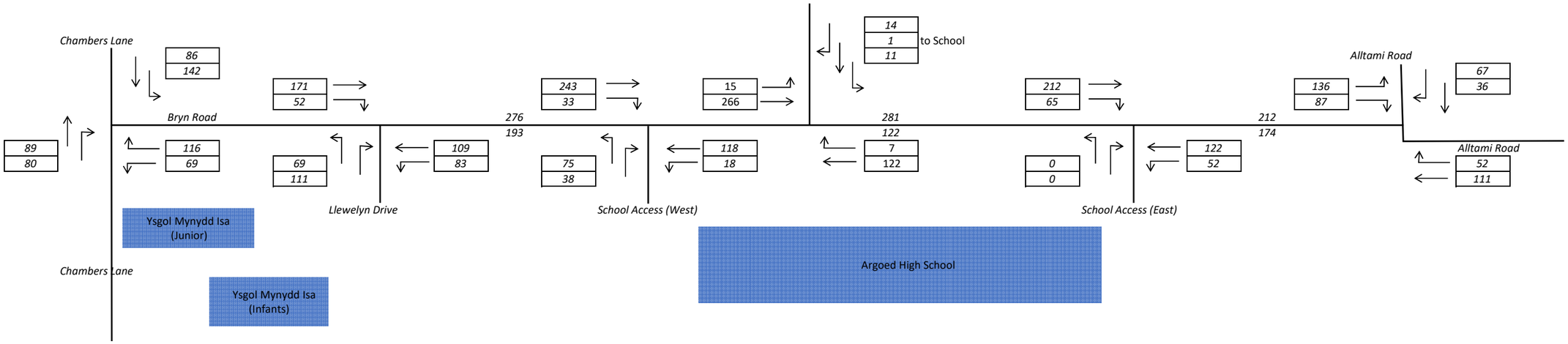
Tk
SNOWDON AVENUE

Appendix C

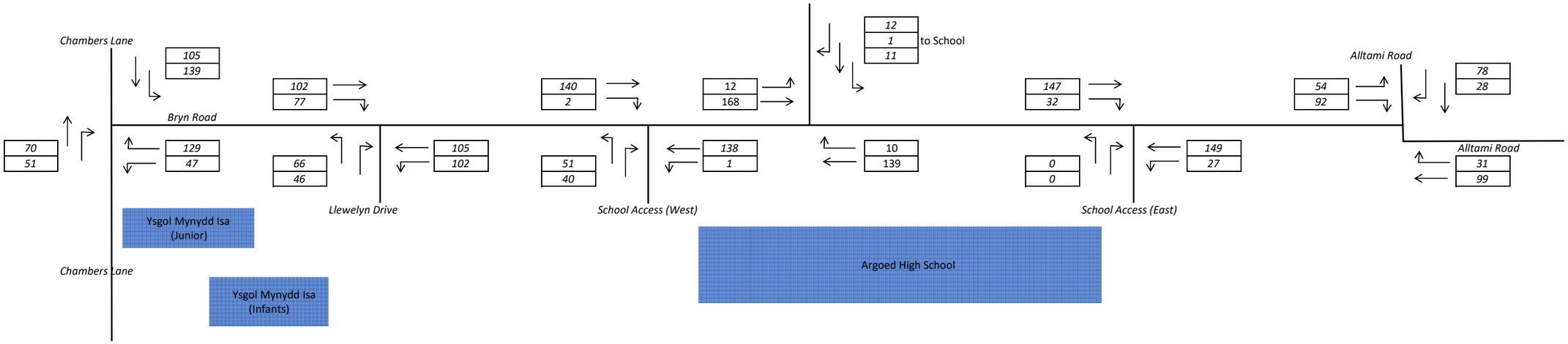
(2021 Observed and 2026 Baseline Traffic Flows and Traffic Survey Data)

AM Peak IN 168
08:00-09:00 OUT 113

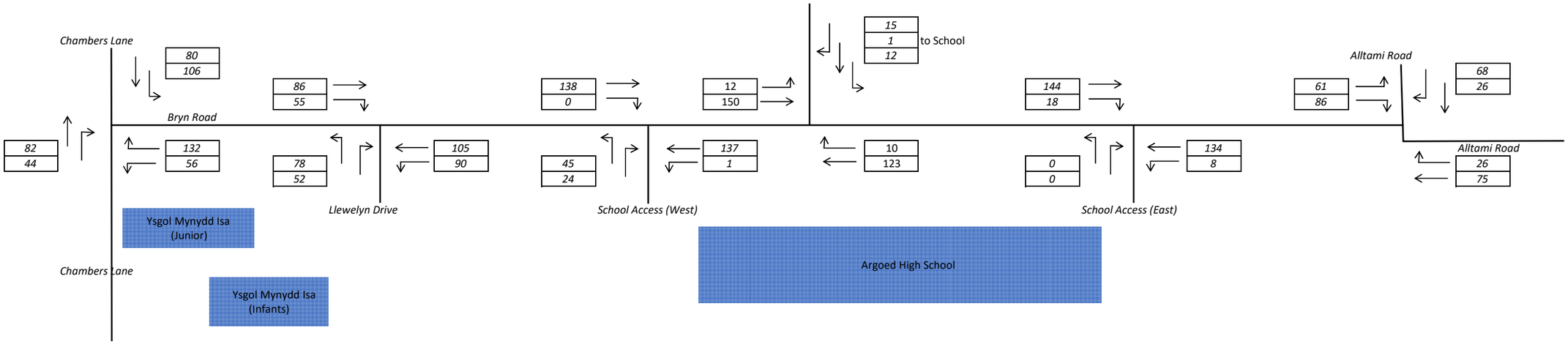


Flow 01 - AM Peak Observed

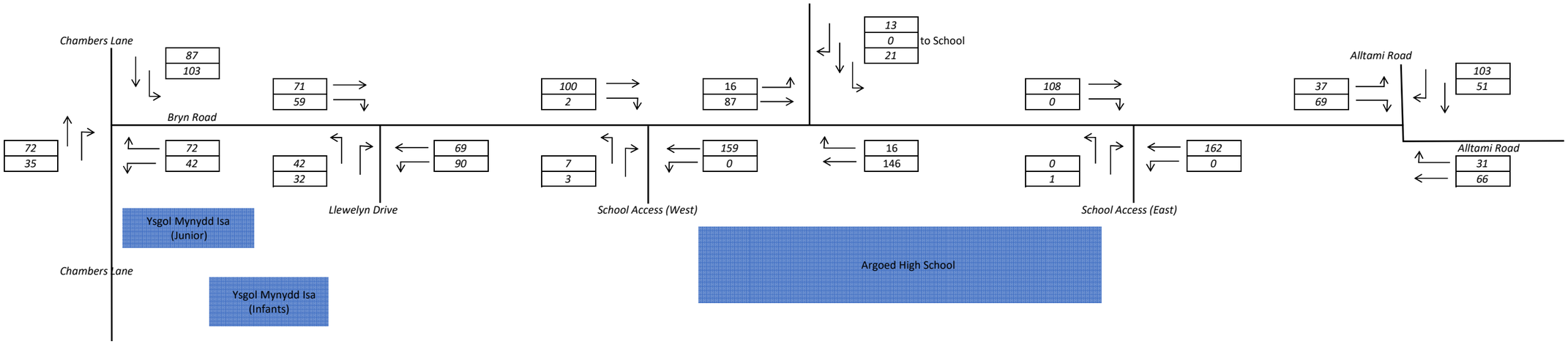
PM Peak	IN	62
14:30-15:30	OUT	91



PM Peak IN 27
15:00-16:00 OUT 69



PM Peak IN 2
17:00-18:00 OUT 11



Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - Parc Issa / B - (East) Bryn Road / C - (East) School Access / D - (West) School Access / E - (West) Bryn Road

Approach: A - Parc Issa

	A to B									A to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	**15**	**2**	**0**	**0**	**0**	**0**	**0**	17	17	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0
08:00 - 08:15	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	3	0	0	0	0	0	0	3.0	3	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	**11**	**0**	**0**	**0**	**0**	**0**	**0**	11	11	**1**	**0**	**0**	**0**	**0**	**0**	**0**	1	1
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	3	0	2	0	0	0	0	6.0	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	**7**	**0**	**2**	**0**	**0**	**0**	**0**	10	9	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0
Session Total	**33**	**2**	**2**	**0**	**0**	**0**	**0**	38	37	**1**	**0**	**0**	**0**	**0**	**0**	**0**	1	1
14:30 - 14:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	**4**	**1**	**0**	**0**	**0**	**0**	**0**	5	5	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0
15:00 - 15:15	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	**10**	**2**	**0**	**0**	**0**	**0**	**0**	12	12	**1**	**0**	**0**	**0**	**0**	**0**	**0**	1	1
16:00 - 16:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	2	3	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	**7**	**5**	**0**	**0**	**0**	**0**	**0**	12	12	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0
17:00 - 17:15	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	**19**	**2**	**0**	**0**	**0**	**0**	**0**	21	21	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0
18:00 - 18:15	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	**9**	**0**	**0**	**0**	**0**	**0**	**0**	9	9	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0
Session Total	**49**	**10**	**0**	**0**	**0**	**0**	**0**	59	59	**1**	**0**	**0**	**0**	**0**	**0**	**0**	1	1

A to D									A to E								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0	5	2	0	0	0	0	0	7.0	7
0	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	12
0	0	0	0	0	0	0	0.0	0	5	0	0	0	0	0	0	5.0	5
0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	14
0	0	0	0	0	0	0	0.0	0	3	0	1	0	0	0	0	4.5	4
0	0	0	0	0	0	0	0.0	0	3	1	0	0	0	0	0	4.0	4
0	0	0	0	0	0	0	0.0	0	2	3	0	0	0	0	0	5.0	5
0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0	0	9	4	1	0	0	0	0	15	14
0	0	0	0	0	0	0	0	0	33	6	1	0	0	0	0	41	40
0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0	2	2	0	0	0	0	0	4.0	4
0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	6
0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0	1	2	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0	1	2	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0	5	1	0	0	0	0	0	6.0	6
0	0	0	0	0	0	0	0	0	10	5	0	0	0	0	0	15	15
0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0	3	1	0	0	0	0	0	4.0	4
0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0	4	0	0	0	0	0	0	4.0	4
0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	13
0	0	0	0	0	0	0	0.0	0	3	2	1	0	0	0	0	6.5	6
0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0	0	10	2	1	0	0	0	0	14	13
0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
0	0	0	0	0	0	0	0	0	41	10	1	0	0	0	0	53	52

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.5	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	5	1	0	0	0	0	0	6.0	6	2	0	0	0	0	0	0	2.0	2
07:15 - 07:30	7	0	0	0	0	0	0	7.0	7	6	0	0	0	0	0	0	6.0	6
07:30 - 07:45	4	0	0	0	0	0	0	4.0	4	10	3	1	0	0	0	0	14.5	14
07:45 - 08:00	9	3	0	0	0	0	0	12.0	12	2	3	0	0	0	0	0	5.0	5
Hourly Total	**25**	**4**	**0**	**0**	**0**	**0**	**0**	29	29	**20**	**6**	**1**	**0**	**0**	**0**	**0**	28	27
08:00 - 08:15	7	0	0	0	0	0	0	7.0	7	8	1	0	0	0	0	0	9.0	9
08:15 - 08:30	6	0	0	0	0	0	0	6.0	6	2	2	0	0	0	0	0	4.0	4
08:30 - 08:45	7	0	0	0	0	0	0	7.0	7	4	0	0	0	0	0	0	4.0	4
08:45 - 09:00	6	0	0	0	0	0	0	6.0	6	3	1	1	0	0	0	0	5.5	5
Hourly Total	**26**	**0**	**0**	**0**	**0**	**0**	**0**	26	26	**17**	**4**	**1**	**0**	**0**	**0**	**0**	23	22
09:00 - 09:15	4	0	1	0	0	0	0	5.5	5	5	0	0	0	0	0	0	5.0	5
09:15 - 09:30	4	1	0	0	0	0	0	5.0	5	5	2	0	0	0	0	0	7.0	7
09:30 - 09:45	4	3	0	0	0	0	0	7.0	7	1	0	1	0	0	0	0	2.5	2
09:45 - 10:00	4	0	2	0	0	0	0	7.0	6	4	0	0	0	0	0	0	4.0	4
Hourly Total	**16**	**4**	**3**	**0**	**0**	**0**	**0**	25	23	**15**	**2**	**1**	**0**	**0**	**0**	**0**	19	18
Session Total	**67**	**8**	**3**	**0**	**0**	**0**	**0**	80	78	**52**	**12**	**3**	**0**	**0**	**0**	**0**	70	67
14:30 - 14:45	4	0	0	0	0	0	0	4.0	4	4	0	0	0	0	0	0	4.0	4
14:45 - 15:00	4	3	0	0	0	0	0	7.0	7	6	2	0	0	0	0	0	8.0	8
Hourly Total	**8**	**3**	**0**	**0**	**0**	**0**	**0**	11	11	**10**	**2**	**0**	**0**	**0**	**0**	**0**	12	12
15:00 - 15:15	7	1	0	0	0	0	0	8.0	8	7	0	0	0	0	0	0	7.0	7
15:15 - 15:30	3	2	0	0	0	0	0	5.0	5	4	0	0	0	0	0	0	4.0	4
15:30 - 15:45	3	2	0	0	0	0	0	5.0	5	5	2	0	0	0	0	0	7.0	7
15:45 - 16:00	8	2	0	0	0	0	0	10.0	10	4	0	0	0	0	0	0	4.0	4
Hourly Total	**21**	**7**	**0**	**0**	**0**	**0**	**0**	28	28	**20**	**2**	**0**	**0**	**0**	**0**	**0**	22	22
16:00 - 16:15	4	0	0	0	0	0	0	4.0	4	6	2	1	0	0	0	0	9.5	9
16:15 - 16:30	7	2	1	0	0	0	0	10.5	10	2	2	1	0	0	0	0	5.5	5
16:30 - 16:45	4	3	0	0	0	0	0	7.0	7	1	0	0	0	0	0	0	1.0	1
16:45 - 17:00	4	1	0	0	0	0	0	5.0	5	9	0	0	0	0	0	0	9.0	9
Hourly Total	**19**	**6**	**1**	**0**	**0**	**0**	**0**	27	26	**18**	**4**	**2**	**0**	**0**	**0**	**0**	25	24
17:00 - 17:15	10	3	1	0	0	0	0	14.5	14	5	3	0	0	0	0	0	8.0	8
17:15 - 17:30	8	1	0	0	0	0	0	9.0	9	6	2	0	0	0	0	0	8.0	8
17:30 - 17:45	5	0	0	0	0	0	0	5.0	5	10	1	0	0	0	0	0	11.0	11
17:45 - 18:00	6	0	0	0	0	0	0	6.0	6	5	0	0	0	0	0	0	5.0	5
Hourly Total	**29**	**4**	**1**	**0**	**0**	**0**	**0**	35	34	**26**	**6**	**0**	**0**	**0**	**0**	**0**	32	32
18:00 - 18:15	6	0	0	0	0	0	0	6.0	6	8	0	0	0	0	0	0	8.0	8
18:15 - 18:30	4	0	0	0	0	0	0	4.0	4	4	0	0	0	0	0	0	4.0	4
18:30 - 18:45	2	0	0	0	0	0	0	2.0	2	10	1	0	0	0	0	0	11.0	11
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2	8	0	0	0	0	0	1	8.4	9
Hourly Total	**14**	**0**	**0**	**0**	**0**	**0**	**0**	14	14	**30**	**1**	**0**	**0**	**0**	**0**	**1**	31	32
Session Total	**91**	**20**	**2**	**0**	**0**	**0**	**0**	115	113	**104**	**15**	**2**	**0**	**0**	**0**	**1**	122	122

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - Parc Issa / B - (East) Bryn Road / C - (East) School Access / D - (West) School Access / E - (West) Bryn Road

Approach: B - (East) Bryn Road

	B to C									B to D						
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	7	0	0	0	0	0
08:15 - 08:30	3	0	0	0	0	0	0	3.0	3	8	0	0	0	0	0
08:30 - 08:45	26	1	0	0	0	0	0	27.0	27	1	0	0	0	0	0
08:45 - 09:00	22	0	0	0	0	0	0	22.0	22	2	0	0	0	0	0
Hourly Total	**51**	**1**	**0**	**0**	**0**	**0**	**0**	**52**	**52**	**18**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	1	1	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**1**	**1**	**0**	**0**	**0**	**0**
Session Total	**56**	**1**	**0**	**0**	**0**	**0**	**0**	**57**	**57**	**22**	**1**	**0**	**0**	**0**	**0**
14:30 - 14:45	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0
14:45 - 15:00	12	0	0	0	0	0	0	12.0	12	0	0	0	0	0	0
Hourly Total	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**19**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0
15:15 - 15:30	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**8**	**1**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**28**	**1**	**0**	**0**	**0**	**0**	**0**	**29**	**29**	**1**	**0**	**0**	**0**	**0**	**0**

			B to E									B to A								
M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0.0	0	3	0	0	0	0	0	0	3.0	3	2	0	0	0	0	0	0	2.0	2
0	0.0	0	5	2	0	0	0	0	0	7.0	7	3	0	0	0	0	0	0	3.0	3
0	0.0	0	6	1	0	0	0	0	0	7.0	7	7	1	1	0	0	0	0	9.5	9
0	3.0	3	12	2	1	0	0	0	0	15.5	15	2	1	0	0	0	0	0	3.0	3
0	3	3	26	5	1	0	0	0	0	33	32	14	2	1	0	0	0	0	18	17
0	7.0	7	8	5	0	0	0	0	0	13.0	13	1	0	0	0	0	0	0	1.0	1
0	8.0	8	14	0	0	0	0	0	0	14.0	14	1	1	0	0	0	0	0	2.0	2
0	1.0	1	37	1	0	0	0	0	0	38.0	38	2	0	0	0	0	0	0	2.0	2
0	2.0	2	24	8	0	0	0	0	0	32.0	32	1	1	0	0	0	0	0	2.0	2
0	18	18	83	14	0	0	0	0	0	97	97	5	2	0	0	0	0	0	7	7
0	0.0	0	11	7	0	0	0	0	0	18.0	18	3	0	0	0	0	0	0	3.0	3
0	0.0	0	18	3	0	0	0	0	0	21.0	21	1	0	0	0	0	0	0	1.0	1
0	2.0	2	11	2	0	0	0	0	0	13.0	13	1	0	0	0	0	0	0	1.0	1
0	0.0	0	10	1	0	0	0	0	0	11.0	11	1	0	0	0	0	0	0	1.0	1
0	2	2	50	13	0	0	0	0	0	63	63	6	0	0	0	0	0	0	6	6
0	23	23	159	32	1	0	0	0	0	193	192	25	4	1	0	0	0	0	31	30
0	0.0	0	23	3	1	0	0	0	0	27.5	27	1	0	0	0	0	0	0	1.0	1
0	0.0	0	34	1	0	0	0	2	0	35.4	37	3	1	0	0	0	0	0	4.0	4
0	0	0	57	4	1	0	0	2	0	63	64	4	1	0	0	0	0	0	5	5
0	0.0	0	41	3	0	0	0	0	0	44.0	44	4	0	0	0	0	0	0	4.0	4
0	1.0	1	26	3	0	0	0	1	0	29.2	30	1	0	0	0	0	0	0	1.0	1
0	0.0	0	19	1	0	0	0	0	0	20.0	20	2	0	0	0	0	0	0	2.0	2
0	0.0	0	25	4	0	0	0	0	0	29.0	29	3	0	0	0	0	0	0	3.0	3
0	1	1	111	11	0	0	0	1	0	122	123	10	0	0	0	0	0	0	10	10
0	0.0	0	33	3	0	0	0	0	0	36.0	36	3	1	1	0	0	0	0	5.5	5
0	0.0	0	28	1	0	0	0	0	0	29.0	29	1	1	0	0	0	0	0	2.0	2
0	0.0	0	36	4	0	0	0	0	0	40.0	40	1	0	0	0	0	0	0	1.0	1
0	0.0	0	28	4	1	0	0	1	2	34.5	36	6	0	0	0	0	0	0	6.0	6
0	0	0	125	12	1	0	0	1	2	140	141	11	2	1	0	0	0	0	15	14
0	0.0	0	33	8	0	0	0	2	0	41.4	43	2	1	0	0	0	0	0	3.0	3
0	0.0	0	31	1	0	0	0	1	0	32.2	33	4	1	0	0	0	0	0	5.0	5
0	0.0	0	29	2	0	0	0	0	0	31.0	31	5	1	0	0	0	0	0	6.0	6
0	0.0	0	33	5	0	0	0	1	0	38.2	39	2	0	0	0	0	0	0	2.0	2
0	0	0	126	16	0	0	0	4	0	143	146	13	3	0	0	0	0	0	16	16
0	0.0	0	30	2	0	0	0	0	0	32.0	32	1	0	0	0	0	0	0	1.0	1
0	0.0	0	30	1	0	0	0	0	0	31.0	31	1	0	0	0	0	0	0	1.0	1
0	0.0	0	20	1	0	0	0	0	0	21.0	21	5	1	0	0	0	0	0	6.0	6
0	0.0	0	12	1	0	0	0	0	0	13.0	13	1	0	0	0	0	0	0	1.0	1
0	0	0	92	5	0	0	0	0	0	97	97	8	1	0	0	0	0	0	9	9
0	1	1	511	48	2	0	0	8	2	565	571	46	7	1	0	0	0	0	55	54

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	5	0	0	0	0	0	0	5.0	5	21	6	0	0	0	1	0	27.2	28
07:15 - 07:30	8	2	0	0	0	0	0	10.0	10	35	2	1	0	0	2	0	38.9	40
07:30 - 07:45	13	2	1	0	0	0	0	16.5	16	35	5	0	0	0	1	1	40.6	42
07:45 - 08:00	17	3	1	0	0	0	0	21.5	21	29	5	0	0	0	0	0	34.0	34
Hourly Total	**43**	**7**	**2**	**0**	**0**	**0**	**0**	**53**	**52**	**120**	**18**	**1**	**0**	**0**	**4**	**1**	**141**	**144**
08:00 - 08:15	16	5	0	0	0	0	0	21.0	21	35	12	0	0	0	1	0	47.2	48
08:15 - 08:30	26	1	0	0	0	0	0	27.0	27	38	5	0	0	0	2	0	43.4	45
08:30 - 08:45	66	2	0	0	0	0	0	68.0	68	62	2	0	0	0	0	0	64.0	64
08:45 - 09:00	49	9	0	0	0	0	0	58.0	58	53	3	0	0	0	0	0	56.0	56
Hourly Total	**157**	**17**	**0**	**0**	**0**	**0**	**0**	**174**	**174**	**188**	**22**	**0**	**0**	**0**	**3**	**0**	**211**	**213**
09:00 - 09:15	19	7	0	0	0	0	0	26.0	26	36	1	1	0	0	1	0	38.7	39
09:15 - 09:30	19	3	0	0	0	0	0	22.0	22	16	1	0	0	0	0	0	17.0	17
09:30 - 09:45	13	3	0	0	0	0	0	16.0	16	18	1	0	0	0	0	1	19.4	20
09:45 - 10:00	11	1	0	0	0	0	0	12.0	12	19	2	2	0	0	0	0	24.0	23
Hourly Total	**62**	**14**	**0**	**0**	**0**	**0**	**0**	**76**	**76**	**89**	**5**	**3**	**0**	**0**	**1**	**1**	**99**	**99**
Session Total	**262**	**38**	**2**	**0**	**0**	**0**	**0**	**303**	**302**	**397**	**45**	**4**	**0**	**0**	**8**	**2**	**451**	**456**

14:30 - 14:45	31	3	1	0	0	0	0	35.5	35	18	2	0	0	0	0	0	20.0	20
14:45 - 15:00	50	2	0	0	0	2	0	52.4	54	38	2	1	0	0	2	0	41.9	43
Hourly Total	**81**	**5**	**1**	**0**	**0**	**2**	**0**	**88**	**89**	**56**	**4**	**1**	**0**	**0**	**2**	**0**	**62**	**63**
15:00 - 15:15	52	4	0	0	0	0	0	56.0	56	48	2	1	0	0	0	0	51.5	51
15:15 - 15:30	29	3	0	0	0	1	0	32.2	33	33	2	0	0	0	0	0	35.0	35
15:30 - 15:45	21	1	0	0	0	0	0	22.0	22	31	2	0	0	0	4	0	33.8	37
15:45 - 16:00	28	4	0	0	0	0	0	32.0	32	19	4	0	0	0	0	0	23.0	23
Hourly Total	**130**	**12**	**0**	**0**	**0**	**1**	**0**	**142**	**143**	**131**	**10**	**1**	**0**	**0**	**4**	**0**	**144**	**146**
16:00 - 16:15	37	4	1	0	0	0	0	42.5	42	23	1	0	0	0	0	0	24.0	24
16:15 - 16:30	29	2	0	0	0	0	0	31.0	31	22	2	0	0	0	0	0	24.0	24
16:30 - 16:45	37	4	0	0	0	0	0	41.0	41	22	9	0	0	0	1	0	31.2	32
16:45 - 17:00	34	4	1	0	0	1	2	40.5	42	20	4	0	0	0	1	0	24.2	25
Hourly Total	**137**	**14**	**2**	**0**	**0**	**1**	**2**	**155**	**156**	**87**	**16**	**0**	**0**	**0**	**2**	**0**	**103**	**105**
17:00 - 17:15	35	9	0	0	0	2	0	44.4	46	29	4	0	0	0	0	0	33.0	33
17:15 - 17:30	35	2	0	0	0	1	0	37.2	38	32	2	1	0	0	1	0	35.7	36
17:30 - 17:45	34	3	0	0	0	0	0	37.0	37	18	1	0	0	0	2	0	19.4	21
17:45 - 18:00	35	5	0	0	0	1	0	40.2	41	18	1	0	0	0	0	0	19.0	19
Hourly Total	**139**	**19**	**0**	**0**	**0**	**4**	**0**	**159**	**162**	**97**	**8**	**1**	**0**	**0**	**3**	**0**	**108**	**109**
18:00 - 18:15	31	2	0	0	0	0	0	33.0	33	20	1	0	0	0	0	0	21.0	21
18:15 - 18:30	32	1	0	0	0	0	0	33.0	33	20	1	0	0	0	0	0	21.0	21
18:30 - 18:45	25	2	0	0	0	0	0	27.0	27	9	1	0	0	0	0	0	10.0	10
18:45 - 19:00	13	1	0	0	0	0	0	14.0	14	15	1	0	0	0	0	0	16.0	16
Hourly Total	**101**	**6**	**0**	**0**	**0**	**0**	**0**	**107**	**107**	**64**	**4**	**0**	**0**	**0**	**0**	**0**	**68**	**68**
Session Total	**588**	**56**	**3**	**0**	**0**	**8**	**2**	**651**	**657**	**435**	**42**	**3**	**0**	**0**	**11**	**0**	**485**	**491**

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - Parc Issa / B - (East) Bryn Road / C - (East) School Access / D - (West) School Access / E - (West) Bryn Road

Approach: C - (East) School Access

	C to D									C to E						
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

			C to A									C to B									C to C								
M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	8	1	0	0	0	0	0	9.0	9
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	46	1	0	0	1	0	0	49.0	48
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	59	0	0	0	0	0	0	59.0	59
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**114**	**2**	**0**	**0**	**1**	**0**	**0**	**118**	**117**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	21	0	0	0	0	0	0	21.0	21
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**22**
Session Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**136**	**2**	**0**	**0**	**1**	**0**	**0**	**140**	**139**
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0	14	0	0	0	0	0	0	14.0	14
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0	20	0	0	0	0	0	0	20.0	20
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**34**
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0	21	1	0	0	0	0	0	22.0	22
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**26**	**26**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Session Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**64**	**1**	**0**	**0**	**0**	**0**	**0**	**65**	**65**

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - Parc Issa / B - (East) Bryn Road / C - (East) School Access / D - (West) School Access / E - (West) Bryn Road

Approach: D - (West) School Access

	D to E									D to A						
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0
08:15 - 08:30	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0
08:30 - 08:45	19	0	0	0	1	0	0	21.0	20	0	0	0	0	0	0
08:45 - 09:00	51	0	0	0	0	0	0	51.0	51	0	0	0	0	0	0
Hourly Total	**73**	**1**	**0**	**0**	**1**	**0**	**0**	**76**	**75**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	17	0	0	0	0	0	0	17.0	17	0	0	0	0	0	0
09:15 - 09:30	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**19**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**92**	**1**	**0**	**0**	**1**	**0**	**0**	**95**	**94**	**0**	**0**	**0**	**0**	**0**	**0**
14:30 - 14:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0
14:45 - 15:00	10	0	0	0	0	0	0	10.0	10	1	0	0	0	0	0
Hourly Total	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**11**	**1**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	30	1	0	0	1	0	0	33.0	32	0	0	0	0	0	0
15:15 - 15:30	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0
15:45 - 16:00	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0
Hourly Total	**43**	**1**	**0**	**0**	**1**	**0**	**0**	**46**	**45**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0
16:15 - 16:30	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0
16:30 - 16:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0
16:45 - 17:00	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0
Hourly Total	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**13**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0
17:15 - 17:30	3	0	0	0	0	1	0	3.2	4	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**6**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**7**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**73**	**1**	**0**	**0**	**1**	**1**	**0**	**76**	**76**	**1**	**0**	**0**	**0**	**0**	**0**

			D to B									D to C									D to D								
M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	15	0	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	18	0	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0	0	38	0	0	0	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	2	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0	0	5	2	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	43	2	0	0	0	0	0	45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	1.0	1	13	0	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	1	1	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	13	0	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0	0	24	0	0	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0	0	14	0	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	57	0	0	0	0	0	0	57	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	From D									To D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	4	0	0	0	0	0	0	4.0	4
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1	12	0	0	0	0	0	0	12.0	12
08:15 - 08:30	7	1	0	0	0	0	0	8.0	8	20	0	0	0	0	0	0	20.0	20
08:30 - 08:45	34	0	0	0	1	0	0	36.0	35	15	0	0	0	0	0	0	15.0	15
08:45 - 09:00	69	0	0	0	0	0	0	69.0	69	4	0	0	0	0	0	0	4.0	4
Hourly Total	**111**	**1**	**0**	**0**	**1**	**0**	**0**	**114**	**113**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**51**	**51**
09:00 - 09:15	20	0	0	0	0	0	0	20.0	20	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	4	0	0	0	0	0	0	4.0	4	1	0	0	0	0	0	0	1.0	1
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	1	1	0	0	0	0	0	2.0	2
09:45 - 10:00	0	2	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**26**	**26**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
Session Total	**135**	**3**	**0**	**0**	**1**	**0**	**0**	**140**	**139**	**59**	**1**	**0**	**0**	**0**	**0**	**0**	**60**	**60**
14:30 - 14:45	4	0	0	0	0	0	0	4.0	4	0	0	0	0	1	0	0	2.0	1
14:45 - 15:00	24	0	0	0	0	0	0	24.0	24	0	0	0	0	0	0	1	0.4	1
Hourly Total	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**28**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**	**2**
15:00 - 15:15	43	1	0	0	1	0	0	46.0	45	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	18	0	0	0	0	0	0	18.0	18	1	0	0	0	0	0	0	1.0	1
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	**67**	**1**	**0**	**0**	**1**	**0**	**0**	**70**	**69**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:00 - 16:15	11	0	0	0	0	0	0	11.0	11	1	0	0	0	0	0	0	1.0	1
16:15 - 16:30	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
17:00 - 17:15	4	0	0	0	0	0	0	4.0	4	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	5	0	0	0	0	1	0	5.2	6	1	0	0	0	0	0	0	1.0	1
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**9**	**0**	**0**	**0**	**0**	**1**	**0**	**9**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**131**	**1**	**0**	**0**	**1**	**1**	**0**	**134**	**134**	**4**	**0**	**0**	**0**	**1**	**0**	**1**	**6**	**6**

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - Parc Issa / B - (East) Bryn Road / C - (East) School Access / D - (West) School Access / E - (West) Bryn Road

Approach: E - (West) Bryn Road

	E to A									E to B					
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**
07:00 - 07:15	0	0	0	0	0	0	0	**0.0**	**0**	17	5	0	0	0	1
07:15 - 07:30	3	0	0	0	0	0	0	**3.0**	**3**	30	2	1	0	0	2
07:30 - 07:45	3	2	0	0	0	0	0	**5.0**	**5**	33	5	0	0	0	1
07:45 - 08:00	0	2	0	0	0	0	0	**2.0**	**2**	25	4	0	0	0	0
Hourly Total	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**105**	**16**	**1**	**0**	**0**	**4**
08:00 - 08:15	7	1	0	0	0	0	0	**8.0**	**8**	33	12	0	0	0	1
08:15 - 08:30	1	1	0	0	0	0	0	**2.0**	**2**	30	5	0	0	0	2
08:30 - 08:45	2	0	0	0	0	0	0	**2.0**	**2**	44	2	0	0	0	0
08:45 - 09:00	2	0	1	0	0	0	0	**3.5**	**3**	32	3	0	0	0	0
Hourly Total	**12**	**2**	**1**	**0**	**0**	**0**	**0**	**16**	**15**	**139**	**22**	**0**	**0**	**0**	**3**
09:00 - 09:15	2	0	0	0	0	0	0	**2.0**	**2**	32	1	1	0	0	1
09:15 - 09:30	4	2	0	0	0	0	0	**6.0**	**6**	13	1	0	0	0	0
09:30 - 09:45	0	0	1	0	0	0	0	**1.5**	**1**	16	1	0	0	0	0
09:45 - 10:00	3	0	0	0	0	0	0	**3.0**	**3**	16	0	0	0	0	0
Hourly Total	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**13**	**12**	**77**	**3**	**1**	**0**	**0**	**1**
Session Total	**27**	**8**	**2**	**0**	**0**	**0**	**0**	**39**	**37**	**321**	**41**	**2**	**0**	**0**	**8**
14:30 - 14:45	3	0	0	0	0	0	0	**3.0**	**3**	13	2	0	0	0	0
14:45 - 15:00	2	1	0	0	0	0	0	**3.0**	**3**	22	1	1	0	0	2
Hourly Total	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**35**	**3**	**1**	**0**	**0**	**2**
15:00 - 15:15	3	0	0	0	0	0	0	**3.0**	**3**	30	1	1	0	0	0
15:15 - 15:30	3	0	0	0	0	0	0	**3.0**	**3**	22	2	0	0	0	0
15:30 - 15:45	3	2	0	0	0	0	0	**5.0**	**5**	29	2	0	0	0	4
15:45 - 16:00	1	0	0	0	0	0	0	**1.0**	**1**	15	3	0	0	0	0
Hourly Total	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**12**	**12**	**96**	**8**	**1**	**0**	**0**	**4**
16:00 - 16:15	3	1	0	0	0	0	0	**4.0**	**4**	16	1	0	0	0	0
16:15 - 16:30	1	1	0	0	0	0	0	**2.0**	**2**	12	1	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	**0.0**	**0**	19	6	0	0	0	1
16:45 - 17:00	3	0	0	0	0	0	0	**3.0**	**3**	18	3	0	0	0	1
Hourly Total	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**9**	**65**	**11**	**0**	**0**	**0**	**2**
17:00 - 17:15	3	2	0	0	0	0	0	**5.0**	**5**	21	3	0	0	0	0
17:15 - 17:30	2	1	0	0	0	0	0	**3.0**	**3**	25	1	1	0	0	1
17:30 - 17:45	5	0	0	0	0	0	0	**5.0**	**5**	15	1	0	0	0	2
17:45 - 18:00	3	0	0	0	0	0	0	**3.0**	**3**	13	1	0	0	0	0
Hourly Total	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**16**	**16**	**74**	**6**	**1**	**0**	**0**	**3**
18:00 - 18:15	7	0	0	0	0	0	0	**7.0**	**7**	16	1	0	0	0	0
18:15 - 18:30	3	0	0	0	0	0	0	**3.0**	**3**	17	1	0	0	0	0
18:30 - 18:45	5	0	0	0	0	0	0	**5.0**	**5**	8	1	0	0	0	0
18:45 - 19:00	7	0	0	0	0	0	1	**7.4**	**8**	14	1	0	0	0	0
Hourly Total	**22**	**0**	**0**	**0**	**0**	**0**	**1**	**22**	**23**	**55**	**4**	**0**	**0**	**0**	**0**
Session Total	**57**	**8**	**0**	**0**	**0**	**0**	**1**	**65**	**66**	**325**	**32**	**3**	**0**	**0**	**11**

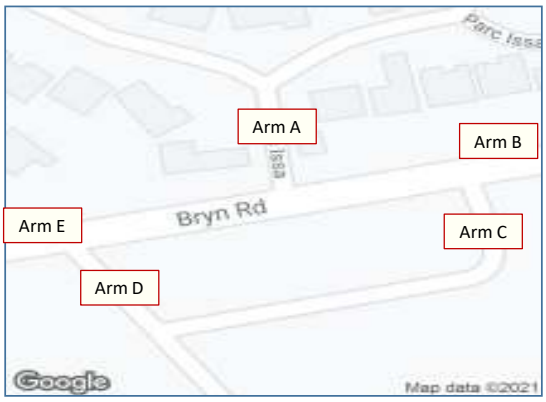
			E to C									E to D									E to E								
M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	22.2	23	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	33.9	35	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
1	38.6	40	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
0	29.0	29	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
1	124	127	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	45.2	46	1	0	0	0	0	0	0	1.0	1	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
0	35.4	37	5	1	0	0	0	0	0	6.0	6	12	0	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
0	46.0	46	19	0	0	0	1	0	0	21.0	20	14	0	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
0	35.0	35	37	0	0	0	0	0	0	37.0	37	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
0	162	164	62	1	0	0	1	0	0	65	64	33	0	0	0	0	0	0	33	33	0	0	0	0	0	0	0	0	0
0	34.7	35	16	0	0	0	0	0	0	16.0	16	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
0	14.0	14	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
1	17.4	18	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	16.0	16	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
1	82	83	17	0	0	0	0	0	0	17	17	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
2	368	374	79	1	0	0	1	0	0	82	81	37	0	0	0	0	0	0	37	37	0	0	0	0	0	0	0	0	0
0	15.0	15	7	0	0	0	0	0	0	7.0	7	0	0	0	0	1	0	0	2.0	1	0	0	0	0	0	0	0	0.0	0
0	24.9	26	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	1	0.4	1	3	0	0	0	0	0	0	3.0	3
0	40	41	15	0	0	0	0	0	0	15	15	0	0	0	0	1	0	1	2	2	3	0	0	0	0	0	0	3	3
0	32.5	32	15	0	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	24.0	24	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	31.8	35	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	18.0	18	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	107	109	17	0	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	17.0	17	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
0	13.0	13	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	25.2	26	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	21.2	22	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	76	78	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	24.0	24	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
0	27.7	28	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
0	16.4	18	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	14.0	14	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	83	84	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	17.0	17	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	18.0	18	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	9.0	9	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	15.0	15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
0	59	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	365	371	35	0	0	0	0	0	0	35	35	3	0	0	0	1	0	1	5	5	3	0	0	0	0	0	0	3	3

	From E									To E								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	17	5	0	0	0	1	0	22.2	23	4	0	0	0	0	0	0	4.0	4
07:15 - 07:30	33	2	1	0	0	2	0	36.9	38	7	2	0	0	0	0	0	9.0	9
07:30 - 07:45	37	7	0	0	0	1	1	44.6	46	8	1	0	0	0	0	0	9.0	9
07:45 - 08:00	26	6	0	0	0	0	0	32.0	32	17	4	1	0	0	0	0	22.5	22
Hourly Total	**113**	**20**	**1**	**0**	**0**	**4**	**1**	**136**	**139**	**36**	**7**	**1**	**0**	**0**	**0**	**0**	**45**	**44**
08:00 - 08:15	46	13	0	0	0	1	0	59.2	60	14	5	0	0	0	0	0	19.0	19
08:15 - 08:30	48	7	0	0	0	2	0	55.4	57	19	1	0	0	0	0	0	20.0	20
08:30 - 08:45	79	2	0	0	1	0	0	83.0	82	59	1	0	0	1	0	0	62.0	61
08:45 - 09:00	73	3	1	0	0	0	0	77.5	77	78	8	0	0	0	0	0	86.0	86
Hourly Total	**246**	**25**	**1**	**0**	**1**	**3**	**0**	**276**	**276**	**170**	**15**	**0**	**0**	**1**	**0**	**0**	**187**	**186**
09:00 - 09:15	51	1	1	0	0	1	0	53.7	54	31	7	1	0	0	0	0	39.5	39
09:15 - 09:30	18	3	0	0	0	0	0	21.0	21	23	4	0	0	0	0	0	27.0	27
09:30 - 09:45	16	1	1	0	0	0	1	18.9	19	13	5	0	0	0	0	0	18.0	18
09:45 - 10:00	20	0	0	0	0	0	0	20.0	20	12	1	0	0	0	0	0	13.0	13
Hourly Total	**105**	**5**	**2**	**0**	**0**	**1**	**1**	**113**	**114**	**79**	**17**	**1**	**0**	**0**	**0**	**0**	**98**	**97**
Session Total	**464**	**50**	**4**	**0**	**1**	**8**	**2**	**525**	**529**	**285**	**39**	**2**	**0**	**1**	**0**	**0**	**330**	**327**
14:30 - 14:45	23	2	0	0	1	0	0	27.0	26	26	3	1	0	0	0	0	30.5	30
14:45 - 15:00	35	2	1	0	0	2	1	39.3	41	49	3	0	0	0	2	0	52.4	54
Hourly Total	**58**	**4**	**1**	**0**	**1**	**2**	**1**	**66**	**67**	**75**	**6**	**1**	**0**	**0**	**2**	**0**	**83**	**84**
15:00 - 15:15	48	1	1	0	0	0	0	50.5	50	74	4	0	0	1	0	0	80.0	79
15:15 - 15:30	26	2	0	0	0	0	0	28.0	28	35	5	0	0	0	1	0	40.2	41
15:30 - 15:45	32	4	0	0	0	4	0	36.8	40	22	3	0	0	0	0	0	25.0	25
15:45 - 16:00	17	3	0	0	0	0	0	20.0	20	33	5	0	0	0	0	0	38.0	38
Hourly Total	**123**	**10**	**1**	**0**	**0**	**4**	**0**	**136**	**138**	**164**	**17**	**0**	**0**	**1**	**1**	**0**	**183**	**183**
16:00 - 16:15	22	2	0	0	0	0	0	24.0	24	41	3	0	0	0	0	0	44.0	44
16:15 - 16:30	13	2	0	0	0	0	0	15.0	15	35	2	0	0	0	0	0	37.0	37
16:30 - 16:45	20	6	0	0	0	1	0	26.2	27	40	4	0	0	0	0	0	44.0	44
16:45 - 17:00	21	3	0	0	0	1	0	24.2	25	34	4	1	0	0	1	2	40.5	42
Hourly Total	**76**	**13**	**0**	**0**	**0**	**2**	**0**	**89**	**91**	**150**	**13**	**1**	**0**	**0**	**1**	**2**	**166**	**167**
17:00 - 17:15	25	5	0	0	0	0	0	30.0	30	39	10	1	0	0	2	0	50.9	52
17:15 - 17:30	28	2	1	0	0	1	0	31.7	32	37	1	0	0	0	2	0	38.4	40
17:30 - 17:45	20	1	0	0	0	2	0	21.4	23	32	2	0	0	0	0	0	34.0	34
17:45 - 18:00	16	1	0	0	0	0	0	17.0	17	34	5	0	0	0	1	0	39.2	40
Hourly Total	**89**	**9**	**1**	**0**	**0**	**3**	**0**	**101**	**102**	**142**	**18**	**1**	**0**	**0**	**5**	**0**	**163**	**166**
18:00 - 18:15	23	1	0	0	0	0	0	24.0	24	32	2	0	0	0	0	0	34.0	34
18:15 - 18:30	20	1	0	0	0	0	0	21.0	21	31	1	0	0	0	0	0	32.0	32
18:30 - 18:45	13	1	0	0	0	0	0	14.0	14	21	1	0	0	0	0	0	22.0	22
18:45 - 19:00	21	1	0	0	0	0	1	22.4	23	13	1	0	0	0	0	0	14.0	14
Hourly Total	**77**	**4**	**0**	**0**	**0**	**0**	**1**	**81**	**82**	**97**	**5**	**0**	**0**	**0**	**0**	**0**	**102**	**102**
Session Total	**423**	**40**	**3**	**0**	**1**	**11**	**2**	**473**	**480**	**628**	**59**	**3**	**0**	**1**	**9**	**2**	**697**	**702**

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - Parc Issa / B - (East) Bryn Road / C - (East) School Access / D - (West) School Access / E - (West) Bryn Road



Matrix Totals:	**Counts**	
Show single Session:	**No**	
	07:00 to 10:00	
Custom Start / End:	**07:00**	**19:00**
Show Peak Times:	**No**	

Arm Destination

Arm Origin	A	B	C	D	E	Total	% Total
A	1	96	2	0	92	**191**	**100.00%**
B	84	2	86	24	763	**959**	**100.00%**
C	0	2	0	0	1	**3**	**100.00%**
D	1	102	0	0	170	**273**	**100.00%**
E	103	745	116	42	3	**1009**	**100.00%**
Total	**189**	**947**	**204**	**66**	**1029**		
% Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**	**100.00%**		

Classifications	Include
CAR	**Yes**
LGV	**Yes**
OGV1	**Yes**
OGV2	**Yes**
BUS	**Yes**
P/CYCLE	**Yes**
M/CYCLE	**Yes**

Bryn-y-Baal - Queue Length Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: **A - Parc Issa / B - (East) Bryn Road / C - (East) School Access / D - (West) School Access / E - (West) Bryn Road**

	A - Parc Issa	B - (East) Bryn Road	C - (East) School Access	D - (West) School Access		E - (West) Bryn Road
	Lane 1	Lane 1	Lane 1	Lane 1	Lane 2	Lane 1
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0
07:10 - 07:15	1	0	0	0	0	0
07:15 - 07:20	1	0	0	0	0	0
07:20 - 07:25	1	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0
07:45 - 07:50	1	0	0	0	0	0
07:50 - 07:55	1	0	0	0	0	0
07:55 - 08:00	2	0	0	0	0	0
08:00 - 08:05	1	0	0	0	0	0
08:05 - 08:10	1	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0
08:15 - 08:20	1	0	0	0	1	0
08:20 - 08:25	0	0	0	0	1	1
08:25 - 08:30	1	0	0	0	0	0
08:30 - 08:35	1	0	0	0	1	2
08:35 - 08:40	1	0	0	0	2	0
08:40 - 08:45	1	1	0	0	2	0
08:45 - 08:50	1	0	0	0	5	0
08:50 - 08:55	1	2	0	1	3	0
08:55 - 09:00	1	1	0	0	1	0
09:00 - 09:05	0	0	0	0	1	0
09:05 - 09:10	1	0	0	0	0	0
09:10 - 09:15	2	0	0	0	0	0
09:15 - 09:20	1	0	0	0	1	0
09:20 - 09:25	0	0	0	0	1	0
09:25 - 09:30	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0
09:50 - 09:55	1	0	1	0	0	0
09:55 - 10:00	0	0	0	0	0	0
14:30 - 14:35	1	0	0	0	1	0
14:35 - 14:40	1	0	0	0	1	0
14:40 - 14:45	1	3	0	0	1	0

14:45 - 14:50	1	0	0	0	1	0
14:50 - 14:55	1	5	0	0	1	0
14:55 - 15:00	1	2	0	1	3	0
15:00 - 15:05	1	0	1	1	2	0
15:05 - 15:10	0	3	0	1	4	0
15:10 - 15:15	1	0	0	0	2	0
15:15 - 15:20	1	0	0	0	1	0
15:20 - 15:25	1	0	0	0	2	0
15:25 - 15:30	1	0	0	0	1	0
15:30 - 15:35	0	0	0	0	1	0
15:35 - 15:40	1	0	0	0	0	0
15:40 - 15:45	1	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0
15:50 - 15:55	1	0	0	0	0	0
15:55 - 16:00	1	0	0	0	1	0
16:00 - 16:05	1	0	0	0	2	0
16:05 - 16:10	0	0	0	0	1	0
16:10 - 16:15	1	0	0	0	0	0
16:15 - 16:20	2	0	0	0	0	0
16:20 - 16:25	0	0	0	0	2	0
16:25 - 16:30	1	0	0	0	1	0
16:30 - 16:35	1	0	0	0	1	0
16:35 - 16:40	1	0	0	0	0	0
16:40 - 16:45	1	0	0	0	0	0
16:45 - 16:50	1	0	0	0	1	0
16:50 - 16:55	0	0	0	0	0	0
16:55 - 17:00	1	0	0	0	0	0
17:00 - 17:05	2	0	0	0	0	0
17:05 - 17:10	1	0	0	0	1	0
17:10 - 17:15	1	0	0	0	0	0
17:15 - 17:20	0	0	0	0	0	0
17:20 - 17:25	1	0	0	0	2	0
17:25 - 17:30	1	0	0	0	1	0
17:30 - 17:35	1	0	1	0	0	0
17:35 - 17:40	0	0	0	0	0	0
17:40 - 17:45	1	0	0	0	0	0
17:45 - 17:50	1	0	0	0	0	1
17:50 - 17:55	1	0	0	0	0	0
17:55 - 18:00	1	0	0	0	0	0
18:00 - 18:05	1	0	0	0	0	0
18:05 - 18:10	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0
18:15 - 18:20	1	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	1
18:30 - 18:35	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0
18:40 - 18:45	1	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0
18:50 - 18:55	1	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) Chambers Lane / B - Bryn Road / C - (South) Chambers Lane

Approach: A - (North) Chambers Lane

	A to B									A to C									A to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	7	1	0	0	1	1	0	10.2	10	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	10	1	0	0	0	1	0	11.2	12	6	0	0	0	1	0	0	8.0	7	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	11	1	0	0	0	0	1	12.4	13	5	0	2	0	1	0	0	10.0	8	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	15	5	0	0	1	0	0	22.0	21	12	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	**43**	**8**	**0**	**0**	**2**	**2**	**1**	**55**	**56**	**26**	**2**	**2**	**0**	**2**	**0**	**0**	**35**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	19	4	0	0	0	0	0	23.0	23	19	2	0	0	0	1	0	21.2	22	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	28	2	0	0	1	1	0	32.2	32	21	2	1	0	0	0	0	24.5	24	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	45	0	0	0	1	0	0	47.0	46	14	6	1	0	0	0	0	21.5	21	2	0	0	0	0	0	0	2.0	2
08:45 - 09:00	37	2	1	0	1	0	0	42.5	41	16	2	0	0	1	0	0	20.0	19	0	0	0	0	0	0	0	0.0	0
Hourly Total	**129**	**8**	**1**	**0**	**3**	**1**	**0**	**145**	**142**	**70**	**12**	**2**	**0**	**1**	**1**	**0**	**87**	**86**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
09:00 - 09:15	18	2	0	0	0	1	0	20.2	21	13	3	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	10	2	0	0	1	0	0	14.0	13	8	2	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	9	2	1	0	0	0	0	12.5	12	7	0	0	0	0	0	1	7.4	8	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	7	2	0	0	1	0	0	11.0	10	10	5	0	0	1	0	0	17.0	16	0	0	0	0	0	0	0	0.0	0
Hourly Total	**44**	**8**	**1**	**0**	**2**	**1**	**0**	**58**	**56**	**38**	**10**	**0**	**0**	**1**	**0**	**1**	**50**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**216**	**24**	**2**	**0**	**7**	**4**	**1**	**258**	**254**	**134**	**24**	**4**	**0**	**4**	**1**	**1**	**172**	**168**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
14:30 - 14:45	28	1	0	0	1	0	1	31.4	31	27	2	1	0	0	1	0	30.7	31	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	42	1	0	0	1	0	0	45.0	44	18	0	1	0	0	1	0	19.7	20	0	0	0	0	0	0	0	0.0	0
Hourly Total	**70**	**2**	**0**	**0**	**2**	**0**	**1**	**76**	**75**	**45**	**2**	**2**	**0**	**0**	**2**	**0**	**50**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	31	0	0	0	0	0	0	31.0	31	21	2	0	0	1	1	0	25.2	25	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	30	0	0	0	2	1	0	34.2	33	23	5	0	0	1	0	0	30.0	29	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	25	1	0	0	1	4	0	28.8	31	10	1	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	9	2	0	0	0	0	0	11.0	11	13	2	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
Hourly Total	**95**	**3**	**0**	**0**	**3**	**5**	**0**	**105**	**106**	**67**	**10**	**0**	**0**	**2**	**1**	**0**	**81**	**80**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	17	1	0	0	1	0	0	20.0	19	31	4	0	0	2	1	0	39.2	38	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	21	4	0	0	0	1	0	25.2	26	31	3	0	0	0	0	0	34.0	34	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	25	3	0	0	1	0	0	30.0	29	32	2	0	0	1	0	0	36.0	35	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	21	3	0	0	0	1	0	24.2	25	14	3	1	0	0	0	0	18.5	18	0	0	0	0	0	0	0	0.0	0
Hourly Total	**84**	**11**	**0**	**0**	**2**	**2**	**0**	**99**	**99**	**108**	**12**	**1**	**0**	**3**	**1**	**0**	**128**	**125**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
17:00 - 17:15	19	4	0	0	1	0	0	25.0	24	14	3	1	0	1	0	0	20.5	19	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	26	1	0	0	0	1	0	27.2	28	22	6	0	0	0	0	1	28.4	29	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	22	0	0	0	1	0	0	24.0	23	19	1	0	0	0	2	0	20.4	22	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	23	4	0	0	0	1	0	27.2	28	17	0	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
Hourly Total	**90**	**9**	**0**	**0**	**2**	**2**	**0**	**103**	**103**	**72**	**10**	**1**	**0**	**1**	**2**	**1**	**86**	**87**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	17	1	0	0	1	0	0	20.0	19	16	2	0	0	1	0	0	20.0	19	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	8	1	0	0	0	0	0	9.0	9	19	1	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	14	2	0	0	0	0	1	16.4	17	10	2	0	0	1	1	0	14.2	14	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	17	0	0	0	0	0	1	17.4	18	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
Hourly Total	**56**	**4**	**0**	**0**	**1**	**0**	**2**	**63**	**63**	**55**	**5**	**0**	**0**	**2**	**1**	**0**	**64**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**395**	**29**	**0**	**0**	**10**	**9**	**3**	**446**	**446**	**347**	**39**	**4**	**0**	**8**	**7**	**1**	**409**	**406**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	10	2	0	0	1	1	0	**14.2**	**14**	12	1	0	0	0	0	0	**13.0**	**13**
07:15 - 07:30	16	1	0	0	1	1	0	**19.2**	**19**	13	9	1	0	2	1	0	**27.7**	**26**
07:30 - 07:45	16	1	2	0	1	0	1	**22.4**	**21**	27	3	0	0	0	0	0	**30.0**	**30**
07:45 - 08:00	27	6	0	0	1	0	0	**35.0**	**34**	28	10	2	0	1	0	0	**43.0**	**41**
Hourly Total	**69**	**10**	**2**	**0**	**4**	**2**	**1**	**90**	**88**	**80**	**23**	**3**	**0**	**3**	**1**	**0**	**114**	**110**
08:00 - 08:15	38	6	0	0	0	1	0	**44.2**	**45**	29	3	0	0	1	0	0	**34.0**	**33**
08:15 - 08:30	49	4	1	0	1	1	0	**56.7**	**56**	32	2	0	0	4	0	0	**42.0**	**38**
08:30 - 08:45	61	6	1	0	1	0	0	**70.5**	**69**	57	4	1	0	3	0	0	**68.5**	**65**
08:45 - 09:00	53	4	1	0	2	0	0	**62.5**	**60**	65	6	0	0	0	0	0	**71.0**	**71**
Hourly Total	**201**	**20**	**3**	**0**	**4**	**2**	**0**	**234**	**230**	**183**	**15**	**1**	**0**	**8**	**0**	**0**	**216**	**207**
09:00 - 09:15	31	5	0	0	0	1	0	**36.2**	**37**	49	8	0	0	1	0	0	**59.0**	**58**
09:15 - 09:30	18	4	0	0	1	0	0	**24.0**	**23**	37	7	3	0	1	1	1	**51.1**	**50**
09:30 - 09:45	16	2	1	0	0	0	1	**19.9**	**20**	22	4	0	0	1	0	0	**28.0**	**27**
09:45 - 10:00	17	7	0	0	2	0	0	**28.0**	**26**	23	5	1	0	0	0	0	**29.5**	**29**
Hourly Total	**82**	**18**	**1**	**0**	**3**	**1**	**1**	**108**	**106**	**131**	**24**	**4**	**0**	**3**	**1**	**1**	**167**	**164**
Session Total	**352**	**48**	**6**	**0**	**11**	**5**	**2**	**432**	**424**	**394**	**62**	**8**	**0**	**14**	**2**	**1**	**497**	**481**
14:30 - 14:45	55	3	1	0	1	1	1	**62.1**	**62**	20	5	1	0	2	1	0	**30.7**	**29**
14:45 - 15:00	60	1	1	0	1	1	0	**64.7**	**64**	47	4	0	0	0	0	0	**51.0**	**51**
Hourly Total	**115**	**4**	**2**	**0**	**2**	**2**	**1**	**126**	**126**	**67**	**9**	**1**	**0**	**2**	**1**	**0**	**82**	**80**
15:00 - 15:15	52	2	0	0	1	1	0	**56.2**	**56**	64	5	1	0	2	1	0	**74.7**	**73**
15:15 - 15:30	53	5	0	0	3	1	0	**64.2**	**62**	41	4	0	0	0	1	0	**45.2**	**46**
15:30 - 15:45	35	2	0	0	1	4	0	**39.8**	**42**	44	6	1	0	1	0	0	**53.5**	**52**
15:45 - 16:00	22	4	0	0	0	0	0	**26.0**	**26**	36	4	1	0	1	1	0	**43.7**	**43**
Hourly Total	**162**	**13**	**0**	**0**	**5**	**6**	**0**	**186**	**186**	**185**	**19**	**3**	**0**	**4**	**3**	**0**	**218**	**214**
16:00 - 16:15	48	5	0	0	3	1	0	**59.2**	**57**	28	7	0	0	1	1	0	**37.2**	**37**
16:15 - 16:30	53	7	0	0	0	1	0	**60.2**	**61**	27	0	0	0	0	0	0	**27.0**	**27**
16:30 - 16:45	57	5	0	0	2	0	0	**66.0**	**64**	44	5	1	0	0	0	0	**50.5**	**50**
16:45 - 17:00	35	6	1	0	0	1	0	**42.7**	**43**	30	3	0	0	2	2	0	**37.4**	**37**
Hourly Total	**193**	**23**	**1**	**0**	**5**	**3**	**0**	**229**	**225**	**129**	**15**	**1**	**0**	**3**	**3**	**0**	**153**	**151**
17:00 - 17:15	33	7	1	0	2	0	0	**45.5**	**43**	28	7	0	0	1	1	0	**37.2**	**37**
17:15 - 17:30	48	7	0	0	0	1	1	**55.6**	**57**	34	1	0	0	1	1	0	**37.2**	**37**
17:30 - 17:45	41	1	0	0	1	2	0	**44.4**	**45**	32	3	0	0	0	0	1	**35.4**	**36**
17:45 - 18:00	40	4	0	0	0	1	0	**44.2**	**45**	28	2	1	0	2	1	0	**35.7**	**34**
Hourly Total	**162**	**19**	**1**	**0**	**3**	**4**	**1**	**190**	**190**	**122**	**13**	**1**	**0**	**4**	**3**	**1**	**146**	**144**
18:00 - 18:15	33	3	0	0	2	0	0	**40.0**	**38**	27	1	0	0	0	0	0	**28.0**	**28**
18:15 - 18:30	27	2	0	0	0	0	0	**29.0**	**29**	25	5	0	0	1	0	1	**32.4**	**32**
18:30 - 18:45	24	4	0	0	1	1	1	**30.6**	**31**	25	3	0	0	0	1	1	**28.6**	**30**
18:45 - 19:00	27	0	0	0	0	0	1	**27.4**	**28**	18	0	0	0	2	0	0	**22.0**	**20**
Hourly Total	**111**	**9**	**0**	**0**	**3**	**1**	**2**	**127**	**126**	**95**	**9**	**0**	**0**	**3**	**1**	**2**	**111**	**110**
Session Total	**743**	**68**	**4**	**0**	**18**	**16**	**4**	**858**	**853**	**598**	**65**	**6**	**0**	**16**	**11**	**3**	**710**	**699**

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) Chambers Lane / B - Bryn Road / C - (South) Chambers Lane

Approach: B - Bryn Road

	B to C									B to A									B to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	2	0	0	0	0	0	0	2.0	2	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	4	0	0	0	0	0	0	4.0	4	5	3	0	0	1	1	0	10.2	10	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	5	1	0	0	0	0	0	6.0	6	13	0	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	8	0	0	0	0	1	0	8.2	9	13	4	2	0	1	0	0	22.0	20	0	0	0	0	0	0	0	0.0	0
Hourly Total	**19**	**1**	**0**	**0**	**0**	**1**	**0**	**20**	**21**	**36**	**8**	**2**	**0**	**2**	**1**	**0**	**51**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	7	3	0	0	0	0	0	10.0	10	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	11	0	0	0	0	0	0	11.0	11	17	0	0	0	1	0	0	19.0	18	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	24	0	0	0	0	0	0	24.0	24	39	2	0	0	3	0	0	47.0	44	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	23	1	0	0	0	0	0	24.0	24	42	4	0	0	0	0	0	46.0	46	0	0	0	0	0	0	0	0.0	0
Hourly Total	**65**	**4**	**0**	**0**	**0**	**0**	**0**	**69**	**69**	**105**	**7**	**0**	**0**	**4**	**0**	**0**	**120**	**116**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	4	3	0	0	0	0	0	7.0	7	29	3	0	0	1	0	0	34.0	33	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	10	1	0	0	0	0	0	11.0	11	16	5	1	0	1	0	0	24.5	23	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	4	1	0	0	0	0	0	5.0	5	14	3	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	6	0	0	0	0	0	0	6.0	6	11	2	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	**24**	**5**	**0**	**0**	**0**	**0**	**0**	**29**	**29**	**70**	**13**	**1**	**0**	**2**	**0**	**0**	**89**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**108**	**10**	**0**	**0**	**0**	**1**	**0**	**118**	**119**	**211**	**28**	**3**	**0**	**8**	**1**	**0**	**260**	**251**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:30 - 14:45	4	0	1	0	0	0	0	5.5	5	11	2	0	0	1	0	0	15.0	14	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	8	0	0	0	0	0	0	8.0	8	29	3	0	0	0	0	0	32.0	32	0	0	0	0	0	0	0	0.0	0
Hourly Total	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**14**	**13**	**40**	**5**	**0**	**0**	**1**	**0**	**0**	**47**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	20	0	0	0	0	0	0	20.0	20	47	2	0	0	2	0	0	53.0	51	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	13	1	0	0	0	0	0	14.0	14	28	3	0	0	0	1	0	31.2	32	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	10	2	0	0	0	0	0	12.0	12	23	2	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	8	2	0	0	0	0	0	10.0	10	21	2	0	0	1	0	0	25.0	24	0	0	0	0	0	0	0	0.0	0
Hourly Total	**51**	**5**	**0**	**0**	**0**	**0**	**0**	**56**	**56**	**119**	**9**	**0**	**0**	**3**	**1**	**0**	**134**	**132**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	11	0	0	0	0	0	0	11.0	11	16	3	0	0	1	1	0	21.2	21	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	11	1	0	0	0	0	0	12.0	12	14	0	0	0	0	0	0	14.0	14	0	1	0	0	0	0	0	1.0	1
16:30 - 16:45	14	0	0	0	0	0	0	14.0	14	28	2	0	0	0	0	0	30.0	30	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	12	0	0	0	0	0	2	12.8	14	14	2	0	0	1	1	0	18.2	18	0	0	0	0	0	0	0	0.0	0
Hourly Total	**48**	**1**	**0**	**0**	**0**	**0**	**2**	**50**	**51**	**72**	**7**	**0**	**0**	**2**	**2**	**0**	**83**	**83**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
17:00 - 17:15	12	3	2	0	0	1	0	18.2	18	15	3	0	0	0	1	0	18.2	19	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	4	0	0	0	0	1	1	4.6	6	13	0	0	0	1	0	0	15.0	14	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	5	0	0	0	0	0	0	5.0	5	15	0	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	9	3	0	0	0	1	0	12.2	13	20	2	0	0	1	1	0	24.2	24	0	0	0	0	0	0	0	0.0	0
Hourly Total	**30**	**6**	**2**	**0**	**0**	**3**	**1**	**40**	**42**	**63**	**5**	**0**	**0**	**2**	**2**	**0**	**72**	**72**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	9	3	0	0	0	0	0	12.0	12	17	0	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	4	0	0	0	0	0	0	4.0	4	11	2	0	0	1	0	0	15.0	14	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	4	1	0	0	0	0	0	5.0	5	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	4	0	0	0	0	0	0	4.0	4	15	0	0	0	1	0	0	17.0	16	0	0	0	0	0	0	0	0.0	0
Hourly Total	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**25**	**25**	**51**	**2**	**0**	**0**	**2**	**0**	**0**	**57**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**162**	**16**	**3**	**0**	**0**	**3**	**3**	**185**	**187**	**345**	**28**	**0**	**0**	**10**	**5**	**0**	**393**	**388**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	7	1	0	0	0	0	0	8.0	8	9	1	0	0	1	1	0	12.2	12
07:15 - 07:30	9	3	0	0	1	1	0	14.2	14	15	1	1	0	0	1	0	17.7	18
07:30 - 07:45	18	1	0	0	0	0	0	19.0	19	17	3	1	0	0	0	1	21.9	22
07:45 - 08:00	21	4	2	0	1	1	0	30.2	29	22	5	0	0	1	0	0	29.0	28
Hourly Total	**55**	**9**	**2**	**0**	**2**	**2**	**0**	**71**	**70**	**63**	**10**	**2**	**0**	**2**	**2**	**1**	**80**	**80**
08:00 - 08:15	14	4	0	0	0	0	0	18.0	18	30	12	0	0	0	0	0	42.0	42
08:15 - 08:30	28	0	0	0	1	0	0	30.0	29	38	4	0	0	1	1	0	44.2	44
08:30 - 08:45	63	2	0	0	3	0	0	71.0	68	70	0	1	0	1	0	0	73.5	72
08:45 - 09:00	65	5	0	0	0	0	0	70.0	70	60	2	1	0	1	0	0	65.5	64
Hourly Total	**170**	**11**	**0**	**0**	**4**	**0**	**0**	**189**	**185**	**198**	**18**	**2**	**0**	**3**	**1**	**0**	**225**	**222**
09:00 - 09:15	33	6	0	0	1	0	0	41.0	40	36	2	0	0	0	1	0	38.2	39
09:15 - 09:30	26	6	1	0	1	0	0	35.5	34	16	3	0	0	1	0	0	21.0	20
09:30 - 09:45	18	4	0	0	0	0	0	22.0	22	12	2	1	0	0	0	0	15.5	15
09:45 - 10:00	17	2	0	0	0	0	0	19.0	19	14	3	0	0	1	0	0	19.0	18
Hourly Total	**94**	**18**	**1**	**0**	**2**	**0**	**0**	**118**	**115**	**78**	**10**	**1**	**0**	**2**	**1**	**0**	**94**	**92**
Session Total	**319**	**38**	**3**	**0**	**8**	**2**	**0**	**378**	**370**	**339**	**38**	**5**	**0**	**7**	**4**	**1**	**399**	**394**
14:30 - 14:45	15	2	1	0	1	0	0	20.5	19	34	2	0	0	1	0	1	38.4	38
14:45 - 15:00	37	3	0	0	0	0	0	40.0	40	52	3	0	0	1	0	1	57.4	57
Hourly Total	**52**	**5**	**1**	**0**	**1**	**0**	**0**	**61**	**59**	**86**	**5**	**0**	**0**	**2**	**0**	**2**	**96**	**95**
15:00 - 15:15	67	2	0	0	2	0	0	73.0	71	53	0	0	0	0	0	0	53.0	53
15:15 - 15:30	41	4	0	0	0	1	0	45.2	46	39	0	0	0	2	1	0	43.2	42
15:30 - 15:45	33	4	0	0	0	0	0	37.0	37	29	2	0	0	1	4	0	33.8	36
15:45 - 16:00	29	4	0	0	1	0	0	35.0	34	16	3	0	0	0	0	0	19.0	19
Hourly Total	**170**	**14**	**0**	**0**	**3**	**1**	**0**	**190**	**188**	**137**	**5**	**0**	**0**	**3**	**5**	**0**	**149**	**150**
16:00 - 16:15	27	3	0	0	1	1	0	32.2	32	23	2	0	0	1	0	0	27.0	26
16:15 - 16:30	25	2	0	0	0	0	0	27.0	27	25	5	0	0	0	1	0	30.2	31
16:30 - 16:45	42	2	0	0	0	0	0	44.0	44	30	5	0	0	1	0	0	37.0	36
16:45 - 17:00	26	2	0	0	1	1	2	31.0	32	31	3	0	0	0	1	0	34.2	35
Hourly Total	**120**	**9**	**0**	**0**	**2**	**2**	**2**	**134**	**135**	**109**	**15**	**0**	**0**	**2**	**2**	**0**	**128**	**128**
17:00 - 17:15	27	6	2	0	0	2	0	36.4	37	25	4	0	0	1	0	0	31.0	30
17:15 - 17:30	17	0	0	0	1	1	1	19.6	20	35	2	1	0	0	1	0	38.7	39
17:30 - 17:45	20	0	0	0	0	0	0	20.0	20	28	0	0	0	1	2	0	30.4	31
17:45 - 18:00	29	5	0	0	1	2	0	36.4	37	32	5	0	0	0	1	0	37.2	38
Hourly Total	**93**	**11**	**2**	**0**	**2**	**5**	**1**	**112**	**114**	**120**	**11**	**1**	**0**	**2**	**4**	**0**	**138**	**138**
18:00 - 18:15	26	3	0	0	0	0	0	29.0	29	23	1	0	0	1	0	0	26.0	25
18:15 - 18:30	15	2	0	0	1	0	0	19.0	18	14	2	0	0	0	0	0	16.0	16
18:30 - 18:45	12	1	0	0	0	0	0	13.0	13	18	2	0	0	0	0	1	20.4	21
18:45 - 19:00	19	0	0	0	1	0	0	21.0	20	25	0	0	0	0	0	1	25.4	26
Hourly Total	**72**	**6**	**0**	**0**	**2**	**0**	**0**	**82**	**80**	**80**	**5**	**0**	**0**	**1**	**0**	**2**	**88**	**88**
Session Total	**507**	**45**	**3**	**0**	**10**	**8**	**3**	**579**	**576**	**532**	**41**	**1**	**0**	**10**	**11**	**4**	**599**	**599**

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) Chambers Lane / B - Bryn Road / C - (South) Chambers Lane

Approach: C - (South) Chambers Lane

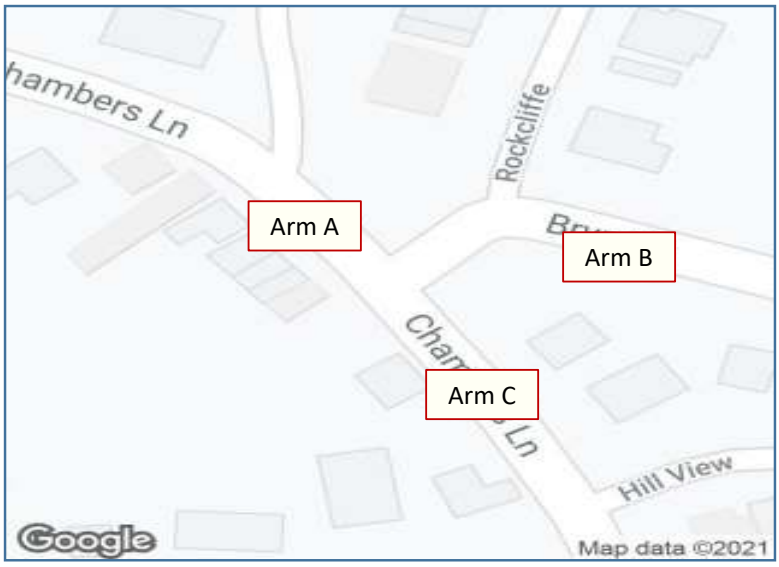
	C to A									C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	7	0	0	0	0	0	0	7.0	7	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	8	6	1	0	1	0	0	17.5	16	5	0	1	0	0	0	0	6.5	6	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	14	3	0	0	0	0	0	17.0	17	6	2	1	0	0	0	0	9.5	9	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	15	6	0	0	0	0	0	21.0	21	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
Hourly Total	**44**	**15**	**1**	**0**	**1**	**0**	**0**	**63**	**61**	**20**	**2**	**2**	**0**	**0**	**0**	**0**	**25**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	22	2	0	0	1	0	0	26.0	25	11	8	0	0	0	0	0	19.0	19	0	0	0	1	0	0	0	2.3	1
08:15 - 08:30	15	2	0	0	3	0	0	23.0	20	10	2	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	16	2	1	0	0	0	0	19.5	19	25	0	1	0	0	0	0	26.5	26	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	23	2	0	0	0	0	0	25.0	25	23	0	0	0	0	0	0	23.0	23	0	0	0	0	0	0	0	0.0	0
Hourly Total	**76**	**8**	**1**	**0**	**4**	**0**	**0**	**94**	**89**	**69**	**10**	**1**	**0**	**0**	**0**	**0**	**81**	**80**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1**
09:00 - 09:15	20	5	0	0	0	0	0	25.0	25	18	0	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	21	2	2	0	0	1	1	26.6	27	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	8	1	0	0	1	0	0	11.0	10	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	12	3	1	0	0	0	0	16.5	16	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	**61**	**11**	**3**	**0**	**1**	**1**	**1**	**79**	**78**	**34**	**2**	**0**	**0**	**0**	**0**	**0**	**36**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**181**	**34**	**5**	**0**	**6**	**1**	**1**	**236**	**228**	**123**	**14**	**3**	**0**	**0**	**0**	**0**	**142**	**140**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1**
14:30 - 14:45	9	3	1	0	1	1	0	15.7	15	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	18	1	0	0	0	0	0	19.0	19	10	2	0	0	0	0	1	12.4	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	**27**	**4**	**1**	**0**	**1**	**1**	**0**	**35**	**34**	**16**	**3**	**0**	**0**	**0**	**0**	**1**	**19**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	17	3	1	0	0	1	0	21.7	22	22	0	0	0	0	0	0	22.0	22	2	0	0	0	0	0	0	2.0	2
15:15 - 15:30	13	1	0	0	0	0	0	14.0	14	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	21	4	1	0	1	0	0	28.5	27	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	15	2	1	0	0	1	0	18.7	19	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	**66**	**10**	**3**	**0**	**1**	**2**	**0**	**83**	**82**	**42**	**2**	**0**	**0**	**0**	**0**	**0**	**44**	**44**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
16:00 - 16:15	12	4	0	0	0	0	0	16.0	16	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	12	0	0	0	0	0	0	12.0	12	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	16	3	1	0	0	0	0	20.5	20	5	2	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	16	1	0	0	1	1	0	19.2	19	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
Hourly Total	**56**	**8**	**1**	**0**	**1**	**1**	**0**	**68**	**67**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**28**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	13	4	0	0	1	0	0	19.0	18	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	21	1	0	0	0	1	0	22.2	23	9	1	1	0	0	0	0	11.5	11	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	17	3	0	0	0	0	1	20.4	21	6	0	0	0	0	2	0	6.4	8	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	8	0	1	0	1	0	0	11.5	10	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
Hourly Total	**59**	**8**	**1**	**0**	**2**	**1**	**1**	**73**	**72**	**30**	**2**	**1**	**0**	**0**	**2**	**0**	**34**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	10	1	0	0	0	0	0	11.0	11	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	14	3	0	0	0	0	1	17.4	18	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	17	3	0	0	0	1	1	20.6	22	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	3	0	0	0	1	0	0	5.0	4	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	**44**	**7**	**0**	**0**	**1**	**1**	**2**	**54**	**55**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**25**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**252**	**37**	**6**	**0**	**6**	**6**	**3**	**313**	**310**	**137**	**11**	**1**	**0**	**0**	**2**	**1**	**150**	**152**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	9	0	0	0	0	0	0	**9.0**	**9**	5	1	0	0	0	0	0	**6.0**	**6**
07:15 - 07:30	13	6	2	0	1	0	0	**24.0**	**22**	10	0	0	0	1	0	0	**12.0**	**11**
07:30 - 07:45	20	5	1	0	0	0	0	**26.5**	**26**	10	1	2	0	1	0	0	**16.0**	**14**
07:45 - 08:00	22	6	0	0	0	0	0	**28.0**	**28**	20	1	0	0	0	1	0	**21.2**	**22**
Hourly Total	**64**	**17**	**3**	**0**	**1**	**0**	**0**	**88**	**85**	**45**	**3**	**2**	**0**	**2**	**1**	**0**	**55**	**53**
08:00 - 08:15	33	10	0	1	1	0	0	**47.3**	**45**	26	5	0	1	0	1	0	**33.5**	**33**
08:15 - 08:30	25	4	0	0	3	0	0	**35.0**	**32**	32	2	1	0	0	0	0	**35.5**	**35**
08:30 - 08:45	41	2	2	0	0	0	0	**46.0**	**45**	38	6	1	0	0	0	0	**45.5**	**45**
08:45 - 09:00	46	2	0	0	0	0	0	**48.0**	**48**	39	3	0	0	1	0	0	**44.0**	**43**
Hourly Total	**145**	**18**	**2**	**1**	**4**	**0**	**0**	**176**	**170**	**135**	**16**	**2**	**1**	**1**	**1**	**0**	**158**	**156**
09:00 - 09:15	38	5	0	0	0	0	0	**43.0**	**43**	17	6	0	0	0	0	0	**23.0**	**23**
09:15 - 09:30	27	3	2	0	0	1	1	**33.6**	**34**	18	3	0	0	0	0	0	**21.0**	**21**
09:30 - 09:45	11	1	0	0	1	0	0	**14.0**	**13**	11	1	0	0	0	0	1	**12.4**	**13**
09:45 - 10:00	19	4	1	0	0	0	0	**24.5**	**24**	16	5	0	0	1	0	0	**23.0**	**22**
Hourly Total	**95**	**13**	**3**	**0**	**1**	**1**	**1**	**115**	**114**	**62**	**15**	**0**	**0**	**1**	**0**	**1**	**79**	**79**
Session Total	**304**	**48**	**8**	**1**	**6**	**1**	**1**	**379**	**369**	**242**	**34**	**4**	**1**	**4**	**2**	**1**	**292**	**288**
14:30 - 14:45	15	4	1	0	1	1	0	**22.7**	**22**	31	2	2	0	0	1	0	**36.2**	**36**
14:45 - 15:00	28	3	0	0	0	0	1	**31.4**	**32**	26	0	1	0	0	1	0	**27.7**	**28**
Hourly Total	**43**	**7**	**1**	**0**	**1**	**1**	**1**	**54**	**54**	**57**	**2**	**3**	**0**	**0**	**2**	**0**	**64**	**64**
15:00 - 15:15	41	3	1	0	0	1	0	**45.7**	**46**	43	2	0	0	1	1	0	**47.2**	**47**
15:15 - 15:30	22	1	0	0	0	0	0	**23.0**	**23**	36	6	0	0	1	0	0	**44.0**	**43**
15:30 - 15:45	25	5	1	0	1	0	0	**33.5**	**32**	20	3	0	0	0	0	0	**23.0**	**23**
15:45 - 16:00	22	3	1	0	0	1	0	**26.7**	**27**	21	4	0	0	0	0	0	**25.0**	**25**
Hourly Total	**110**	**12**	**3**	**0**	**1**	**2**	**0**	**129**	**128**	**120**	**15**	**0**	**0**	**2**	**1**	**0**	**139**	**138**
16:00 - 16:15	18	5	0	0	0	0	0	**23.0**	**23**	42	4	0	0	2	1	0	**50.2**	**49**
16:15 - 16:30	16	0	0	0	0	0	0	**16.0**	**16**	42	4	0	0	0	0	0	**46.0**	**46**
16:30 - 16:45	21	5	1	0	0	0	0	**27.5**	**27**	46	2	0	0	1	0	0	**50.0**	**49**
16:45 - 17:00	26	1	0	0	1	1	0	**29.2**	**29**	26	3	1	0	0	0	2	**31.3**	**32**
Hourly Total	**81**	**11**	**1**	**0**	**1**	**1**	**0**	**96**	**95**	**156**	**13**	**1**	**0**	**3**	**1**	**2**	**178**	**176**
17:00 - 17:15	19	4	0	0	1	0	0	**25.0**	**24**	26	6	3	0	1	1	0	**38.7**	**37**
17:15 - 17:30	30	2	1	0	0	1	0	**33.7**	**34**	26	6	0	0	0	1	2	**33.0**	**35**
17:30 - 17:45	23	3	0	0	0	2	1	**26.8**	**29**	24	1	0	0	0	2	0	**25.4**	**27**
17:45 - 18:00	17	1	1	0	1	0	0	**21.5**	**20**	26	3	0	0	0	1	0	**29.2**	**30**
Hourly Total	**89**	**10**	**2**	**0**	**2**	**3**	**1**	**107**	**107**	**102**	**16**	**3**	**0**	**1**	**5**	**2**	**127**	**129**
18:00 - 18:15	16	1	0	0	0	0	0	**17.0**	**17**	25	5	0	0	1	0	0	**32.0**	**31**
18:15 - 18:30	20	4	0	0	0	0	1	**24.4**	**25**	23	1	0	0	0	0	0	**24.0**	**24**
18:30 - 18:45	21	3	0	0	0	1	1	**24.6**	**26**	14	3	0	0	1	1	0	**19.2**	**19**
18:45 - 19:00	11	0	0	0	1	0	0	**13.0**	**12**	14	0	0	0	0	0	0	**14.0**	**14**
Hourly Total	**68**	**8**	**0**	**0**	**1**	**1**	**2**	**79**	**80**	**76**	**9**	**0**	**0**	**2**	**1**	**0**	**89**	**88**
Session Total	**391**	**48**	**7**	**0**	**6**	**8**	**4**	**465**	**464**	**511**	**55**	**7**	**0**	**8**	**10**	**4**	**597**	**595**

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: **A - (North) Chambers Lane / B - Bryn Road / C - (South) Chambers Lane**



Matrix Totals:	**Counts**	
Show single Session:	**No**	
	07:00 to 10:00	
Custom Start / End:	**07:00**	**19:00**
Show Peak Times:	**No**	

Arm Destination

Arm Origin	A	B	C	Total	% Total
A	3	700	574	**1277**	**100.00%**
B	639	1	306	**946**	**100.00%**
C	538	292	3	**833**	**100.00%**
Total	**1180**	**993**	**883**		
% Total	**100.00%**	**100.00%**	**100.00%**		

Classifications	Include
CAR	**Yes**

LGV	**Yes**
OGV1	**Yes**
OGV2	**Yes**
BUS	**Yes**
P/CYCLE	**Yes**
M/CYCLE	**Yes**

Bryn-y-Baal - Queue Length Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) Chambers Lane / B - Bryn Road / C - (South) Chambers Lane

	A - (North) Chambers Lane	B - Bryn Road		C - (South) Chambers Lane
	Lane 1	Lane 1	Lane 2	Lane 1
Survey Period	**MAX**	**MAX**	**MAX**	**MAX**
07:00 - 07:05	0	0	1	0
07:05 - 07:10	0	0	1	0
07:10 - 07:15	0	0	0	0
07:15 - 07:20	0	0	1	1
07:20 - 07:25	0	0	2	0
07:25 - 07:30	0	0	3	0
07:30 - 07:35	0	0	1	0
07:35 - 07:40	0	0	2	1
07:40 - 07:45	0	0	1	0
07:45 - 07:50	0	0	1	2
07:50 - 07:55	0	0	3	1
07:55 - 08:00	0	1	1	0
08:00 - 08:05	0	0	1	3
08:05 - 08:10	0	0	1	4
08:10 - 08:15	0	0	1	0
08:15 - 08:20	0	0	1	2
08:20 - 08:25	0	0	1	3
08:25 - 08:30	0	1	2	1
08:30 - 08:35	0	1	2	1
08:35 - 08:40	0	1	2	3
08:40 - 08:45	0	0	1	0
08:45 - 08:50	0	1	6	4

08:50 - 08:55	1	1	2	3
08:55 - 09:00	0	0	2	0
09:00 - 09:05	0	0	3	1
09:05 - 09:10	0	0	2	0
09:10 - 09:15	0	0	2	1
09:15 - 09:20	0	0	2	0
09:20 - 09:25	0	0	2	0
09:25 - 09:30	0	0	4	0
09:30 - 09:35	0	0	2	0
09:35 - 09:40	0	0	1	0
09:40 - 09:45	0	0	1	0
09:45 - 09:50	0	0	0	0
09:50 - 09:55	0	0	1	1
09:55 - 10:00	0	1	1	0
14:30 - 14:35	0	0	1	0
14:35 - 14:40	0	0	2	0
14:40 - 14:45	0	0	2	1
14:45 - 14:50	0	0	1	1
14:50 - 14:55	0	0	2	0
14:55 - 15:00	0	0	4	0
15:00 - 15:05	3	1	3	2
15:05 - 15:10	0	1	7	4
15:10 - 15:15	0	0	1	1
15:15 - 15:20	0	0	2	0
15:20 - 15:25	0	1	1	0
15:25 - 15:30	0	0	2	0
15:30 - 15:35	0	0	2	0
15:35 - 15:40	0	0	2	1
15:40 - 15:45	0	0	1	0
15:45 - 15:50	0	0	2	0
15:50 - 15:55	0	0	1	0
15:55 - 16:00	0	0	2	0
16:00 - 16:05	0	0	1	1
16:05 - 16:10	0	0	2	0

16:10 - 16:15	0	0	4	0
16:15 - 16:20	0	0	2	0
16:20 - 16:25	0	1	1	0
16:25 - 16:30	0	0	2	0
16:30 - 16:35	0	1	4	0
16:35 - 16:40	0	0	1	2
16:40 - 16:45	0	2	4	2
16:45 - 16:50	0	0	1	1
16:50 - 16:55	0	1	2	1
16:55 - 17:00	0	0	1	0
17:00 - 17:05	0	0	1	0
17:05 - 17:10	0	1	1	3
17:10 - 17:15	0	0	2	0
17:15 - 17:20	0	0	1	3
17:20 - 17:25	0	0	2	0
17:25 - 17:30	0	0	1	0
17:30 - 17:35	0	0	1	0
17:35 - 17:40	0	0	1	0
17:40 - 17:45	0	0	1	0
17:45 - 17:50	0	0	2	0
17:50 - 17:55	0	0	2	1
17:55 - 18:00	0	0	2	0
18:00 - 18:05	0	0	2	0
18:05 - 18:10	0	0	1	0
18:10 - 18:15	0	0	1	0
18:15 - 18:20	0	0	2	2
18:20 - 18:25	0	0	1	1
18:25 - 18:30	0	0	1	0
18:30 - 18:35	0	0	0	0
18:35 - 18:40	0	0	0	1
18:40 - 18:45	0	0	2	0
18:45 - 18:50	0	0	1	1
18:50 - 18:55	0	0	1	0
18:55 - 19:00	0	0	1	0

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) Alltami Road / B - (South) Alltami Road / C - Bryn Road

Approach: A - (North) Alltami Road

	A to B									A to C									A to A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
07:00 - 07:15	1	0	0	0	0	0	0	**1.0**	**1**	1	0	0	0	0	0	0	**1.0**	**1**	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	3	1	1	0	0	0	0	**5.5**	**5**	4	2	0	0	0	0	0	**6.0**	**6**	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	1	2	0	0	0	0	0	**3.0**	**3**	7	1	1	0	0	0	0	**9.5**	**9**	0	0	0	0	0	0	0	**0.0**	**0**
07:45 - 08:00	5	0	0	0	0	0	0	**5.0**	**5**	6	1	1	0	0	0	0	**8.5**	**8**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**10**	**3**	**1**	**0**	**0**	**0**	**0**	**15**	**14**	**18**	**4**	**2**	**0**	**0**	**0**	**0**	**25**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	7	0	1	0	0	0	0	**8.5**	**8**	13	3	0	0	0	0	0	**16.0**	**16**	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	8	2	1	0	0	0	0	**11.5**	**11**	12	0	0	0	0	0	0	**12.0**	**12**	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	6	0	0	0	0	0	0	**6.0**	**6**	20	0	0	0	0	0	0	**20.0**	**20**	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	8	3	0	0	0	0	0	**11.0**	**11**	13	6	0	0	0	0	0	**19.0**	**19**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**29**	**5**	**2**	**0**	**0**	**0**	**0**	**37**	**36**	**58**	**9**	**0**	**0**	**0**	**0**	**0**	**67**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	4	0	0	0	0	0	0	**4.0**	**4**	8	3	0	0	0	0	0	**11.0**	**11**	0	0	0	0	0	0	0	**0.0**	**0**
09:15 - 09:30	5	3	1	0	0	0	0	**9.5**	**9**	4	1	0	0	0	0	0	**5.0**	**5**	0	0	0	0	0	0	0	**0.0**	**0**
09:30 - 09:45	2	0	1	0	0	0	0	**3.5**	**3**	2	1	0	0	0	0	0	**3.0**	**3**	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	5	0	0	0	0	0	0	**5.0**	**5**	5	2	0	0	0	0	0	**7.0**	**7**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**16**	**3**	**2**	**0**	**0**	**0**	**0**	**22**	**21**	**19**	**7**	**0**	**0**	**0**	**0**	**0**	**26**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**55**	**11**	**5**	**0**	**0**	**0**	**0**	**74**	**71**	**95**	**20**	**2**	**0**	**0**	**0**	**0**	**118**	**117**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:30 - 14:45	4	2	0	0	0	0	0	**6.0**	**6**	18	3	1	0	0	0	0	**22.5**	**22**	0	0	0	0	0	0	0	**0.0**	**0**
14:45 - 15:00	6	1	2	0	0	0	0	**10.0**	**9**	19	0	0	0	0	0	0	**19.0**	**19**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**10**	**3**	**2**	**0**	**0**	**0**	**0**	**16**	**15**	**37**	**3**	**1**	**0**	**0**	**0**	**0**	**42**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	3	1	0	0	0	1	0	**4.2**	**5**	22	2	0	0	0	1	0	**24.2**	**25**	0	0	0	0	0	0	0	**0.0**	**0**
15:15 - 15:30	5	2	0	0	0	1	0	**7.2**	**8**	11	1	0	0	0	0	0	**12.0**	**12**	0	0	0	0	0	0	0	**0.0**	**0**
15:30 - 15:45	6	0	0	0	0	0	0	**6.0**	**6**	10	1	0	0	0	0	0	**11.0**	**11**	0	0	0	0	0	0	0	**0.0**	**0**
15:45 - 16:00	7	0	0	0	0	0	0	**7.0**	**7**	16	4	0	0	0	0	0	**20.0**	**20**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**21**	**3**	**0**	**0**	**0**	**2**	**0**	**24**	**26**	**59**	**8**	**0**	**0**	**0**	**1**	**0**	**67**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	4	1	0	0	0	0	0	**5.0**	**5**	18	2	0	0	0	0	0	**20.0**	**20**	0	0	0	0	0	0	0	**0.0**	**0**
16:15 - 16:30	5	1	0	0	0	1	0	**6.2**	**7**	14	1	0	0	0	0	0	**15.0**	**15**	0	0	0	0	0	0	0	**0.0**	**0**
16:30 - 16:45	9	0	0	0	0	1	0	**9.2**	**10**	15	3	0	0	0	0	0	**18.0**	**18**	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	16	0	0	1	0	0	0	**18.3**	**17**	15	2	2	0	0	1	0	**20.2**	**20**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**34**	**2**	**0**	**1**	**0**	**2**	**0**	**38**	**39**	**62**	**8**	**2**	**0**	**0**	**1**	**0**	**73**	**73**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	11	1	0	0	0	1	0	**12.2**	**13**	35	8	0	0	0	0	0	**43.0**	**43**	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	14	0	0	0	0	1	1	**14.6**	**16**	20	1	0	0	0	0	0	**21.0**	**21**	0	0	0	0	0	0	0	**0.0**	**0**
17:30 - 17:45	10	1	0	0	0	0	0	**11.0**	**11**	12	3	0	0	0	0	0	**15.0**	**15**	0	0	0	0	0	0	0	**0.0**	**0**
17:45 - 18:00	9	1	0	0	0	1	0	**10.2**	**11**	21	2	0	0	0	1	0	**23.2**	**24**	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**44**	**3**	**0**	**0**	**0**	**3**	**1**	**48**	**51**	**88**	**14**	**0**	**0**	**0**	**1**	**0**	**102**	**103**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
18:00 - 18:15	10	2	0	0	0	0	0	**12.0**	**12**	14	0	0	0	0	0	0	**14.0**	**14**	0	0	0	0	0	0	0	**0.0**	**0**
18:15 - 18:30	6	2	0	0	0	1	0	**8.2**	**9**	18	0	0	0	0	0	0	**18.0**	**18**	0	0	0	0	0	0	0	**0.0**	**0**
18:30 - 18:45	5	1	0	0	0	0	0	**6.0**	**6**	15	0	0	0	0	0	0	**15.0**	**15**	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	7	0	0	0	0	0	0	**7.0**	**7**	4	0	0	0	0	0	0	**4.0**	**4**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**28**	**5**	**0**	**0**	**0**	**1**	**0**	**33**	**34**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**51**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**137**	**16**	**2**	**1**	**0**	**8**	**1**	**159**	**165**	**297**	**33**	**3**	**0**	**0**	**3**	**0**	**335**	**336**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	2	0	0	0	0	0	0	2.0	2	16	6	0	0	0	0	0	22.0	22
07:15 - 07:30	7	3	1	0	0	0	0	11.5	11	30	2	0	0	0	1	0	32.2	33
07:30 - 07:45	8	3	1	0	0	0	0	12.5	12	34	5	1	0	0	0	0	40.5	40
07:45 - 08:00	11	1	1	0	0	0	0	13.5	13	21	5	1	1	0	1	0	30.0	29
Hourly Total	**28**	**7**	**3**	**0**	**0**	**0**	**0**	40	38	**101**	**18**	**2**	**1**	**0**	**2**	**0**	124	124
08:00 - 08:15	20	3	1	0	0	0	0	24.5	24	36	10	0	0	0	1	0	46.2	47
08:15 - 08:30	20	2	1	0	0	0	0	23.5	23	35	6	0	0	0	2	0	41.4	43
08:30 - 08:45	26	0	0	0	0	0	0	26.0	26	58	2	0	0	0	0	0	60.0	60
08:45 - 09:00	21	9	0	0	0	0	0	30.0	30	32	4	1	0	0	0	1	37.9	38
Hourly Total	**87**	**14**	**2**	**0**	**0**	**0**	**0**	104	103	**161**	**22**	**1**	**0**	**0**	**3**	**1**	186	188
09:00 - 09:15	12	3	0	0	0	0	0	15.0	15	23	2	1	0	0	1	0	26.7	27
09:15 - 09:30	9	4	1	0	0	0	0	14.5	14	19	2	1	0	0	0	0	22.5	22
09:30 - 09:45	4	1	1	0	0	0	0	6.5	6	16	1	0	0	0	0	1	17.4	18
09:45 - 10:00	10	2	0	0	0	0	0	12.0	12	17	2	3	0	0	0	0	23.5	22
Hourly Total	**35**	**10**	**2**	**0**	**0**	**0**	**0**	48	47	**75**	**7**	**5**	**0**	**0**	**1**	**1**	90	89
Session Total	**150**	**31**	**7**	**0**	**0**	**0**	**0**	192	188	**337**	**47**	**8**	**1**	**0**	**6**	**2**	400	401
14:30 - 14:45	22	5	1	0	0	0	0	28.5	28	10	1	0	1	0	0	0	13.3	12
14:45 - 15:00	25	1	2	0	0	0	0	29.0	28	17	3	1	0	0	2	0	21.9	23
Hourly Total	**47**	**6**	**3**	**0**	**0**	**0**	**0**	58	56	**27**	**4**	**1**	**1**	**0**	**2**	**0**	35	35
15:00 - 15:15	25	3	0	0	0	2	0	28.4	30	27	3	0	0	0	0	0	30.0	30
15:15 - 15:30	16	3	0	0	0	1	0	19.2	20	17	2	1	0	0	0	0	20.5	20
15:30 - 15:45	16	1	0	0	0	0	0	17.0	17	17	1	0	0	0	1	0	18.2	19
15:45 - 16:00	23	4	0	0	0	0	0	27.0	27	13	5	0	0	0	0	0	18.0	18
Hourly Total	**80**	**11**	**0**	**0**	**0**	**3**	**0**	92	94	**74**	**11**	**1**	**0**	**0**	**1**	**0**	87	87
16:00 - 16:15	22	3	0	0	0	0	0	25.0	25	14	3	1	0	0	1	0	18.7	19
16:15 - 16:30	19	2	0	0	0	1	0	21.2	22	12	1	0	0	0	0	0	13.0	13
16:30 - 16:45	24	3	0	0	0	1	0	27.2	28	21	5	0	0	0	0	0	26.0	26
16:45 - 17:00	31	2	2	1	0	1	0	38.5	37	16	5	0	0	0	0	0	21.0	21
Hourly Total	**96**	**10**	**2**	**1**	**0**	**3**	**0**	112	112	**63**	**14**	**1**	**0**	**0**	**1**	**0**	79	79
17:00 - 17:15	46	9	0	0	0	1	0	55.2	56	18	2	0	0	0	0	0	20.0	20
17:15 - 17:30	34	1	0	0	0	1	1	35.6	37	12	1	0	0	0	0	0	13.0	13
17:30 - 17:45	22	4	0	0	0	0	0	26.0	26	17	1	0	0	0	0	0	18.0	18
17:45 - 18:00	31	3	0	0	0	2	0	34.4	36	15	1	0	0	0	2	0	16.4	18
Hourly Total	**133**	**17**	**0**	**0**	**0**	**4**	**1**	151	155	**62**	**5**	**0**	**0**	**0**	**2**	**0**	67	69
18:00 - 18:15	24	2	0	0	0	0	0	26.0	26	14	3	0	0	0	0	0	17.0	17
18:15 - 18:30	24	2	0	0	0	1	0	26.2	27	9	0	0	0	0	0	0	9.0	9
18:30 - 18:45	20	1	0	0	0	0	0	21.0	21	10	0	0	0	0	0	0	10.0	10
18:45 - 19:00	11	0	0	0	0	0	0	11.0	11	11	1	0	0	0	0	0	12.0	12
Hourly Total	**79**	**5**	**0**	**0**	**0**	**1**	**0**	84	85	**44**	**4**	**0**	**0**	**0**	**0**	**0**	48	48
Session Total	**435**	**49**	**5**	**1**	**0**	**11**	**1**	497	502	**270**	**38**	**3**	**1**	**0**	**6**	**0**	316	318

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) Alltami Road / B - (South) Alltami Road / C - Bryn Road

Approach: B - (South) Alltami Road

	B to C									B to A									B to B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
07:00 - 07:15	4	0	0	0	0	0	0	**4.0**	**4**	6	1	0	0	0	0	0	**7.0**	**7**	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	2	1	0	0	0	0	0	**3.0**	**3**	4	1	0	0	0	1	0	**5.2**	**6**	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	6	1	0	0	0	0	0	**7.0**	**7**	5	2	1	0	0	0	0	**8.5**	**8**	0	0	0	0	0	0	0	**0.0**	**0**
07:45 - 08:00	10	1	0	0	0	0	0	**11.0**	**11**	11	2	1	1	0	1	0	**17.0**	**16**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**22**	**3**	**0**	**0**	**0**	**0**	**0**	**25**	**25**	**26**	**6**	**2**	**1**	**0**	**2**	**0**	**37**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	8	2	0	0	0	0	0	**10.0**	**10**	7	1	0	0	0	1	0	**8.2**	**9**	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	14	1	0	0	0	0	0	**15.0**	**15**	14	1	0	0	0	1	0	**15.2**	**16**	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	48	2	0	0	0	0	0	**50.0**	**50**	15	0	0	0	0	0	0	**15.0**	**15**	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	34	2	0	0	0	0	0	**36.0**	**36**	10	0	1	0	0	0	1	**11.9**	**12**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**104**	**7**	**0**	**0**	**0**	**0**	**0**	**111**	**111**	**46**	**2**	**1**	**0**	**0**	**2**	**1**	**50**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	8	3	0	0	0	0	0	**11.0**	**11**	10	1	0	0	0	0	0	**11.0**	**11**	0	0	0	0	0	0	0	**0.0**	**0**
09:15 - 09:30	18	2	0	0	0	0	0	**20.0**	**20**	1	0	1	0	0	0	0	**2.5**	**2**	0	0	0	0	0	0	0	**0.0**	**0**
09:30 - 09:45	8	2	0	0	0	0	0	**10.0**	**10**	4	0	0	0	0	0	0	**4.0**	**4**	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	7	0	0	0	0	0	0	**7.0**	**7**	9	1	1	0	0	0	0	**11.5**	**11**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**41**	**7**	**0**	**0**	**0**	**0**	**0**	**48**	**48**	**24**	**2**	**2**	**0**	**0**	**0**	**0**	**29**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**167**	**17**	**0**	**0**	**0**	**0**	**0**	**184**	**184**	**96**	**10**	**5**	**1**	**0**	**4**	**1**	**116**	**117**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:30 - 14:45	16	0	0	0	0	0	0	**16.0**	**16**	6	0	0	1	0	0	0	**8.3**	**7**	0	0	0	0	0	0	0	**0.0**	**0**
14:45 - 15:00	29	2	0	0	0	2	0	**31.4**	**33**	8	0	0	0	0	0	0	**8.0**	**8**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**45**	**2**	**0**	**0**	**0**	**2**	**0**	**47**	**49**	**14**	**0**	**0**	**1**	**0**	**0**	**0**	**16**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	30	1	0	0	0	0	0	**31.0**	**31**	7	1	0	0	0	0	0	**8.0**	**8**	0	0	0	0	0	0	0	**0.0**	**0**
15:15 - 15:30	17	2	0	0	0	0	0	**19.0**	**19**	7	1	0	0	0	0	0	**8.0**	**8**	0	0	0	0	0	0	0	**0.0**	**0**
15:30 - 15:45	10	0	0	0	0	0	0	**10.0**	**10**	4	1	0	0	0	1	0	**5.2**	**6**	0	0	0	0	0	0	0	**0.0**	**0**
15:45 - 16:00	14	1	0	0	0	0	0	**15.0**	**15**	3	1	0	0	0	0	0	**4.0**	**4**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**71**	**4**	**0**	**0**	**0**	**0**	**0**	**75**	**75**	**21**	**4**	**0**	**0**	**0**	**1**	**0**	**25**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	19	2	0	0	0	0	0	**21.0**	**21**	3	2	1	0	0	1	0	**6.7**	**7**	0	0	0	0	0	0	0	**0.0**	**0**
16:15 - 16:30	14	2	0	0	0	0	0	**16.0**	**16**	7	0	0	0	0	0	0	**7.0**	**7**	0	0	0	0	0	0	0	**0.0**	**0**
16:30 - 16:45	22	2	0	0	0	0	0	**24.0**	**24**	8	1	0	0	0	0	0	**9.0**	**9**	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	19	3	0	0	0	1	2	**23.0**	**25**	6	1	0	0	0	0	0	**7.0**	**7**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**74**	**9**	**0**	**0**	**0**	**1**	**2**	**84**	**86**	**24**	**4**	**1**	**0**	**0**	**1**	**0**	**30**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	7	2	0	0	0	1	0	**9.2**	**10**	7	1	0	0	0	0	0	**8.0**	**8**	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	14	0	0	0	0	1	0	**14.2**	**15**	4	1	0	0	0	0	0	**5.0**	**5**	0	0	0	0	0	0	0	**0.0**	**0**
17:30 - 17:45	27	2	0	0	0	0	0	**29.0**	**29**	9	0	0	0	0	0	0	**9.0**	**9**	0	0	0	0	0	0	0	**0.0**	**0**
17:45 - 18:00	11	1	0	0	0	0	0	**12.0**	**12**	8	1	0	0	0	0	0	**9.0**	**9**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**59**	**5**	**0**	**0**	**0**	**2**	**0**	**64**	**66**	**28**	**3**	**0**	**0**	**0**	**0**	**0**	**31**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	22	2	0	0	0	0	0	**24.0**	**24**	8	2	0	0	0	0	0	**10.0**	**10**	0	0	0	0	0	0	0	**0.0**	**0**
18:15 - 18:30	12	1	0	0	0	0	0	**13.0**	**13**	4	0	0	0	0	0	0	**4.0**	**4**	0	0	0	0	0	0	0	**0.0**	**0**
18:30 - 18:45	10	2	0	0	0	0	0	**12.0**	**12**	6	0	0	0	0	0	0	**6.0**	**6**	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	6	0	0	0	0	0	0	**6.0**	**6**	8	0	0	0	0	0	0	**8.0**	**8**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**50**	**5**	**0**	**0**	**0**	**0**	**0**	**55**	**55**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**28**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**299**	**25**	**0**	**0**	**0**	**5**	**2**	**325**	**331**	**113**	**13**	**1**	**1**	**0**	**2**	**0**	**130**	**130**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	10	1	0	0	0	0	0	11.0	11	7	1	0	0	0	1	0	8.2	9
07:15 - 07:30	6	2	0	0	0	1	0	8.2	9	12	2	2	0	0	1	0	17.2	17
07:30 - 07:45	11	3	1	0	0	0	0	15.5	15	10	3	0	0	0	1	1	13.6	15
07:45 - 08:00	21	3	1	1	0	1	0	28.0	27	16	3	1	0	0	0	0	20.5	20
Hourly Total	**48**	**9**	**2**	**1**	**0**	**2**	**0**	62	62	**45**	**9**	**3**	**0**	**0**	**3**	**1**	60	61
08:00 - 08:15	15	3	0	0	0	1	0	18.2	19	24	4	1	0	0	0	0	29.5	29
08:15 - 08:30	28	2	0	0	0	1	0	30.2	31	19	2	1	0	0	1	0	22.7	23
08:30 - 08:45	63	2	0	0	0	0	0	65.0	65	27	0	0	0	0	0	0	27.0	27
08:45 - 09:00	44	2	1	0	0	0	1	47.9	48	41	3	0	0	0	0	0	44.0	44
Hourly Total	**150**	**9**	**1**	**0**	**0**	**2**	**1**	161	163	**111**	**9**	**2**	**0**	**0**	**1**	**0**	123	123
09:00 - 09:15	18	4	0	0	0	0	0	22.0	22	28	0	0	0	0	0	0	28.0	28
09:15 - 09:30	19	2	1	0	0	0	0	22.5	22	16	3	1	0	0	0	0	20.5	20
09:30 - 09:45	12	2	0	0	0	0	0	14.0	14	8	0	1	0	0	0	0	9.5	9
09:45 - 10:00	16	1	1	0	0	0	0	18.5	18	12	1	0	0	0	0	0	13.0	13
Hourly Total	**65**	**9**	**2**	**0**	**0**	**0**	**0**	77	76	**64**	**4**	**2**	**0**	**0**	**0**	**0**	71	70
Session Total	**263**	**27**	**5**	**1**	**0**	**4**	**1**	300	301	**220**	**22**	**7**	**0**	**0**	**4**	**1**	254	254
14:30 - 14:45	22	0	0	1	0	0	0	24.3	23	14	3	0	0	0	0	0	17.0	17
14:45 - 15:00	37	2	0	0	0	2	0	39.4	41	32	1	2	0	0	0	0	36.0	35
Hourly Total	**59**	**2**	**0**	**1**	**0**	**2**	**0**	63	64	**46**	**4**	**2**	**0**	**0**	**0**	**0**	53	52
15:00 - 15:15	37	2	0	0	0	0	0	39.0	39	33	2	0	0	0	1	0	35.2	36
15:15 - 15:30	24	3	0	0	0	0	0	27.0	27	27	4	0	0	0	1	0	31.2	32
15:30 - 15:45	14	1	0	0	0	1	0	15.2	16	23	1	0	0	0	1	0	24.2	25
15:45 - 16:00	17	2	0	0	0	0	0	19.0	19	16	0	0	0	0	3	0	16.6	19
Hourly Total	**92**	**8**	**0**	**0**	**0**	**1**	**0**	100	101	**99**	**7**	**0**	**0**	**0**	**6**	**0**	107	112
16:00 - 16:15	22	4	1	0	0	1	0	27.7	28	18	1	0	0	0	0	0	19.0	19
16:15 - 16:30	21	2	0	0	0	0	0	23.0	23	20	1	0	0	0	1	0	21.2	22
16:30 - 16:45	30	3	0	0	0	0	0	33.0	33	19	4	0	0	0	2	0	23.4	25
16:45 - 17:00	25	4	0	0	0	1	2	30.0	32	26	3	0	1	0	1	0	31.5	31
Hourly Total	**98**	**13**	**1**	**0**	**0**	**2**	**2**	114	116	**83**	**9**	**0**	**1**	**0**	**4**	**0**	95	97
17:00 - 17:15	14	3	0	0	0	1	0	17.2	18	27	3	0	0	0	1	0	30.2	31
17:15 - 17:30	18	1	0	0	0	1	0	19.2	20	38	2	1	0	0	1	1	42.1	43
17:30 - 17:45	36	2	0	0	0	0	0	38.0	38	20	1	0	0	0	1	0	21.2	22
17:45 - 18:00	19	2	0	0	0	0	0	21.0	21	21	2	0	0	0	1	0	23.2	24
Hourly Total	**87**	**8**	**0**	**0**	**0**	**2**	**0**	95	97	**106**	**8**	**1**	**0**	**0**	**4**	**1**	117	120
18:00 - 18:15	30	4	0	0	0	0	0	34.0	34	23	2	0	0	0	0	0	25.0	25
18:15 - 18:30	16	1	0	0	0	0	0	17.0	17	23	2	0	0	0	1	0	25.2	26
18:30 - 18:45	16	2	0	0	0	0	0	18.0	18	10	2	0	0	0	0	0	12.0	12
18:45 - 19:00	14	0	0	0	0	0	0	14.0	14	20	0	0	0	0	1	0	20.2	21
Hourly Total	**76**	**7**	**0**	**0**	**0**	**0**	**0**	83	83	**76**	**6**	**0**	**0**	**0**	**2**	**0**	82	84
Session Total	**412**	**38**	**1**	**1**	**0**	**7**	**2**	455	461	**410**	**34**	**3**	**1**	**0**	**16**	**1**	454	465

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) Alltami Road / B - (South) Alltami Road / C - Bryn Road

Approach: C - Bryn Road

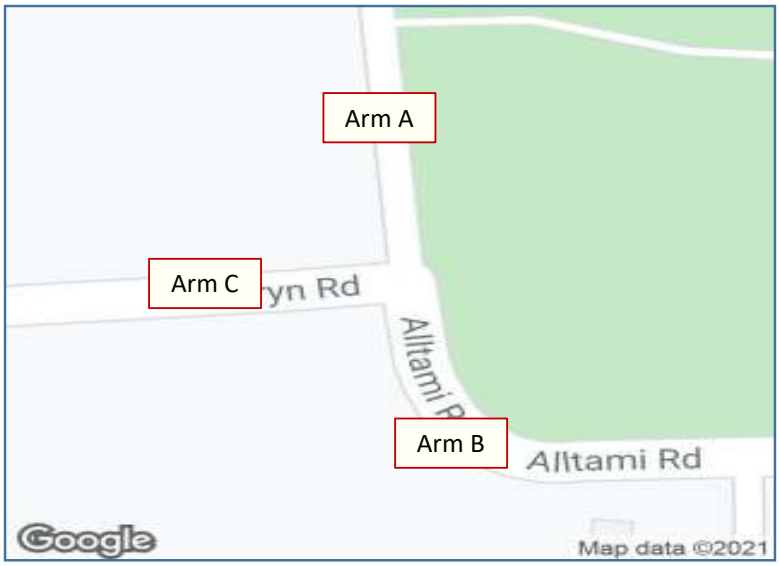
	C to A									C to B									C to C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
07:00 - 07:15	10	5	0	0	0	0	0	**15.0**	**15**	6	1	0	0	0	1	0	**7.2**	**8**	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	26	1	0	0	0	0	0	**27.0**	**27**	9	1	1	0	0	1	0	**11.7**	**12**	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	29	3	0	0	0	0	0	**32.0**	**32**	9	1	0	0	0	1	1	**10.6**	**12**	0	0	0	0	0	0	0	**0.0**	**0**
07:45 - 08:00	10	3	0	0	0	0	0	**13.0**	**13**	11	3	1	0	0	0	0	**15.5**	**15**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**75**	**12**	**0**	**0**	**0**	**0**	**0**	**87**	**87**	**35**	**6**	**2**	**0**	**0**	**3**	**1**	**45**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	29	9	0	0	0	0	0	**38.0**	**38**	17	4	0	0	0	0	0	**21.0**	**21**	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	21	5	0	0	0	1	0	**26.2**	**27**	11	0	0	0	0	1	0	**11.2**	**12**	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	43	2	0	0	0	0	0	**45.0**	**45**	21	0	0	0	0	0	0	**21.0**	**21**	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	22	4	0	0	0	0	0	**26.0**	**26**	33	0	0	0	0	0	0	**33.0**	**33**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**115**	**20**	**0**	**0**	**0**	**1**	**0**	**135**	**136**	**82**	**4**	**0**	**0**	**0**	**1**	**0**	**86**	**87**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	13	1	1	0	0	1	0	**15.7**	**16**	24	0	0	0	0	0	0	**24.0**	**24**	0	0	0	0	0	0	0	**0.0**	**0**
09:15 - 09:30	18	2	0	0	0	0	0	**20.0**	**20**	11	0	0	0	0	0	0	**11.0**	**11**	0	0	0	0	0	0	0	**0.0**	**0**
09:30 - 09:45	12	1	0	0	0	0	1	**13.4**	**14**	6	0	0	0	0	0	0	**6.0**	**6**	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	8	1	2	0	0	0	0	**12.0**	**11**	7	1	0	0	0	0	0	**8.0**	**8**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**51**	**5**	**3**	**0**	**0**	**1**	**1**	**61**	**61**	**48**	**1**	**0**	**0**	**0**	**0**	**0**	**49**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**241**	**37**	**3**	**0**	**0**	**2**	**1**	**283**	**284**	**165**	**11**	**2**	**0**	**0**	**4**	**1**	**180**	**183**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:30 - 14:45	4	1	0	0	0	0	0	**5.0**	**5**	10	1	0	0	0	0	0	**11.0**	**11**	0	0	0	0	0	0	0	**0.0**	**0**
14:45 - 15:00	9	3	1	0	0	2	0	**13.9**	**15**	26	0	0	0	0	0	0	**26.0**	**26**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**13**	**4**	**1**	**0**	**0**	**2**	**0**	**19**	**20**	**36**	**1**	**0**	**0**	**0**	**0**	**0**	**37**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	20	2	0	0	0	0	0	**22.0**	**22**	30	1	0	0	0	0	0	**31.0**	**31**	0	0	0	0	0	0	0	**0.0**	**0**
15:15 - 15:30	10	1	1	0	0	0	0	**12.5**	**12**	22	2	0	0	0	0	0	**24.0**	**24**	0	0	0	0	0	0	0	**0.0**	**0**
15:30 - 15:45	13	0	0	0	0	0	0	**13.0**	**13**	17	1	0	0	0	1	0	**18.2**	**19**	0	0	0	0	0	0	0	**0.0**	**0**
15:45 - 16:00	10	4	0	0	0	0	0	**14.0**	**14**	9	0	0	0	0	3	0	**9.6**	**12**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**53**	**7**	**1**	**0**	**0**	**0**	**0**	**62**	**61**	**78**	**4**	**0**	**0**	**0**	**4**	**0**	**83**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	11	1	0	0	0	0	0	**12.0**	**12**	14	0	0	0	0	0	0	**14.0**	**14**	0	0	0	0	0	0	0	**0.0**	**0**
16:15 - 16:30	5	1	0	0	0	0	0	**6.0**	**6**	15	0	0	0	0	0	0	**15.0**	**15**	0	0	0	0	0	0	0	**0.0**	**0**
16:30 - 16:45	13	4	0	0	0	0	0	**17.0**	**17**	10	4	0	0	0	1	0	**14.2**	**15**	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	10	4	0	0	0	0	0	**14.0**	**14**	10	3	0	0	0	1	0	**13.2**	**14**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**39**	**10**	**0**	**0**	**0**	**0**	**0**	**49**	**49**	**49**	**7**	**0**	**0**	**0**	**2**	**0**	**56**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	11	1	0	0	0	0	0	**12.0**	**12**	16	2	0	0	0	0	0	**18.0**	**18**	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	8	0	0	0	0	0	0	**8.0**	**8**	24	2	1	0	0	0	0	**27.5**	**27**	0	0	0	0	0	0	0	**0.0**	**0**
17:30 - 17:45	8	1	0	0	0	0	0	**9.0**	**9**	10	0	0	0	0	1	0	**10.2**	**11**	0	0	0	0	0	0	0	**0.0**	**0**
17:45 - 18:00	6	0	0	0	0	2	0	**6.4**	**8**	12	1	0	0	0	0	0	**13.0**	**13**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**33**	**2**	**0**	**0**	**0**	**2**	**0**	**35**	**37**	**62**	**5**	**1**	**0**	**0**	**1**	**0**	**69**	**69**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	6	1	0	0	0	0	0	**7.0**	**7**	13	0	0	0	0	0	0	**13.0**	**13**	0	0	0	0	0	0	0	**0.0**	**0**
18:15 - 18:30	5	0	0	0	0	0	0	**5.0**	**5**	17	0	0	0	0	0	0	**17.0**	**17**	0	0	0	0	0	0	0	**0.0**	**0**
18:30 - 18:45	4	0	0	0	0	0	0	**4.0**	**4**	5	1	0	0	0	0	0	**6.0**	**6**	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	3	1	0	0	0	0	0	**4.0**	**4**	13	0	0	0	0	1	0	**13.2**	**14**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**20**	**20**	**48**	**1**	**0**	**0**	**0**	**1**	**0**	**49**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**156**	**25**	**2**	**0**	**0**	**4**	**0**	**185**	**187**	**273**	**18**	**1**	**0**	**0**	**8**	**0**	**294**	**300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	16	6	0	0	0	1	0	22.2	23	5	0	0	0	0	0	0	5.0	5
07:15 - 07:30	35	2	1	0	0	1	0	38.7	39	6	3	0	0	0	0	0	9.0	9
07:30 - 07:45	38	4	0	0	0	1	1	42.6	44	13	2	1	0	0	0	0	16.5	16
07:45 - 08:00	21	6	1	0	0	0	0	28.5	28	16	2	1	0	0	0	0	19.5	19
Hourly Total	**110**	**18**	**2**	**0**	**0**	**3**	**1**	132	134	**40**	**7**	**2**	**0**	**0**	**0**	**0**	50	49
08:00 - 08:15	46	13	0	0	0	0	0	59.0	59	21	5	0	0	0	0	0	26.0	26
08:15 - 08:30	32	5	0	0	0	2	0	37.4	39	26	1	0	0	0	0	0	27.0	27
08:30 - 08:45	64	2	0	0	0	0	0	66.0	66	68	2	0	0	0	0	0	70.0	70
08:45 - 09:00	55	4	0	0	0	0	0	59.0	59	47	8	0	0	0	0	0	55.0	55
Hourly Total	**197**	**24**	**0**	**0**	**0**	**2**	**0**	221	223	**162**	**16**	**0**	**0**	**0**	**0**	**0**	178	178
09:00 - 09:15	37	1	1	0	0	1	0	39.7	40	16	6	0	0	0	0	0	22.0	22
09:15 - 09:30	29	2	0	0	0	0	0	31.0	31	22	3	0	0	0	0	0	25.0	25
09:30 - 09:45	18	1	0	0	0	0	1	19.4	20	10	3	0	0	0	0	0	13.0	13
09:45 - 10:00	15	2	2	0	0	0	0	20.0	19	12	2	0	0	0	0	0	14.0	14
Hourly Total	**99**	**6**	**3**	**0**	**0**	**1**	**1**	110	110	**60**	**14**	**0**	**0**	**0**	**0**	**0**	74	74
Session Total	**406**	**48**	**5**	**0**	**0**	**6**	**2**	463	467	**262**	**37**	**2**	**0**	**0**	**0**	**0**	302	301
14:30 - 14:45	14	2	0	0	0	0	0	16.0	16	34	3	1	0	0	0	0	38.5	38
14:45 - 15:00	35	3	1	0	0	2	0	39.9	41	48	2	0	0	0	2	0	50.4	52
Hourly Total	**49**	**5**	**1**	**0**	**0**	**2**	**0**	56	57	**82**	**5**	**1**	**0**	**0**	**2**	**0**	89	90
15:00 - 15:15	50	3	0	0	0	0	0	53.0	53	52	3	0	0	0	1	0	55.2	56
15:15 - 15:30	32	3	1	0	0	0	0	36.5	36	28	3	0	0	0	0	0	31.0	31
15:30 - 15:45	30	1	0	0	0	1	0	31.2	32	20	1	0	0	0	0	0	21.0	21
15:45 - 16:00	19	4	0	0	0	3	0	23.6	26	30	5	0	0	0	0	0	35.0	35
Hourly Total	**131**	**11**	**1**	**0**	**0**	**4**	**0**	145	147	**130**	**12**	**0**	**0**	**0**	**1**	**0**	142	143
16:00 - 16:15	25	1	0	0	0	0	0	26.0	26	37	4	0	0	0	0	0	41.0	41
16:15 - 16:30	20	1	0	0	0	0	0	21.0	21	28	3	0	0	0	0	0	31.0	31
16:30 - 16:45	23	8	0	0	0	1	0	31.2	32	37	5	0	0	0	0	0	42.0	42
16:45 - 17:00	20	7	0	0	0	1	0	27.2	28	34	5	2	0	0	2	2	43.2	45
Hourly Total	**88**	**17**	**0**	**0**	**0**	**2**	**0**	105	107	**136**	**17**	**2**	**0**	**0**	**2**	**2**	157	159
17:00 - 17:15	27	3	0	0	0	0	0	30.0	30	42	10	0	0	0	1	0	52.2	53
17:15 - 17:30	32	2	1	0	0	0	0	35.5	35	34	1	0	0	0	1	0	35.2	36
17:30 - 17:45	18	1	0	0	0	1	0	19.2	20	39	5	0	0	0	0	0	44.0	44
17:45 - 18:00	18	1	0	0	0	2	0	19.4	21	32	3	0	0	0	1	0	35.2	36
Hourly Total	**95**	**7**	**1**	**0**	**0**	**3**	**0**	105	106	**147**	**19**	**0**	**0**	**0**	**3**	**0**	167	169
18:00 - 18:15	19	1	0	0	0	0	0	20.0	20	36	2	0	0	0	0	0	38.0	38
18:15 - 18:30	22	0	0	0	0	0	0	22.0	22	30	1	0	0	0	0	0	31.0	31
18:30 - 18:45	9	1	0	0	0	0	0	10.0	10	25	2	0	0	0	0	0	27.0	27
18:45 - 19:00	16	1	0	0	0	1	0	17.2	18	10	0	0	0	0	0	0	10.0	10
Hourly Total	**66**	**3**	**0**	**0**	**0**	**1**	**0**	69	70	**101**	**5**	**0**	**0**	**0**	**0**	**0**	106	106
Session Total	**429**	**43**	**3**	**0**	**0**	**12**	**0**	480	487	**596**	**58**	**3**	**0**	**0**	**8**	**2**	661	667

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: **A - (North) Alltami Road / B - (South) Alltami Road / C - Bryn Road**



Matrix Totals:	**Counts**	
Show single Session:	**No**	
	07:00 to 10:00	
Custom Start / End:	**07:00**	**19:00**
Show Peak Times:	**No**	

Arm Destination

Arm Origin	A	B	C	Total	% Total
A	1	236	453	**690**	**100.00%**
B	247	0	515	**762**	**100.00%**
C	471	483	0	**954**	**100.00%**
Total	**719**	**719**	**968**		
% Total	**100.00%**	**100.00%**	**100.00%**		

Classifications	Include
CAR	**Yes**

LGV	**Yes**
OGV1	**Yes**
OGV2	**Yes**
BUS	**Yes**
P/CYCLE	**Yes**
M/CYCLE	**Yes**

Bryn-y-Baal - Queue Length Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: **A - (North) Alltami Road / B - (South) Alltami Road / C - Bryn Road**

	A - (North) Alltami Road	B - (South) Alltami Road	C - Bryn Road
	Lane 1	Lane 1	Lane 1
Survey Period	MAX	MAX	MAX
07:00 - 07:05	0	0	0
07:05 - 07:10	0	0	0
07:10 - 07:15	1	0	2
07:15 - 07:20	1	0	0
07:20 - 07:25	0	0	0
07:25 - 07:30	0	0	0
07:30 - 07:35	0	0	3
07:35 - 07:40	2	0	1
07:40 - 07:45	0	0	1
07:45 - 07:50	1	1	1
07:50 - 07:55	0	0	0
07:55 - 08:00	2	0	1
08:00 - 08:05	1	0	2
08:05 - 08:10	0	0	0
08:10 - 08:15	4	0	2
08:15 - 08:20	1	0	0
08:20 - 08:25	1	0	3
08:25 - 08:30	0	0	4
08:30 - 08:35	1	0	3
08:35 - 08:40	3	0	2
08:40 - 08:45	1	0	3
08:45 - 08:50	0	0	2
08:50 - 08:55	3	0	3

08:55 - 09:00	0	0	2
09:00 - 09:05	1	0	2
09:05 - 09:10	0	0	2
09:10 - 09:15	0	0	2
09:15 - 09:20	0	0	1
09:20 - 09:25	0	0	2
09:25 - 09:30	0	0	1
09:30 - 09:35	0	0	1
09:35 - 09:40	0	0	1
09:40 - 09:45	0	0	1
09:45 - 09:50	0	0	0
09:50 - 09:55	0	0	1
09:55 - 10:00	0	0	0
14:30 - 14:35	0	0	1
14:35 - 14:40	1	0	1
14:40 - 14:45	2	1	1
14:45 - 14:50	3	0	1
14:50 - 14:55	3	0	2
14:55 - 15:00	0	0	1
15:00 - 15:05	1	0	3
15:05 - 15:10	1	0	2
15:10 - 15:15	1	0	1
15:15 - 15:20	0	0	6
15:20 - 15:25	0	0	1
15:25 - 15:30	1	2	1
15:30 - 15:35	0	0	1
15:35 - 15:40	0	0	4
15:40 - 15:45	0	0	1
15:45 - 15:50	0	0	0
15:50 - 15:55	0	1	1
15:55 - 16:00	1	0	3
16:00 - 16:05	0	2	2
16:05 - 16:10	2	0	1
16:10 - 16:15	0	0	1

16:15 - 16:20	0	0	1
16:20 - 16:25	4	1	1
16:25 - 16:30	0	0	1
16:30 - 16:35	1	0	3
16:35 - 16:40	1	0	1
16:40 - 16:45	0	0	1
16:45 - 16:50	0	0	1
16:50 - 16:55	1	0	1
16:55 - 17:00	2	0	2
17:00 - 17:05	3	0	2
17:05 - 17:10	0	0	1
17:10 - 17:15	1	0	1
17:15 - 17:20	0	1	2
17:20 - 17:25	0	0	1
17:25 - 17:30	0	0	2
17:30 - 17:35	0	0	1
17:35 - 17:40	0	0	2
17:40 - 17:45	0	0	1
17:45 - 17:50	0	0	0
17:50 - 17:55	0	0	1
17:55 - 18:00	3	0	2
18:00 - 18:05	0	0	2
18:05 - 18:10	0	0	1
18:10 - 18:15	0	0	0
18:15 - 18:20	1	0	0
18:20 - 18:25	0	0	1
18:25 - 18:30	0	1	1
18:30 - 18:35	0	0	0
18:35 - 18:40	0	0	0
18:40 - 18:45	2	0	1
18:45 - 18:50	0	0	1
18:50 - 18:55	0	0	1
18:55 - 19:00	0	0	1

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - (East) Bryn Road / B - LLewelyn Drive / C - (West) Bryn Road

Approach: A - (East) Bryn Road

	A to B									A to C									A to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	2	0	0	0	0	0	0	2.0	2	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	4	0	0	0	0	0	0	4.0	4	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	3	0	0	0	0	0	0	3.0	3	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	8	0	0	0	0	0	0	8.0	8	10	4	1	0	0	0	0	15.5	15	0	0	0	0	0	0	0	0.0	0
Hourly Total	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**34**	**21**	**6**	**1**	**0**	**0**	**0**	**0**	**29**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	6	2	0	0	0	0	0	8.0	8	8	3	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	8	1	0	0	0	0	0	9.0	9	11	0	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	27	0	0	0	0	0	0	27.0	27	35	1	0	0	1	0	0	38.0	37	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	35	4	0	0	0	0	0	39.0	39	46	4	0	0	0	0	0	50.0	50	0	0	0	0	0	0	0	0.0	0
Hourly Total	**152**	**14**	**0**	**0**	**0**	**0**	**0**	**83**	**166**	**100**	**8**	**0**	**0**	**1**	**0**	**0**	**110**	**109**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	10	3	0	0	0	0	0	13.0	13	22	3	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	4	2	0	0	0	0	0	6.0	6	21	3	1	0	0	0	0	25.5	25	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	3	0	0	0	0	0	0	3.0	3	10	5	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	3	1	0	0	0	0	0	4.0	4	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	**40**	**12**	**0**	**0**	**0**	**0**	**0**	**26**	**52**	**61**	**11**	**1**	**0**	**0**	**0**	**0**	**74**	**73**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**452**	**52**	**0**	**0**	**0**	**0**	**0**	**126**	**252**	**182**	**25**	**2**	**0**	**1**	**0**	**0**	**213**	**210**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:30 - 14:45	15	3	0	0	0	0	0	18.0	18	10	0	1	0	0	0	0	11.5	11	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	22	1	0	0	0	2	0	23.4	25	24	2	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0.0	0
Hourly Total	**74**	**8**	**0**	**0**	**0**	**4**	**0**	**41**	**86**	**34**	**2**	**1**	**0**	**0**	**0**	**0**	**38**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	31	3	0	0	0	0	0	34.0	34	45	1	0	0	1	0	0	48.0	47	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	23	2	0	0	0	0	0	25.0	25	18	2	0	0	0	1	0	20.2	21	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	14	0	0	0	0	0	0	14.0	14	11	5	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	15	2	0	0	0	0	0	17.0	17	18	3	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
Hourly Total	**166**	**14**	**0**	**0**	**0**	**0**	**0**	**90**	**180**	**92**	**11**	**0**	**0**	**1**	**1**	**0**	**105**	**105**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	17	0	0	0	0	0	0	17.0	17	21	4	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	19	1	0	0	0	0	0	20.0	20	19	0	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	13	2	0	0	0	0	0	15.0	15	30	3	0	0	0	0	0	33.0	33	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	14	2	0	0	0	0	0	16.0	16	18	2	0	0	0	1	2	21.0	23	0	0	0	0	0	0	0	0.0	0
Hourly Total	**126**	**10**	**0**	**0**	**0**	**0**	**0**	**68**	**136**	**88**	**9**	**0**	**0**	**0**	**1**	**2**	**98**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	22	3	0	0	0	0	0	25.0	25	13	6	2	0	0	2	0	22.4	23	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	27	2	0	0	0	0	0	29.0	29	13	0	0	0	0	1	1	13.6	15	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	17	2	0	0	0	0	0	19.0	19	13	0	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	16	1	0	0	0	0	0	17.0	17	15	3	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
Hourly Total	**164**	**16**	**0**	**0**	**0**	**0**	**0**	**90**	**180**	**54**	**9**	**2**	**0**	**0**	**3**	**1**	**67**	**69**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	16	0	0	0	0	0	0	16.0	16	18	2	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	19	0	0	0	0	0	0	19.0	19	11	1	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	13	0	0	0	0	0	0	13.0	13	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	9	1	0	0	0	0	0	10.0	10	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
Hourly Total	**57**	**1**	**0**	**0**	**0**	**0**	**0**	**58**	**58**	**43**	**4**	**0**	**0**	**0**	**0**	**0**	**47**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**587**	**49**	**0**	**0**	**0**	**4**	**0**	**347**	**640**	**311**	**35**	**3**	**0**	**1**	**5**	**3**	**355**	**358**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	4	0	0	0	0	0	0	4.0	4	16	5	0	0	0	1	0	21.2	22
07:15 - 07:30	9	1	0	0	0	0	0	10.0	10	29	3	1	0	0	2	0	33.9	35
07:30 - 07:45	7	1	0	0	0	0	0	8.0	8	36	9	0	0	0	0	1	45.4	46
07:45 - 08:00	18	4	1	0	0	0	0	23.5	23	21	6	0	0	0	0	0	27.0	27
Hourly Total	**38**	**6**	**1**	**0**	**0**	**0**	**0**	**46**	**45**	**102**	**23**	**1**	**0**	**0**	**3**	**1**	**128**	**130**
08:00 - 08:15	14	5	0	0	0	0	0	19.0	19	49	13	0	0	0	1	0	62.2	63
08:15 - 08:30	19	1	0	0	0	0	0	20.0	20	46	8	0	0	0	2	0	54.4	56
08:30 - 08:45	62	1	0	0	1	0	0	65.0	64	83	1	0	0	1	0	0	86.0	85
08:45 - 09:00	81	8	0	0	0	0	0	89.0	89	73	4	1	0	0	0	0	78.5	78
Hourly Total	**176**	**15**	**0**	**0**	**1**	**0**	**0**	**193**	**192**	**251**	**26**	**1**	**0**	**1**	**3**	**0**	**282**	**282**
09:00 - 09:15	32	6	0	0	0	0	0	38.0	38	50	2	1	0	0	1	0	53.7	54
09:15 - 09:30	25	5	1	0	0	0	0	31.5	31	22	3	0	0	0	0	0	25.0	25
09:30 - 09:45	13	5	0	0	0	0	0	18.0	18	14	1	1	0	0	0	1	16.9	17
09:45 - 10:00	11	1	0	0	0	0	0	12.0	12	17	1	0	0	0	0	0	18.0	18
Hourly Total	**81**	**17**	**1**	**0**	**0**	**0**	**0**	**100**	**99**	**103**	**7**	**2**	**0**	**0**	**1**	**1**	**113**	**114**
Session Total	**295**	**38**	**2**	**0**	**1**	**0**	**0**	**339**	**336**	**456**	**56**	**4**	**0**	**1**	**7**	**2**	**523**	**526**
14:30 - 14:45	25	3	1	0	0	0	0	29.5	29	25	2	0	0	1	0	0	29.0	28
14:45 - 15:00	46	3	0	0	0	2	0	49.4	51	37	2	1	0	0	2	1	41.3	43
Hourly Total	**71**	**6**	**1**	**0**	**0**	**2**	**0**	**79**	**80**	**62**	**4**	**1**	**0**	**1**	**2**	**1**	**70**	**71**
15:00 - 15:15	76	4	0	0	1	0	0	82.0	81	45	0	1	0	0	0	0	46.5	46
15:15 - 15:30	41	4	0	0	0	1	0	45.2	46	29	2	0	0	0	0	0	31.0	31
15:30 - 15:45	25	5	0	0	0	0	0	30.0	30	31	4	0	0	0	1	0	35.2	36
15:45 - 16:00	33	5	0	0	0	0	0	38.0	38	20	1	1	0	0	3	0	23.1	25
Hourly Total	**175**	**18**	**0**	**0**	**1**	**1**	**0**	**195**	**195**	**125**	**7**	**2**	**0**	**0**	**4**	**0**	**136**	**138**
16:00 - 16:15	38	4	0	0	0	0	0	42.0	42	24	1	0	0	0	0	0	25.0	25
16:15 - 16:30	38	1	0	0	0	0	0	39.0	39	15	2	0	0	0	0	0	17.0	17
16:30 - 16:45	43	5	0	0	0	0	0	48.0	48	20	5	0	0	0	1	0	25.2	26
16:45 - 17:00	32	4	0	0	0	1	2	37.0	39	23	3	0	0	0	1	0	26.2	27
Hourly Total	**151**	**14**	**0**	**0**	**0**	**1**	**2**	**166**	**168**	**82**	**11**	**0**	**0**	**0**	**2**	**0**	**93**	**95**
17:00 - 17:15	35	9	2	0	0	2	0	47.4	48	26	4	0	0	0	0	0	30.0	30
17:15 - 17:30	40	2	0	0	0	1	1	42.6	44	29	2	1	0	0	1	0	32.7	33
17:30 - 17:45	30	2	0	0	0	0	0	32.0	32	21	0	0	0	0	2	0	21.4	23
17:45 - 18:00	31	4	0	0	0	0	0	35.0	35	17	0	0	0	0	0	0	17.0	17
Hourly Total	**136**	**17**	**2**	**0**	**0**	**3**	**1**	**157**	**159**	**93**	**6**	**1**	**0**	**0**	**3**	**0**	**102**	**103**
18:00 - 18:15	34	2	0	0	0	0	0	36.0	36	23	1	0	0	0	0	0	24.0	24
18:15 - 18:30	30	1	0	0	0	0	0	31.0	31	20	1	0	0	0	0	0	21.0	21
18:30 - 18:45	20	1	0	0	0	0	0	21.0	21	13	1	0	0	0	0	0	14.0	14
18:45 - 19:00	16	1	0	0	0	0	0	17.0	17	22	1	0	0	0	0	1	23.4	24
Hourly Total	**100**	**5**	**0**	**0**	**0**	**0**	**0**	**105**	**105**	**78**	**4**	**0**	**0**	**0**	**0**	**1**	**82**	**83**
Session Total	**633**	**60**	**3**	**0**	**1**	**7**	**3**	**702**	**707**	**440**	**32**	**4**	**0**	**1**	**11**	**2**	**483**	**490**

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - (East) Bryn Road / B - LLewelyn Drive / C - (West) Bryn Road

Approach: B - LLewelyn Drive

	B to C									B to A									B to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	3	1	0	0	0	0	0	4.0	4	11	4	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	5	1	0	0	1	1	0	8.2	8	14	2	0	0	0	1	0	16.2	17	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	13	0	0	0	0	0	0	13.0	13	23	4	0	0	0	0	0	27.0	27	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	7	0	0	0	1	0	0	9.0	8	8	1	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
Hourly Total	**56**	**4**	**0**	**0**	**4**	**2**	**0**	**34**	**66**	**56**	**11**	**0**	**0**	**0**	**1**	**0**	**67**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	7	1	0	0	0	0	0	8.0	8	17	4	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	12	0	0	0	1	0	0	14.0	13	18	3	0	0	0	1	0	21.2	22	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	23	1	0	0	2	1	0	28.2	27	39	1	0	0	0	0	0	40.0	40	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	20	1	0	0	0	0	0	21.0	21	26	2	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0.0	0
Hourly Total	**124**	**6**	**0**	**0**	**6**	**2**	**0**	**71**	**138**	**100**	**10**	**0**	**0**	**0**	**1**	**0**	**110**	**111**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	11	3	0	0	1	0	0	16.0	15	18	2	1	0	0	0	0	21.5	21	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	8	3	0	0	1	0	0	13.0	12	8	1	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	8	0	0	0	0	0	0	8.0	8	7	0	0	0	0	0	1	7.4	8	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	5	2	0	0	0	0	0	7.0	7	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
Hourly Total	**64**	**16**	**0**	**0**	**4**	**0**	**0**	**44**	**84**	**43**	**3**	**1**	**0**	**0**	**0**	**1**	**48**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**488**	**52**	**0**	**0**	**28**	**8**	**0**	**149**	**288**	**199**	**24**	**1**	**0**	**0**	**2**	**1**	**225**	**227**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:30 - 14:45	5	2	0	0	1	0	0	9.0	8	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	11	1	0	0	0	0	0	12.0	12	12	0	1	0	0	2	0	13.9	15	0	0	0	0	0	0	0	0.0	0
Hourly Total	**32**	**6**	**0**	**0**	**2**	**0**	**0**	**21**	**40**	**19**	**1**	**1**	**0**	**0**	**2**	**0**	**22**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	20	0	0	0	1	0	0	22.0	21	13	0	1	0	0	0	0	14.5	14	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	24	1	0	0	0	0	0	25.0	25	7	2	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	19	1	0	0	0	0	0	20.0	20	18	1	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	10	0	0	0	1	1	0	12.2	12	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
Hourly Total	**146**	**4**	**0**	**0**	**4**	**2**	**0**	**79**	**156**	**47**	**4**	**1**	**0**	**0**	**0**	**0**	**53**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	6	1	0	0	1	0	0	9.0	8	14	1	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	6	0	0	0	0	0	0	6.0	6	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	11	0	0	0	0	0	0	11.0	11	7	2	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	8	1	0	0	1	0	0	11.0	10	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
Hourly Total	**62**	**4**	**0**	**0**	**4**	**0**	**0**	**37**	**70**	**33**	**4**	**0**	**0**	**0**	**0**	**0**	**37**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	14	0	0	0	0	0	0	14.0	14	8	1	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	5	0	0	0	1	0	0	7.0	6	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	6	0	0	0	0	0	0	6.0	6	12	0	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	13	1	0	0	1	1	0	16.2	16	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	**76**	**2**	**0**	**0**	**4**	**2**	**0**	**43**	**84**	**31**	**1**	**0**	**0**	**0**	**0**	**0**	**32**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	8	1	0	0	0	0	0	9.0	9	12	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	7	1	0	0	1	0	0	10.0	9	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	5	1	0	0	0	0	0	6.0	6	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	10	0	0	0	1	0	0	12.0	11	8	1	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
Hourly Total	**30**	**3**	**0**	**0**	**2**	**0**	**0**	**37**	**35**	**35**	**2**	**0**	**0**	**0**	**0**	**0**	**37**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**346**	**19**	**0**	**0**	**16**	**4**	**0**	**217**	**385**	**165**	**12**	**2**	**0**	**0**	**2**	**0**	**181**	**181**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	14	5	0	0	0	0	0	**19.0**	**19**	4	0	0	0	1	0	0	**6.0**	**5**
07:15 - 07:30	19	3	0	0	1	2	0	**24.4**	**25**	7	0	0	0	0	0	0	**7.0**	**7**
07:30 - 07:45	36	4	0	0	0	0	0	**40.0**	**40**	8	0	0	0	0	0	0	**8.0**	**8**
07:45 - 08:00	15	1	0	0	1	0	0	**18.0**	**17**	12	1	0	0	1	0	0	**15.0**	**14**
Hourly Total	**84**	**13**	**0**	**0**	**2**	**2**	**0**	**101**	**101**	**31**	**1**	**0**	**0**	**2**	**0**	**0**	**36**	**34**
08:00 - 08:15	24	5	0	0	0	0	0	**29.0**	**29**	8	3	0	0	0	0	0	**11.0**	**11**
08:15 - 08:30	30	3	0	0	1	1	0	**35.2**	**35**	17	1	0	0	1	0	0	**20.0**	**19**
08:30 - 08:45	62	2	0	0	2	1	0	**68.2**	**67**	52	0	1	0	0	0	0	**53.5**	**53**
08:45 - 09:00	46	3	0	0	0	0	0	**49.0**	**49**	47	4	0	0	1	0	0	**53.0**	**52**
Hourly Total	**162**	**13**	**0**	**0**	**3**	**2**	**0**	**181**	**180**	**124**	**8**	**1**	**0**	**2**	**0**	**0**	**138**	**135**
09:00 - 09:15	29	5	1	0	1	0	0	**37.5**	**36**	15	5	0	0	0	0	0	**20.0**	**20**
09:15 - 09:30	16	4	0	0	1	0	0	**22.0**	**21**	9	2	0	0	1	0	0	**13.0**	**12**
09:30 - 09:45	15	0	0	0	0	0	1	**15.4**	**16**	10	1	0	0	0	0	0	**11.0**	**11**
09:45 - 10:00	15	2	0	0	0	0	0	**17.0**	**17**	8	2	0	0	1	0	0	**12.0**	**11**
Hourly Total	**75**	**11**	**1**	**0**	**2**	**0**	**1**	**92**	**90**	**42**	**10**	**0**	**0**	**2**	**0**	**0**	**56**	**54**
Session Total	**321**	**37**	**1**	**0**	**7**	**4**	**1**	**374**	**371**	**197**	**19**	**1**	**0**	**6**	**0**	**0**	**230**	**223**
14:30 - 14:45	12	3	0	0	1	0	0	**17.0**	**16**	29	4	0	0	0	0	1	**33.4**	**34**
14:45 - 15:00	23	1	1	0	0	2	0	**25.9**	**27**	46	2	0	0	1	2	0	**50.4**	**51**
Hourly Total	**35**	**4**	**1**	**0**	**1**	**2**	**0**	**43**	**43**	**75**	**6**	**0**	**0**	**1**	**2**	**1**	**83**	**85**
15:00 - 15:15	33	0	1	0	1	0	0	**36.5**	**35**	50	3	0	0	0	0	0	**53.0**	**53**
15:15 - 15:30	31	3	0	0	0	0	0	**34.0**	**34**	37	2	0	0	2	0	0	**43.0**	**41**
15:30 - 15:45	37	2	0	0	0	0	0	**39.0**	**39**	27	0	0	0	1	0	0	**29.0**	**28**
15:45 - 16:00	19	1	0	0	1	1	0	**22.2**	**22**	21	2	0	0	0	0	0	**23.0**	**23**
Hourly Total	**120**	**6**	**1**	**0**	**2**	**1**	**0**	**132**	**130**	**135**	**7**	**0**	**0**	**3**	**0**	**0**	**148**	**145**
16:00 - 16:15	20	2	0	0	1	0	0	**24.0**	**23**	29	0	0	0	1	0	0	**31.0**	**30**
16:15 - 16:30	12	1	0	0	0	0	0	**13.0**	**13**	33	4	0	0	0	0	0	**37.0**	**37**
16:30 - 16:45	18	2	0	0	0	0	0	**20.0**	**20**	25	5	0	0	1	0	0	**32.0**	**31**
16:45 - 17:00	14	1	0	0	1	0	0	**17.0**	**16**	26	2	0	0	0	0	0	**28.0**	**28**
Hourly Total	**64**	**6**	**0**	**0**	**2**	**0**	**0**	**74**	**72**	**113**	**11**	**0**	**0**	**2**	**0**	**0**	**128**	**126**
17:00 - 17:15	22	1	0	0	0	0	0	**23.0**	**23**	31	3	0	0	1	0	0	**36.0**	**35**
17:15 - 17:30	15	0	0	0	1	0	0	**17.0**	**16**	41	2	0	0	0	0	0	**43.0**	**43**
17:30 - 17:45	18	0	0	0	0	0	0	**18.0**	**18**	34	2	0	0	1	0	0	**38.0**	**37**
17:45 - 18:00	14	1	0	0	1	1	0	**17.2**	**17**	32	2	0	0	0	0	0	**34.0**	**34**
Hourly Total	**69**	**2**	**0**	**0**	**2**	**1**	**0**	**75**	**74**	**138**	**9**	**0**	**0**	**2**	**0**	**0**	**151**	**149**
18:00 - 18:15	20	2	0	0	0	0	0	**22.0**	**22**	31	2	0	0	1	1	0	**35.2**	**35**
18:15 - 18:30	16	1	0	0	1	0	0	**19.0**	**18**	24	0	0	0	0	0	0	**24.0**	**24**
18:30 - 18:45	11	1	0	0	0	0	0	**12.0**	**12**	22	2	0	0	0	0	1	**24.4**	**25**
18:45 - 19:00	18	1	0	0	1	0	0	**21.0**	**20**	17	1	0	0	0	0	0	**18.0**	**18**
Hourly Total	**65**	**5**	**0**	**0**	**2**	**0**	**0**	**74**	**72**	**94**	**5**	**0**	**0**	**1**	**1**	**1**	**101**	**102**
Session Total	**353**	**23**	**2**	**0**	**9**	**4**	**0**	**398**	**391**	**555**	**38**	**0**	**0**	**9**	**3**	**2**	**611**	**607**

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: A - (East) Bryn Road / B - LLewelyn Drive / C - (West) Bryn Road

Approach: C - (West) Bryn Road

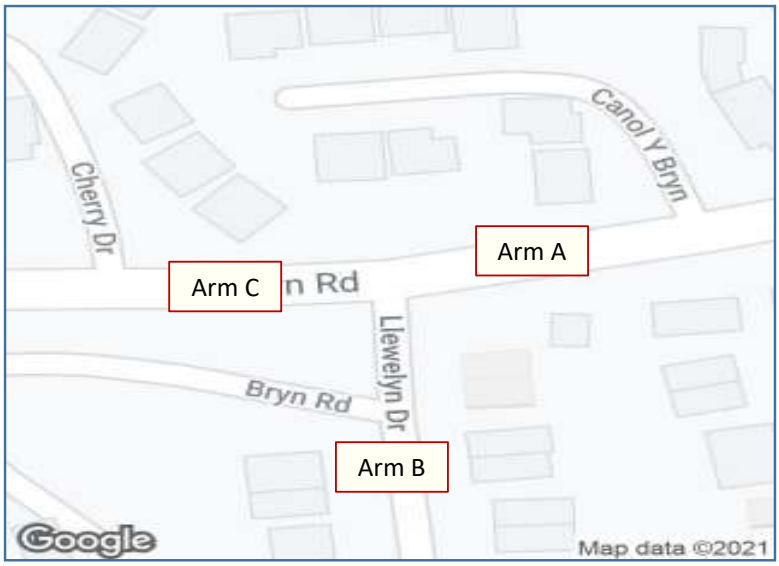
	C to A									C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	5	1	0	0	0	1	0	6.2	7	2	0	0	0	1	0	0	4.0	3	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	15	1	1	0	0	1	0	17.7	18	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	13	5	0	0	0	0	1	18.4	19	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	13	5	0	0	0	0	0	18.0	18	4	1	0	0	1	0	0	7.0	6	0	0	0	0	0	0	0	0.0	0
Hourly Total	**92**	**24**	**2**	**0**	**0**	**4**	**2**	**60**	**124**	**14**	**1**	**0**	**0**	**2**	**0**	**0**	**19**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	32	9	0	0	0	1	0	41.2	42	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	28	5	0	0	0	1	0	33.2	34	9	0	0	0	1	0	0	11.0	10	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	44	0	0	0	1	0	0	46.0	45	25	0	1	0	0	0	0	26.5	26	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	47	2	1	0	0	0	0	50.5	50	12	0	0	0	1	0	0	14.0	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	**302**	**32**	**2**	**0**	**2**	**4**	**0**	**171**	**342**	**48**	**1**	**1**	**0**	**2**	**0**	**0**	**55**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	32	0	0	0	0	1	0	32.2	33	5	2	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	14	2	0	0	0	0	0	16.0	16	5	0	0	0	1	0	0	7.0	6	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	7	1	1	0	0	0	0	9.5	9	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	7	1	0	0	0	0	0	8.0	8	5	1	0	0	1	0	0	8.0	7	0	0	0	0	0	0	0	0.0	0
Hourly Total	**120**	**8**	**2**	**0**	**0**	**2**	**0**	**66**	**132**	**22**	**4**	**0**	**0**	**2**	**0**	**0**	**30**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1028**	**128**	**12**	**0**	**4**	**20**	**4**	**297**	**598**	**84**	**6**	**1**	**0**	**6**	**0**	**0**	**104**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:30 - 14:45	18	1	0	0	1	0	0	21.0	20	14	1	0	0	0	0	1	15.4	16	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	25	2	0	0	0	0	1	27.4	28	24	1	0	0	1	0	0	27.0	26	0	0	0	0	0	0	0	0.0	0
Hourly Total	**86**	**6**	**0**	**0**	**2**	**0**	**2**	**48**	**96**	**38**	**2**	**0**	**0**	**1**	**0**	**1**	**42**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	32	0	0	0	0	0	0	32.0	32	19	0	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	22	0	0	0	0	0	0	22.0	22	14	0	0	0	2	0	0	18.0	16	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	13	3	0	0	1	0	0	16.2	17	13	0	0	0	1	0	0	15.0	14	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	11	0	1	0	0	3	0	13.1	15	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
Hourly Total	**156**	**6**	**2**	**0**	**0**	**8**	**0**	**84**	**172**	**52**	**0**	**0**	**0**	**3**	**0**	**0**	**58**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	10	0	0	0	0	0	0	10.0	10	12	0	0	0	1	0	0	14.0	13	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	9	1	0	0	0	0	0	10.0	10	14	3	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	13	3	0	0	0	1	0	16.2	17	12	3	0	0	1	0	0	17.0	16	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	17	3	0	0	0	1	0	20.2	21	12	0	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
Hourly Total	**98**	**14**	**0**	**0**	**0**	**4**	**0**	**56**	**116**	**50**	**6**	**0**	**0**	**2**	**0**	**0**	**60**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	18	3	0	0	0	0	0	21.0	21	9	0	0	0	1	0	0	11.0	10	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	19	2	1	0	0	1	0	22.7	23	14	0	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	9	0	0	0	0	2	0	9.4	11	17	0	0	0	1	0	0	19.0	18	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	16	0	0	0	0	0	0	16.0	16	16	1	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
Hourly Total	**124**	**10**	**2**	**0**	**0**	**6**	**0**	**70**	**142**	**56**	**1**	**0**	**0**	**2**	**0**	**0**	**61**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	11	0	0	0	0	0	0	11.0	11	15	2	0	0	1	1	0	19.2	19	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	11	1	0	0	0	0	0	12.0	12	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	7	1	0	0	0	0	0	8.0	8	9	2	0	0	0	0	1	11.4	12	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	14	0	0	0	0	0	1	14.4	15	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	**43**	**2**	**0**	**0**	**0**	**0**	**1**	**45**	**46**	**37**	**4**	**0**	**0**	**1**	**1**	**1**	**43**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**507**	**38**	**4**	**0**	**2**	**18**	**3**	**303**	**572**	**233**	**13**	**0**	**0**	**9**	**1**	**2**	**264**	**258**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	7	1	0	0	1	1	0	**10.2**	**10**	5	1	0	0	0	0	0	**6.0**	**6**
07:15 - 07:30	18	1	1	0	0	1	0	**20.7**	**21**	10	2	0	0	1	1	0	**14.2**	**14**
07:30 - 07:45	18	5	0	0	0	0	1	**23.4**	**24**	17	1	0	0	0	0	0	**18.0**	**18**
07:45 - 08:00	17	6	0	0	1	0	0	**25.0**	**24**	17	4	1	0	1	0	0	**24.5**	**23**
Hourly Total	**60**	**13**	**1**	**0**	**2**	**2**	**1**	**79**	**79**	**49**	**8**	**1**	**0**	**2**	**1**	**0**	**63**	**61**
08:00 - 08:15	34	10	0	0	0	1	0	**44.2**	**45**	15	4	0	0	0	0	0	**19.0**	**19**
08:15 - 08:30	37	5	0	0	1	1	0	**44.2**	**44**	23	0	0	0	1	0	0	**25.0**	**24**
08:30 - 08:45	69	0	1	0	1	0	0	**72.5**	**71**	58	2	0	0	3	1	0	**66.2**	**64**
08:45 - 09:00	59	2	1	0	1	0	0	**64.5**	**63**	66	5	0	0	0	0	0	**71.0**	**71**
Hourly Total	**199**	**17**	**2**	**0**	**3**	**2**	**0**	**225**	**223**	**162**	**11**	**0**	**0**	**4**	**1**	**0**	**181**	**178**
09:00 - 09:15	37	2	0	0	0	1	0	**39.2**	**40**	33	6	0	0	1	0	0	**41.0**	**40**
09:15 - 09:30	19	2	0	0	1	0	0	**23.0**	**22**	29	6	1	0	1	0	0	**38.5**	**37**
09:30 - 09:45	14	2	1	0	0	0	0	**17.5**	**17**	18	5	0	0	0	0	0	**23.0**	**23**
09:45 - 10:00	12	2	0	0	1	0	0	**16.0**	**15**	13	2	0	0	0	0	0	**15.0**	**15**
Hourly Total	**82**	**8**	**1**	**0**	**2**	**1**	**0**	96	94	**93**	**19**	**1**	**0**	**2**	**0**	**0**	118	115
Session Total	**341**	**38**	**4**	**0**	**7**	**5**	**1**	400	396	**304**	**38**	**2**	**0**	**8**	**2**	**0**	362	354
14:30 - 14:45	32	2	0	0	1	0	1	**36.4**	**36**	15	2	1	0	1	0	0	**20.5**	**19**
14:45 - 15:00	49	3	0	0	1	0	1	**54.4**	**54**	35	3	0	0	0	0	0	**38.0**	**38**
Hourly Total	**81**	**5**	**0**	**0**	**2**	**0**	**2**	91	90	**50**	**5**	**1**	**0**	**1**	**0**	**0**	59	57
15:00 - 15:15	51	0	0	0	0	0	0	**51.0**	**51**	65	1	0	0	2	0	0	**70.0**	**68**
15:15 - 15:30	36	0	0	0	2	0	0	**40.0**	**38**	42	3	0	0	0	1	0	**45.2**	**46**
15:30 - 15:45	26	3	0	0	1	1	0	**31.2**	**31**	30	6	0	0	0	0	0	**36.0**	**36**
15:45 - 16:00	17	0	1	0	0	3	0	**19.1**	**21**	28	3	0	0	1	1	0	**33.2**	**33**
Hourly Total	**130**	**3**	**1**	**0**	**3**	**4**	**0**	142	141	**165**	**13**	**0**	**0**	**3**	**2**	**0**	184	183
16:00 - 16:15	22	0	0	0	1	0	0	**24.0**	**23**	27	5	0	0	1	0	0	**34.0**	**33**
16:15 - 16:30	23	4	0	0	0	0	0	**27.0**	**27**	25	0	0	0	0	0	0	**25.0**	**25**
16:30 - 16:45	25	6	0	0	1	1	0	**33.2**	**33**	41	3	0	0	0	0	0	**44.0**	**44**
16:45 - 17:00	29	3	0	0	0	1	0	**32.2**	**33**	26	3	0	0	1	1	2	**32.0**	**33**
Hourly Total	**99**	**13**	**0**	**0**	**2**	**2**	**0**	116	116	**119**	**11**	**0**	**0**	**2**	**1**	**2**	135	135
17:00 - 17:15	27	3	0	0	1	0	0	**32.0**	**31**	27	6	2	0	0	2	0	**36.4**	**37**
17:15 - 17:30	33	2	1	0	0	1	0	**36.7**	**37**	18	0	0	0	1	1	1	**20.6**	**21**
17:30 - 17:45	26	0	0	0	1	2	0	**28.4**	**29**	19	0	0	0	0	0	0	**19.0**	**19**
17:45 - 18:00	32	1	0	0	0	0	0	**33.0**	**33**	28	4	0	0	1	1	0	**34.2**	**34**
Hourly Total	**118**	**6**	**1**	**0**	**2**	**3**	**0**	131	130	**92**	**10**	**2**	**0**	**2**	**4**	**1**	110	111
18:00 - 18:15	26	2	0	0	1	1	0	**30.2**	**30**	26	3	0	0	0	0	0	**29.0**	**29**
18:15 - 18:30	16	1	0	0	0	0	0	**17.0**	**17**	18	2	0	0	1	0	0	**22.0**	**21**
18:30 - 18:45	16	3	0	0	0	0	1	**19.4**	**20**	12	2	0	0	0	0	0	**14.0**	**14**
18:45 - 19:00	22	0	0	0	0	0	1	**22.4**	**23**	17	0	0	0	1	0	0	**19.0**	**18**
Hourly Total	**80**	**6**	**0**	**0**	**1**	**1**	**2**	89	90	**73**	**7**	**0**	**0**	**2**	**0**	**0**	84	82
Session Total	**508**	**33**	**2**	**0**	**10**	**10**	**4**	569	567	**499**	**46**	**3**	**0**	**10**	**7**	**3**	572	568

Bryn-y-Baal - Manual Traffic Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: **A - (East) Bryn Road / B - LLewelyn Drive / C - (West) Bryn Road**



Matrix Totals:	**Counts**	
Show single Session:	**No**	
	07:00 to 10:00	
Custom Start / End:	**07:00**	**19:00**
Show Peak Times:	**No**	

Arm Destination

Arm Origin	A	B	C	Total	% Total
A	0	475	568	**1043**	**100.00%**
B	408	0	354	**762**	**100.00%**
C	608	355	0	**963**	**100.00%**
Total	**1016**	**830**	**922**		
% Total	**100.00%**	**100.00%**	**100.00%**		

Classifications	Include
CAR	**Yes**

LGV	**Yes**
OGV1	**Yes**
OGV2	**Yes**
BUS	**Yes**
P/CYCLE	**Yes**
M/CYCLE	**Yes**

Bryn-y-Baal - Queue Length Survey: Thursday, 15 April 2021

Produced by Streetwise Services Ltd.

Junction: **A - (East) Bryn Road / B - LLewelyn Drive / C - (West) Bryn Road**

	A - (East) Bryn Road	B - LLewelyn Drive	C - (West) Bryn Road
	Lane 1	Lane 1	Lane 1
Survey Period	MAX	MAX	MAX
07:00 - 07:05	0	1	0
07:05 - 07:10	0	0	0
07:10 - 07:15	0	0	0
07:15 - 07:20	0	0	0
07:20 - 07:25	0	0	0
07:25 - 07:30	0	1	0
07:30 - 07:35	0	0	0
07:35 - 07:40	0	2	0
07:40 - 07:45	0	3	0
07:45 - 07:50	0	1	0
07:50 - 07:55	0	0	0
07:55 - 08:00	0	1	0
08:00 - 08:05	0	1	0
08:05 - 08:10	0	1	0
08:10 - 08:15	0	1	0
08:15 - 08:20	0	0	0
08:20 - 08:25	0	2	2
08:25 - 08:30	0	3	0
08:30 - 08:35	0	2	1
08:35 - 08:40	2	2	5
08:40 - 08:45	0	5	1

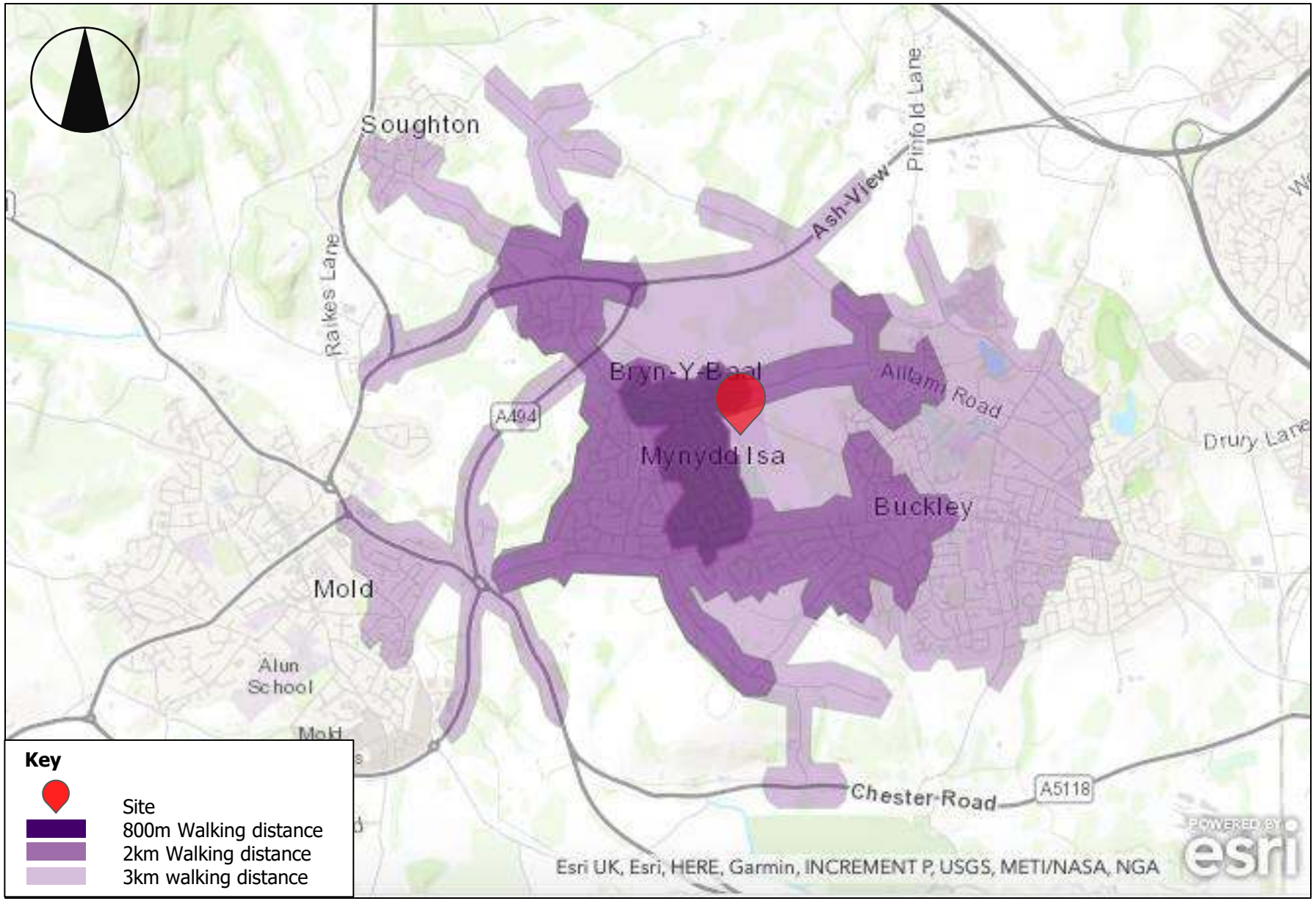
08:45 - 08:50	0	4	0
08:50 - 08:55	0	2	5
08:55 - 09:00	0	2	0
09:00 - 09:05	0	4	1
09:05 - 09:10	0	2	0
09:10 - 09:15	0	1	0
09:15 - 09:20	0	1	2
09:20 - 09:25	0	2	0
09:25 - 09:30	0	2	0
09:30 - 09:35	0	0	0
09:35 - 09:40	0	1	0
09:40 - 09:45	0	1	0
09:45 - 09:50	0	1	0
09:50 - 09:55	0	0	0
09:55 - 10:00	0	1	0
14:30 - 14:35	0	1	2
14:35 - 14:40	0	1	0
14:40 - 14:45	0	1	0
14:45 - 14:50	0	1	0
14:50 - 14:55	0	1	4
14:55 - 15:00	1	2	10
15:00 - 15:05	0	2	3
15:05 - 15:10	1	4	2
15:10 - 15:15	0	4	1
15:15 - 15:20	0	1	1
15:20 - 15:25	1	2	1
15:25 - 15:30	0	1	3
15:30 - 15:35	0	1	1
15:35 - 15:40	0	2	2
15:40 - 15:45	0	1	0
15:45 - 15:50	1	3	1
15:50 - 15:55	1	2	1
15:55 - 16:00	0	1	0

16:00 - 16:05	0	3	1
16:05 - 16:10	0	4	2
16:10 - 16:15	1	2	1
16:15 - 16:20	0	3	0
16:20 - 16:25	0	1	1
16:25 - 16:30	0	1	0
16:30 - 16:35	0	2	1
16:35 - 16:40	0	1	1
16:40 - 16:45	0	2	0
16:45 - 16:50	0	1	1
16:50 - 16:55	0	1	1
16:55 - 17:00	0	1	1
17:00 - 17:05	0	1	2
17:05 - 17:10	0	2	0
17:10 - 17:15	0	1	2
17:15 - 17:20	3	1	1
17:20 - 17:25	0	1	1
17:25 - 17:30	0	1	0
17:30 - 17:35	0	1	0
17:35 - 17:40	0	1	1
17:40 - 17:45	0	1	2
17:45 - 17:50	0	1	0
17:50 - 17:55	0	1	1
17:55 - 18:00	0	1	2
18:00 - 18:05	0	1	1
18:05 - 18:10	0	1	2
18:10 - 18:15	0	1	0
18:15 - 18:20	0	2	0
18:20 - 18:25	0	1	3
18:25 - 18:30	0	1	0
18:30 - 18:35	0	0	1
18:35 - 18:40	0	1	0
18:40 - 18:45	0	1	2

18:45 - 18:50	0	1	0
18:50 - 18:55	0	1	0
18:55 - 19:00	0	2	1

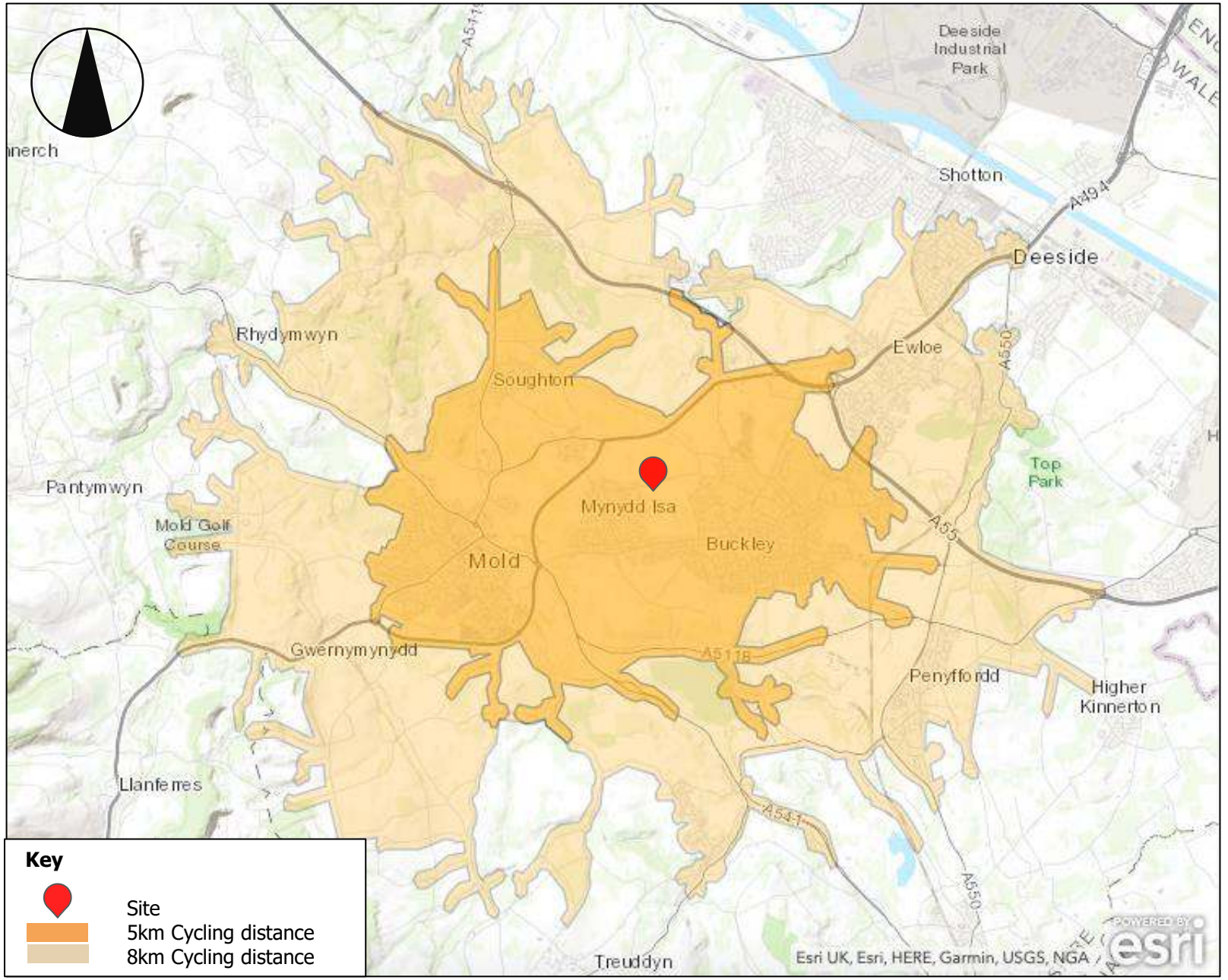
Appendix D

(Walking Isochrone Map)


Soughton
Ash View
Pinfold Lane
Raikes Lane
Bryn-Y-Baal
Alltami Road
A494
Mynydd Isa
Buckley
Drury Lane
Mold
Alun School
Chester Road
A5118
Key
Site
800m Walking distance
2km Walking distance
3km walking distance
Esri UK, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA
POWERED BY esri

Appendix E

(Cycling Isochrone Map)


Deeside Industrial Park
Shotton
A494
Deeside
Rhydymwyn
Ewloe
A550
Soughton
Top Park
Pantymwyn
Mynydd Isa
Mold Golf Course
Buckley
A55
Mold
Gwernymynydd
A5118
Penyffordd
Higher Kinnerton
Llanferres
A541
Treuddyn
Esri UK, Esri, HERE, Garmin, USGS, NGA
Key
Site
5km Cycling distance
8km Cycling distance

Appendix F

(BREEAM Accessibility Indicator Output)

BREEAM 2018 Tra01/02 Accessibility Index calculator

BREEAM UK delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: School

No. nodes required: 3

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	250									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1	1								

NODE 2

Public transport type	Bus									
Distance to node (m)	911									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1	1								

NODE 3

Public transport type										
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

Accessibility Index	1.97

Appendix G

(Proposed Drop-off and Pick-up Area with Vehicle Tracking)

Rev	Details	Drawn	Checked	Date
...	...	...	...	...

EXISTING TWO-WAY ACCESS TO BECOME OUT ONLY EGRESS

EXISTING TWO-WAY ACCESS TO BECOME IN ONLY ACCESS

BRYN ROAD

2,000m

4,800m

6,000m

2,500m

4,100m

TURN RIGHT

TURN LEFT

153000

154987

1:20.0

Bushes Ht: 8.0m

Gas House

Visible Trench Line

0 2.5 5 7.5 10 12.5m

1:250

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

Client

...

Project

Mynydd Isa Campus, Flintshire

Drawing Title

Proposed Highway Arrangement

Scale	1:250	Size	A2
Drawn	DW	23.06.2021	
Checked	AH	23.06.2021	

ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number: 2021-4097-004

Rev:

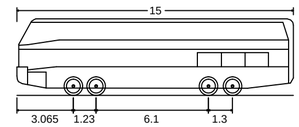
2021-4097-004 - PROPOSED HIGHWAY ARRANGEMENT.DWG

Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

15m 6WS LUXURY COACH



Overall Length	15.000m
Overall Width	2.500m
Overall Body Height	4.157m
Min Body Ground Clearance	0.397m
Track Width	2.500m
Lock to Lock Time	5.00s
Wall to Wall Turning Radius	12.490m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Mynydd Isa Campus, Flintshire

Drawing Title

Vehicular Swept Paths Analysis (Sheet 1 of 2)

Scale	1:250	Size	A2
Drawn	DW		23.06.2021
Checked	AH		23.06.2021

ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2021-4097-TR04(1)	

2021-4097-TR04 - VEHICULAR SWEPT PATHS ANALYSIS.DWG

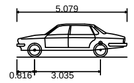
0 2.5 5 7.5 10 12.5m
1:250

Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

LARGE CAR (2006 Mercedes S-Class)



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Mynydd Isa Campus, Flintshire

Drawing Title

Vehicular Swept Paths Analysis (Sheet 2 of 2)

Scale	1:250	Size	A2
Drawn	DW	23.06.2021	
Checked	AH	23.06.2021	

ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number: 2021-4097-TR04(2)

Rev:

2021-4097-TR04 - VEHICULAR SWEPT PATHS ANALYSIS.DWG

0 2.5 5 7.5 10 12.5m
1:250

Appendix H

(Vehicle Tracking)

A1

Ty Argoed

Highfield Farm

Beec

SNOWDON AVENUE

TURN RIGHT

Legend

- Site Boundary
- Large Refuse Vehicle
- Fire Tender
- Luxury Coach
- Conflict between vehicles and the current Masterplan - to be revised in future design phase.

Notes

1. Do not scale from this drawing.

2. The details shown on this drawing are based on a RIBA Stage 3 produced for MIMWEP Stage 2. The details will need to be reviewed and revised during subsequent design stages.

3. Topographic survey based on: Argoed School, Bryn Road, Mold Site Survey May 2020, related to Ordnance Survey G.P.S. Datum HSP Consulting.

4. All levels are shown above ordnance datum (m AOD).

5. The details shown on this drawing are subject to change in subsequent design stages and following any potential comments received from statutory authorities.

6. Layouts are based on conceptual layouts received from Ares on 11-06-2021 and are subject to ongoing coordination and further design development during subsequent stages.

J:\250000\280340\4-004 Internal Project Data\4-30 Drawings\4-31 Issue drawings\FL0101-ARP-01-00-DR-C-20031.dgn

Issue	Date	By	Chkd	Appd
P01	23/06/21	DS	AR	
Issued for Information				

ARUP

4 Pierhead St, Capital Waterside
Cardiff, CF10 4QP
T +44(0)29 20473727 F +44(0)29 20472277

Client
Flintshire County Council - WEPco

Project Title
Campus Mynydd Isa
Flintshire

Drawing Title
Vehicle Tracking

Scale at A1 1:500 | Role Infrastructure

Suitability S2 - For Information

Job No 280340 | Rev P01

Drawing No FL0101-ARP-01-00-DR-C-20031

Draft

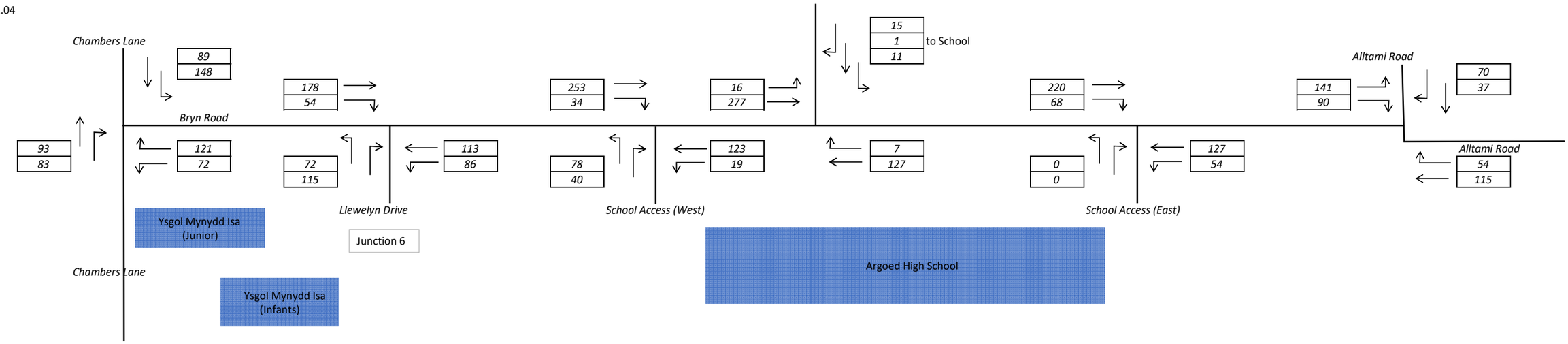
Do not scale

Appendix I

(2026 with Development Traffic Flows and Net Change)

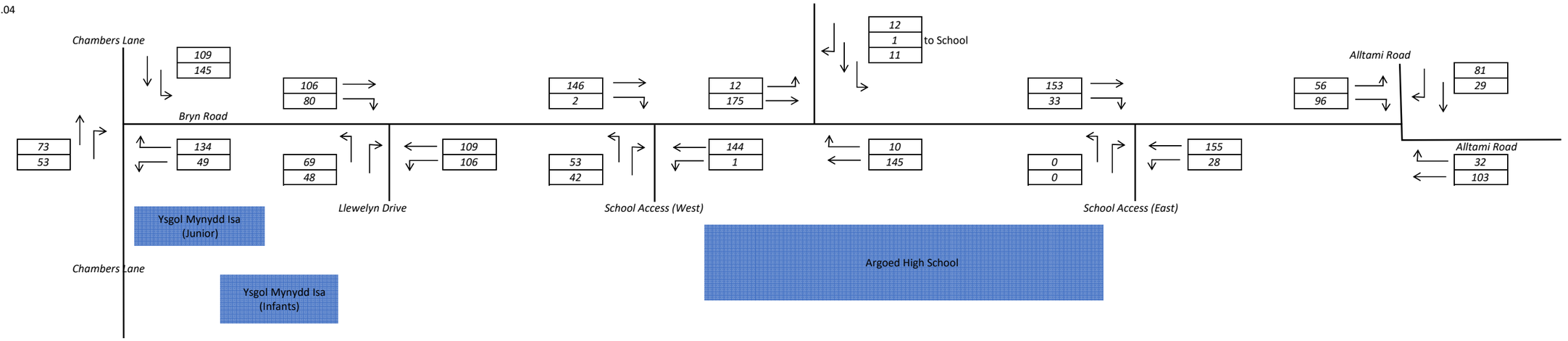
AM Peak IN 175
08:00-09:00 OUT 118

Growth 1.04



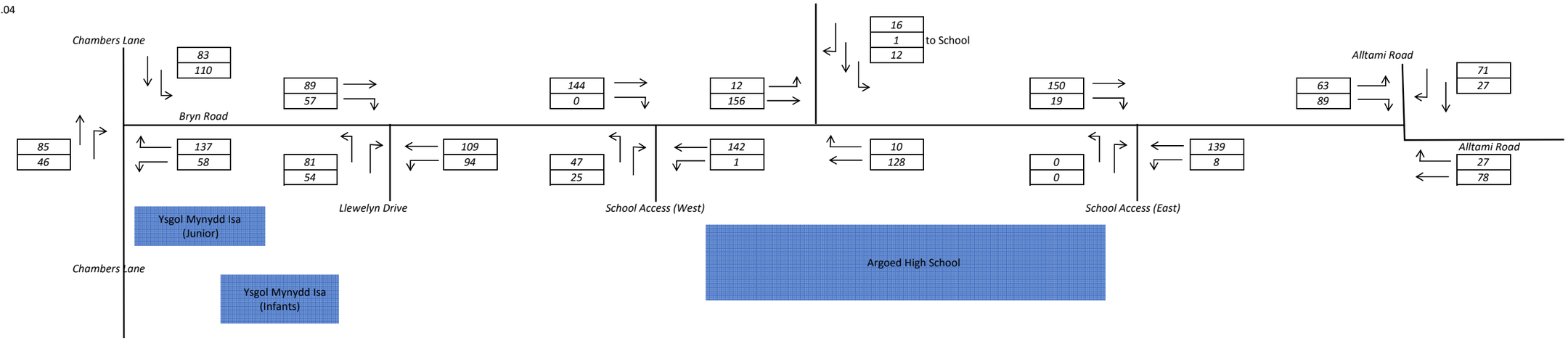
PM Peak IN 64
14:30-15:30 OUT 95

Growth 1.04



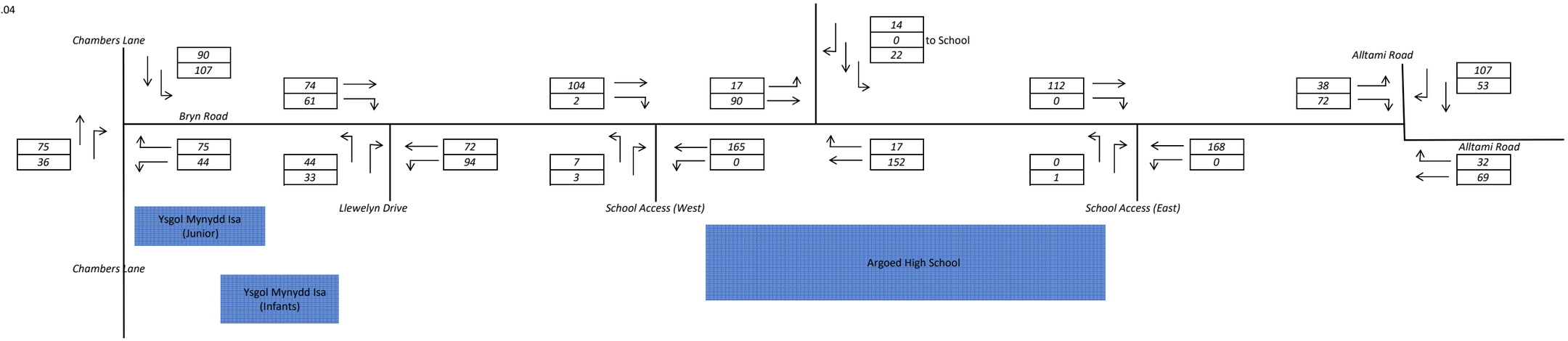
PM Peak IN 28
15:00-16:00 OUT 72

Growth 1.04

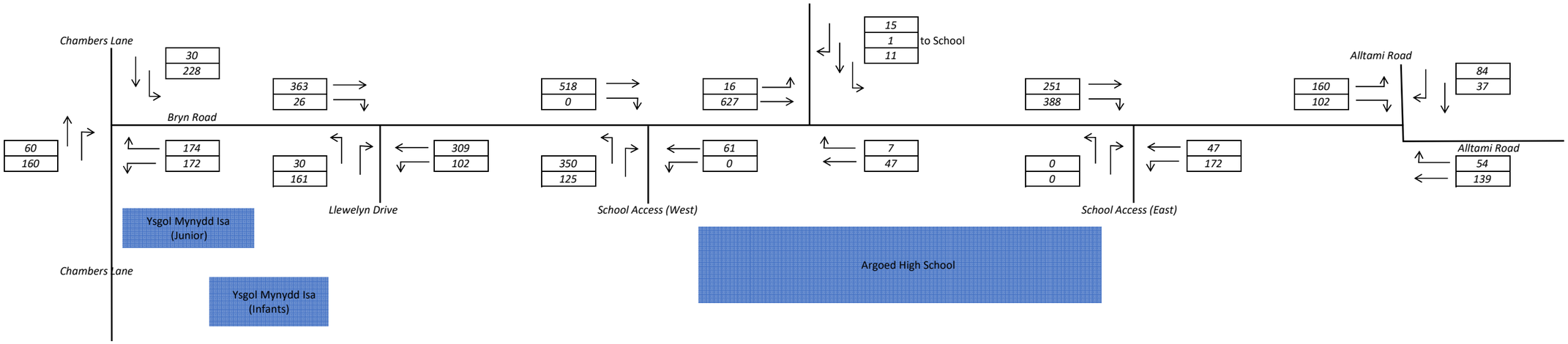


PM Peak IN 2
17:00-18:00 OUT 11

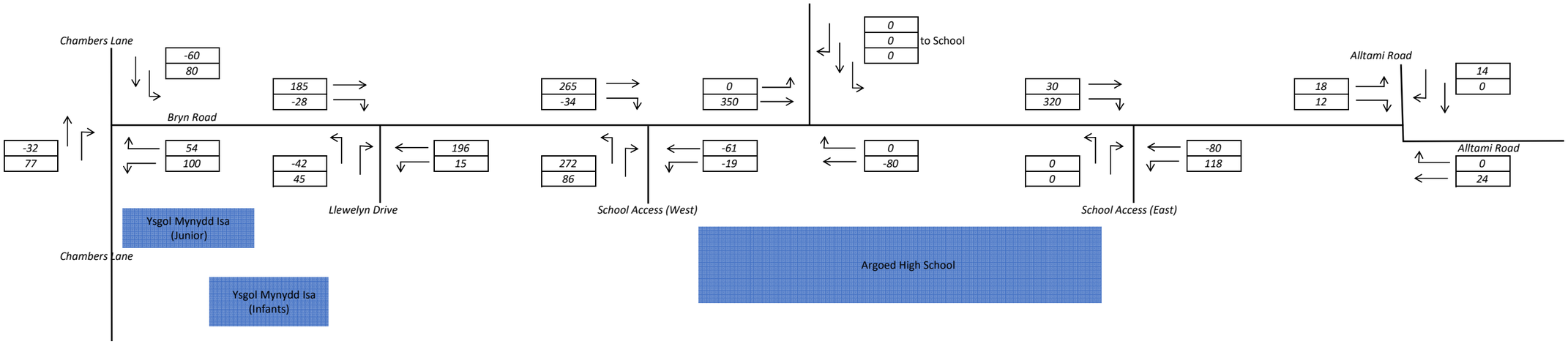
Growth 1.04



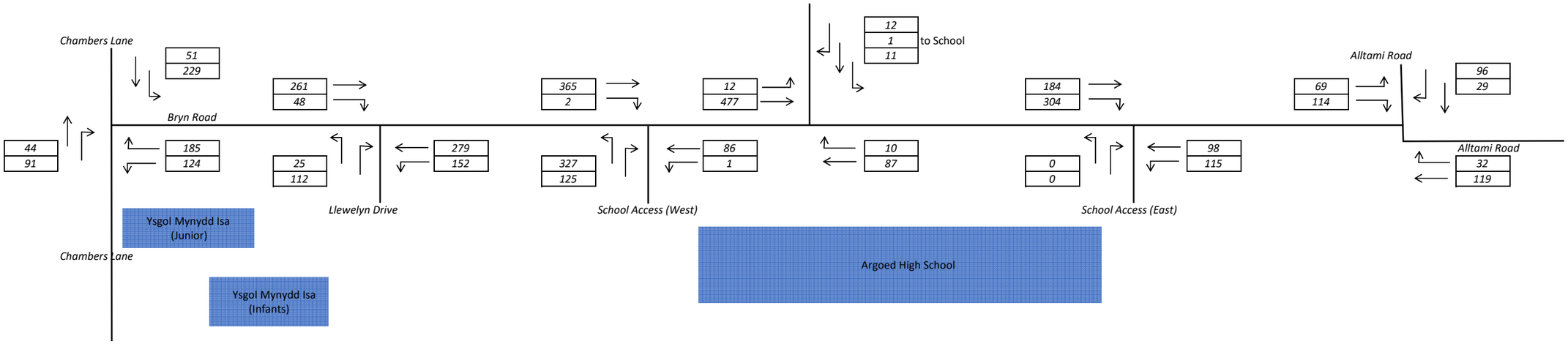
AM Peak IN 560
08:00-09:00 OUT 475



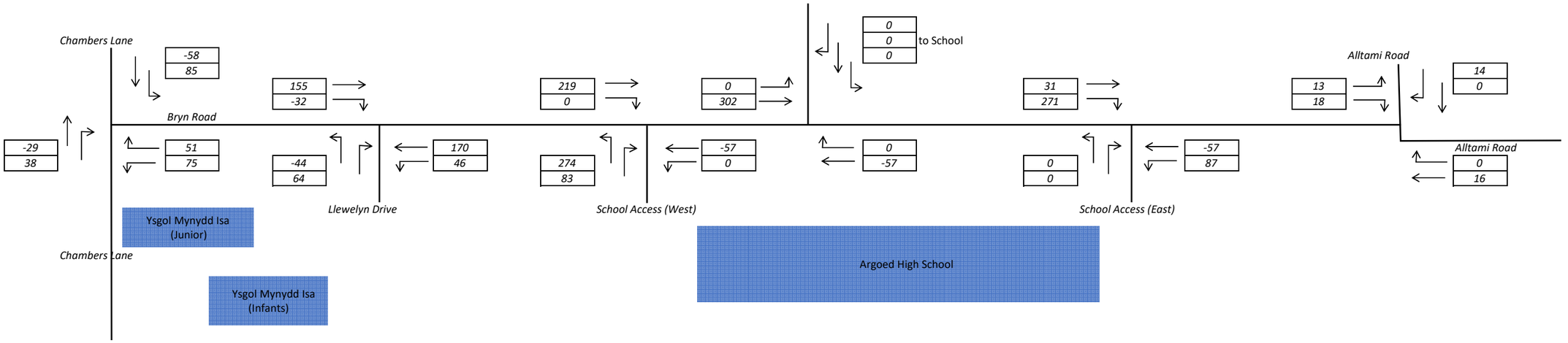
AM Peak IN 438
08:00-09:00 OUT 358



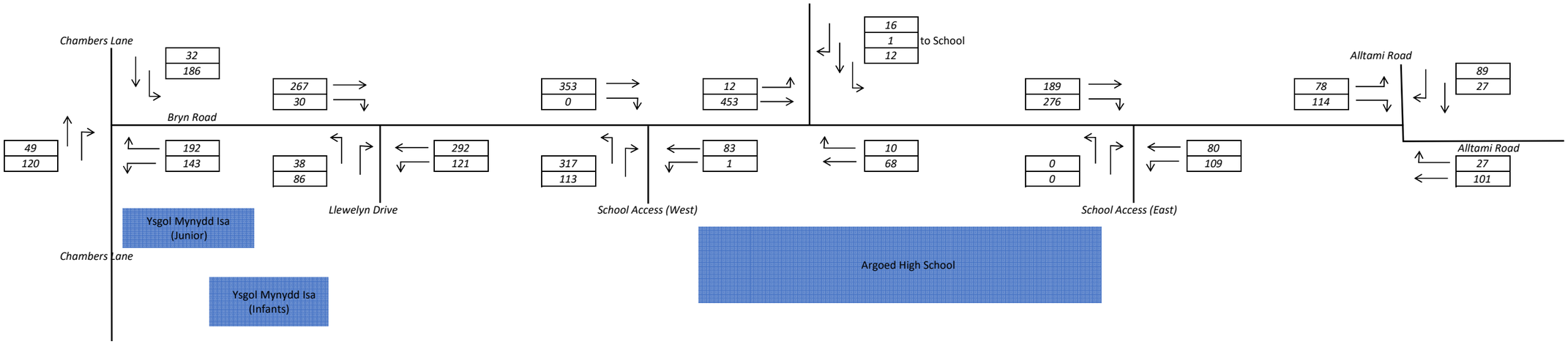
PM Peak IN 420
14:30-15:30 OUT 451



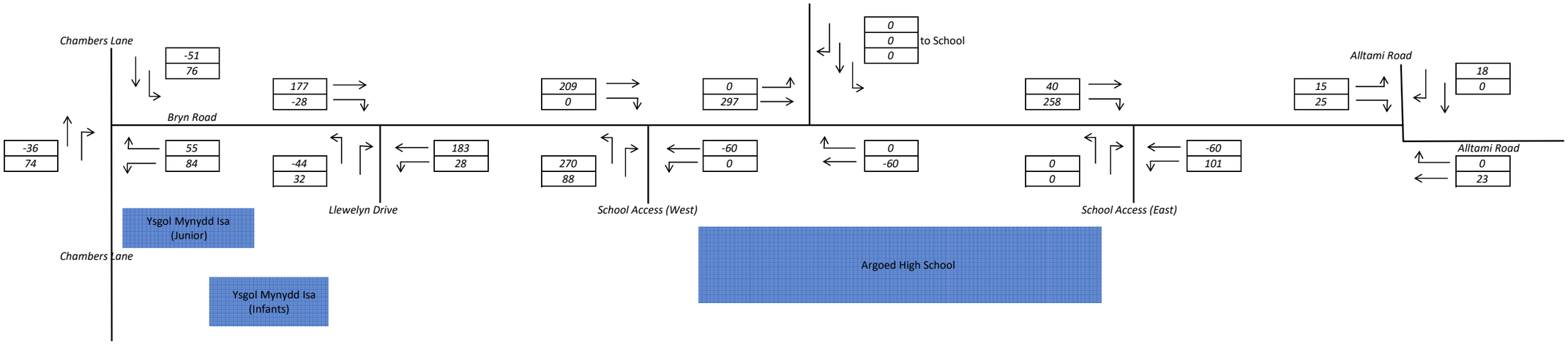
PM Peak IN 358
14:30-15:30 OUT 357



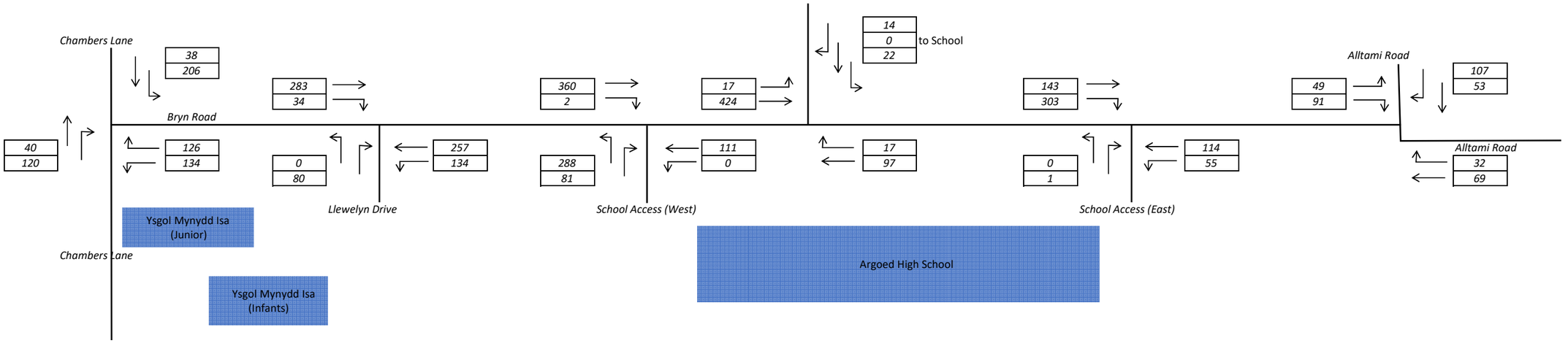
PM Peak IN 385
15:00-16:00 OUT 430



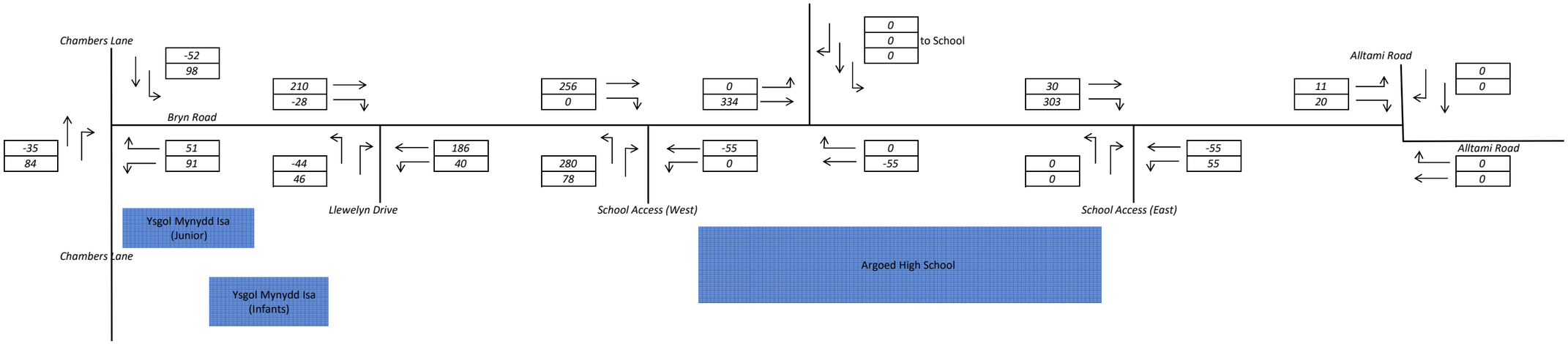
PM Peak IN 358
15:00-16:00 OUT 358



PM Peak IN 358
17:00-18:00 OUT 368



PM Peak IN 358
17:00-18:00 OUT 358



Appendix J

(Junction Modelling Outputs)

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.0.1499

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

Filename: Alltami Road Bryn Road (210428).j10
Path: C:\Users\andre\TTP Consulting\Staff Site - Projects\2021\4097 - Mynydd Isa Campus, Flintshire\Modelling
Report generation date: 25/05/2021 12:23:43

Summary of junction performance

	AM								PM 230 - 330									
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)
																		2021 Observed
Stream B-C	D1	0.4	9.13	0.28	A	5.07	A	95 % [Stream B-A]	D2	0.1	7.51	0.11	A	4.14	A	150 % [Stream B-A]	D3	0.1
Stream B-A		0.3	11.06	0.23	B					0.3	10.55	0.23	B					0.3
Stream C-AB		0.1	6.77	0.08	A					0.1	6.46	0.06	A					0.1
																		2026 Baseline
Stream B-C	D5	0.4	9.34	0.29	A	5.16	A	89 % [Stream B-A]	D6	0.1	7.60	0.12	A	4.21	A	140 % [Stream B-A]	D7	0.1
Stream B-A		0.3	11.29	0.24	B					0.3	10.74	0.24	B					0.3
Stream C-AB		0.1	6.78	0.08	A					0.1	6.46	0.06	A					0.1
																		2026 with Developmen
Stream B-C	D9	1.0	21.23	0.51	C	10.68	B	21 % [Stream B-C]	D11	0.2	8.02	0.14	A	4.57	A	105 % [Stream B-A]	D13	0.1
Stream B-A		0.5	16.30	0.34	C					0.4	11.63	0.29	B					0.3
Stream C-AB		0.1	6.74	0.08	A					0.1	6.39	0.06	A					0.2

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.

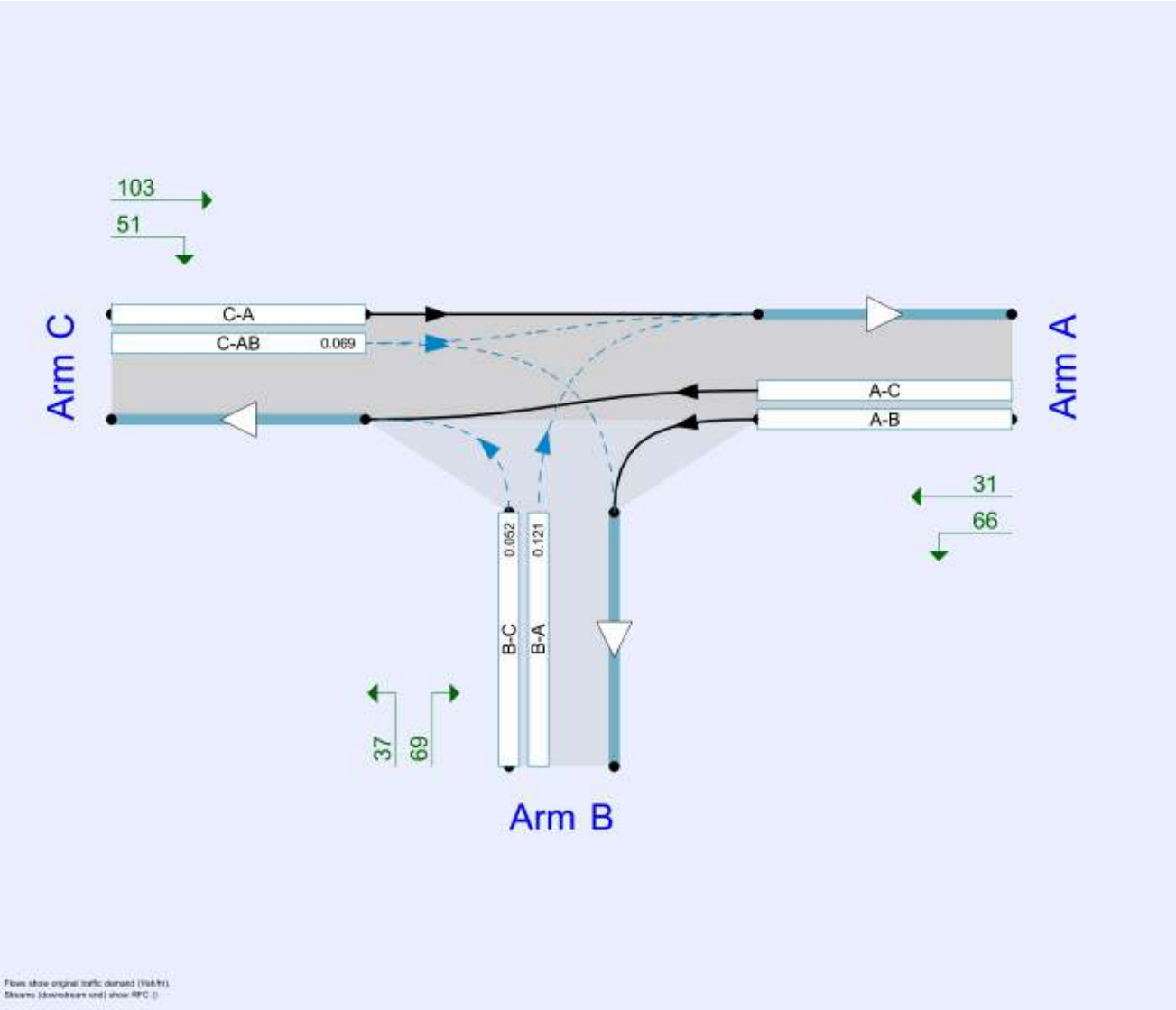
File summary

File Description

Title	
Location	
Site number	
Date	28/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-9HQ1FRJ6\andre
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	Veh	Veh	perHour	s	-Min	perMin



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 iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Observed	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓
D3	2021 Observed	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓
D4	2021 Observed	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓
D5	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Baseline	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓
D7	2026 Baseline	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓
D8	2026 Baseline	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓
D9	2026 with Development	AM	ONE HOUR	07:45	09:15	15	✓
D11	2026 with Development	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓
D13	2026 with Development	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓
D15	2026 with Development	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	95	Stream B-A	5.07	A

Arms

Arms

Arm	Name	Description	Arm type
A	Alltami Road South		Major
B	Alltami Road North		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	5.50			40.0	✓	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	7.00	2.60	2.40	2.40	2.40	✓	1.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	505	0.094	0.237	0.149	0.339
B-C	643	0.101	0.255	-	-
C-B	597	0.236	0.236	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	163	100.000
B		ONE HOUR	✓	223	100.000
C		ONE HOUR	✓	103	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	111	52
	B	87	0	136
	C	67	36	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.28	9.13	0.4	1.5	A	125	187
B-A	0.23	11.06	0.3	1.4	B	80	120
C-AB	0.08	6.77	0.1	0.5	A	37	56
C-A						57	86
A-B						102	153
A-C						48	72

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	26	570	0.180	102	0.0	0.2	7.673	A
B-A	65	16	444	0.148	65	0.0	0.2	9.483	A
C-AB	30	7	574	0.052	29	0.0	0.1	6.603	A
C-A	48	12			48				
A-B	84	21			84				
A-C	39	10			39				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	122	31	560	0.218	122	0.2	0.3	8.223	A
B-A	78	20	435	0.180	78	0.2	0.2	10.081	B
C-AB	36	9	576	0.063	36	0.1	0.1	6.673	A
C-A	56	14			56				
A-B	100	25			100				
A-C	47	12			47				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	150	37	544	0.275	149	0.3	0.4	9.107	A
B-A	96	24	421	0.227	95	0.2	0.3	11.042	B
C-AB	45	11	577	0.079	45	0.1	0.1	6.766	A
C-A	68	17			68				
A-B	122	31			122				
A-C	57	14			57				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	150	37	544	0.275	150	0.4	0.4	9.129	A
B-A	96	24	421	0.227	96	0.3	0.3	11.064	B
C-AB	45	11	577	0.079	45	0.1	0.1	6.768	A
C-A	68	17			68				
A-B	122	31			122				
A-C	57	14			57				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	122	31	559	0.219	123	0.4	0.3	8.250	A
B-A	78	20	435	0.180	78	0.3	0.2	10.108	B
C-AB	36	9	576	0.063	36	0.1	0.1	6.676	A
C-A	56	14			56				
A-B	100	25			100				
A-C	47	12			47				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	26	569	0.180	103	0.3	0.2	7.716	A
B-A	65	16	444	0.148	66	0.2	0.2	9.529	A
C-AB	30	7	574	0.052	30	0.1	0.1	6.612	A
C-A	48	12			48				
A-B	84	21			84				
A-C	39	10			39				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.22	0.00	0.00	0.22	0.22			N/A	N/A
B-A	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.28	0.00	0.00	0.28	0.28			N/A	N/A
B-A	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.08	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.37	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.29	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.38	0.03	0.31	1.25	1.46			N/A	N/A
B-A	0.29	0.03	0.31	1.05	1.37			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.28	0.00	0.00	0.28	0.28			N/A	N/A
B-A	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.22	0.00	0.00	0.22	0.22			N/A	N/A
B-A	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

2021 Observed, PM 230 - 330

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.14	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	150	Stream B-A	4.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Observed	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	130	100.000
B		ONE HOUR	✓	146	100.000
C		ONE HOUR	✓	106	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	99	31
	B	92	0	54
	C	78	28	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.11	7.51	0.1	0.5	A	50	74
B-A	0.23	10.55	0.3	1.4	B	84	127
C-AB	0.06	6.46	0.1	0.5	A	29	44
C-A						68	102
A-B						91	136
A-C						28	43

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	10	561	0.072	40	0.0	0.1	6.906	A
B-A	69	17	457	0.152	69	0.0	0.2	9.254	A
C-AB	23	6	586	0.040	23	0.0	0.0	6.400	A
C-A	56	14			56				
A-B	75	19			75				
A-C	23	6			23				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	49	12	552	0.088	48	0.1	0.1	7.146	A
B-A	83	21	451	0.183	83	0.2	0.2	9.765	A
C-AB	29	7	589	0.049	29	0.0	0.1	6.422	A
C-A	67	17			67				
A-B	89	22			89				
A-C	28	7			28				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	539	0.110	59	0.1	0.1	7.499	A
B-A	101	25	443	0.229	101	0.2	0.3	10.529	B
C-AB	36	9	594	0.061	36	0.1	0.1	6.452	A
C-A	81	20			81				
A-B	109	27			109				
A-C	34	9			34				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	539	0.110	59	0.1	0.1	7.506	A
B-A	101	25	443	0.229	101	0.3	0.3	10.546	B
C-AB	36	9	594	0.061	36	0.1	0.1	6.455	A
C-A	81	20			81				
A-B	109	27			109				
A-C	34	9			34				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	49	12	552	0.088	49	0.1	0.1	7.157	A
B-A	83	21	451	0.183	83	0.3	0.2	9.792	A
C-AB	29	7	589	0.049	29	0.1	0.1	6.427	A
C-A	67	17			67				
A-B	89	22			89				
A-C	28	7			28				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	10	561	0.073	41	0.1	0.1	6.928	A
B-A	69	17	457	0.152	69	0.2	0.2	9.297	A
C-AB	23	6	586	0.040	24	0.1	0.0	6.407	A
C-A	56	14			56				
A-B	75	19			75				
A-C	23	6			23				

Queue Variation Results for each time segment

14:15 - 14:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

14:30 - 14:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.29	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.50			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.29	0.03	0.31	1.05	1.38			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2021 Observed, PM 3 - 4

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	166	Stream B-A	4.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 Observed	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	101	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	94	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	75	26
	B	86	0	61
	C	68	26	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	7.24	0.1	0.5	A	56	84
B-A	0.21	10.25	0.3	1.3	B	79	118
C-AB	0.06	6.42	0.1	0.5	A	27	40
C-A						59	89
A-B						69	103
A-C						24	36

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	584	0.079	46	0.0	0.1	6.677	A
B-A	65	16	458	0.141	64	0.0	0.2	9.122	A
C-AB	21	5	585	0.037	21	0.0	0.0	6.379	A
C-A	49	12			49				
A-B	56	14			56				
A-C	20	5			20				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	14	576	0.095	55	0.1	0.1	6.904	A
B-A	77	19	453	0.171	77	0.2	0.2	9.573	A
C-AB	26	7	589	0.044	26	0.0	0.1	6.396	A
C-A	58	15			58				
A-B	67	17			67				
A-C	23	6			23				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	564	0.119	67	0.1	0.1	7.234	A
B-A	95	24	446	0.212	94	0.2	0.3	10.236	B
C-AB	33	8	594	0.055	33	0.1	0.1	6.418	A
C-A	71	18			71				
A-B	83	21			83				
A-C	29	7			29				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	564	0.119	67	0.1	0.1	7.240	A
B-A	95	24	446	0.212	95	0.3	0.3	10.251	B
C-AB	33	8	594	0.055	33	0.1	0.1	6.422	A
C-A	71	18			71				
A-B	83	21			83				
A-C	29	7			29				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	14	576	0.095	55	0.1	0.1	6.912	A
B-A	77	19	453	0.171	78	0.3	0.2	9.593	A
C-AB	26	7	589	0.044	26	0.1	0.1	6.400	A
C-A	58	15			58				
A-B	67	17			67				
A-C	23	6			23				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	584	0.079	46	0.1	0.1	6.696	A
B-A	65	16	458	0.141	65	0.2	0.2	9.161	A
C-AB	21	5	585	0.037	22	0.1	0.0	6.386	A
C-A	49	12			49				
A-B	56	14			56				
A-C	20	5			20				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.27	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.27	0.03	0.30	0.95	1.28			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B-A	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2021 Observed, PM 5 - 6

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.70	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	193	Stream B-A	3.70	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2021 Observed	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	97	100.000
B		ONE HOUR	✓	106	100.000
C		ONE HOUR	✓	154	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	66	31
	B	69	0	37
	C	103	51	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	7.13	0.1	0.5	A	34	51
B-A	0.17	9.99	0.2	0.9	A	63	95
C-AB	0.11	6.23	0.1	0.5	A	55	83
C-A						86	129
A-B						61	91
A-C						28	43

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	561	0.050	28	0.0	0.1	6.744	A
B-A	52	13	453	0.115	51	0.0	0.1	8.962	A
C-AB	44	11	630	0.069	43	0.0	0.1	6.131	A
C-A	72	18			72				
A-B	50	12			50				
A-C	23	6			23				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	555	0.060	33	0.1	0.1	6.900	A
B-A	62	16	446	0.139	62	0.1	0.2	9.376	A
C-AB	54	13	637	0.084	54	0.1	0.1	6.167	A
C-A	85	21			85				
A-B	59	15			59				
A-C	28	7			28				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	10	546	0.075	41	0.1	0.1	7.128	A
B-A	76	19	436	0.174	76	0.2	0.2	9.983	A
C-AB	68	17	646	0.106	68	0.1	0.1	6.221	A
C-A	101	25			101				
A-B	73	18			73				
A-C	34	9			34				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	10	546	0.075	41	0.1	0.1	7.130	A
B-A	76	19	436	0.174	76	0.2	0.2	9.993	A
C-AB	68	17	646	0.106	68	0.1	0.1	6.228	A
C-A	101	25			101				
A-B	73	18			73				
A-C	34	9			34				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	555	0.060	33	0.1	0.1	6.906	A
B-A	62	16	446	0.139	62	0.2	0.2	9.391	A
C-AB	54	13	637	0.084	54	0.1	0.1	6.183	A
C-A	85	21			85				
A-B	59	15			59				
A-C	28	7			28				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	561	0.050	28	0.1	0.1	6.754	A
B-A	52	13	453	0.115	52	0.2	0.1	8.993	A
C-AB	44	11	630	0.070	44	0.1	0.1	6.144	A
C-A	72	18			72				
A-B	50	12			50				
A-C	23	6			23				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.11	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.21	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.15	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.21	0.03	0.27	0.49	0.92			N/A	N/A
C-AB	0.15	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2026 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.16	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	89	Stream B-A	5.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	169	100.000
B		ONE HOUR	✓	231	100.000
C		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	115	54
	B	90	0	141
	C	70	37	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.29	9.34	0.4	1.6	A	129	194
B-A	0.24	11.29	0.3	1.4	B	83	124
C-AB	0.08	6.78	0.1	0.5	A	38	58
C-A						60	90
A-B						106	158
A-C						50	74

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	106	27	568	0.187	105	0.0	0.2	7.763	A
B-A	68	17	442	0.153	67	0.0	0.2	9.583	A
C-AB	31	8	575	0.053	30	0.0	0.1	6.610	A
C-A	50	12			50				
A-B	87	22			87				
A-C	41	10			41				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127	32	557	0.227	127	0.2	0.3	8.351	A
B-A	81	20	433	0.187	81	0.2	0.2	10.222	B
C-AB	37	9	576	0.065	37	0.1	0.1	6.680	A
C-A	59	15			59				
A-B	103	26			103				
A-C	49	12			49				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	541	0.287	155	0.3	0.4	9.310	A
B-A	99	25	418	0.237	99	0.2	0.3	11.263	B
C-AB	47	12	578	0.081	47	0.1	0.1	6.776	A
C-A	71	18			71				
A-B	127	32			127				
A-C	59	15			59				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	541	0.287	155	0.4	0.4	9.335	A
B-A	99	25	418	0.237	99	0.3	0.3	11.288	B
C-AB	47	12	578	0.081	47	0.1	0.1	6.778	A
C-A	71	18			71				
A-B	127	32			127				
A-C	59	15			59				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	127	32	557	0.228	127	0.4	0.3	8.383	A
B-A	81	20	433	0.187	81	0.3	0.2	10.254	B
C-AB	37	9	576	0.065	37	0.1	0.1	6.686	A
C-A	59	15			59				
A-B	103	26			103				
A-C	49	12			49				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	106	27	568	0.187	106	0.3	0.2	7.809	A
B-A	68	17	442	0.153	68	0.2	0.2	9.632	A
C-AB	31	8	575	0.053	31	0.1	0.1	6.618	A
C-A	50	12			50				
A-B	87	22			87				
A-C	41	10			41				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-A	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.29	0.00	0.00	0.29	0.29			N/A	N/A
B-A	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.08	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.40	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.31	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.40	0.03	0.31	1.28	1.64			N/A	N/A
B-A	0.31	0.03	0.31	1.10	1.43			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B-A	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-A	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

2026 Baseline, PM 230 - 330

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.21	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	140	Stream B-A	4.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Baseline	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	135	100.000
B		ONE HOUR	✓	152	100.000
C		ONE HOUR	✓	110	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	103	32
	B	96	0	56
	C	81	29	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	7.60	0.1	0.5	A	51	77
B-A	0.24	10.74	0.3	1.4	B	88	132
C-AB	0.06	6.46	0.1	0.5	A	31	46
C-A						70	106
A-B						95	142
A-C						29	44

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	559	0.075	42	0.0	0.1	6.957	A
B-A	72	18	456	0.159	72	0.0	0.2	9.350	A
C-AB	24	6	586	0.042	24	0.0	0.1	6.403	A
C-A	58	15			58				
A-B	78	19			78				
A-C	24	6			24				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	13	549	0.092	50	0.1	0.1	7.213	A
B-A	86	22	450	0.192	86	0.2	0.2	9.896	A
C-AB	30	7	590	0.050	30	0.1	0.1	6.426	A
C-A	69	17			69				
A-B	93	23			93				
A-C	29	7			29				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	15	535	0.115	62	0.1	0.1	7.593	A
B-A	106	26	441	0.240	105	0.2	0.3	10.717	B
C-AB	38	9	595	0.063	38	0.1	0.1	6.457	A
C-A	84	21			84				
A-B	113	28			113				
A-C	35	9			35				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	15	535	0.115	62	0.1	0.1	7.600	A
B-A	106	26	441	0.240	106	0.3	0.3	10.736	B
C-AB	38	9	595	0.063	38	0.1	0.1	6.461	A
C-A	84	21			84				
A-B	113	28			113				
A-C	35	9			35				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	13	549	0.092	50	0.1	0.1	7.222	A
B-A	86	22	450	0.192	87	0.3	0.2	9.922	A
C-AB	30	7	590	0.050	30	0.1	0.1	6.429	A
C-A	69	17			69				
A-B	93	23			93				
A-C	29	7			29				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	558	0.076	42	0.1	0.1	6.977	A
B-A	72	18	456	0.159	72	0.2	0.2	9.397	A
C-AB	24	6	586	0.042	24	0.1	0.1	6.408	A
C-A	58	15			58				
A-B	78	19			78				
A-C	24	6			24				

Queue Variation Results for each time segment

14:15 - 14:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

14:30 - 14:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.31	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.50			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.31	0.03	0.31	1.11	1.44			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2026 Baseline, PM 3 - 4

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.46	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	157	Stream B-A	4.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Baseline	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	105	100.000
B		ONE HOUR	✓	152	100.000
C		ONE HOUR	✓	98	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	78	27
	B	89	0	63
	C	71	27	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	7.31	0.1	0.5	A	58	87
B-A	0.22	10.40	0.3	1.3	B	82	123
C-AB	0.06	6.42	0.1	0.5	A	28	42
C-A						62	93
A-B						72	107
A-C						25	37

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	12	583	0.081	47	0.0	0.1	6.716	A
B-A	67	17	457	0.147	66	0.0	0.2	9.196	A
C-AB	22	6	586	0.038	22	0.0	0.0	6.380	A
C-A	51	13			51				
A-B	59	15			59				
A-C	20	5			20				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	57	14	574	0.099	57	0.1	0.1	6.955	A
B-A	80	20	452	0.177	80	0.2	0.2	9.674	A
C-AB	27	7	590	0.046	27	0.0	0.1	6.397	A
C-A	61	15			61				
A-B	70	18			70				
A-C	24	6			24				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	562	0.123	69	0.1	0.1	7.306	A
B-A	98	24	444	0.221	98	0.2	0.3	10.378	B
C-AB	34	9	595	0.058	34	0.1	0.1	6.420	A
C-A	74	18			74				
A-B	86	21			86				
A-C	30	7			30				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	562	0.124	69	0.1	0.1	7.312	A
B-A	98	24	444	0.221	98	0.3	0.3	10.395	B
C-AB	34	9	595	0.058	34	0.1	0.1	6.424	A
C-A	74	18			74				
A-B	86	21			86				
A-C	30	7			30				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	57	14	574	0.099	57	0.1	0.1	6.966	A
B-A	80	20	452	0.177	80	0.3	0.2	9.695	A
C-AB	27	7	590	0.046	27	0.1	0.1	6.399	A
C-A	61	15			61				
A-B	70	18			70				
A-C	24	6			24				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	12	582	0.081	48	0.1	0.1	6.738	A
B-A	67	17	457	0.147	67	0.2	0.2	9.236	A
C-AB	22	6	586	0.038	22	0.1	0.0	6.387	A
C-A	51	13			51				
A-B	59	15			59				
A-C	20	5			20				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B-A	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.14	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.28	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.14	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.28	0.03	0.30	1.01	1.33			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B-A	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2026 Baseline, PM 5 - 6

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.83	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	180	Stream B-A	3.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 Baseline	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	101	100.000
B		ONE HOUR	✓	110	100.000
C		ONE HOUR	✓	160	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	69	32
	B	72	0	38
	C	107	53	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	7.20	0.1	0.5	A	35	52
B-A	0.18	10.16	0.2	1.1	B	66	99
C-AB	0.12	6.54	0.2	0.5	A	58	87
C-A						89	133
A-B						63	95
A-C						29	44

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	559	0.051	28	0.0	0.1	6.784	A
B-A	54	14	451	0.120	54	0.0	0.1	9.052	A
C-AB	46	12	605	0.076	46	0.0	0.1	6.430	A
C-A	74	19			74				
A-B	52	13			52				
A-C	24	6			24				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	552	0.062	34	0.1	0.1	6.954	A
B-A	65	16	444	0.146	65	0.1	0.2	9.497	A
C-AB	57	14	613	0.092	56	0.1	0.1	6.472	A
C-A	87	22			87				
A-B	62	16			62				
A-C	29	7			29				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	10	542	0.077	42	0.1	0.1	7.196	A
B-A	79	20	433	0.183	79	0.2	0.2	10.152	B
C-AB	72	18	623	0.116	72	0.1	0.2	6.533	A
C-A	104	26			104				
A-B	76	19			76				
A-C	35	9			35				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	10	542	0.077	42	0.1	0.1	7.199	A
B-A	79	20	433	0.183	79	0.2	0.2	10.165	B
C-AB	72	18	623	0.116	72	0.2	0.2	6.536	A
C-A	104	26			104				
A-B	76	19			76				
A-C	35	9			35				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	551	0.062	34	0.1	0.1	6.960	A
B-A	65	16	443	0.146	65	0.2	0.2	9.514	A
C-AB	57	14	613	0.092	57	0.2	0.1	6.480	A
C-A	87	22			87				
A-B	62	16			62				
A-C	29	7			29				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	558	0.051	29	0.1	0.1	6.800	A
B-A	54	14	451	0.120	54	0.2	0.1	9.086	A
C-AB	46	12	605	0.076	46	0.1	0.1	6.441	A
C-A	74	19			74				
A-B	52	13			52				
A-C	24	6			24				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.22	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.16	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.22	0.03	0.28	0.60	1.06			N/A	N/A
C-AB	0.16	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

2026 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.68	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	Stream B-C	10.68	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 with Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	193	100.000
B		ONE HOUR	✓	262	100.000
C		ONE HOUR	✓	121	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	139	54
	B	102	0	160
	C	84	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	5
	B	5	0	55
	C	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.51	21.23	1.0	4.3	C	147	220
B-A	0.34	16.30	0.5	2.3	C	94	140
C-AB	0.08	6.74	0.1	0.5	A	39	59
C-A						72	108
A-B						128	191
A-C						50	74

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	379	0.318	119	0.0	0.5	13.742	B
B-A	77	19	393	0.195	76	0.0	0.2	11.301	B
C-AB	31	8	578	0.054	31	0.0	0.1	6.580	A
C-A	60	15			60				
A-B	105	26			105				
A-C	41	10			41				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	144	36	366	0.393	143	0.5	0.6	16.080	C
B-A	92	23	372	0.247	91	0.2	0.3	12.819	B
C-AB	38	10	580	0.066	38	0.1	0.1	6.645	A
C-A	70	18			70				
A-B	125	31			125				
A-C	49	12			49				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	176	44	346	0.509	175	0.6	1.0	20.833	C
B-A	112	28	335	0.336	112	0.3	0.5	16.146	C
C-AB	48	12	583	0.083	48	0.1	0.1	6.734	A
C-A	85	21			85				
A-B	153	38			153				
A-C	59	15			59				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	176	44	345	0.510	176	1.0	1.0	21.230	C
B-A	112	28	333	0.337	112	0.5	0.5	16.300	C
C-AB	48	12	583	0.083	48	0.1	0.1	6.738	A
C-A	85	21			85				
A-B	153	38			153				
A-C	59	15			59				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	144	36	366	0.393	145	1.0	0.7	16.441	C
B-A	92	23	370	0.248	92	0.5	0.3	12.991	B
C-AB	38	10	580	0.066	38	0.1	0.1	6.651	A
C-A	70	18			70				
A-B	125	31			125				
A-C	49	12			49				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	378	0.319	121	0.7	0.5	14.052	B
B-A	77	19	392	0.196	77	0.3	0.2	11.452	B
C-AB	31	8	578	0.054	31	0.1	0.1	6.590	A
C-A	60	15			60				
A-B	105	26			105				
A-C	41	10			41				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.46	0.00	0.00	0.46	0.46			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.63	0.55	1.00	1.40	1.45			N/A	N/A
B-A	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.08	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.99	0.03	0.27	0.99	2.24			N/A	N/A
B-A	0.49	0.03	0.26	0.49	0.49			N/A	N/A
C-AB	0.11	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.02	0.03	0.29	1.26	4.26			N/A	N/A
B-A	0.50	0.03	0.31	1.41	2.26			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.67	0.06	0.63	1.11	1.11			N/A	N/A
B-A	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.48	0.04	0.40	1.28	1.42			N/A	N/A
B-A	0.25	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

2026 with Development, PM 230 - 330

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.57	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	105	Stream B-A	4.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2026 with Development	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	151	100.000
B		ONE HOUR	✓	183	100.000
C		ONE HOUR	✓	125	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	119	32
	B	114	0	69
	C	96	29	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	8.02	0.2	0.5	A	63	95
B-A	0.29	11.63	0.4	1.7	B	105	157
C-AB	0.06	6.39	0.1	0.5	A	31	47
C-A						83	125
A-B						109	164
A-C						29	44

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	555	0.094	52	0.0	0.1	7.141	A
B-A	86	21	452	0.190	85	0.0	0.2	9.780	A
C-AB	25	6	591	0.042	25	0.0	0.1	6.352	A
C-A	69	17			69				
A-B	90	22			90				
A-C	24	6			24				

14:30 - 14:45

Stream	Total Demand	Junction	Capacity		Throughput	Start queue	End queue		Unsignalised
B-C	62	16	543	0.114	62	0.1	0.1	7.479	A
B-A	102	26	445	0.230	102	0.2	0.3	10.491	B
C-AB	31	8	596	0.051	30	0.1	0.1	6.366	A
C-A	82	20			82				
A-B	107	27			107				
A-C	29	7			29				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	525	0.145	76	0.1	0.2	8.013	A
B-A	126	31	435	0.288	125	0.3	0.4	11.595	B
C-AB	39	10	602	0.064	39	0.1	0.1	6.385	A
C-A	99	25			99				
A-B	131	33			131				
A-C	35	9			35				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	525	0.145	76	0.2	0.2	8.024	A
B-A	126	31	435	0.288	126	0.4	0.4	11.628	B
C-AB	39	10	602	0.064	39	0.1	0.1	6.389	A
C-A	99	25			99				
A-B	131	33			131				
A-C	35	9			35				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	543	0.114	62	0.2	0.1	7.495	A
B-A	102	26	445	0.230	103	0.4	0.3	10.533	B
C-AB	31	8	596	0.051	31	0.1	0.1	6.369	A
C-A	82	20			82				
A-B	107	27			107				
A-C	29	7			29				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	554	0.094	52	0.1	0.1	7.171	A
B-A	86	21	452	0.190	86	0.3	0.2	9.846	A
C-AB	25	6	591	0.042	25	0.1	0.1	6.360	A
C-A	69	17			69				
A-B	90	22			90				
A-C	24	6			24				

Queue Variation Results for each time segment

14:15 - 14:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

14:30 - 14:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.17	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.40	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.50			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.17	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.40	0.03	0.31	1.27	1.67			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2026 with Development, PM 3 - 4

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.41	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	139	Stream B-A	4.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2026 with Development	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	101	100.000
B		ONE HOUR	✓	140	100.000
C		ONE HOUR	✓	160	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	69	32
	B	91	0	49
	C	107	53	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	7.51	0.1	0.5	A	45	67
B-A	0.23	10.83	0.3	1.4	B	84	125
C-AB	0.12	6.54	0.2	0.5	A	58	87
C-A						89	133
A-B						63	95
A-C						29	44

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	555	0.066	37	0.0	0.1	6.942	A
B-A	69	17	450	0.152	68	0.0	0.2	9.392	A
C-AB	46	12	605	0.076	46	0.0	0.1	6.430	A
C-A	74	19			74				
A-B	52	13			52				
A-C	24	6			24				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	11	546	0.081	44	0.1	0.1	7.167	A
B-A	82	20	443	0.185	82	0.2	0.2	9.957	A
C-AB	57	14	613	0.092	56	0.1	0.1	6.472	A
C-A	87	22			87				
A-B	62	16			62				
A-C	29	7			29				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	13	534	0.101	54	0.1	0.1	7.502	A
B-A	100	25	433	0.232	100	0.2	0.3	10.810	B
C-AB	72	18	623	0.116	72	0.1	0.2	6.533	A
C-A	104	26			104				
A-B	76	19			76				
A-C	35	9			35				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	13	533	0.101	54	0.1	0.1	7.509	A
B-A	100	25	433	0.232	100	0.3	0.3	10.830	B
C-AB	72	18	623	0.116	72	0.2	0.2	6.536	A
C-A	104	26			104				
A-B	76	19			76				
A-C	35	9			35				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	11	546	0.081	44	0.1	0.1	7.176	A
B-A	82	20	443	0.185	82	0.3	0.2	9.986	A
C-AB	57	14	613	0.092	57	0.2	0.1	6.477	A
C-A	87	22			87				
A-B	62	16			62				
A-C	29	7			29				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	554	0.067	37	0.1	0.1	6.962	A
B-A	69	17	450	0.152	69	0.2	0.2	9.440	A
C-AB	46	12	605	0.076	46	0.1	0.1	6.439	A
C-A	74	19			74				
A-B	52	13			52				
A-C	24	6			24				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.50			N/A	N/A
B-A	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.30	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.16	0.03	0.26	0.47	0.50			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.30	0.03	0.31	1.07	1.39			N/A	N/A
C-AB	0.16	0.03	0.25	0.45	0.48			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

2026 with Development, PM 5 - 6

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.87	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	118	Stream B-A	4.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2026 with Development	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	99	100.000
B		ONE HOUR	✓	160	100.000
C		ONE HOUR	✓	157	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	67	32
	B	104	0	56
	C	104	53	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	7.76	0.1	0.5	A	51	77
B-A	0.26	11.31	0.4	1.3	B	95	143
C-AB	0.12	6.55	0.2	0.5	A	58	87
C-A						86	129
A-B						61	92
A-C						29	44

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	551	0.077	42	0.0	0.1	7.064	A
B-A	78	20	451	0.174	77	0.0	0.2	9.623	A
C-AB	46	11	604	0.076	45	0.0	0.1	6.441	A
C-A	72	18			72				
A-B	50	13			50				
A-C	24	6			24				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	13	541	0.093	50	0.1	0.1	7.336	A
B-A	93	23	443	0.211	93	0.2	0.3	10.279	B
C-AB	56	14	611	0.092	56	0.1	0.1	6.485	A
C-A	85	21			85				
A-B	60	15			60				
A-C	29	7			29				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	15	526	0.117	62	0.1	0.1	7.751	A
B-A	115	29	433	0.265	114	0.3	0.4	11.288	B
C-AB	72	18	621	0.115	71	0.1	0.2	6.549	A
C-A	101	25			101				
A-B	74	18			74				
A-C	35	9			35				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	15	526	0.117	62	0.1	0.1	7.759	A
B-A	115	29	433	0.265	114	0.4	0.4	11.311	B
C-AB	72	18	621	0.115	72	0.2	0.2	6.554	A
C-A	101	25			101				
A-B	74	18			74				
A-C	35	9			35				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	13	540	0.093	50	0.1	0.1	7.350	A
B-A	93	23	443	0.211	94	0.4	0.3	10.313	B
C-AB	56	14	611	0.092	56	0.2	0.1	6.493	A
C-A	85	21			85				
A-B	60	15			60				
A-C	29	7			29				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	550	0.077	42	0.1	0.1	7.089	A
B-A	78	20	451	0.174	79	0.3	0.2	9.682	A
C-AB	46	11	604	0.076	46	0.1	0.1	6.453	A
C-A	72	18			72				
A-B	50	13			50				
A-C	24	6			24				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.35	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.16	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.36	0.03	0.31	1.21	1.33			N/A	N/A
C-AB	0.16	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.0.1499

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Filename: Argoed High School (Eastern Access Point) - 'IN' - Staggered (210428).j10
Path: C:\Users\andre\TTP Consulting\Staff Site - Projects\2021\4097 - Mynydd Isa Campus, Flintshire\Modelling
Report generation date: 25/05/2021 12:51:01

Summary of junction performance

	AM									PM 230 - 330								
	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Netw Resid Capa
																		202
Stream B-ACD	D1	0.0	~1	0.00	0.00	A	0.88	A	240 % [Stream CD-AB]	D2	0.0	~1	0.00	0.00	A	0.95	A	272 [Stre CD-
Stream AB-CD		0.0	~1	5.35	0.01	A					0.0	~1	5.08	0.02	A			
Stream D-ABC		0.1	0.5	8.60	0.06	A					0.1	0.5	8.72	0.06	A			
Stream CD-AB		0.2	~1	5.54	0.14	A					0.2	~1	5.93	0.13	A			
																		20
Stream B-ACD	D5	0.0	~1	0.00	0.00	A	0.87	A	233 % [Stream CD-AB]	D6	0.0	~1	0.00	0.00	A	0.91	A	265 [Stre CD-
Stream AB-CD		0.0	~1	5.35	0.01	A					0.0	~1	5.07	0.02	A			
Stream D-ABC		0.1	0.5	8.73	0.07	A					0.1	0.5	8.25	0.06	A			
Stream CD-AB		0.2	~1	5.52	0.14	A					0.2	~1	5.92	0.13	A			
																		2026 wi
Stream B-ACD	D9	0.0	~1	0.00	0.00	A	12.64	B	0 % [Stream CD-AB]	D11	0.0	~1	0.00	0.00	A	4.46	A	26 [Stre CD-
Stream AB-CD		0.0	~1	6.83	0.02	A					0.0	~1	5.96	0.02	A			
Stream D-ABC		0.1	0.5	10.99	0.08	B					0.1	0.5	9.71	0.07	A			
Stream CD-AB		7.1	?	34.65	0.87	D					2.1	?	14.06	0.65	B			

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.

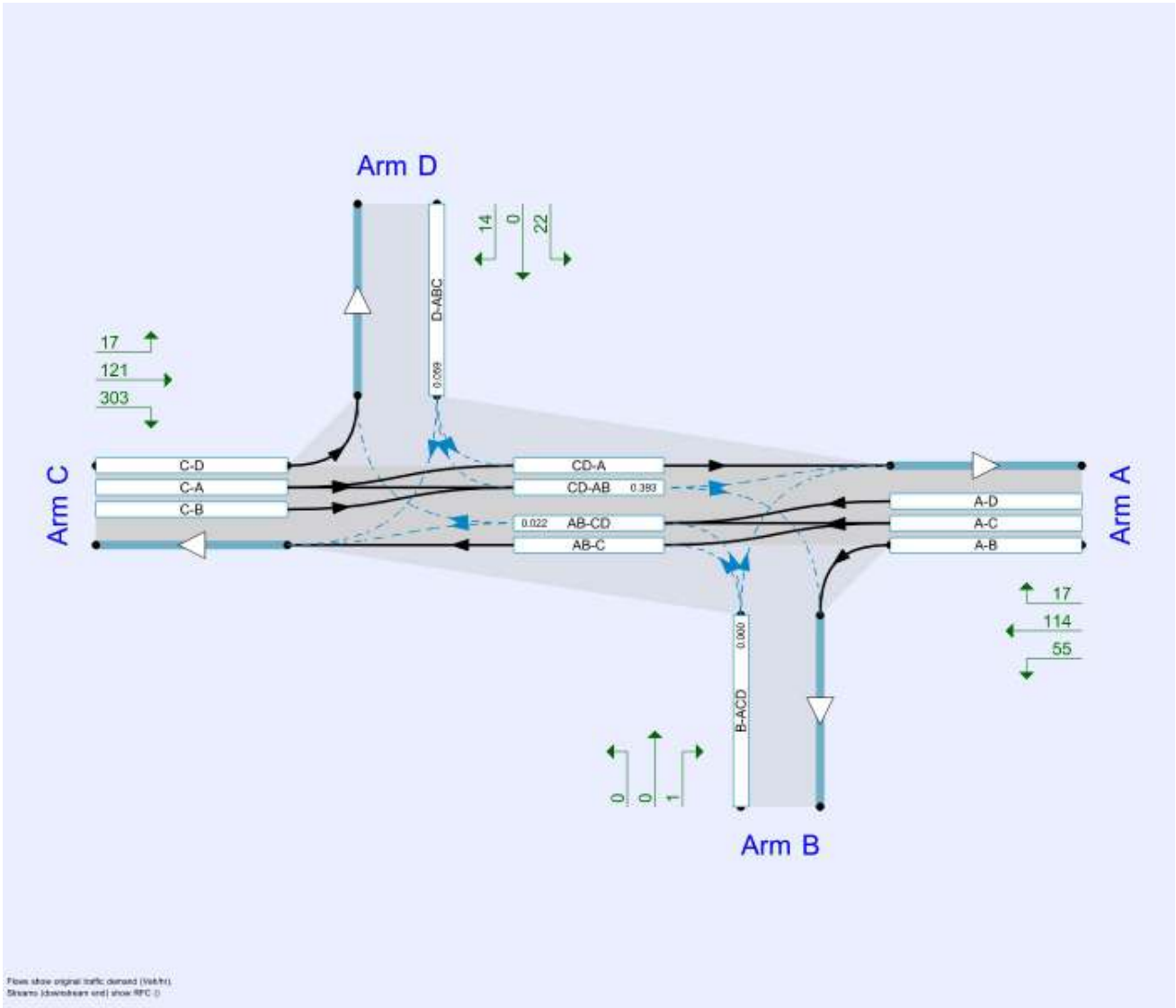
File summary

File Description

Title	
Location	
Site number	
Date	28/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-9HQ1FRJ6\andre
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	Veh	Veh	perHour	s	-Min	perMin



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 iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Observed	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓
D3	2021 Observed	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓
D4	2021 Observed	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓
D5	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Baseline	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓
D7	2026 Baseline	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓
D8	2026 Baseline	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓
D9	2026 with Development	AM	ONE HOUR	07:45	09:15	15	✓
D11	2026 with Development	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓
D13	2026 with Development	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓
D15	2026 with Development	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.88	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	240	Stream CD-AB	0.88	A

Arms

Arms

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

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)
A	6.20			200.0	✓	0.00
C	6.20			140.0	✓	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	2.50	25	25
D	One lane	2.50	25	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	690	-	-	-	-	-	0.265	0.265	0.265	-	-
B-A	473	0.085	0.216	0.216	-	-	0.136	0.308	-	0.136	0.308
B-CD	608	0.092	0.233	0.233	-	-	-	-	-	-	-
CD-B	655	0.252	0.252	0.252	-	-	-	-	-	-	-
D-AB	608	-	-	-	-	-	0.233	0.233	0.092	-	-
D-C	473	-	0.136	0.308	0.136	0.308	0.216	0.216	0.085	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	163	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	269	100.000
D		ONE HOUR	✓	26	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	52	104	7
	B	0	0	0	0
	C	190	64	0	15
	D	11	1	14	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						48	72
A-C						95	143
A-D						6	10
AB-CD	0.01	5.35	0.0	~1	A	8	11
AB-C						94	142
D-ABC	0.06	8.60	0.1	0.5	A	24	36
C-D						14	21
C-A						174	262
C-B						59	88
CD-AB	0.14	5.54	0.2	~1	A	80	121
CD-A						164	245

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	485	0.000	0	0.0	0.0	0.000	A
A-B	39	10			39				
A-C	78	20			78				
A-D	5	1			5				
AB-CD	6	1	684	0.009	6	0.0	0.0	5.312	A
AB-C	78	19			78				
D-ABC	20	5	472	0.041	19	0.0	0.0	7.944	A
C-D	11	3			11				
C-A	143	36			143				
C-B	48	12			48				
CD-AB	62	15	720	0.086	61	0.0	0.1	5.469	A
CD-A	138	35			138				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	475	0.000	0	0.0	0.0	0.000	A
A-B	47	12			47				
A-C	93	23			93				
A-D	6	2			6				
AB-CD	7	2	683	0.011	7	0.0	0.0	5.325	A
AB-C	92	23			92				
D-ABC	23	6	462	0.051	23	0.0	0.1	8.210	A
C-D	13	3			13				
C-A	171	43			171				
C-B	58	14			58				
CD-AB	78	19	733	0.106	78	0.1	0.2	5.489	A
CD-A	161	40			161				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	462	0.000	0	0.0	0.0	0.000	A
A-B	57	14			57				
A-C	115	29			115				
A-D	8	2			8				
AB-CD	9	2	682	0.014	9	0.0	0.0	5.344	A
AB-C	113	28			113				
D-ABC	29	7	447	0.064	29	0.1	0.1	8.601	A
C-D	17	4			17				
C-A	209	52			209				
C-B	70	18			70				
CD-AB	102	25	751	0.135	101	0.2	0.2	5.535	A
CD-A	191	48			191				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	462	0.000	0	0.0	0.0	0.000	A
A-B	57	14			57				
A-C	115	29			115				
A-D	8	2			8				
AB-CD	9	2	682	0.014	9	0.0	0.0	5.347	A
AB-C	113	28			113				
D-ABC	29	7	447	0.064	29	0.1	0.1	8.603	A
C-D	17	4			17				
C-A	209	52			209				
C-B	70	18			70				
CD-AB	102	25	752	0.135	102	0.2	0.2	5.543	A
CD-A	191	48			191				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	475	0.000	0	0.0	0.0	0.000	A
A-B	47	12			47				
A-C	93	23			93				
A-D	6	2			6				
AB-CD	7	2	683	0.011	7	0.0	0.0	5.332	A
AB-C	92	23			92				
D-ABC	23	6	462	0.051	23	0.1	0.1	8.213	A
C-D	13	3			13				
C-A	171	43			171				
C-B	58	14			58				
CD-AB	78	19	733	0.106	78	0.2	0.2	5.508	A
CD-A	161	40			161				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	484	0.000	0	0.0	0.0	0.000	A
A-B	39	10			39				
A-C	78	20			78				
A-D	5	1			5				
AB-CD	6	1	684	0.009	6	0.0	0.0	5.315	A
AB-C	78	19			78				
D-ABC	20	5	472	0.041	20	0.1	0.0	7.952	A
C-D	11	3			11				
C-A	143	36			143				
C-B	48	12			48				
CD-AB	62	16	720	0.086	62	0.2	0.1	5.486	A
CD-A	138	35			138				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
CD-AB	0.12	~1	~1	~1	~1			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	0.16	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
CD-AB	0.22	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
CD-AB	0.22	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	0.17	~1	~1	~1	~1			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
CD-AB	0.13	~1	~1	~1	~1			N/A	N/A

2021 Observed, PM 230 - 330

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.95	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	272	Stream CD-AB	0.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Observed	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	185	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	201	100.000
D		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	27	148	10
	B	0	0	0	0
	C	125	64	0	12
	D	11	1	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						25	37
A-C						136	204
A-D						9	14
AB-CD	0.02	5.08	0.0	~1	A	11	17
AB-C						134	200
D-ABC	0.06	8.72	0.1	0.5	A	22	33
C-D						11	17
C-A						115	172
C-B						59	88
CD-AB	0.13	5.93	0.2	~1	A	73	110
CD-A						111	167

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	483	0.000	0	0.0	0.0	0.000	A
A-B	20	5			20				
A-C	111	28			111				
A-D	8	2			8				
AB-CD	9	2	718	0.012	9	0.0	0.0	5.078	A
AB-C	110	28			110				
D-ABC	18	5	460	0.039	18	0.0	0.0	8.147	A
C-D	9	2			9				
C-A	94	24			94				
C-B	48	12			48				
CD-AB	58	14	684	0.084	57	0.0	0.1	5.740	A
CD-A	94	23			94				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	473	0.000	0	0.0	0.0	0.000	A
A-B	24	6			24				
A-C	133	33			133				
A-D	9	2			9				
AB-CD	11	3	724	0.015	11	0.0	0.0	5.047	A
AB-C	131	33			131				
D-ABC	22	5	451	0.048	22	0.0	0.0	8.382	A
C-D	11	3			11				
C-A	112	28			112				
C-B	58	14			58				
CD-AB	71	18	690	0.103	71	0.1	0.1	5.809	A
CD-A	110	27			110				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	459	0.000	0	0.0	0.0	0.000	A
A-B	30	7			30				
A-C	163	41			163				
A-D	11	3			11				
AB-CD	14	4	732	0.019	14	0.0	0.0	5.007	A
AB-C	160	40			160				
D-ABC	26	7	439	0.060	26	0.0	0.1	8.723	A
C-D	13	3			13				
C-A	138	34			138				
C-B	70	18			70				
CD-AB	91	23	699	0.130	91	0.1	0.2	5.915	A
CD-A	130	33			130				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	459	0.000	0	0.0	0.0	0.000	A
A-B	30	7			30				
A-C	163	41			163				
A-D	11	3			11				
AB-CD	14	4	732	0.019	14	0.0	0.0	5.013	A
AB-C	160	40			160				
D-ABC	26	7	439	0.060	26	0.1	0.1	8.724	A
C-D	13	3			13				
C-A	138	34			138				
C-B	70	18			70				
CD-AB	91	23	699	0.130	91	0.2	0.2	5.926	A
CD-A	130	33			130				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	473	0.000	0	0.0	0.0	0.000	A
A-B	24	6			24				
A-C	133	33			133				
A-D	9	2			9				
AB-CD	11	3	724	0.015	11	0.0	0.0	5.056	A
AB-C	131	33			131				
D-ABC	22	5	451	0.048	22	0.1	0.1	8.385	A
C-D	11	3			11				
C-A	112	28			112				
C-B	58	14			58				
CD-AB	71	18	690	0.103	71	0.2	0.1	5.824	A
CD-A	110	27			110				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	482	0.000	0	0.0	0.0	0.000	A
A-B	20	5			20				
A-C	111	28			111				
A-D	8	2			8				
AB-CD	9	2	718	0.012	9	0.0	0.0	5.083	A
AB-C	110	28			110				
D-ABC	18	5	460	0.039	18	0.1	0.0	8.155	A
C-D	9	2			9				
C-A	94	24			94				
C-B	48	12			48				
CD-AB	58	14	684	0.084	58	0.1	0.1	5.753	A
CD-A	94	23			94				

Queue Variation Results for each time segment

14:15 - 14:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
CD-AB	0.11	~1	~1	~1	~1			N/A	N/A

14:30 - 14:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	0.14	~1	~1	~1	~1			N/A	N/A

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.03	0.26	0.47	0.49			N/A	N/A
CD-AB	0.19	~1	~1	~1	~1			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
CD-AB	0.19	~1	~1	~1	~1			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	0.15	~1	~1	~1	~1			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
CD-AB	0.11	~1	~1	~1	~1			N/A	N/A

2021 Observed, PM 3 - 4

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.03	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	292	Stream CD-AB	1.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 Observed	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	151	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	196	100.000
D		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	8	133	10
	B	0	0	0	0
	C	120	64	0	12
	D	12	1	15	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						7	11
A-C						122	183
A-D						9	14
AB-CD	0.02	5.12	0.0	~1	A	11	17
AB-C						120	180
D-ABC	0.07	8.35	0.1	0.5	A	26	39
C-D						11	17
C-A						110	165
C-B						59	88
CD-AB	0.13	5.86	0.2	~1	A	73	109
CD-A						108	162

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	487	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	100	25			100				
A-D	8	2			8				
AB-CD	9	2	712	0.012	9	0.0	0.0	5.120	A
AB-C	99	25			99				
D-ABC	21	5	483	0.044	21	0.0	0.0	7.792	A
C-D	9	2			9				
C-A	90	23			90				
C-B	48	12			48				
CD-AB	57	14	688	0.083	57	0.0	0.1	5.697	A
CD-A	91	23			91				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	478	0.000	0	0.0	0.0	0.000	A
A-B	7	2			7				
A-C	120	30			120				
A-D	9	2			9				
AB-CD	11	3	716	0.015	11	0.0	0.0	5.097	A
AB-C	118	29			118				
D-ABC	25	6	474	0.053	25	0.0	0.1	8.016	A
C-D	11	3			11				
C-A	108	27			108				
C-B	58	14			58				
CD-AB	71	18	695	0.101	70	0.1	0.1	5.757	A
CD-A	107	27			107				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	465	0.000	0	0.0	0.0	0.000	A
A-B	9	2			9				
A-C	146	37			146				
A-D	11	3			11				
AB-CD	14	3	723	0.019	14	0.0	0.0	5.069	A
AB-C	144	36			144				
D-ABC	31	8	462	0.067	31	0.1	0.1	8.344	A
C-D	13	3			13				
C-A	132	33			132				
C-B	70	18			70				
CD-AB	90	23	705	0.128	90	0.1	0.2	5.849	A
CD-A	127	32			127				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	465	0.000	0	0.0	0.0	0.000	A
A-B	9	2			9				
A-C	146	37			146				
A-D	11	3			11				
AB-CD	14	3	723	0.019	14	0.0	0.0	5.073	A
AB-C	144	36			144				
D-ABC	31	8	462	0.067	31	0.1	0.1	8.345	A
C-D	13	3			13				
C-A	132	33			132				
C-B	70	18			70				
CD-AB	90	23	705	0.128	90	0.2	0.2	5.859	A
CD-A	127	32			127				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	478	0.000	0	0.0	0.0	0.000	A
A-B	7	2			7				
A-C	120	30			120				
A-D	9	2			9				
AB-CD	11	3	716	0.015	11	0.0	0.0	5.106	A
AB-C	118	29			118				
D-ABC	25	6	474	0.053	25	0.1	0.1	8.020	A
C-D	11	3			11				
C-A	108	27			108				
C-B	58	14			58				
CD-AB	71	18	695	0.102	71	0.2	0.1	5.771	A
CD-A	107	27			107				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	487	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	100	25			100				
A-D	8	2			8				
AB-CD	9	2	712	0.012	9	0.0	0.0	5.125	A
AB-C	99	25			99				
D-ABC	21	5	483	0.044	21	0.1	0.0	7.796	A
C-D	9	2			9				
C-A	90	23			90				
C-B	48	12			48				
CD-AB	57	14	688	0.083	57	0.1	0.1	5.712	A
CD-A	91	23			91				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	0.11	~1	~1	~1	~1			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	0.14	~1	~1	~1	~1			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
CD-AB	0.19	~1	~1	~1	~1			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
CD-AB	0.19	~1	~1	~1	~1			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
CD-AB	0.14	~1	~1	~1	~1			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	0.11	~1	~1	~1	~1			N/A	N/A

2021 Observed, PM 5 - 6

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.16	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	311	Stream CD-AB	1.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2021 Observed	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	178	100.000
B		ONE HOUR	✓	1	100.000
C		ONE HOUR	✓	146	100.000
D		ONE HOUR	✓	34	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	0	162	16
	B	1	0	0	0
	C	66	64	0	16
	D	21	0	13	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						149	223
A-D						15	22
AB-CD	0.03	5.00	0.0	~1	A	18	28
AB-C						145	217
D-ABC	0.08	7.85	0.1	0.5	A	31	47
C-D						15	22
C-A						61	91
C-B						59	88
CD-AB	0.12	6.17	0.2	~1	A	67	101
CD-A						71	107

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	485	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	122	30			122				
A-D	12	3			12				
AB-CD	14	4	735	0.020	14	0.0	0.0	4.995	A
AB-C	120	30			120				
D-ABC	26	6	513	0.050	25	0.0	0.1	7.381	A
C-D	12	3			12				
C-A	50	12			50				
C-B	48	12			48				
CD-AB	53	13	662	0.081	53	0.0	0.1	5.912	A
CD-A	60	15			60				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	475	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	146	36			146				
A-D	14	4			14				
AB-CD	18	4	744	0.024	18	0.0	0.0	4.952	A
AB-C	142	36			142				
D-ABC	31	8	506	0.060	31	0.1	0.1	7.572	A
C-D	14	4			14				
C-A	59	15			59				
C-B	58	14			58				
CD-AB	65	16	664	0.098	65	0.1	0.1	6.014	A
CD-A	70	18			70				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	462	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	178	45			178				
A-D	18	4			18				
AB-CD	23	6	757	0.030	23	0.0	0.0	4.898	A
AB-C	173	43			173				
D-ABC	37	9	496	0.075	37	0.1	0.1	7.844	A
C-D	18	4			18				
C-A	73	18			73				
C-B	70	18			70				
CD-AB	82	21	666	0.124	82	0.1	0.2	6.165	A
CD-A	84	21			84				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	462	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	178	45			178				
A-D	18	4			18				
AB-CD	23	6	757	0.030	23	0.0	0.0	4.904	A
AB-C	173	43			173				
D-ABC	37	9	496	0.075	37	0.1	0.1	7.846	A
C-D	18	4			18				
C-A	73	18			73				
C-B	70	18			70				
CD-AB	82	21	666	0.124	82	0.2	0.2	6.170	A
CD-A	84	21			84				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	475	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	146	36			146				
A-D	14	4			14				
AB-CD	18	4	744	0.024	18	0.0	0.0	4.964	A
AB-C	142	36			142				
D-ABC	31	8	506	0.060	31	0.1	0.1	7.578	A
C-D	14	4			14				
C-A	59	15			59				
C-B	58	14			58				
CD-AB	65	16	664	0.098	65	0.2	0.1	6.024	A
CD-A	70	18			70				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	484	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	122	30			122				
A-D	12	3			12				
AB-CD	14	4	735	0.020	14	0.0	0.0	5.000	A
AB-C	120	30			120				
D-ABC	26	6	513	0.050	26	0.1	0.1	7.392	A
C-D	12	3			12				
C-A	50	12			50				
C-B	48	12			48				
CD-AB	54	13	662	0.081	54	0.1	0.1	5.924	A
CD-A	60	15			60				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	0.10	~1	~1	~1	~1			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.03	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	0.13	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.04	~1	~1	~1	~1			N/A	N/A
D-ABC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
CD-AB	0.17	~1	~1	~1	~1			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.04	~1	~1	~1	~1			N/A	N/A
D-ABC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
CD-AB	0.17	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.03	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
CD-AB	0.13	~1	~1	~1	~1			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	0.10	~1	~1	~1	~1			N/A	N/A

2026 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	233	Stream CD-AB	0.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	169	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	278	100.000
D		ONE HOUR	✓	27	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	54	108	7
	B	0	0	0	0
	C	198	64	0	16
	D	11	1	15	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						50	74
A-C						99	149
A-D						6	10
AB-CD	0.01	5.35	0.0	~1	A	8	11
AB-C						98	147
D-ABC	0.07	8.73	0.1	0.5	A	25	37
C-D						15	22
C-A						182	273
C-B						59	88
CD-AB	0.14	5.52	0.2	~1	A	81	122
CD-A						170	255

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	483	0.000	0	0.0	0.0	0.000	A
A-B	41	10			41				
A-C	81	20			81				
A-D	5	1			5				
AB-CD	6	1	684	0.009	6	0.0	0.0	5.311	A
AB-C	81	20			81				
D-ABC	20	5	468	0.043	20	0.0	0.0	8.027	A
C-D	12	3			12				
C-A	149	37			149				
C-B	48	12			48				
CD-AB	63	16	722	0.087	62	0.0	0.1	5.451	A
CD-A	144	36			144				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	473	0.000	0	0.0	0.0	0.000	A
A-B	49	12			49				
A-C	97	24			97				
A-D	6	2			6				
AB-CD	7	2	683	0.011	7	0.0	0.0	5.323	A
AB-C	96	24			96				
D-ABC	24	6	457	0.053	24	0.0	0.1	8.311	A
C-D	14	4			14				
C-A	178	44			178				
C-B	58	14			58				
CD-AB	79	20	736	0.107	78	0.1	0.2	5.471	A
CD-A	168	42			168				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	460	0.000	0	0.0	0.0	0.000	A
A-B	59	15			59				
A-C	119	30			119				
A-D	8	2			8				
AB-CD	9	2	683	0.014	9	0.0	0.0	5.342	A
AB-C	117	29			117				
D-ABC	30	7	442	0.067	30	0.1	0.1	8.729	A
C-D	18	4			18				
C-A	218	55			218				
C-B	70	18			70				
CD-AB	103	26	756	0.136	103	0.2	0.2	5.510	A
CD-A	199	50			199				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	459	0.000	0	0.0	0.0	0.000	A
A-B	59	15			59				
A-C	119	30			119				
A-D	8	2			8				
AB-CD	9	2	683	0.014	9	0.0	0.0	5.346	A
AB-C	117	29			117				
D-ABC	30	7	442	0.067	30	0.1	0.1	8.731	A
C-D	18	4			18				
C-A	218	55			218				
C-B	70	18			70				
CD-AB	103	26	756	0.137	103	0.2	0.2	5.522	A
CD-A	198	50			198				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	473	0.000	0	0.0	0.0	0.000	A
A-B	49	12			49				
A-C	97	24			97				
A-D	6	2			6				
AB-CD	7	2	683	0.011	7	0.0	0.0	5.334	A
AB-C	96	24			96				
D-ABC	24	6	457	0.053	24	0.1	0.1	8.315	A
C-D	14	4			14				
C-A	178	44			178				
C-B	58	14			58				
CD-AB	79	20	736	0.107	79	0.2	0.2	5.490	A
CD-A	168	42			168				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	483	0.000	0	0.0	0.0	0.000	A
A-B	41	10			41				
A-C	81	20			81				
A-D	5	1			5				
AB-CD	6	1	684	0.009	6	0.0	0.0	5.317	A
AB-C	81	20			81				
D-ABC	20	5	468	0.043	20	0.1	0.0	8.039	A
C-D	12	3			12				
C-A	149	37			149				
C-B	48	12			48				
CD-AB	63	16	722	0.087	63	0.2	0.1	5.466	A
CD-A	144	36			144				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
CD-AB	0.13	~1	~1	~1	~1			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	0.16	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
CD-AB	0.23	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
CD-AB	0.23	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
CD-AB	0.17	~1	~1	~1	~1			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	0.13	~1	~1	~1	~1			N/A	N/A

2026 Baseline, PM 230 - 330

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.91	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	265	Stream CD-AB	0.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Baseline	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	192	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	206	100.000
D		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	28	154	10
	B	0	0	0	0
	C	130	64	0	12
	D	11	1	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						26	39
A-C						141	212
A-D						9	14
AB-CD	0.02	5.07	0.0	~1	A	11	17
AB-C						139	209
D-ABC	0.06	8.25	0.1	0.5	A	22	33
C-D						11	17
C-A						119	179
C-B						59	88
CD-AB	0.13	5.92	0.2	~1	A	74	111
CD-A						115	173

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	481	0.000	0	0.0	0.0	0.000	A
A-B	21	5			21				
A-C	116	29			116				
A-D	8	2			8				
AB-CD	9	2	720	0.012	9	0.0	0.0	5.065	A
AB-C	114	29			114				
D-ABC	18	5	485	0.037	18	0.0	0.0	7.709	A
C-D	9	2			9				
C-A	98	24			98				
C-B	48	12			48				
CD-AB	58	14	685	0.084	57	0.0	0.1	5.733	A
CD-A	97	24			97				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	471	0.000	0	0.0	0.0	0.000	A
A-B	25	6			25				
A-C	138	35			138				
A-D	9	2			9				
AB-CD	11	3	726	0.015	11	0.0	0.0	5.032	A
AB-C	136	34			136				
D-ABC	22	5	475	0.045	22	0.0	0.0	7.930	A
C-D	11	3			11				
C-A	117	29			117				
C-B	58	14			58				
CD-AB	72	18	692	0.104	71	0.1	0.1	5.801	A
CD-A	114	28			114				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	457	0.000	0	0.0	0.0	0.000	A
A-B	31	8			31				
A-C	170	42			170				
A-D	11	3			11				
AB-CD	14	4	735	0.019	14	0.0	0.0	4.988	A
AB-C	166	42			166				
D-ABC	26	7	463	0.057	26	0.0	0.1	8.250	A
C-D	13	3			13				
C-A	143	36			143				
C-B	70	18			70				
CD-AB	92	23	701	0.131	92	0.1	0.2	5.907	A
CD-A	135	34			135				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	457	0.000	0	0.0	0.0	0.000	A
A-B	31	8			31				
A-C	170	42			170				
A-D	11	3			11				
AB-CD	14	4	735	0.019	14	0.0	0.0	4.995	A
AB-C	166	42			166				
D-ABC	26	7	463	0.057	26	0.1	0.1	8.252	A
C-D	13	3			13				
C-A	143	36			143				
C-B	70	18			70				
CD-AB	92	23	701	0.131	92	0.2	0.2	5.915	A
CD-A	135	34			135				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	471	0.000	0	0.0	0.0	0.000	A
A-B	25	6			25				
A-C	138	35			138				
A-D	9	2			9				
AB-CD	11	3	726	0.015	11	0.0	0.0	5.041	A
AB-C	136	34			136				
D-ABC	22	5	475	0.045	22	0.1	0.0	7.934	A
C-D	11	3			11				
C-A	117	29			117				
C-B	58	14			58				
CD-AB	72	18	692	0.104	72	0.2	0.1	5.819	A
CD-A	114	28			114				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	481	0.000	0	0.0	0.0	0.000	A
A-B	21	5			21				
A-C	116	29			116				
A-D	8	2			8				
AB-CD	9	2	720	0.012	9	0.0	0.0	5.072	A
AB-C	114	29			114				
D-ABC	18	5	485	0.037	18	0.0	0.0	7.714	A
C-D	9	2			9				
C-A	98	24			98				
C-B	48	12			48				
CD-AB	58	14	685	0.085	58	0.1	0.1	5.746	A
CD-A	97	24			97				

Queue Variation Results for each time segment

14:15 - 14:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
CD-AB	0.11	~1	~1	~1	~1			N/A	N/A

14:30 - 14:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	0.14	~1	~1	~1	~1			N/A	N/A

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
CD-AB	0.19	~1	~1	~1	~1			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
CD-AB	0.20	~1	~1	~1	~1			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	0.15	~1	~1	~1	~1			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
CD-AB	0.12	~1	~1	~1	~1			N/A	N/A

2026 Baseline, PM 3 - 4

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.02	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	285	Stream CD-AB	1.02	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Baseline	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	156	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	201	100.000
D		ONE HOUR	✓	29	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	8	138	10
	B	0	0	0	0
	C	125	64	0	12
	D	12	1	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	5	0	0	10
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						7	11
A-C						127	190
A-D						9	14
AB-CD	0.02	5.12	0.0	~1	A	11	17
AB-C						125	187
D-ABC	0.07	8.45	0.1	0.5	A	27	40
C-D						11	17
C-A						115	172
C-B						59	88
CD-AB	0.13	5.85	0.2	~1	A	73	110
CD-A						112	168

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	486	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	104	26			104				
A-D	8	2			8				
AB-CD	9	2	713	0.012	9	0.0	0.0	5.113	A
AB-C	103	26			103				
D-ABC	22	5	479	0.046	22	0.0	0.0	7.863	A
C-D	9	2			9				
C-A	94	24			94				
C-B	48	12			48				
CD-AB	58	14	690	0.083	57	0.0	0.1	5.687	A
CD-A	94	24			94				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	476	0.000	0	0.0	0.0	0.000	A
A-B	7	2			7				
A-C	124	31			124				
A-D	9	2			9				
AB-CD	11	3	718	0.015	11	0.0	0.0	5.088	A
AB-C	122	31			122				
D-ABC	26	7	470	0.055	26	0.0	0.1	8.102	A
C-D	11	3			11				
C-A	112	28			112				
C-B	58	14			58				
CD-AB	71	18	697	0.102	71	0.1	0.1	5.745	A
CD-A	111	28			111				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	463	0.000	0	0.0	0.0	0.000	A
A-B	9	2			9				
A-C	152	38			152				
A-D	11	3			11				
AB-CD	14	3	725	0.019	14	0.0	0.0	5.057	A
AB-C	149	37			149				
D-ABC	32	8	458	0.070	32	0.1	0.1	8.450	A
C-D	13	3			13				
C-A	138	34			138				
C-B	70	18			70				
CD-AB	91	23	707	0.129	91	0.1	0.2	5.836	A
CD-A	131	33			131				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	463	0.000	0	0.0	0.0	0.000	A
A-B	9	2			9				
A-C	152	38			152				
A-D	11	3			11				
AB-CD	14	3	725	0.019	14	0.0	0.0	5.061	A
AB-C	149	37			149				
D-ABC	32	8	458	0.070	32	0.1	0.1	8.452	A
C-D	13	3			13				
C-A	138	34			138				
C-B	70	18			70				
CD-AB	91	23	707	0.129	91	0.2	0.2	5.846	A
CD-A	131	33			131				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	476	0.000	0	0.0	0.0	0.000	A
A-B	7	2			7				
A-C	124	31			124				
A-D	9	2			9				
AB-CD	11	3	718	0.015	11	0.0	0.0	5.099	A
AB-C	122	31			122				
D-ABC	26	7	470	0.055	26	0.1	0.1	8.106	A
C-D	11	3			11				
C-A	112	28			112				
C-B	58	14			58				
CD-AB	71	18	697	0.102	71	0.2	0.1	5.760	A
CD-A	111	28			111				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	485	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	104	26			104				
A-D	8	2			8				
AB-CD	9	2	713	0.012	9	0.0	0.0	5.119	A
AB-C	103	26			103				
D-ABC	22	5	479	0.046	22	0.1	0.0	7.871	A
C-D	9	2			9				
C-A	94	24			94				
C-B	48	12			48				
CD-AB	58	14	690	0.084	58	0.1	0.1	5.702	A
CD-A	94	24			94				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	0.11	~1	~1	~1	~1			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	0.14	~1	~1	~1	~1			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
CD-AB	0.19	~1	~1	~1	~1			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
CD-AB	0.19	~1	~1	~1	~1			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
CD-AB	0.14	~1	~1	~1	~1			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	0.11	~1	~1	~1	~1			N/A	N/A

2026 Baseline, PM 5 - 6

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.16	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	304	Stream CD-AB	1.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 Baseline	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	185	100.000
B		ONE HOUR	✓	1	100.000
C		ONE HOUR	✓	150	100.000
D		ONE HOUR	✓	36	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	0	168	17
	B	1	0	0	0
	C	69	64	0	17
	D	22	0	14	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						154	231
A-D						16	23
AB-CD	0.03	5.00	0.0	~1	A	20	30
AB-C						150	225
D-ABC	0.08	7.93	0.1	0.5	A	33	50
C-D						16	23
C-A						63	95
C-B						59	88
CD-AB	0.12	6.17	0.2	~1	A	67	101
CD-A						75	112

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	483	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	126	32			126				
A-D	13	3			13				
AB-CD	15	4	737	0.021	15	0.0	0.0	4.988	A
AB-C	124	31			124				
D-ABC	27	7	511	0.053	27	0.0	0.1	7.437	A
C-D	13	3			13				
C-A	52	13			52				
C-B	48	12			48				
CD-AB	54	13	662	0.081	53	0.0	0.1	5.909	A
CD-A	63	16			63				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	473	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	151	38			151				
A-D	15	4			15				
AB-CD	19	5	747	0.026	19	0.0	0.0	4.944	A
AB-C	147	37			147				
D-ABC	32	8	503	0.064	32	0.1	0.1	7.640	A
C-D	15	4			15				
C-A	62	16			62				
C-B	58	14			58				
CD-AB	66	16	664	0.099	66	0.1	0.1	6.011	A
CD-A	74	18			74				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	460	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	185	46			185				
A-D	19	5			19				
AB-CD	25	6	760	0.033	25	0.0	0.0	4.888	A
AB-C	179	45			179				
D-ABC	40	10	493	0.080	40	0.1	0.1	7.930	A
C-D	19	5			19				
C-A	76	19			76				
C-B	70	18			70				
CD-AB	83	21	667	0.124	83	0.1	0.2	6.161	A
CD-A	88	22			88				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	460	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	185	46			185				
A-D	19	5			19				
AB-CD	25	6	760	0.033	25	0.0	0.0	4.893	A
AB-C	179	45			179				
D-ABC	40	10	493	0.080	40	0.1	0.1	7.931	A
C-D	19	5			19				
C-A	76	19			76				
C-B	70	18			70				
CD-AB	83	21	667	0.124	83	0.2	0.2	6.169	A
CD-A	88	22			88				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	473	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	151	38			151				
A-D	15	4			15				
AB-CD	19	5	747	0.026	19	0.0	0.0	4.956	A
AB-C	147	37			147				
D-ABC	32	8	503	0.064	32	0.1	0.1	7.645	A
C-D	15	4			15				
C-A	62	16			62				
C-B	58	14			58				
CD-AB	66	16	664	0.099	66	0.2	0.1	6.021	A
CD-A	74	18			74				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	483	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	126	32			126				
A-D	13	3			13				
AB-CD	15	4	737	0.021	15	0.0	0.0	4.995	A
AB-C	124	31			124				
D-ABC	27	7	511	0.053	27	0.1	0.1	7.448	A
C-D	13	3			13				
C-A	52	13			52				
C-B	48	12			48				
CD-AB	54	13	663	0.081	54	0.1	0.1	5.921	A
CD-A	63	16			63				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.03	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
CD-AB	0.10	~1	~1	~1	~1			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.03	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	0.13	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.04	~1	~1	~1	~1			N/A	N/A
D-ABC	0.09	0.03	0.26	0.47	0.49			N/A	N/A
CD-AB	0.17	~1	~1	~1	~1			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.04	~1	~1	~1	~1			N/A	N/A
D-ABC	0.09	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	0.17	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.03	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
CD-AB	0.13	~1	~1	~1	~1			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.03	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
CD-AB	0.10	~1	~1	~1	~1			N/A	N/A

2026 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		12.64	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	0	Stream CD-AB	12.64	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 with Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	226	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	643	100.000
D		ONE HOUR	✓	27	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	172	47	7
	B	0	0	0	0
	C	239	388	0	16
	D	11	1	15	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						158	237
A-C						43	65
A-D						6	10
AB-CD	0.02	6.83	0.0	~1	A	7	10
AB-C						43	64
D-ABC	0.08	10.99	0.1	0.5	B	25	37
C-D						15	22
C-A						219	329
C-B						356	534
CD-AB	0.87	34.65	7.1	?	D	524	786
CD-A						62	93

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	427	0.000	0	0.0	0.0	0.000	A
A-B	129	32			129				
A-C	35	9			35				
A-D	5	1			5				
AB-CD	6	1	583	0.010	6	0.0	0.0	6.234	A
AB-C	35	9			35				
D-ABC	20	5	411	0.050	20	0.0	0.1	9.216	A
C-D	12	3			12				
C-A	180	45			180				
C-B	292	73			292				
CD-AB	394	98	733	0.538	389	0.0	1.4	10.351	B
CD-A	87	22			87				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	402	0.000	0	0.0	0.0	0.000	A
A-B	155	39			155				
A-C	42	11			42				
A-D	6	2			6				
AB-CD	7	2	563	0.012	7	0.0	0.0	6.471	A
AB-C	42	10			42				
D-ABC	24	6	388	0.063	24	0.1	0.1	9.889	A
C-D	14	4			14				
C-A	215	54			215				
C-B	349	87			349				
CD-AB	501	125	750	0.669	497	1.4	2.3	14.167	B
CD-A	73	18			73				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	367	0.000	0	0.0	0.0	0.000	A
A-B	189	47			189				
A-C	52	13			52				
A-D	8	2			8				
AB-CD	9	2	535	0.016	9	0.0	0.0	6.828	A
AB-C	51	13			51				
D-ABC	30	7	357	0.083	30	0.1	0.1	10.982	B
C-D	18	4			18				
C-A	263	66			263				
C-B	427	107			427				
CD-AB	670	167	774	0.865	654	2.3	6.3	28.276	D
CD-A	34	8			34				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	364	0.000	0	0.0	0.0	0.000	A
A-B	189	47			189				
A-C	52	13			52				
A-D	8	2			8				
AB-CD	9	2	535	0.016	9	0.0	0.0	6.834	A
AB-C	51	13			51				
D-ABC	30	7	357	0.083	30	0.1	0.1	10.988	B
C-D	18	4			18				
C-A	263	66			263				
C-B	427	107			427				
CD-AB	676	169	778	0.869	673	6.3	7.1	34.648	D
CD-A	28	7			28				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	398	0.000	0	0.0	0.0	0.000	A
A-B	155	39			155				
A-C	42	11			42				
A-D	6	2			6				
AB-CD	7	2	563	0.012	7	0.0	0.0	6.477	A
AB-C	42	10			42				
D-ABC	24	6	388	0.063	24	0.1	0.1	9.898	A
C-D	14	4			14				
C-A	215	54			215				
C-B	349	87			349				
CD-AB	508	127	756	0.673	526	7.1	2.7	17.122	C
CD-A	66	17			66				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	425	0.000	0	0.0	0.0	0.000	A
A-B	129	32			129				
A-C	35	9			35				
A-D	5	1			5				
AB-CD	6	1	583	0.010	6	0.0	0.0	6.239	A
AB-C	35	9			35				
D-ABC	20	5	411	0.050	20	0.1	0.1	9.230	A
C-D	12	3			12				
C-A	180	45			180				
C-B	292	73			292				
CD-AB	397	99	735	0.540	402	2.7	1.5	11.052	B
CD-A	84	21			84				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	1.36	?	?	?	?			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	2.33	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.09	0.03	0.26	0.47	0.49			N/A	N/A
CD-AB	6.26	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.09	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	7.08	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
CD-AB	2.68	?	?	?	?			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	1.46	?	?	?	?			N/A	N/A

2026 with Development, PM 230 - 330

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	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	26	Stream CD-AB	4.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2026 with Development	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	222	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	489	100.000
D		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	115	97	10
	B	0	0	0	0
	C	173	304	0	12
	D	11	1	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						106	158
A-C						89	134
A-D						9	14
AB-CD	0.02	5.96	0.0	~1	A	11	16
AB-C						87	131
D-ABC	0.07	9.71	0.1	0.5	A	22	33
C-D						11	17
C-A						159	238
C-B						279	418
CD-AB	0.65	14.06	2.1	?	B	371	557
CD-A						78	116

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	442	0.000	0	0.0	0.0	0.000	A
A-B	87	22			87				
A-C	73	18			73				
A-D	8	2			8				
AB-CD	9	2	638	0.013	8	0.0	0.0	5.714	A
AB-C	72	18			72				
D-ABC	18	5	440	0.041	18	0.0	0.0	8.521	A
C-D	9	2			9				
C-A	130	33			130				
C-B	229	57			229				
CD-AB	286	72	701	0.408	283	0.0	0.8	8.561	A
CD-A	82	20			82				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	422	0.000	0	0.0	0.0	0.000	A
A-B	103	26			103				
A-C	87	22			87				
A-D	9	2			9				
AB-CD	10	3	629	0.017	10	0.0	0.0	5.812	A
AB-C	86	21			86				
D-ABC	22	5	422	0.051	22	0.0	0.1	8.986	A
C-D	11	3			11				
C-A	156	39			156				
C-B	273	68			273				
CD-AB	358	90	711	0.503	357	0.8	1.2	10.125	B
CD-A	81	20			81				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	394	0.000	0	0.0	0.0	0.000	A
A-B	127	32			127				
A-C	107	27			107				
A-D	11	3			11				
AB-CD	13	3	617	0.022	13	0.0	0.0	5.953	A
AB-C	104	26			104				
D-ABC	26	7	397	0.067	26	0.1	0.1	9.710	A
C-D	13	3			13				
C-A	190	48			190				
C-B	335	84			335				
CD-AB	467	117	726	0.644	464	1.2	2.1	13.660	B
CD-A	71	18			71				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	393	0.000	0	0.0	0.0	0.000	A
A-B	127	32			127				
A-C	107	27			107				
A-D	11	3			11				
AB-CD	13	3	617	0.022	13	0.0	0.0	5.958	A
AB-C	104	26			104				
D-ABC	26	7	397	0.067	26	0.1	0.1	9.711	A
C-D	13	3			13				
C-A	190	48			190				
C-B	335	84			335				
CD-AB	469	117	726	0.645	468	2.1	2.1	14.063	B
CD-A	70	17			70				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	421	0.000	0	0.0	0.0	0.000	A
A-B	103	26			103				
A-C	87	22			87				
A-D	9	2			9				
AB-CD	10	3	629	0.017	10	0.0	0.0	5.824	A
AB-C	86	21			86				
D-ABC	22	5	422	0.051	22	0.1	0.1	8.993	A
C-D	11	3			11				
C-A	156	39			156				
C-B	273	68			273				
CD-AB	359	90	712	0.504	363	2.1	1.2	10.473	B
CD-A	80	20			80				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	441	0.000	0	0.0	0.0	0.000	A
A-B	87	22			87				
A-C	73	18			73				
A-D	8	2			8				
AB-CD	9	2	638	0.013	9	0.0	0.0	5.719	A
AB-C	72	18			72				
D-ABC	18	5	440	0.041	18	0.1	0.0	8.534	A
C-D	9	2			9				
C-A	130	33			130				
C-B	229	57			229				
CD-AB	287	72	702	0.409	289	1.2	0.8	8.783	A
CD-A	81	20			81				

Queue Variation Results for each time segment

14:15 - 14:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
CD-AB	0.79	~1	~1	~1	~1			N/A	N/A

14:30 - 14:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	1.17	?	?	?	?			N/A	N/A

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.03	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
CD-AB	2.08	?	?	?	?			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.03	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
CD-AB	2.14	?	?	?	?			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	1.24	?	?	?	?			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
CD-AB	0.82	~1	~1	~1	~1			N/A	N/A

2026 with Development, PM 3 - 4

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		3.72	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	36	Stream CD-AB	3.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2026 with Development	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	198	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	465	100.000
D		ONE HOUR	✓	29	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	109	79	10
	B	0	0	0	0
	C	177	276	0	12
	D	12	1	16	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						100	150
A-C						72	109
A-D						9	14
AB-CD	0.02	6.02	0.0	~1	A	10	16
AB-C						71	107
D-ABC	0.08	9.83	0.1	0.5	A	27	40
C-D						11	17
C-A						162	244
C-B						253	380
CD-AB	0.58	11.75	1.7	?	B	339	508
CD-A						89	134

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	450	0.000	0	0.0	0.0	0.000	A
A-B	82	21			82				
A-C	59	15			59				
A-D	8	2			8				
AB-CD	8	2	634	0.013	8	0.0	0.0	5.752	A
AB-C	59	15			59				
D-ABC	22	5	438	0.050	22	0.0	0.1	8.631	A
C-D	9	2			9				
C-A	133	33			133				
C-B	208	52			208				
CD-AB	261	65	708	0.369	258	0.0	0.7	7.972	A
CD-A	90	22			90				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	432	0.000	0	0.0	0.0	0.000	A
A-B	98	24			98				
A-C	71	18			71				
A-D	9	2			9				
AB-CD	10	3	624	0.016	10	0.0	0.0	5.860	A
AB-C	70	17			70				
D-ABC	26	7	422	0.062	26	0.1	0.1	9.100	A
C-D	11	3			11				
C-A	159	40			159				
C-B	248	62			248				
CD-AB	327	82	719	0.454	326	0.7	1.0	9.129	A
CD-A	92	23			92				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	407	0.000	0	0.0	0.0	0.000	A
A-B	120	30			120				
A-C	87	22			87				
A-D	11	3			11				
AB-CD	13	3	611	0.021	13	0.0	0.0	6.018	A
AB-C	85	21			85				
D-ABC	32	8	398	0.080	32	0.1	0.1	9.828	A
C-D	13	3			13				
C-A	195	49			195				
C-B	304	76			304				
CD-AB	427	107	735	0.580	424	1.0	1.6	11.529	B
CD-A	86	22			86				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	407	0.000	0	0.0	0.0	0.000	A
A-B	120	30			120				
A-C	87	22			87				
A-D	11	3			11				
AB-CD	13	3	611	0.021	13	0.0	0.0	6.022	A
AB-C	85	21			85				
D-ABC	32	8	398	0.080	32	0.1	0.1	9.832	A
C-D	13	3			13				
C-A	195	49			195				
C-B	304	76			304				
CD-AB	427	107	736	0.581	427	1.6	1.7	11.746	B
CD-A	86	21			86				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	432	0.000	0	0.0	0.0	0.000	A
A-B	98	24			98				
A-C	71	18			71				
A-D	9	2			9				
AB-CD	10	3	624	0.016	10	0.0	0.0	5.871	A
AB-C	70	17			70				
D-ABC	26	7	422	0.062	26	0.1	0.1	9.106	A
C-D	11	3			11				
C-A	159	40			159				
C-B	248	62			248				
CD-AB	328	82	720	0.455	330	1.7	1.0	9.344	A
CD-A	91	23			91				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	449	0.000	0	0.0	0.0	0.000	A
A-B	82	21			82				
A-C	59	15			59				
A-D	8	2			8				
AB-CD	8	2	634	0.013	8	0.0	0.0	5.758	A
AB-C	59	15			59				
D-ABC	22	5	438	0.050	22	0.1	0.1	8.644	A
C-D	9	2			9				
C-A	133	33			133				
C-B	208	52			208				
CD-AB	262	65	709	0.369	263	1.0	0.7	8.132	A
CD-A	89	22			89				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	0.67	~1	~1	~1	~1			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	0.97	~1	~1	~1	~1			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.03	~1	~1	~1	~1			N/A	N/A
D-ABC	0.09	0.03	0.26	0.47	0.49			N/A	N/A
CD-AB	1.63	?	?	?	?			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.03	~1	~1	~1	~1			N/A	N/A
D-ABC	0.09	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	1.66	?	?	?	?			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.02	~1	~1	~1	~1			N/A	N/A
D-ABC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
CD-AB	1.02	?	?	?	?			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.01	~1	~1	~1	~1			N/A	N/A
D-ABC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
CD-AB	0.70	~1	~1	~1	~1			N/A	N/A

2026 with Development, PM 5 - 6

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		4.33	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	32	Stream CD-AB	4.33	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2026 with Development	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	186	100.000
B		ONE HOUR	✓	1	100.000
C		ONE HOUR	✓	441	100.000
D		ONE HOUR	✓	36	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	55	114	17
	B	1	0	0	0
	C	121	303	0	17
	D	22	0	14	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						50	76
A-C						105	157
A-D						16	23
AB-CD	0.04	5.80	0.0	~1	A	19	28
AB-C						101	152
D-ABC	0.09	9.37	0.1	0.5	A	33	50
C-D						16	23
C-A						111	167
C-B						278	417
CD-AB	0.61	13.20	1.8	?	B	346	518
CD-A						64	95

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	445	0.000	0	0.0	0.0	0.000	A
A-B	41	10			41				
A-C	86	21			86				
A-D	13	3			13				
AB-CD	15	4	656	0.022	15	0.0	0.0	5.609	A
AB-C	84	21			84				
D-ABC	27	7	463	0.059	27	0.0	0.1	8.246	A
C-D	13	3			13				
C-A	91	23			91				
C-B	228	57			228				
CD-AB	270	68	688	0.393	268	0.0	0.7	8.524	A
CD-A	65	16			65				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	427	0.000	0	0.0	0.0	0.000	A
A-B	49	12			49				
A-C	102	26			102				
A-D	15	4			15				
AB-CD	18	5	651	0.028	18	0.0	0.0	5.685	A
AB-C	100	25			100				
D-ABC	32	8	447	0.072	32	0.1	0.1	8.685	A
C-D	15	4			15				
C-A	109	27			109				
C-B	272	68			272				
CD-AB	335	84	695	0.482	334	0.7	1.0	9.940	A
CD-A	66	17			66				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	400	0.000	0	0.0	0.0	0.000	A
A-B	61	15			61				
A-C	126	31			126				
A-D	19	5			19				
AB-CD	23	6	644	0.036	23	0.0	0.0	5.794	A
AB-C	121	30			121				
D-ABC	40	10	424	0.094	40	0.1	0.1	9.364	A
C-D	19	5			19				
C-A	133	33			133				
C-B	334	83			334				
CD-AB	431	108	705	0.611	428	1.0	1.7	12.916	B
CD-A	60	15			60				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	399	0.000	0	0.0	0.0	0.000	A
A-B	61	15			61				
A-C	126	31			126				
A-D	19	5			19				
AB-CD	23	6	644	0.036	23	0.0	0.0	5.800	A
AB-C	121	30			121				
D-ABC	40	10	424	0.094	40	0.1	0.1	9.368	A
C-D	19	5			19				
C-A	133	33			133				
C-B	334	83			334				
CD-AB	431	108	705	0.611	431	1.7	1.8	13.197	B
CD-A	60	15			60				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	426	0.000	0	0.0	0.0	0.000	A
A-B	49	12			49				
A-C	102	26			102				
A-D	15	4			15				
AB-CD	18	5	651	0.028	18	0.0	0.0	5.696	A
AB-C	100	25			100				
D-ABC	32	8	447	0.072	32	0.1	0.1	8.693	A
C-D	15	4			15				
C-A	109	27			109				
C-B	272	68			272				
CD-AB	336	84	696	0.482	338	1.8	1.1	10.202	B
CD-A	65	16			65				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	445	0.000	0	0.0	0.0	0.000	A
A-B	41	10			41				
A-C	86	21			86				
A-D	13	3			13				
AB-CD	15	4	656	0.022	15	0.0	0.0	5.615	A
AB-C	84	21			84				
D-ABC	27	7	463	0.059	27	0.1	0.1	8.259	A
C-D	13	3			13				
C-A	91	23			91				
C-B	228	57			228				
CD-AB	271	68	688	0.394	273	1.1	0.7	8.713	A
CD-A	65	16			65				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.03	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
CD-AB	0.72	~1	~1	~1	~1			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.04	~1	~1	~1	~1			N/A	N/A
D-ABC	0.08	0.03	0.25	0.46	0.48			N/A	N/A
CD-AB	1.03	?	?	?	?			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.05	~1	~1	~1	~1			N/A	N/A
D-ABC	0.10	0.03	0.26	0.47	0.49			N/A	N/A
CD-AB	1.75	?	?	?	?			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.05	~1	~1	~1	~1			N/A	N/A
D-ABC	0.10	0.03	0.25	0.45	0.48			N/A	N/A
CD-AB	1.79	?	?	?	?			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.04	~1	~1	~1	~1			N/A	N/A
D-ABC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
CD-AB	1.09	?	?	?	?			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
AB-CD	0.03	~1	~1	~1	~1			N/A	N/A
D-ABC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
CD-AB	0.75	~1	~1	~1	~1			N/A	N/A

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.0.1499

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

Filename: Argoed High School (Western Access Point) - 'OUT' - Priority T-Junction (210428).j10
Path: C:\Users\andre\TTP Consulting\Staff Site - Projects\2021\4097 - Mynydd Isa Campus, Flintshire\Modelling
Report generation date: 25/05/2021 12:36:46

Summary of junction performance

	AM									PM 230-330								
	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residua Capacit
																		2021
Stream B-C	D1	0.1	0.5	5.87	0.12	A	1.53	A	267 % [Stream B-A]	D2	0.1	0.5	5.86	0.08	A	1.59	A	316 % [Stream B-A]
Stream B-A		0.1	0.5	8.22	0.09	A					0.1	0.5	7.77	0.09	A			
Stream C-B		0.0	~1	0.00	0.00	A					0.0	~1	0.00	0.00	A			
																		2026
Stream B-C	D5	0.1	0.5	5.93	0.12	A	1.55	A	251 % [Stream B-A]	D6	0.1	0.5	5.91	0.09	A	1.61	A	298 % [Stream B-A]
Stream B-A		0.1	0.5	8.32	0.09	A					0.1	0.5	7.85	0.09	A			
Stream C-B		0.0	~1	0.00	0.00	A					0.0	~1	0.00	0.00	A			
																		2026 with
Stream B-C	D9	1.3	3.0	12.11	0.56	B	5.38	A	37 % [Stream B-C]	D10	1.1	2.9	11.40	0.53	B	5.60	A	44 % [Stream B-C]
Stream B-A		0.5	2.1	12.73	0.33	B					0.4	1.9	11.67	0.31	B			
Stream C-B		0.0	~1	0.00	0.00	A					0.0	~1	0.00	0.00	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.

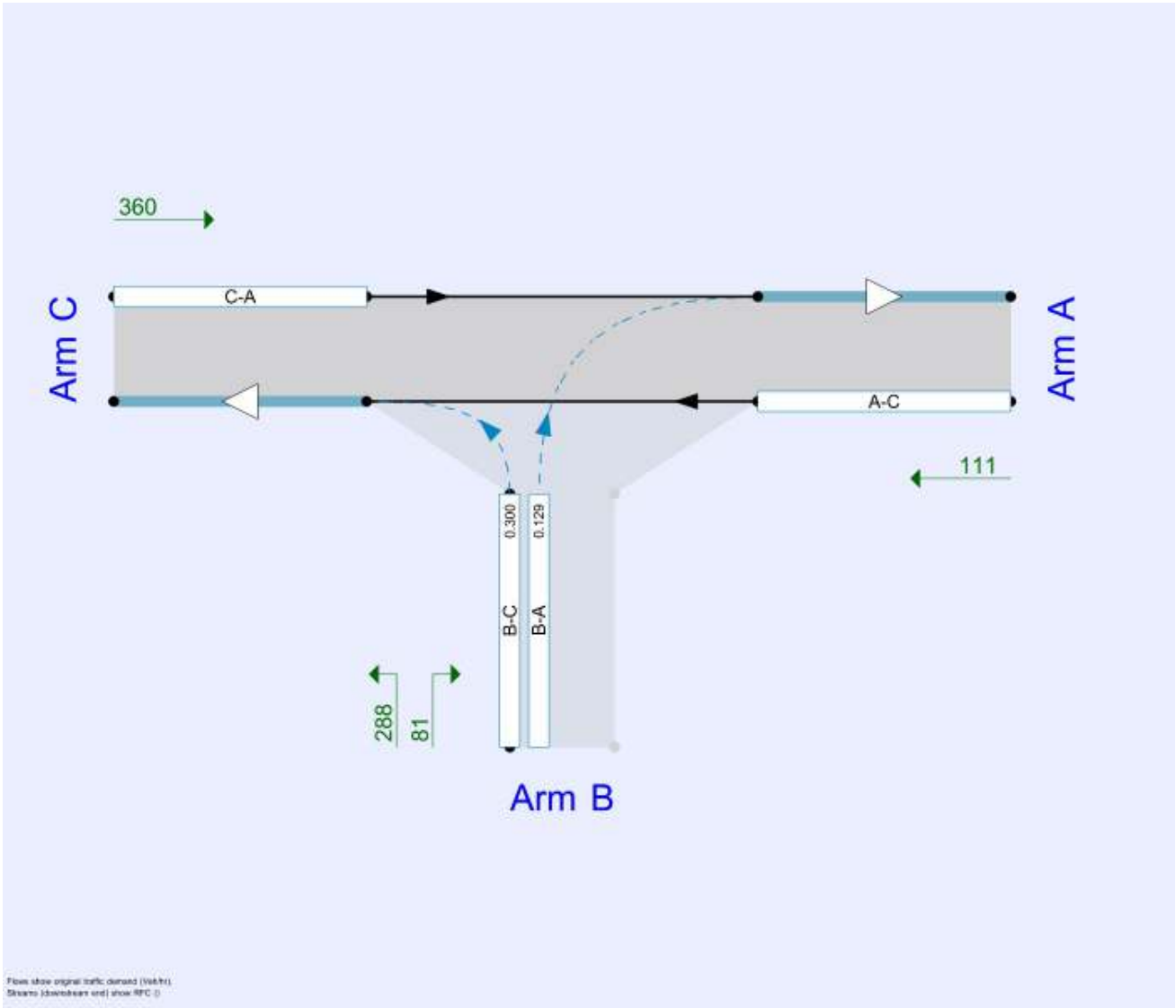
File summary

File Description

Title	
Location	
Site number	
Date	13/05/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-9HQ1FRJ6\andre
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	Veh	Veh	perHour	s	-Min	perMin



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 iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Observed	PM 230-330	ONE HOUR	14:15	15:45	15	✓
D3	2021 Observed	PM 3-4	ONE HOUR	14:45	16:15	15	✓
D4	2021 Observed	PM 5-6	ONE HOUR	16:45	18:15	15	✓
D5	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Baseline	PM 230-330	ONE HOUR	14:15	15:45	15	✓
D7	2026 Baseline	PM 3-4	ONE HOUR	14:45	16:15	15	✓
D8	2026 Baseline	PM 5-6	ONE HOUR	16:45	18:15	15	✓
D9	2026 with Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2026 with Development	PM 230-330	ONE HOUR	14:15	15:45	15	✓
D11	2026 with Development	PM 3-4	ONE HOUR	14:45	16:15	15	✓
D12	2026 with Development	PM 5-6	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Observed, 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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		1.53	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	267	Stream B-A	1.53	A

Arms

Arms

Arm	Name	Description	Arm type
A	Bryn Road (East)		Major
B	School Exit (West)		Minor
C	Bryn Road (West)		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	6.20			150.0		-

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	10.00	5.00	5.00	4.50	✓	3.00	100	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	559	0.101	0.255	0.161	0.365
B-C	750	0.114	0.288	-	-
C-B	661	0.254	0.254	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	118	100.000
B		ONE HOUR	✓	113	100.000
C		ONE HOUR	✓	243	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	118
	B	38	0	75
	C	243	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	5.87	0.1	0.5	A	69	103
B-A	0.09	8.22	0.1	0.5	A	35	52
C-A						223	334
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						108	162

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	713	0.079	56	0.0	0.1	5.475	A
B-A	29	7	505	0.057	28	0.0	0.1	7.554	A
C-A	183	46			183				
C-B	0	0	637	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	89	22			89				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	706	0.096	67	0.1	0.1	5.638	A
B-A	34	9	494	0.069	34	0.1	0.1	7.824	A
C-A	218	55			218				
C-B	0	0	633	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	106	27			106				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	695	0.119	82	0.1	0.1	5.873	A
B-A	42	10	479	0.087	42	0.1	0.1	8.221	A
C-A	268	67			268				
C-B	0	0	626	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	130	32			130				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	83	21	695	0.119	83	0.1	0.1	5.873	A
B-A	42	10	479	0.087	42	0.1	0.1	8.225	A
C-A	268	67			268				
C-B	0	0	626	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	130	32			130				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	706	0.096	68	0.1	0.1	5.643	A
B-A	34	9	494	0.069	34	0.1	0.1	7.828	A
C-A	218	55			218				
C-B	0	0	633	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	106	27			106				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	713	0.079	57	0.1	0.1	5.485	A
B-A	29	7	505	0.057	29	0.1	0.1	7.560	A
C-A	183	46			183				
C-B	0	0	637	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	89	22			89				

Queue Variation Results for each time segment

07:45 - 08:00

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

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.09	0.03	0.26	0.47	0.49			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

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

09:00 - 09:15

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

2021 Observed, PM 230-330

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		1.59	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	316	Stream B-A	1.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Observed	PM 230-330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	138	100.000
B		ONE HOUR	✓	91	100.000
C		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	138
	B	40	0	51
	C	140	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	5.86	0.1	0.5	A	47	70
B-A	0.09	7.77	0.1	0.5	A	37	55
C-A						128	193
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						127	190

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	689	0.056	38	0.0	0.1	5.527	A
B-A	30	8	529	0.057	30	0.0	0.1	7.206	A
C-A	105	26			105				
C-B	0	0	633	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	104	26			104				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	681	0.067	46	0.1	0.1	5.665	A
B-A	36	9	520	0.069	36	0.1	0.1	7.434	A
C-A	126	31			126				
C-B	0	0	628	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	124	31			124				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	670	0.084	56	0.1	0.1	5.862	A
B-A	44	11	508	0.087	44	0.1	0.1	7.765	A
C-A	154	39			154				
C-B	0	0	620	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	152	38			152				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	670	0.084	56	0.1	0.1	5.863	A
B-A	44	11	508	0.087	44	0.1	0.1	7.767	A
C-A	154	39			154				
C-B	0	0	620	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	152	38			152				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	681	0.067	46	0.1	0.1	5.667	A
B-A	36	9	520	0.069	36	0.1	0.1	7.436	A
C-A	126	31			126				
C-B	0	0	628	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	124	31			124				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	689	0.056	38	0.1	0.1	5.534	A
B-A	30	8	529	0.057	30	0.1	0.1	7.212	A
C-A	105	26			105				
C-B	0	0	633	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	104	26			104				

Queue Variation Results for each time segment

14:15 - 14:30

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

14:30 - 14:45

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

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.09	0.03	0.26	0.47	0.49			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

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

15:30 - 15:45

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

2021 Observed, PM 3-4

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		1.24	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	396	Stream B-A	1.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 Observed	PM 3-4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	137	100.000
B		ONE HOUR	✓	69	100.000
C		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	137
	B	24	0	45
	C	138	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	5.59	0.1	0.5	A	41	62
B-A	0.05	7.66	0.1	0.5	A	22	33
C-A						127	190
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						126	189

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	8	711	0.048	34	0.0	0.0	5.315	A
B-A	18	5	517	0.035	18	0.0	0.0	7.215	A
C-A	104	26			104				
C-B	0	0	633	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	103	26			103				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	703	0.058	40	0.0	0.1	5.430	A
B-A	22	5	508	0.042	22	0.0	0.0	7.397	A
C-A	124	31			124				
C-B	0	0	628	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	123	31			123				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	12	693	0.071	49	0.1	0.1	5.592	A
B-A	26	7	496	0.053	26	0.0	0.1	7.661	A
C-A	152	38			152				
C-B	0	0	621	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	151	38			151				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	12	693	0.071	50	0.1	0.1	5.592	A
B-A	26	7	496	0.053	26	0.1	0.1	7.661	A
C-A	152	38			152				
C-B	0	0	621	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	151	38			151				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	703	0.058	41	0.1	0.1	5.433	A
B-A	22	5	508	0.042	22	0.1	0.0	7.398	A
C-A	124	31			124				
C-B	0	0	628	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	123	31			123				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	8	711	0.048	34	0.1	0.1	5.321	A
B-A	18	5	517	0.035	18	0.0	0.0	7.217	A
C-A	104	26			104				
C-B	0	0	633	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	103	26			103				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

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

15:45 - 16:00

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

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2021 Observed, PM 5-6

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		0.21	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	566	Stream B-A	0.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2021 Observed	PM 5-6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	159	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	100	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	159
	B	3	0	7
	C	100	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	5.18	0.0	0.5	A	6	10
B-A	0.01	7.41	0.0	0.5	A	3	4
C-A						92	138
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						146	219

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	720	0.007	5	0.0	0.0	5.033	A
B-A	2	0.56	509	0.004	2	0.0	0.0	7.101	A
C-A	75	19			75				
C-B	0	0	629	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	120	30			120				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	713	0.009	6	0.0	0.0	5.093	A
B-A	3	0.67	501	0.005	3	0.0	0.0	7.229	A
C-A	90	22			90				
C-B	0	0	623	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	143	36			143				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	703	0.011	8	0.0	0.0	5.177	A
B-A	3	0.83	489	0.007	3	0.0	0.0	7.415	A
C-A	110	28			110				
C-B	0	0	614	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	175	44			175				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	703	0.011	8	0.0	0.0	5.177	A
B-A	3	0.83	489	0.007	3	0.0	0.0	7.415	A
C-A	110	28			110				
C-B	0	0	614	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	175	44			175				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	713	0.009	6	0.0	0.0	5.096	A
B-A	3	0.67	501	0.005	3	0.0	0.0	7.229	A
C-A	90	22			90				
C-B	0	0	623	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	143	36			143				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	720	0.007	5	0.0	0.0	5.034	A
B-A	2	0.56	509	0.004	2	0.0	0.0	7.100	A
C-A	75	19			75				
C-B	0	0	629	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	120	30			120				

Queue Variation Results for each time segment

16:45 - 17:00

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

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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

2026 Baseline, 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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		1.55	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	251	Stream B-A	1.55	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	123	100.000
B		ONE HOUR	✓	118	100.000
C		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	123
	B	40	0	78
	C	253	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	5.93	0.1	0.5	A	72	107
B-A	0.09	8.32	0.1	0.5	A	37	55
C-A						232	348
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						113	169

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	711	0.083	58	0.0	0.1	5.513	A
B-A	30	8	503	0.060	30	0.0	0.1	7.608	A
C-A	190	48			190				
C-B	0	0	636	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	93	23			93				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	70	18	703	0.100	70	0.1	0.1	5.685	A
B-A	36	9	492	0.073	36	0.1	0.1	7.895	A
C-A	227	57			227				
C-B	0	0	631	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	111	28			111				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	86	21	692	0.124	86	0.1	0.1	5.932	A
B-A	44	11	477	0.092	44	0.1	0.1	8.320	A
C-A	279	70			279				
C-B	0	0	625	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	135	34			135				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	86	21	692	0.124	86	0.1	0.1	5.935	A
B-A	44	11	477	0.092	44	0.1	0.1	8.323	A
C-A	279	70			279				
C-B	0	0	625	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	135	34			135				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	70	18	703	0.100	70	0.1	0.1	5.690	A
B-A	36	9	492	0.073	36	0.1	0.1	7.899	A
C-A	227	57			227				
C-B	0	0	631	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	111	28			111				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	711	0.083	59	0.1	0.1	5.520	A
B-A	30	8	503	0.060	30	0.1	0.1	7.615	A
C-A	190	48			190				
C-B	0	0	636	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	93	23			93				

Queue Variation Results for each time segment

07:45 - 08:00

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

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B-A	0.08	0.03	0.25	0.46	0.48			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.14	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.14	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

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

09:00 - 09:15

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

2026 Baseline, PM 230-330

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		1.61	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	298	Stream B-A	1.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Baseline	PM 230-330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	144	100.000
B		ONE HOUR	✓	95	100.000
C		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	144
	B	42	0	53
	C	146	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	5.91	0.1	0.5	A	49	73
B-A	0.09	7.85	0.1	0.5	A	39	58
C-A						134	201
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						132	198

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	687	0.058	40	0.0	0.1	5.560	A
B-A	32	8	528	0.060	31	0.0	0.1	7.252	A
C-A	110	27			110				
C-B	0	0	632	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	108	27			108				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	679	0.070	48	0.1	0.1	5.705	A
B-A	38	9	518	0.073	38	0.1	0.1	7.494	A
C-A	131	33			131				
C-B	0	0	626	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	129	32			129				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	15	667	0.088	58	0.1	0.1	5.914	A
B-A	46	12	505	0.092	46	0.1	0.1	7.844	A
C-A	161	40			161				
C-B	0	0	619	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	159	40			159				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	15	667	0.088	58	0.1	0.1	5.915	A
B-A	46	12	505	0.092	46	0.1	0.1	7.848	A
C-A	161	40			161				
C-B	0	0	619	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	159	40			159				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	678	0.070	48	0.1	0.1	5.707	A
B-A	38	9	518	0.073	38	0.1	0.1	7.496	A
C-A	131	33			131				
C-B	0	0	626	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	129	32			129				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	687	0.058	40	0.1	0.1	5.567	A
B-A	32	8	528	0.060	32	0.1	0.1	7.261	A
C-A	110	27			110				
C-B	0	0	632	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	108	27			108				

Queue Variation Results for each time segment

14:15 - 14:30

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

14:30 - 14:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.08	0.03	0.25	0.46	0.48			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

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

15:15 - 15:30

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

15:30 - 15:45

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

2026 Baseline, PM 3-4

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		1.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	371	Stream B-A	1.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Baseline	PM 3-4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	142	100.000
B		ONE HOUR	✓	72	100.000
C		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	142
	B	25	0	47
	C	144	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	5.63	0.1	0.5	A	43	65
B-A	0.06	7.74	0.1	0.5	A	23	34
C-A						132	198
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						130	195

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	709	0.050	35	0.0	0.1	5.337	A
B-A	19	5	514	0.037	19	0.0	0.0	7.265	A
C-A	108	27			108				
C-B	0	0	632	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	107	27			107				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	702	0.060	42	0.1	0.1	5.458	A
B-A	22	6	505	0.045	22	0.0	0.0	7.460	A
C-A	129	32			129				
C-B	0	0	627	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	128	32			128				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	691	0.075	52	0.1	0.1	5.629	A
B-A	28	7	492	0.056	27	0.0	0.1	7.743	A
C-A	159	40			159				
C-B	0	0	619	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	156	39			156				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	691	0.075	52	0.1	0.1	5.629	A
B-A	28	7	492	0.056	28	0.1	0.1	7.744	A
C-A	159	40			159				
C-B	0	0	619	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	156	39			156				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	702	0.060	42	0.1	0.1	5.461	A
B-A	22	6	505	0.045	23	0.1	0.0	7.461	A
C-A	129	32			129				
C-B	0	0	627	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	128	32			128				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	709	0.050	35	0.1	0.1	5.342	A
B-A	19	5	514	0.037	19	0.0	0.0	7.270	A
C-A	108	27			108				
C-B	0	0	632	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	107	27			107				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

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

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2026 Baseline, PM 5-6

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		0.20	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	542	Stream B-A	0.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 Baseline	PM 5-6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	165	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	165
	B	3	0	7
	C	104	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	5.19	0.0	0.5	A	6	10
B-A	0.01	7.45	0.0	0.5	A	3	4
C-A						95	143
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						151	227

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	719	0.007	5	0.0	0.0	5.043	A
B-A	2	0.56	507	0.004	2	0.0	0.0	7.125	A
C-A	78	20			78				
C-B	0	0	628	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	124	31			124				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	711	0.009	6	0.0	0.0	5.105	A
B-A	3	0.67	499	0.005	3	0.0	0.0	7.258	A
C-A	93	23			93				
C-B	0	0	621	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	148	37			148				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	701	0.011	8	0.0	0.0	5.192	A
B-A	3	0.83	486	0.007	3	0.0	0.0	7.453	A
C-A	115	29			115				
C-B	0	0	612	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	182	45			182				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	701	0.011	8	0.0	0.0	5.192	A
B-A	3	0.83	486	0.007	3	0.0	0.0	7.453	A
C-A	115	29			115				
C-B	0	0	612	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	182	45			182				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	711	0.009	6	0.0	0.0	5.107	A
B-A	3	0.67	499	0.005	3	0.0	0.0	7.258	A
C-A	93	23			93				
C-B	0	0	621	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	148	37			148				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	719	0.007	5	0.0	0.0	5.046	A
B-A	2	0.56	508	0.004	2	0.0	0.0	7.126	A
C-A	78	20			78				
C-B	0	0	628	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	124	31			124				

Queue Variation Results for each time segment

16:45 - 17:00

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

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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

2026 with Development, 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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		5.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	37	Stream B-C	5.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 with Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	61	100.000
B		ONE HOUR	✓	475	100.000
C		ONE HOUR	✓	518	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	61
	B	125	0	350
	C	518	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.56	12.11	1.3	3.0	B	321	482
B-A	0.33	12.73	0.5	2.1	B	115	172
C-A						475	713
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						56	84

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	263	66	713	0.369	261	0.0	0.6	7.926	A
B-A	94	24	469	0.201	93	0.0	0.2	9.550	A
C-A	390	97			390				
C-B	0	0	649	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	46	11			46				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	315	79	701	0.449	314	0.6	0.8	9.275	A
B-A	112	28	451	0.249	112	0.2	0.3	10.606	B
C-A	466	116			466				
C-B	0	0	646	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	55	14			55				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	385	96	683	0.565	384	0.8	1.3	11.961	B
B-A	138	34	421	0.327	137	0.3	0.5	12.661	B
C-A	570	143			570				
C-B	0	0	643	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	67	17			67				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	385	96	682	0.565	385	1.3	1.3	12.112	B
B-A	138	34	420	0.327	138	0.5	0.5	12.732	B
C-A	570	143			570				
C-B	0	0	643	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	67	17			67				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	315	79	701	0.449	316	1.3	0.8	9.417	A
B-A	112	28	451	0.249	113	0.5	0.3	10.669	B
C-A	466	116			466				
C-B	0	0	646	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	55	14			55				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	263	66	713	0.370	264	0.8	0.6	8.050	A
B-A	94	24	469	0.201	94	0.3	0.3	9.620	A
C-A	390	97			390				
C-B	0	0	649	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	46	11			46				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.58	0.55	1.00	1.40	1.45			N/A	N/A
B-A	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.80	0.16	0.92	1.41	1.47			N/A	N/A
B-A	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.26	0.03	0.27	1.26	1.62			N/A	N/A
B-A	0.48	0.03	0.26	0.48	0.49			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.28	0.03	0.27	1.28	2.97			N/A	N/A
B-A	0.48	0.03	0.30	1.37	2.14			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.83	0.08	0.83	1.09	1.60			N/A	N/A
B-A	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.59	0.05	0.48	1.38	1.50			N/A	N/A
B-A	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2026 with Development, PM 230-330

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		5.60	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	44	Stream B-C	5.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2026 with Development	PM 230-330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	86	100.000
B		ONE HOUR	✓	452	100.000
C		ONE HOUR	✓	365	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	86
	B	125	0	327
	C	365	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.53	11.40	1.1	2.9	B	300	450
B-A	0.31	11.67	0.4	1.9	B	115	172
C-A						335	502
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						79	118

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	246	62	706	0.348	244	0.0	0.5	7.753	A
B-A	94	24	486	0.194	93	0.0	0.2	9.152	A
C-A	275	69			275				
C-B	0	0	644	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	65	16			65				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	294	73	694	0.424	293	0.5	0.7	8.964	A
B-A	112	28	471	0.239	112	0.2	0.3	10.022	B
C-A	328	82			328				
C-B	0	0	640	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	77	19			77				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	360	90	676	0.533	358	0.7	1.1	11.285	B
B-A	138	34	446	0.308	137	0.3	0.4	11.623	B
C-A	402	100			402				
C-B	0	0	636	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	95	24			95				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	360	90	676	0.533	360	1.1	1.1	11.398	B
B-A	138	34	446	0.309	138	0.4	0.4	11.671	B
C-A	402	100			402				
C-B	0	0	636	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	95	24			95				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	294	73	694	0.424	295	1.1	0.7	9.077	A
B-A	112	28	471	0.239	113	0.4	0.3	10.071	B
C-A	328	82			328				
C-B	0	0	640	0.000	0	0.0	0.0	0.000	A
A-B									
A-C	77	19			77				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	246	62	706	0.349	247	0.7	0.5	7.859	A
B-A	94	24	486	0.194	94	0.3	0.2	9.213	A
C-A	275	69			275				
C-B	0	0	644	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	65	16			65				

Queue Variation Results for each time segment

14:15 - 14:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.53	0.53	1.00	1.40	1.45			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

14:30 - 14:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.72	0.18	0.92	1.39	1.44			N/A	N/A
B-A	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.11	0.03	0.27	1.11	1.16			N/A	N/A
B-A	0.44	0.03	0.26	0.46	0.49			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.13	0.03	0.28	1.13	2.86			N/A	N/A
B-A	0.44	0.03	0.31	1.33	1.89			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.75	0.09	0.82	1.42	1.49			N/A	N/A
B-A	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.54	0.05	0.47	1.31	1.42			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2026 with Development, PM 3-4

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		5.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	51	Stream B-C	5.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2026 with Development	PM 3-4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	83	100.000
B		ONE HOUR	✓	430	100.000
C		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	83
	B	113	0	317
	C	353	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.51	10.70	1.0	2.8	B	291	436
B-A	0.28	11.08	0.4	1.5	B	104	156
C-A						324	486
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						76	114

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	239	60	713	0.335	237	0.0	0.5	7.523	A
B-A	85	21	486	0.175	84	0.0	0.2	8.943	A
C-A	266	66			266				
C-B	0	0	644	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	62	16			62				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	285	71	702	0.406	284	0.5	0.7	8.608	A
B-A	102	25	472	0.215	101	0.2	0.3	9.700	A
C-A	317	79			317				
C-B	0	0	641	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	75	19			75				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	349	87	685	0.509	348	0.7	1.0	10.616	B
B-A	124	31	450	0.277	124	0.3	0.4	11.040	B
C-A	389	97			389				
C-B	0	0	636	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	91	23			91				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	349	87	685	0.509	349	1.0	1.0	10.703	B
B-A	124	31	449	0.277	124	0.4	0.4	11.075	B
C-A	389	97			389				
C-B	0	0	636	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	91	23			91				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	285	71	701	0.406	286	1.0	0.7	8.698	A
B-A	102	25	472	0.215	102	0.4	0.3	9.737	A
C-A	317	79			317				
C-B	0	0	641	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	75	19			75				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	239	60	713	0.335	239	0.7	0.5	7.617	A
B-A	85	21	486	0.175	85	0.3	0.2	8.994	A
C-A	266	66			266				
C-B	0	0	644	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	62	16			62				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.50	0.00	0.00	0.50	0.50			N/A	N/A
B-A	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.67	0.18	0.92	1.38	1.44			N/A	N/A
B-A	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.01	0.03	0.26	1.01	1.01			N/A	N/A
B-A	0.38	0.03	0.26	0.46	0.49			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.03	0.03	0.28	1.03	2.79			N/A	N/A
B-A	0.38	0.03	0.31	1.25	1.48			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.69	0.09	0.81	1.38	1.45			N/A	N/A
B-A	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.51	0.05	0.45	1.28	1.39			N/A	N/A
B-A	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2026 with Development, PM 5-6

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		4.12	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	68	Stream B-C	4.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2026 with Development	PM 5-6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	111	100.000
B		ONE HOUR	✓	369	100.000
C		ONE HOUR	✓	360	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	111
	B	81	0	288
	C	360	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.45	9.45	0.8	2.8	A	264	396
B-A	0.20	10.31	0.3	1.2	B	74	111
C-A						330	496
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						102	153

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	217	54	724	0.300	215	0.0	0.4	7.057	A
B-A	61	15	474	0.129	60	0.0	0.1	8.695	A
C-A	271	68			271				
C-B	0	0	639	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	84	21			84				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	259	65	713	0.363	258	0.4	0.6	7.909	A
B-A	73	18	460	0.158	73	0.1	0.2	9.292	A
C-A	324	81			324				
C-B	0	0	634	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	100	25			100				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	317	79	698	0.454	316	0.6	0.8	9.400	A
B-A	89	22	439	0.203	89	0.2	0.3	10.289	B
C-A	396	99			396				
C-B	0	0	628	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	122	31			122				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	317	79	698	0.454	317	0.8	0.8	9.450	A
B-A	89	22	438	0.203	89	0.3	0.3	10.306	B
C-A	396	99			396				
C-B	0	0	628	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	122	31			122				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	259	65	713	0.363	260	0.8	0.6	7.967	A
B-A	73	18	460	0.158	73	0.3	0.2	9.315	A
C-A	324	81			324				
C-B	0	0	634	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	100	25			100				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	217	54	723	0.300	217	0.6	0.4	7.126	A
B-A	61	15	474	0.129	61	0.2	0.1	8.726	A
C-A	271	68			271				
C-B	0	0	639	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	84	21			84				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.42	0.00	0.00	0.42	0.42			N/A	N/A
B-A	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.56	0.55	1.00	1.40	1.45			N/A	N/A
B-A	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.82	0.03	0.26	0.82	0.82			N/A	N/A
B-A	0.25	0.03	0.26	0.46	0.49			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.82	0.03	0.28	0.82	2.81			N/A	N/A
B-A	0.25	0.03	0.30	0.87	1.21			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.58	0.08	0.76	1.35	1.43			N/A	N/A
B-A	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.43	0.03	0.35	1.14	1.32			N/A	N/A
B-A	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.0.1499

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

Filename: Bryn Road Chambers Lane (210428).j10
Path: C:\Users\andre\TTP Consulting\Staff Site - Projects\2021\4097 - Mynydd Isa Campus, Flintshire\Modelling
Report generation date: 25/05/2021 12:32:54

Summary of junction performance

	AM									PM 230 - 330								
	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Networ Residu Capaci
																		2021
Stream B-C	D1	0.1	0.5	6.34	0.12	A	3.80	A	115 % [Stream B-A]	D2	0.1	0.5	6.47	0.09	A	3.74	A	107 % [Strea B-A]
Stream B-A		0.3	1.5	9.24	0.25	A					0.4	1.6	10.13	0.29	B			
Stream C-AB		0.3	1.0	7.48	0.18	A					0.2	0.5	7.15	0.11	A			
																		20
Stream B-C	D5	0.1	0.5	6.44	0.12	A	3.87	A	107 % [Stream B-A]	D6	0.1	0.5	6.56	0.09	A	3.82	A	99 % [Strea B-A]
Stream B-A		0.3	1.2	9.48	0.26	A					0.4	1.8	10.40	0.30	B			
Stream C-AB		0.3	1.1	7.54	0.19	A					0.2	0.5	7.19	0.12	A			
																		2026 wit
Stream B-C	D9	0.4	1.4	7.87	0.28	A	6.21	A	52 % [Stream B-A]	D11	0.3	1.3	7.88	0.23	A	5.50	A	56 % [Strea B-A]
Stream B-A		0.6	2.6	12.17	0.36	B					0.7	2.9	11.76	0.40	B			
Stream C-AB		0.6	2.9	10.07	0.36	B					0.3	1.2	8.38	0.20	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.

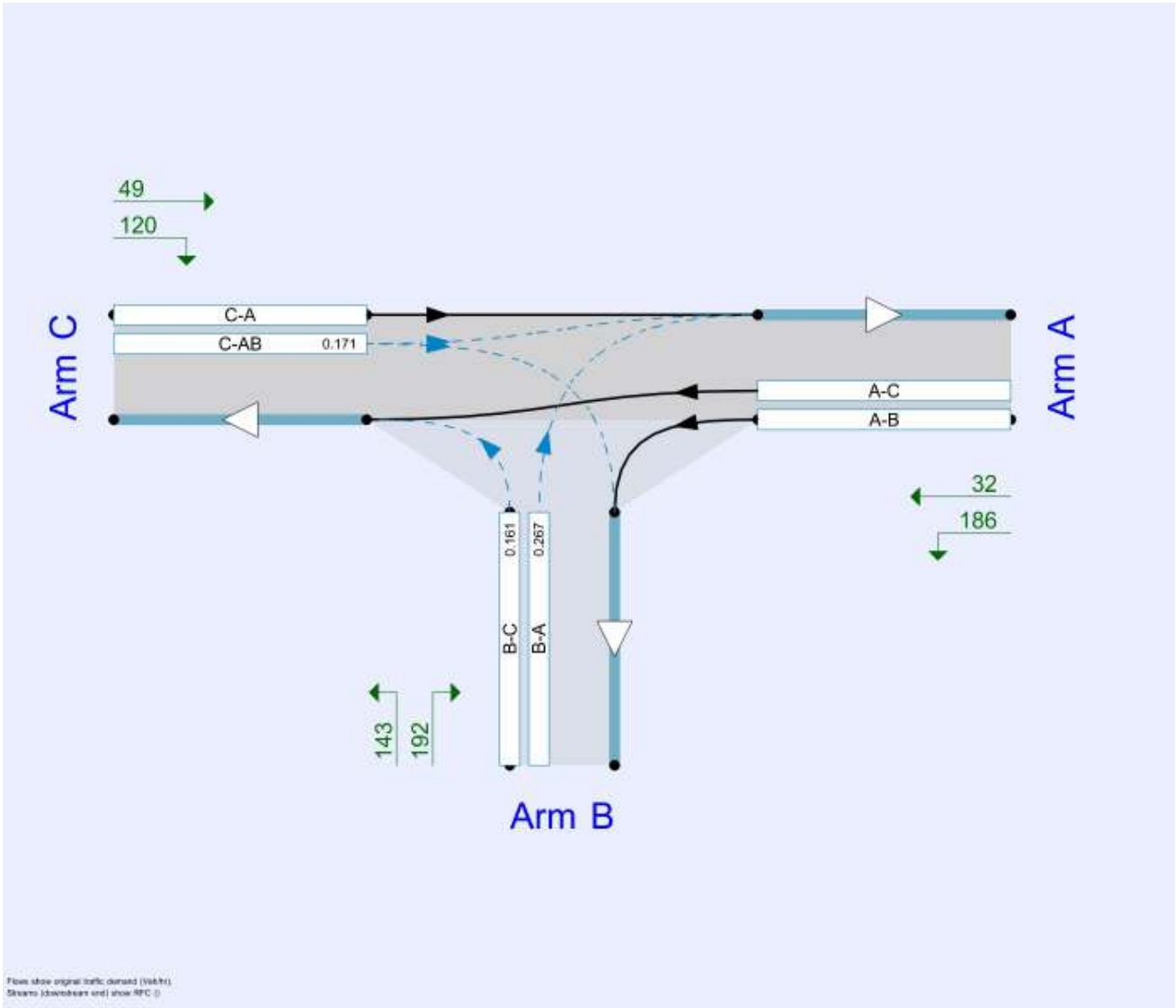
File summary

File Description

Title	
Location	
Site number	
Date	28/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-9HQ1FRJ6\andre
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	Veh	Veh	perHour	s	-Min	perMin



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 iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Observed	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓
D3	2021 Observed	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓
D4	2021 Observed	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓
D7	2026 Base	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓
D8	2026 Base	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓
D9	2026 with Development	AM	ONE HOUR	07:45	09:15	15	✓
D11	2026 with Development	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓
D13	2026 with Development	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓
D15	2026 with Development	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Observed, 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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.80	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	115	Stream B-A	3.80	A

Arms

Arms

Arm	Name	Description	Arm type
A	Chambers Lane North		Major
B	Bryn Road		Minor
C	Chambers Lane South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.40			55.0	✓	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	5.80	3.90	2.50	2.50	✓	1.00	30	180

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	652	0.117	0.295	0.186	0.421
B-C	780	0.118	0.297	-	-
C-B	606	0.231	0.231	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	228	100.000
B		ONE HOUR	✓	185	100.000
C		ONE HOUR	✓	169	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	142	86
	B	116	0	69
	C	89	80	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	6.34	0.1	0.5	A	63	95
B-A	0.25	9.24	0.3	1.5	A	106	160
C-AB	0.18	7.48	0.3	1.0	A	86	129
C-A						69	104
A-B						130	195
A-C						79	118

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	680	0.076	52	0.0	0.1	5.723	A
B-A	87	22	551	0.159	87	0.0	0.2	7.741	A
C-AB	68	17	583	0.117	67	0.0	0.1	6.971	A
C-A	59	15			59				
A-B	107	27			107				
A-C	65	16			65				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	666	0.093	62	0.1	0.1	5.963	A
B-A	104	26	537	0.194	104	0.2	0.2	8.314	A
C-AB	83	21	585	0.143	83	0.1	0.2	7.175	A
C-A	69	17			69				
A-B	128	32			128				
A-C	77	19			77				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	644	0.118	76	0.1	0.1	6.339	A
B-A	128	32	517	0.247	127	0.2	0.3	9.223	A
C-AB	106	26	587	0.180	106	0.2	0.3	7.471	A
C-A	80	20			80				
A-B	156	39			156				
A-C	95	24			95				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	643	0.118	76	0.1	0.1	6.344	A
B-A	128	32	517	0.247	128	0.3	0.3	9.241	A
C-AB	106	26	588	0.180	106	0.3	0.3	7.481	A
C-A	80	20			80				
A-B	156	39			156				
A-C	95	24			95				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	665	0.093	62	0.1	0.1	5.971	A
B-A	104	26	537	0.194	105	0.3	0.2	8.338	A
C-AB	83	21	585	0.143	84	0.3	0.2	7.185	A
C-A	68	17			68				
A-B	128	32			128				
A-C	77	19			77				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	680	0.076	52	0.1	0.1	5.736	A
B-A	87	22	551	0.159	88	0.2	0.2	7.776	A
C-AB	68	17	583	0.117	68	0.2	0.2	6.994	A
C-A	59	15			59				
A-B	107	27			107				
A-C	65	16			65				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.32	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.26	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.33	0.03	0.31	1.14	1.47			N/A	N/A
C-AB	0.26	0.03	0.28	0.57	1.04			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

2021 Observed, PM 230 - 330

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.74	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	107	Stream B-A	3.74	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Observed	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	244	100.000
B		ONE HOUR	✓	176	100.000
C		ONE HOUR	✓	121	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	139	105
	B	129	0	47
	C	70	51	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	6.47	0.1	0.5	A	43	65
B-A	0.29	10.13	0.4	1.6	B	118	178
C-AB	0.11	7.15	0.2	0.5	A	53	79
C-A						58	87
A-B						128	191
A-C						96	145

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	651	0.054	35	0.0	0.1	5.845	A
B-A	97	24	525	0.185	96	0.0	0.2	8.379	A
C-AB	42	11	571	0.074	42	0.0	0.1	6.802	A
C-A	49	12			49				
A-B	105	26			105				
A-C	79	20			79				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	634	0.067	42	0.1	0.1	6.082	A
B-A	116	29	513	0.226	116	0.2	0.3	9.046	A
C-AB	52	13	570	0.090	51	0.1	0.1	6.943	A
C-A	57	14			57				
A-B	125	31			125				
A-C	94	24			94				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	608	0.085	52	0.1	0.1	6.465	A
B-A	142	36	497	0.286	142	0.3	0.4	10.105	B
C-AB	65	16	569	0.114	65	0.1	0.1	7.142	A
C-A	68	17			68				
A-B	153	38			153				
A-C	116	29			116				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	608	0.085	52	0.1	0.1	6.469	A
B-A	142	36	497	0.286	142	0.4	0.4	10.130	B
C-AB	65	16	569	0.114	65	0.1	0.2	7.147	A
C-A	68	17			68				
A-B	153	38			153				
A-C	116	29			116				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	634	0.067	42	0.1	0.1	6.088	A
B-A	116	29	513	0.226	116	0.4	0.3	9.078	A
C-AB	52	13	570	0.091	52	0.2	0.1	6.948	A
C-A	57	14			57				
A-B	125	31			125				
A-C	94	24			94				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	9	650	0.054	35	0.1	0.1	5.855	A
B-A	97	24	525	0.185	97	0.3	0.2	8.428	A
C-AB	42	11	571	0.074	42	0.1	0.1	6.816	A
C-A	49	12			49				
A-B	105	26			105				
A-C	79	20			79				

Queue Variation Results for each time segment

14:15 - 14:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

14:30 - 14:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.11	0.03	0.25	0.45	0.48			N/A	N/A

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.39	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.15	0.03	0.26	0.47	0.50			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.40	0.03	0.31	1.28	1.63			N/A	N/A
C-AB	0.15	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2021 Observed, PM 3 - 4

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.02	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	113	Stream B-A	4.02	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 Observed	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	186	100.000
B		ONE HOUR	✓	188	100.000
C		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	106	80
	B	132	0	56
	C	82	44	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	6.40	0.1	0.5	A	51	77
B-A	0.29	9.93	0.4	1.6	A	121	182
C-AB	0.10	6.73	0.1	0.5	A	47	70
C-A						69	104
A-B						97	146
A-C						73	110

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	664	0.063	42	0.0	0.1	5.783	A
B-A	99	25	532	0.187	98	0.0	0.2	8.296	A
C-AB	37	9	587	0.063	37	0.0	0.1	6.542	A
C-A	58	14			58				
A-B	80	20			80				
A-C	60	15			60				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	13	648	0.078	50	0.1	0.1	6.018	A
B-A	119	30	522	0.228	118	0.2	0.3	8.924	A
C-AB	45	11	589	0.077	45	0.1	0.1	6.620	A
C-A	68	17			68				
A-B	95	24			95				
A-C	72	18			72				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	15	625	0.099	62	0.1	0.1	6.393	A
B-A	145	36	508	0.286	145	0.3	0.4	9.907	A
C-AB	57	14	592	0.097	57	0.1	0.1	6.729	A
C-A	82	20			82				
A-B	117	29			117				
A-C	88	22			88				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	15	624	0.099	62	0.1	0.1	6.397	A
B-A	145	36	508	0.286	145	0.4	0.4	9.934	A
C-AB	57	14	592	0.097	57	0.1	0.1	6.733	A
C-A	81	20			81				
A-B	117	29			117				
A-C	88	22			88				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	13	648	0.078	50	0.1	0.1	6.025	A
B-A	119	30	522	0.228	119	0.4	0.3	8.953	A
C-AB	45	11	589	0.077	45	0.1	0.1	6.626	A
C-A	68	17			68				
A-B	95	24			95				
A-C	72	18			72				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	11	663	0.064	42	0.1	0.1	5.798	A
B-A	99	25	531	0.187	100	0.3	0.2	8.342	A
C-AB	37	9	587	0.063	37	0.1	0.1	6.550	A
C-A	58	14			58				
A-B	80	20			80				
A-C	60	15			60				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.50			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.40	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.13	0.03	0.26	0.47	0.50			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.40	0.03	0.31	1.28	1.64			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2021 Observed, PM 5 - 6

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.58	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	228	Stream B-A	2.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2021 Observed	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	190	100.000
B		ONE HOUR	✓	114	100.000
C		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	103	87
	B	72	0	42
	C	72	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	5
	B	5	0	5
	C	5	5	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	5.75	0.1	0.5	A	39	58
B-A	0.14	7.67	0.2	0.5	A	66	99
C-AB	0.08	6.68	0.1	0.5	A	36	55
C-A						62	93
A-B						95	142
A-C						80	120

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	696	0.045	31	0.0	0.0	5.415	A
B-A	54	14	572	0.095	54	0.0	0.1	6.943	A
C-AB	29	7	581	0.050	29	0.0	0.1	6.519	A
C-A	51	13			51				
A-B	78	19			78				
A-C	65	16			65				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	9	686	0.055	38	0.0	0.1	5.549	A
B-A	65	16	562	0.115	65	0.1	0.1	7.235	A
C-AB	35	9	582	0.061	35	0.1	0.1	6.585	A
C-A	61	15			61				
A-B	93	23			93				
A-C	78	20			78				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	12	673	0.069	46	0.1	0.1	5.745	A
B-A	79	20	549	0.145	79	0.1	0.2	7.667	A
C-AB	45	11	584	0.076	45	0.1	0.1	6.679	A
C-A	73	18			73				
A-B	113	28			113				
A-C	96	24			96				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	12	673	0.069	46	0.1	0.1	5.746	A
B-A	79	20	549	0.145	79	0.2	0.2	7.670	A
C-AB	45	11	584	0.077	45	0.1	0.1	6.683	A
C-A	73	18			73				
A-B	113	28			113				
A-C	96	24			96				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	9	686	0.055	38	0.1	0.1	5.554	A
B-A	65	16	562	0.115	65	0.2	0.1	7.245	A
C-AB	35	9	582	0.061	36	0.1	0.1	6.591	A
C-A	61	15			61				
A-B	93	23			93				
A-C	78	20			78				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	696	0.045	32	0.1	0.0	5.420	A
B-A	54	14	572	0.095	54	0.1	0.1	6.960	A
C-AB	29	7	581	0.050	29	0.1	0.1	6.524	A
C-A	51	13			51				
A-B	78	19			78				
A-C	65	16			65				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.08	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.17	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.17	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

2026 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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.87	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	107	Stream B-A	3.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	237	100.000
B		ONE HOUR	✓	193	100.000
C		ONE HOUR	✓	176	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	148	89
	B	121	0	72
	C	93	83	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	6.44	0.1	0.5	A	66	99
B-A	0.26	9.48	0.3	1.2	A	111	167
C-AB	0.19	7.54	0.3	1.1	A	90	135
C-A						72	108
A-B						136	204
A-C						82	123

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	14	677	0.080	54	0.0	0.1	5.770	A
B-A	91	23	548	0.166	90	0.0	0.2	7.850	A
C-AB	71	18	584	0.122	70	0.0	0.2	7.003	A
C-A	62	15			62				
A-B	111	28			111				
A-C	67	17			67				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	662	0.098	65	0.1	0.1	6.028	A
B-A	109	27	533	0.204	109	0.2	0.3	8.468	A
C-AB	87	22	586	0.149	87	0.2	0.2	7.219	A
C-A	71	18			71				
A-B	133	33			133				
A-C	80	20			80				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	638	0.124	79	0.1	0.1	6.437	A
B-A	133	33	513	0.260	133	0.3	0.3	9.458	A
C-AB	111	28	588	0.188	111	0.2	0.3	7.533	A
C-A	83	21			83				
A-B	163	41			163				
A-C	98	24			98				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	638	0.124	79	0.1	0.1	6.442	A
B-A	133	33	513	0.260	133	0.3	0.3	9.478	A
C-AB	111	28	588	0.188	111	0.3	0.3	7.544	A
C-A	83	21			83				
A-B	163	41			163				
A-C	98	24			98				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	661	0.098	65	0.1	0.1	6.037	A
B-A	109	27	533	0.204	109	0.3	0.3	8.493	A
C-AB	87	22	586	0.149	87	0.3	0.2	7.230	A
C-A	71	18			71				
A-B	133	33			133				
A-C	80	20			80				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	14	677	0.080	54	0.1	0.1	5.784	A
B-A	91	23	548	0.166	91	0.3	0.2	7.890	A
C-AB	71	18	584	0.122	71	0.2	0.2	7.027	A
C-A	61	15			61				
A-B	111	28			111				
A-C	67	17			67				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B-A	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.14	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.35	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.27	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.14	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.35	0.03	0.31	1.17	1.17			N/A	N/A
C-AB	0.27	0.03	0.29	0.78	1.15			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B-A	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

2026 Base, PM 230 - 330

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.82	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	99	Stream B-A	3.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	254	100.000
B		ONE HOUR	✓	183	100.000
C		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	145	109
	B	134	0	49
	C	73	53	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	6.56	0.1	0.5	A	45	67
B-A	0.30	10.40	0.4	1.8	B	123	184
C-AB	0.12	7.19	0.2	0.5	A	55	83
C-A						60	90
A-B						133	200
A-C						100	150

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	648	0.057	37	0.0	0.1	5.890	A
B-A	101	25	523	0.193	100	0.0	0.2	8.499	A
C-AB	44	11	571	0.077	44	0.0	0.1	6.827	A
C-A	51	13			51				
A-B	109	27			109				
A-C	82	21			82				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	11	630	0.070	44	0.1	0.1	6.143	A
B-A	120	30	511	0.236	120	0.2	0.3	9.215	A
C-AB	54	13	570	0.095	54	0.1	0.1	6.976	A
C-A	59	15			59				
A-B	130	33			130				
A-C	98	24			98				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	13	603	0.090	54	0.1	0.1	6.560	A
B-A	148	37	494	0.299	147	0.3	0.4	10.368	B
C-AB	68	17	569	0.120	68	0.1	0.2	7.187	A
C-A	71	18			71				
A-B	160	40			160				
A-C	120	30			120				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	13	602	0.090	54	0.1	0.1	6.564	A
B-A	148	37	494	0.299	148	0.4	0.4	10.396	B
C-AB	68	17	569	0.120	68	0.2	0.2	7.189	A
C-A	71	18			71				
A-B	160	40			160				
A-C	120	30			120				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	11	629	0.070	44	0.1	0.1	6.150	A
B-A	120	30	510	0.236	121	0.4	0.3	9.252	A
C-AB	54	13	570	0.095	54	0.2	0.1	6.981	A
C-A	59	15			59				
A-B	130	33			130				
A-C	98	24			98				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	647	0.057	37	0.1	0.1	5.901	A
B-A	101	25	522	0.193	101	0.3	0.2	8.552	A
C-AB	44	11	571	0.077	44	0.1	0.1	6.842	A
C-A	51	13			51				
A-B	109	27			109				
A-C	82	21			82				

Queue Variation Results for each time segment

14:15 - 14:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

14:30 - 14:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.42	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.16	0.03	0.26	0.47	0.49			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.42	0.03	0.31	1.31	1.79			N/A	N/A
C-AB	0.16	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

2026 Base, PM 3 - 4

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	105	Stream B-A	4.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Base	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	193	100.000
B		ONE HOUR	✓	195	100.000
C		ONE HOUR	✓	131	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	110	83
	B	137	0	58
	C	85	46	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	6.49	0.1	0.5	A	53	80
B-A	0.30	10.17	0.4	1.8	B	126	189
C-AB	0.10	6.76	0.1	0.5	A	49	73
C-A						71	107
A-B						101	151
A-C						76	114

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	11	661	0.066	43	0.0	0.1	5.824	A
B-A	103	26	530	0.195	102	0.0	0.2	8.406	A
C-AB	39	10	587	0.066	39	0.0	0.1	6.559	A
C-A	60	15			60				
A-B	83	21			83				
A-C	62	16			62				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	645	0.081	52	0.1	0.1	6.076	A
B-A	123	31	519	0.237	123	0.2	0.3	9.077	A
C-AB	48	12	589	0.081	47	0.1	0.1	6.642	A
C-A	70	18			70				
A-B	99	25			99				
A-C	75	19			75				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	619	0.103	64	0.1	0.1	6.479	A
B-A	151	38	505	0.299	150	0.3	0.4	10.146	B
C-AB	60	15	593	0.102	60	0.1	0.1	6.759	A
C-A	84	21			84				
A-B	121	30			121				
A-C	91	23			91				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	619	0.103	64	0.1	0.1	6.486	A
B-A	151	38	505	0.299	151	0.4	0.4	10.173	B
C-AB	60	15	593	0.102	60	0.1	0.1	6.761	A
C-A	84	21			84				
A-B	121	30			121				
A-C	91	23			91				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	644	0.081	52	0.1	0.1	6.085	A
B-A	123	31	519	0.237	124	0.4	0.3	9.112	A
C-AB	48	12	589	0.081	48	0.1	0.1	6.647	A
C-A	70	18			70				
A-B	99	25			99				
A-C	75	19			75				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	11	660	0.066	44	0.1	0.1	5.840	A
B-A	103	26	529	0.195	103	0.3	0.2	8.457	A
C-AB	39	10	587	0.066	39	0.1	0.1	6.570	A
C-A	60	15			60				
A-B	83	21			83				
A-C	62	16			62				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.50			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.42	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.14	0.03	0.26	0.47	0.50			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.42	0.03	0.31	1.30	1.80			N/A	N/A
C-AB	0.14	0.03	0.25	0.45	0.48			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2026 Base, PM 5 - 6

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.60	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	215	Stream B-A	2.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 Base	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	197	100.000
B		ONE HOUR	✓	119	100.000
C		ONE HOUR	✓	111	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	107	90
	B	75	0	44
	C	75	36	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	5.79	0.1	0.5	A	40	61
B-A	0.15	7.77	0.2	0.5	A	69	103
C-AB	0.08	6.69	0.1	0.5	A	38	56
C-A						64	96
A-B						98	147
A-C						83	124

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	694	0.048	33	0.0	0.0	5.440	A
B-A	56	14	570	0.099	56	0.0	0.1	7.000	A
C-AB	30	8	581	0.052	30	0.0	0.1	6.527	A
C-A	54	13			54				
A-B	81	20			81				
A-C	68	17			68				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	684	0.058	40	0.0	0.1	5.582	A
B-A	67	17	560	0.120	67	0.1	0.1	7.308	A
C-AB	37	9	582	0.063	37	0.1	0.1	6.594	A
C-A	63	16			63				
A-B	96	24			96				
A-C	81	20			81				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	670	0.072	48	0.1	0.1	5.790	A
B-A	83	21	546	0.151	82	0.1	0.2	7.768	A
C-AB	46	12	584	0.079	46	0.1	0.1	6.691	A
C-A	76	19			76				
A-B	118	29			118				
A-C	99	25			99				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	670	0.072	48	0.1	0.1	5.791	A
B-A	83	21	546	0.151	83	0.2	0.2	7.772	A
C-AB	46	12	584	0.079	46	0.1	0.1	6.695	A
C-A	76	19			76				
A-B	118	29			118				
A-C	99	25			99				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	684	0.058	40	0.1	0.1	5.585	A
B-A	67	17	560	0.120	68	0.2	0.1	7.316	A
C-AB	37	9	582	0.063	37	0.1	0.1	6.597	A
C-A	63	16			63				
A-B	96	24			96				
A-C	81	20			81				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	694	0.048	33	0.1	0.1	5.446	A
B-A	56	14	570	0.099	57	0.1	0.1	7.015	A
C-AB	30	8	581	0.052	30	0.1	0.1	6.533	A
C-A	54	13			54				
A-B	81	20			81				
A-C	68	17			68				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.08	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.18	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.18	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

2026 with Development, 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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.21	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	6.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 with Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	258	100.000
B		ONE HOUR	✓	312	100.000
C		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	228	30
	B	153	0	159
	C	60	160	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.28	7.87	0.4	1.4	A	146	219
B-A	0.36	12.17	0.6	2.6	B	140	211
C-AB	0.36	10.07	0.6	2.9	B	163	245
C-A						38	58
A-B						209	314
A-C						28	41

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	693	0.173	119	0.0	0.2	6.261	A
B-A	115	29	512	0.225	114	0.0	0.3	9.011	A
C-AB	131	33	563	0.232	130	0.0	0.3	8.282	A
C-A	35	9			35				
A-B	172	43			172				
A-C	23	6			23				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	143	36	670	0.213	143	0.2	0.3	6.819	A
B-A	138	34	493	0.279	137	0.3	0.4	10.104	B
C-AB	159	40	561	0.284	159	0.3	0.4	8.948	A
C-A	39	10			39				
A-B	205	51			205				
A-C	27	7			27				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	175	44	633	0.277	175	0.3	0.4	7.848	A
B-A	168	42	464	0.363	168	0.4	0.6	12.103	B
C-AB	200	50	558	0.359	199	0.4	0.6	10.029	B
C-A	42	11			42				
A-B	251	63			251				
A-C	33	8			33				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	175	44	632	0.277	175	0.4	0.4	7.874	A
B-A	168	42	464	0.363	168	0.6	0.6	12.171	B
C-AB	200	50	558	0.359	200	0.6	0.6	10.067	B
C-A	42	11			42				
A-B	251	63			251				
A-C	33	8			33				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	143	36	669	0.214	143	0.4	0.3	6.850	A
B-A	138	34	493	0.279	138	0.6	0.4	10.177	B
C-AB	159	40	561	0.284	160	0.6	0.4	8.997	A
C-A	38	10			38				
A-B	205	51			205				
A-C	27	7			27				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	692	0.173	120	0.3	0.2	6.297	A
B-A	115	29	512	0.225	116	0.4	0.3	9.093	A
C-AB	131	33	563	0.233	132	0.4	0.3	8.347	A
C-A	35	9			35				
A-B	172	43			172				
A-C	23	6			23				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.21	0.00	0.00	0.21	0.21			N/A	N/A
B-A	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.27	0.00	0.00	0.27	0.27			N/A	N/A
B-A	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-AB	0.42	0.00	0.00	0.42	0.42			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.38	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.56	0.03	0.26	0.56	0.56			N/A	N/A
C-AB	0.60	0.03	0.26	0.60	0.60			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.38	0.03	0.31	1.26	1.43			N/A	N/A
B-A	0.56	0.03	0.30	1.35	2.65			N/A	N/A
C-AB	0.60	0.03	0.30	1.46	2.85			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.27	0.00	0.00	0.27	0.27			N/A	N/A
B-A	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	0.43	0.00	0.00	0.43	0.43			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.21	0.00	0.00	0.21	0.21			N/A	N/A
B-A	0.29	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.33	0.00	0.00	0.33	0.33			N/A	N/A

2026 with Development, PM 230 - 330

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.50	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	56	Stream B-A	5.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2026 with Development	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	280	100.000
B		ONE HOUR	✓	309	100.000
C		ONE HOUR	✓	135	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	229	51
	B	185	0	124
	C	44	91	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.23	7.88	0.3	1.3	A	114	171
B-A	0.40	11.76	0.7	2.9	B	170	255
C-AB	0.20	8.38	0.3	1.2	A	90	136
C-A						33	50
A-B						210	315
A-C						47	70

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	661	0.141	93	0.0	0.2	6.332	A
B-A	139	35	548	0.254	138	0.0	0.3	8.760	A
C-AB	73	18	551	0.132	72	0.0	0.2	7.506	A
C-A	29	7			29				
A-B	172	43			172				
A-C	38	10			38				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	635	0.175	111	0.2	0.2	6.867	A
B-A	166	42	532	0.312	166	0.3	0.4	9.812	A
C-AB	88	22	547	0.161	88	0.2	0.2	7.852	A
C-A	33	8			33				
A-B	206	51			206				
A-C	46	11			46				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	594	0.230	136	0.2	0.3	7.853	A
B-A	204	51	510	0.400	203	0.4	0.7	11.697	B
C-AB	110	28	540	0.204	110	0.2	0.3	8.366	A
C-A	38	10			38				
A-B	252	63			252				
A-C	56	14			56				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	593	0.230	137	0.3	0.3	7.877	A
B-A	204	51	510	0.400	204	0.7	0.7	11.763	B
C-AB	110	28	540	0.204	110	0.3	0.3	8.376	A
C-A	38	10			38				
A-B	252	63			252				
A-C	56	14			56				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	634	0.176	112	0.3	0.2	6.894	A
B-A	166	42	532	0.313	167	0.7	0.5	9.882	A
C-AB	88	22	547	0.162	89	0.3	0.2	7.867	A
C-A	33	8			33				
A-B	172	43			172				
A-C	46	11			46				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	659	0.142	94	0.2	0.2	6.363	A
B-A	139	35	547	0.255	140	0.5	0.3	8.845	A
C-AB	73	18	551	0.132	73	0.2	0.2	7.534	A
C-A	29	7			29				
A-B	172	43			172				
A-C	38	10			38				

Queue Variation Results for each time segment

14:15 - 14:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B-A	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

14:30 - 14:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.21	0.00	0.00	0.21	0.21			N/A	N/A
B-A	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.03	0.26	0.46	0.48			N/A	N/A
B-A	0.65	0.03	0.26	0.65	0.65			N/A	N/A
C-AB	0.27	0.03	0.26	0.46	0.49			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.03	0.31	1.04	1.33			N/A	N/A
B-A	0.66	0.03	0.29	1.20	2.91			N/A	N/A
C-AB	0.28	0.03	0.30	0.93	1.24			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.22	0.00	0.00	0.22	0.22			N/A	N/A
B-A	0.46	0.04	0.37	1.19	1.35			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.17	0.00	0.00	0.17	0.17			N/A	N/A
B-A	0.35	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

2026 with Development, PM 3 - 4

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.52	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	48	Stream B-A	6.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2026 with Development	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	218	100.000
B		ONE HOUR	✓	335	100.000
C		ONE HOUR	✓	169	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	186	32
	B	192	0	143
	C	49	120	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.26	8.18	0.4	1.1	A	131	197
B-A	0.42	12.47	0.7	3.1	B	176	264
C-AB	0.26	8.72	0.4	1.3	A	120	180
C-A						35	53
A-B						171	256
A-C						29	44

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	669	0.161	107	0.0	0.2	6.400	A
B-A	145	36	541	0.267	143	0.0	0.4	9.015	A
C-AB	97	24	564	0.171	96	0.0	0.2	7.670	A
C-A	31	8			31				
A-B	140	35			140				
A-C	24	6			24				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	642	0.200	128	0.2	0.2	6.999	A
B-A	173	43	525	0.329	172	0.4	0.5	10.196	B
C-AB	117	29	562	0.208	117	0.2	0.3	8.081	A
C-A	35	9			35				
A-B	167	42			167				
A-C	29	7			29				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	598	0.263	157	0.2	0.4	8.152	A
B-A	211	53	500	0.423	210	0.5	0.7	12.386	B
C-AB	146	37	559	0.262	146	0.3	0.4	8.707	A
C-A	40	10			40				
A-B	205	51			205				
A-C	35	9			35				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	597	0.264	157	0.4	0.4	8.185	A
B-A	211	53	500	0.423	211	0.7	0.7	12.472	B
C-AB	146	37	559	0.262	146	0.4	0.4	8.724	A
C-A	40	10			40				
A-B	205	51			205				
A-C	35	9			35				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	641	0.200	129	0.4	0.3	7.032	A
B-A	173	43	524	0.329	174	0.7	0.5	10.284	B
C-AB	117	29	562	0.208	118	0.4	0.3	8.104	A
C-A	35	9			35				
A-B	167	42			167				
A-C	29	7			29				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	667	0.161	108	0.3	0.2	6.440	A
B-A	145	36	541	0.267	145	0.5	0.4	9.114	A
C-AB	97	24	564	0.171	97	0.3	0.2	7.708	A
C-A	30	8			30				
A-B	140	35			140				
A-C	24	6			24				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B-A	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.25	0.00	0.00	0.25	0.25			N/A	N/A
B-A	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.35	0.03	0.26	0.46	0.48			N/A	N/A
B-A	0.72	0.03	0.26	0.72	0.72			N/A	N/A
C-AB	0.38	0.03	0.26	0.46	0.49			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.36	0.03	0.32	1.14	1.14			N/A	N/A
B-A	0.72	0.03	0.29	1.13	3.07			N/A	N/A
C-AB	0.38	0.03	0.32	1.27	1.32			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.25	0.00	0.00	0.25	0.25			N/A	N/A
B-A	0.50	0.05	0.46	1.28	1.39			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B-A	0.37	0.03	0.29	0.71	1.11			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

2026 with Development, PM 5 - 6

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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.25	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	82	Stream B-A	5.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2026 with Development	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	244	100.000
B		ONE HOUR	✓	260	100.000
C		ONE HOUR	✓	160	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	206	38
	B	126	0	134
	C	40	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	5
	B	5	0	5
	C	5	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.22	6.99	0.3	1.3	A	123	184
B-A	0.28	10.29	0.4	1.6	B	116	173
C-AB	0.28	9.51	0.4	1.6	A	119	178
C-A						28	42
A-B						189	284
A-C						35	52

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	706	0.143	100	0.0	0.2	5.934	A
B-A	95	24	527	0.180	94	0.0	0.2	8.306	A
C-AB	96	24	531	0.180	95	0.0	0.2	8.230	A
C-A	25	6			25				
A-B	155	39			155				
A-C	29	7			29				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	689	0.175	120	0.2	0.2	6.324	A
B-A	113	28	511	0.222	113	0.2	0.3	9.037	A
C-AB	116	29	528	0.219	116	0.2	0.3	8.729	A
C-A	28	7			28				
A-B	185	46			185				
A-C	34	9			34				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	37	663	0.222	147	0.2	0.3	6.975	A
B-A	139	35	489	0.284	138	0.3	0.4	10.254	B
C-AB	144	36	523	0.276	144	0.3	0.4	9.493	A
C-A	32	8			32				
A-B	227	57			227				
A-C	42	10			42				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	37	663	0.223	148	0.3	0.3	6.985	A
B-A	139	35	489	0.284	139	0.4	0.4	10.285	B
C-AB	144	36	523	0.276	144	0.4	0.4	9.511	A
C-A	32	8			32				
A-B	227	57			227				
A-C	42	10			42				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	689	0.175	121	0.3	0.2	6.338	A
B-A	113	28	511	0.222	114	0.4	0.3	9.075	A
C-AB	116	29	528	0.219	116	0.4	0.3	8.750	A
C-A	28	7			28				
A-B	185	46			185				
A-C	34	9			34				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	706	0.143	101	0.2	0.2	5.959	A
B-A	95	24	526	0.180	95	0.3	0.2	8.358	A
C-AB	96	24	532	0.180	96	0.3	0.2	8.273	A
C-A	25	6			25				
A-B	155	39			155				
A-C	29	7			29				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.17	0.00	0.00	0.17	0.17			N/A	N/A
B-A	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.21	0.00	0.00	0.21	0.21			N/A	N/A
B-A	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.28	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.39	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.40	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.28	0.03	0.31	1.00	1.29			N/A	N/A
B-A	0.39	0.03	0.31	1.28	1.59			N/A	N/A
C-AB	0.40	0.03	0.32	1.31	1.56			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.21	0.00	0.00	0.21	0.21			N/A	N/A
B-A	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.17	0.00	0.00	0.17	0.17			N/A	N/A
B-A	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.0.1499

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

Filename: Llewelyn Drive Bryn Road (210428).j10
Path: C:\Users\andre\TTP Consulting\Staff Site - Projects\2021\4097 - Mynydd Isa Campus, Flintshire\Modelling
Report generation date: 25/05/2021 12:28:43

Summary of junction performance

	AM									PM 230 - 330								
	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Networ Residu Capaci
																		2021
Stream B-C	D1	0.2	0.5	7.55	0.14	A	3.78	A	84 % [Stream B-A]	D2	0.2	0.5	7.68	0.13	A	2.93	A	183 % [Strea B-A]
Stream B-A		0.4	1.7	12.32	0.29	B					0.1	0.5	8.87	0.11	A			
Stream C-AB		0.2	0.6	5.38	0.10	A					0.2	0.5	6.08	0.15	A			
																		202
Stream B-C	D5	0.2	0.5	7.69	0.14	A	3.86	A	77 % [Stream B-A]	D6	0.2	0.5	7.77	0.14	A	2.98	A	172 % [Strea B-A]
Stream B-A		0.4	1.9	12.67	0.31	B					0.1	0.5	9.01	0.12	A			
Stream C-AB		0.2	0.5	5.39	0.11	A					0.2	0.5	6.12	0.15	A			
																		2026 wit
Stream B-C	D9	0.1	0.5	9.54	0.08	A	4.12	A	18 % [Stream B-A]	D11	0.1	0.5	7.88	0.06	A	2.70	A	46 % [Strea B-A]
Stream B-A		1.1	4.6	22.22	0.52	C					0.5	2.5	15.83	0.35	C			
Stream C-AB		0.1	0.7	4.82	0.07	A					0.2	1.0	5.44	0.11	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.

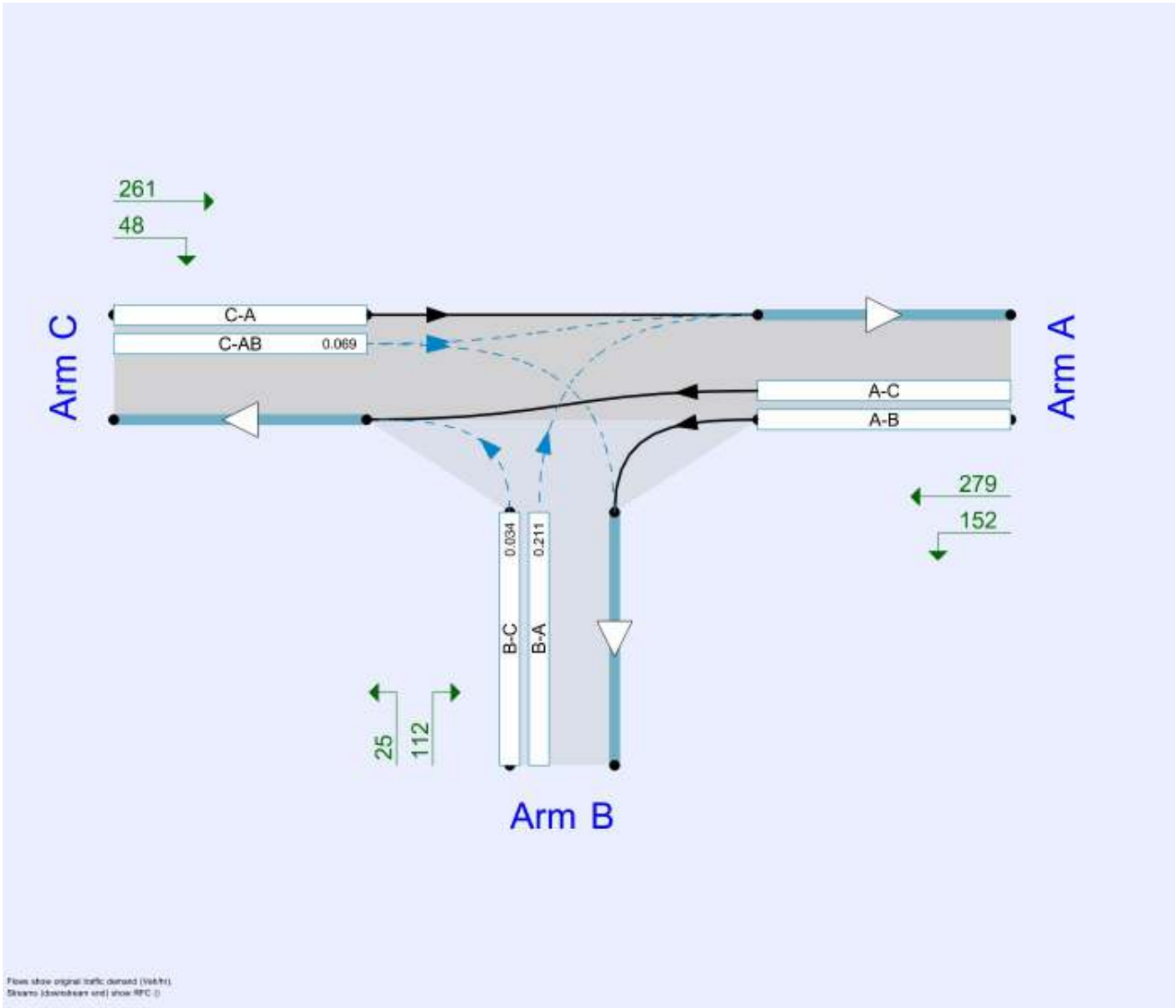
File summary

File Description

Title	
Location	
Site number	
Date	29/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-9HQ1FRJ6\andre
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	Veh	Veh	perHour	s	-Min	perMin



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 iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Observed	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓
D3	2021 Observed	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓
D4	2021 Observed	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓
D5	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Baseline	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓
D7	2026 Baseline	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓
D8	2026 Baseline	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓
D9	2026 with Development	AM	ONE HOUR	07:45	09:15	15	✓
D11	2026 with Development	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓
D13	2026 with Development	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓
D15	2026 with Development	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.78	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	84	Stream B-A	3.78	A

Arms

Arms

Arm	Name	Description	Arm type
A	Bryn Road East		Major
B	Llewelyn Drive		Minor
C	Bryn Road West		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	6.30			250.0	✓	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	9.00	3.60	2.20	2.20	2.20	✓	1.00	150	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	527	0.095	0.240	0.151	0.342
B-C	686	0.104	0.262	-	-
C-B	719	0.275	0.275	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	192	100.000
B		ONE HOUR	✓	180	100.000
C		ONE HOUR	✓	223	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	83	109
	B	111	0	69
	C	171	52	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	7.55	0.2	0.5	A	63	95
B-A	0.29	12.32	0.4	1.7	B	102	153
C-AB	0.10	5.38	0.2	0.6	A	61	92
C-A						143	215
A-B						76	114
A-C						100	150

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	592	0.088	52	0.0	0.1	6.653	A
B-A	84	21	443	0.189	83	0.0	0.2	9.964	A
C-AB	48	12	725	0.066	47	0.0	0.1	5.308	A
C-A	120	30			120				
A-B	62	16			62				
A-C	82	21			82				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	577	0.108	62	0.1	0.1	6.991	A
B-A	100	25	431	0.231	100	0.2	0.3	10.847	B
C-AB	59	15	734	0.081	59	0.1	0.1	5.336	A
C-A	141	35			141				
A-B	75	19			75				
A-C	98	24			98				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	553	0.137	76	0.1	0.2	7.540	A
B-A	122	31	414	0.295	122	0.3	0.4	12.283	B
C-AB	77	19	746	0.103	77	0.1	0.2	5.380	A
C-A	169	42			169				
A-B	91	23			91				
A-C	120	30			120				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	553	0.137	76	0.2	0.2	7.548	A
B-A	122	31	414	0.295	122	0.4	0.4	12.322	B
C-AB	77	19	746	0.103	77	0.2	0.2	5.383	A
C-A	169	42			169				
A-B	91	23			91				
A-C	120	30			120				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	576	0.108	62	0.2	0.1	7.000	A
B-A	100	25	431	0.232	100	0.4	0.3	10.896	B
C-AB	59	15	734	0.081	59	0.2	0.1	5.343	A
C-A	141	35			141				
A-B	75	19			75				
A-C	98	24			98				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	592	0.088	52	0.1	0.1	6.671	A
B-A	84	21	443	0.189	84	0.3	0.2	10.035	B
C-AB	48	12	725	0.066	48	0.1	0.1	5.316	A
C-A	120	30			120				
A-B	62	16			62				
A-C	82	21			82				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-A	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.11	0.03	0.26	0.48	0.57			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.41	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.16	0.03	0.26	0.47	0.57			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.41	0.03	0.31	1.30	1.74			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-A	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2021 Observed, PM 230 - 330

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	183	Stream B-A	2.93	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Observed	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	207	100.000
B		ONE HOUR	✓	112	100.000
C		ONE HOUR	✓	179	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	102	105
	B	46	0	66
	C	102	77	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.13	7.68	0.2	0.5	A	61	91
B-A	0.11	8.87	0.1	0.5	A	42	63
C-AB	0.15	6.08	0.2	0.5	A	82	123
C-A						82	123
A-B						94	140
A-C						96	145

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	12	560	0.089	49	0.0	0.1	7.045	A
B-A	35	9	487	0.071	34	0.0	0.1	7.954	A
C-AB	65	16	690	0.095	65	0.0	0.1	5.757	A
C-A	70	17			70				
A-B	77	19			77				
A-C	79	20			79				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	552	0.107	59	0.1	0.1	7.300	A
B-A	41	10	474	0.087	41	0.1	0.1	8.320	A
C-AB	80	20	691	0.116	80	0.1	0.2	5.887	A
C-A	81	20			81				
A-B	92	23			92				
A-C	94	24			94				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	542	0.134	73	0.1	0.2	7.672	A
B-A	51	13	456	0.111	51	0.1	0.1	8.870	A
C-AB	101	25	693	0.146	101	0.2	0.2	6.078	A
C-A	96	24			96				
A-B	112	28			112				
A-C	116	29			116				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	542	0.134	73	0.2	0.2	7.676	A
B-A	51	13	456	0.111	51	0.1	0.1	8.875	A
C-AB	101	25	694	0.146	101	0.2	0.2	6.080	A
C-A	96	24			96				
A-B	112	28			112				
A-C	116	29			116				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	552	0.107	59	0.2	0.1	7.305	A
B-A	41	10	474	0.087	41	0.1	0.1	8.330	A
C-AB	80	20	691	0.116	80	0.2	0.2	5.895	A
C-A	81	20			81				
A-B	92	23			92				
A-C	94	24			94				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	12	560	0.089	50	0.1	0.1	7.058	A
B-A	35	9	486	0.071	35	0.1	0.1	7.970	A
C-AB	65	16	690	0.095	65	0.2	0.1	5.769	A
C-A	69	17			69				
A-B	77	19			77				
A-C	79	20			79				

Queue Variation Results for each time segment

14:15 - 14:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

14:30 - 14:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-A	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.15	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.12	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.20	0.03	0.26	0.47	0.49			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.15	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.12	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.20	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2021 Observed, PM 3 - 4

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.08	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	179	Stream B-A	3.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 Observed	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	195	100.000
B		ONE HOUR	✓	130	100.000
C		ONE HOUR	✓	141	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	90	105
	B	52	0	78
	C	86	55	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.16	7.91	0.2	0.5	A	72	107
B-A	0.12	8.75	0.1	0.5	A	48	72
C-AB	0.10	5.85	0.1	0.5	A	57	86
C-A						72	108
A-B						83	124
A-C						96	145

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	560	0.105	58	0.0	0.1	7.175	A
B-A	39	10	496	0.079	39	0.0	0.1	7.877	A
C-AB	46	11	685	0.067	45	0.0	0.1	5.630	A
C-A	60	15			60				
A-B	68	17			68				
A-C	79	20			79				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	70	18	552	0.127	70	0.1	0.1	7.469	A
B-A	47	12	484	0.097	47	0.1	0.1	8.220	A
C-AB	56	14	685	0.081	56	0.1	0.1	5.720	A
C-A	71	18			71				
A-B	81	20			81				
A-C	94	24			94				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	86	21	541	0.159	86	0.1	0.2	7.908	A
B-A	57	14	469	0.122	57	0.1	0.1	8.739	A
C-AB	70	18	686	0.103	70	0.1	0.1	5.849	A
C-A	85	21			85				
A-B	99	25			99				
A-C	116	29			116				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	86	21	541	0.159	86	0.2	0.2	7.911	A
B-A	57	14	469	0.122	57	0.1	0.1	8.745	A
C-AB	70	18	686	0.103	70	0.1	0.1	5.853	A
C-A	85	21			85				
A-B	99	25			99				
A-C	116	29			116				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	70	18	552	0.127	70	0.2	0.1	7.478	A
B-A	47	12	484	0.097	47	0.1	0.1	8.230	A
C-AB	56	14	685	0.081	56	0.1	0.1	5.724	A
C-A	71	18			71				
A-B	81	20			81				
A-C	94	24			94				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	59	15	559	0.105	59	0.1	0.1	7.192	A
B-A	39	10	495	0.079	39	0.1	0.1	7.893	A
C-AB	46	11	685	0.067	46	0.1	0.1	5.636	A
C-A	60	15			60				
A-B	68	17			68				
A-C	79	20			79				

Queue Variation Results for each time segment

14:45 - 15:00

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

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.14	0.00	0.00	0.14	0.14			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.50			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.14	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.13	0.03	0.26	0.47	0.50			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.19	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2021 Observed, PM 5 - 6

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.58	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	303	Stream B-A	2.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2021 Observed	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	159	100.000
B		ONE HOUR	✓	74	100.000
C		ONE HOUR	✓	130	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	90	69
	B	32	0	42
	C	71	59	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	7.03	0.1	0.5	A	39	58
B-A	0.07	8.05	0.1	0.5	A	29	44
C-AB	0.11	5.88	0.1	0.5	A	60	90
C-A						59	89
A-B						83	124
A-C						63	95

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	571	0.055	31	0.0	0.1	6.671	A
B-A	24	6	504	0.048	24	0.0	0.0	7.495	A
C-AB	48	12	685	0.070	48	0.0	0.1	5.650	A
C-A	50	12			50				
A-B	68	17			68				
A-C	52	13			52				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	9	566	0.067	38	0.1	0.1	6.820	A
B-A	29	7	495	0.058	29	0.0	0.1	7.723	A
C-AB	59	15	685	0.085	58	0.1	0.1	5.745	A
C-A	58	15			58				
A-B	81	20			81				
A-C	62	16			62				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	12	558	0.083	46	0.1	0.1	7.030	A
B-A	35	9	482	0.073	35	0.1	0.1	8.052	A
C-AB	73	18	686	0.107	73	0.1	0.1	5.879	A
C-A	70	17			70				
A-B	99	25			99				
A-C	76	19			76				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	12	558	0.083	46	0.1	0.1	7.030	A
B-A	35	9	482	0.073	35	0.1	0.1	8.054	A
C-AB	73	18	686	0.107	73	0.1	0.1	5.883	A
C-A	70	17			70				
A-B	99	25			99				
A-C	76	19			76				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	9	565	0.067	38	0.1	0.1	6.822	A
B-A	29	7	495	0.058	29	0.1	0.1	7.728	A
C-AB	59	15	685	0.085	59	0.1	0.1	5.748	A
C-A	58	15			58				
A-B	81	20			81				
A-C	62	16			62				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	571	0.055	32	0.1	0.1	6.681	A
B-A	24	6	504	0.048	24	0.1	0.1	7.505	A
C-AB	48	12	685	0.070	48	0.1	0.1	5.659	A
C-A	50	12			50				
A-B	68	17			68				
A-C	52	13			52				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.10	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.14	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.14	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2026 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.86	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	77	Stream B-A	3.86	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	199	100.000
B		ONE HOUR	✓	187	100.000
C		ONE HOUR	✓	232	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	86	113
	B	115	0	72
	C	178	54	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	7.69	0.2	0.5	A	66	99
B-A	0.31	12.67	0.4	1.9	B	106	158
C-AB	0.11	5.39	0.2	0.5	A	64	96
C-A						149	223
A-B						79	118
A-C						104	156

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	14	590	0.092	54	0.0	0.1	6.715	A
B-A	87	22	441	0.196	86	0.0	0.2	10.110	B
C-AB	50	12	727	0.069	49	0.0	0.1	5.311	A
C-A	125	31			125				
A-B	65	16			65				
A-C	85	21			85				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	573	0.113	65	0.1	0.1	7.074	A
B-A	103	26	428	0.241	103	0.2	0.3	11.060	B
C-AB	62	16	736	0.084	62	0.1	0.1	5.340	A
C-A	146	37			146				
A-B	77	19			77				
A-C	102	25			102				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	548	0.145	79	0.1	0.2	7.677	A
B-A	127	32	411	0.308	126	0.3	0.4	12.625	B
C-AB	81	20	749	0.108	80	0.1	0.2	5.388	A
C-A	175	44			175				
A-B	95	24			95				
A-C	124	31			124				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	547	0.145	79	0.2	0.2	7.688	A
B-A	127	32	411	0.308	127	0.4	0.4	12.670	B
C-AB	81	20	749	0.108	81	0.2	0.2	5.388	A
C-A	175	44			175				
A-B	95	24			95				
A-C	124	31			124				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	573	0.113	65	0.2	0.1	7.088	A
B-A	103	26	428	0.241	104	0.4	0.3	11.118	B
C-AB	62	16	736	0.084	62	0.2	0.1	5.345	A
C-A	146	37			146				
A-B	77	19			77				
A-C	102	25			102				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	14	589	0.092	54	0.1	0.1	6.736	A
B-A	87	22	441	0.197	87	0.3	0.2	10.188	B
C-AB	50	12	727	0.069	50	0.1	0.1	5.320	A
C-A	125	31			125				
A-B	65	16			65				
A-C	85	21			85				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.12	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.17	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.44	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.16	0.03	0.26	0.47	0.55			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.17	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.44	0.03	0.30	1.32	1.90			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

09:00 - 09:15

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

2026 Baseline, PM 230 - 330

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	172	Stream B-A	2.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Baseline	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	215	100.000
B		ONE HOUR	✓	117	100.000
C		ONE HOUR	✓	186	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	106	109
	B	48	0	69
	C	106	80	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	7.77	0.2	0.5	A	63	95
B-A	0.12	9.01	0.1	0.5	A	44	66
C-AB	0.15	6.12	0.2	0.5	A	86	129
C-A						85	127
A-B						97	146
A-C						100	150

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	558	0.093	52	0.0	0.1	7.095	A
B-A	36	9	484	0.075	36	0.0	0.1	8.024	A
C-AB	68	17	690	0.099	68	0.0	0.1	5.781	A
C-A	72	18			72				
A-B	80	20			80				
A-C	82	21			82				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	550	0.113	62	0.1	0.1	7.366	A
B-A	43	11	471	0.092	43	0.1	0.1	8.415	A
C-AB	83	21	692	0.121	83	0.1	0.2	5.919	A
C-A	84	21			84				
A-B	95	24			95				
A-C	98	24			98				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	539	0.141	76	0.1	0.2	7.766	A
B-A	53	13	453	0.117	53	0.1	0.1	9.001	A
C-AB	106	27	694	0.153	106	0.2	0.2	6.121	A
C-A	99	25			99				
A-B	117	29			117				
A-C	120	30			120				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	539	0.141	76	0.2	0.2	7.771	A
B-A	53	13	452	0.117	53	0.1	0.1	9.008	A
C-AB	106	27	694	0.153	106	0.2	0.2	6.123	A
C-A	99	25			99				
A-B	117	29			117				
A-C	120	30			120				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	550	0.113	62	0.2	0.1	7.377	A
B-A	43	11	471	0.092	43	0.1	0.1	8.423	A
C-AB	84	21	692	0.121	84	0.2	0.2	5.924	A
C-A	84	21			84				
A-B	95	24			95				
A-C	98	24			98				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	558	0.093	52	0.1	0.1	7.114	A
B-A	36	9	484	0.075	36	0.1	0.1	8.042	A
C-AB	68	17	690	0.099	68	0.2	0.1	5.794	A
C-A	72	18			72				
A-B	80	20			80				
A-C	82	21			82				

Queue Variation Results for each time segment

14:15 - 14:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

14:30 - 14:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.13	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.21	0.03	0.26	0.46	0.49			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.13	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.21	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

2026 Baseline, PM 3 - 4

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.12	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	169	Stream B-A	3.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Baseline	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	203	100.000
B		ONE HOUR	✓	135	100.000
C		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	94	109
	B	54	0	81
	C	89	57	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	8.01	0.2	0.5	A	74	111
B-A	0.13	8.86	0.1	0.5	A	50	74
C-AB	0.11	5.88	0.1	0.5	A	60	89
C-A						74	111
A-B						86	129
A-C						100	150

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61	15	558	0.109	60	0.0	0.1	7.230	A
B-A	41	10	493	0.082	40	0.0	0.1	7.945	A
C-AB	48	12	684	0.070	47	0.0	0.1	5.647	A
C-A	62	16			62				
A-B	71	18			71				
A-C	82	21			82				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	550	0.132	73	0.1	0.2	7.540	A
B-A	49	12	482	0.101	48	0.1	0.1	8.304	A
C-AB	58	15	685	0.085	58	0.1	0.1	5.743	A
C-A	73	18			73				
A-B	85	21			85				
A-C	98	24			98				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	89	22	539	0.166	89	0.2	0.2	8.005	A
B-A	59	15	466	0.128	59	0.1	0.1	8.856	A
C-AB	73	18	685	0.107	73	0.1	0.1	5.879	A
C-A	87	22			87				
A-B	103	26			103				
A-C	120	30			120				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	89	22	538	0.166	89	0.2	0.2	8.012	A
B-A	59	15	466	0.128	59	0.1	0.1	8.863	A
C-AB	73	18	686	0.107	73	0.1	0.1	5.883	A
C-A	87	22			87				
A-B	103	26			103				
A-C	120	30			120				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	550	0.132	73	0.2	0.2	7.553	A
B-A	49	12	482	0.101	49	0.1	0.1	8.314	A
C-AB	58	15	685	0.085	58	0.1	0.1	5.747	A
C-A	73	18			73				
A-B	85	21			85				
A-C	98	24			98				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61	15	558	0.109	61	0.2	0.1	7.247	A
B-A	41	10	493	0.082	41	0.1	0.1	7.958	A
C-AB	48	12	684	0.070	48	0.1	0.1	5.654	A
C-A	62	16			62				
A-B	71	18			71				
A-C	82	21			82				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.11	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.20	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.14	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.14	0.03	0.26	0.47	0.50			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.20	0.03	0.26	0.47	0.50			N/A	N/A
B-A	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.14	0.03	0.25	0.45	0.48			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B-A	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2026 Baseline, PM 5 - 6

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.60	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	288	Stream B-A	2.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 Baseline	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	166	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	135	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	94	72
	B	33	0	44
	C	74	61	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	7.08	0.1	0.5	A	40	61
B-A	0.08	8.12	0.1	0.5	A	30	45
C-AB	0.11	5.91	0.1	0.5	A	62	94
C-A						62	92
A-B						86	129
A-C						66	99

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	570	0.058	33	0.0	0.1	6.703	A
B-A	25	6	502	0.049	25	0.0	0.1	7.536	A
C-AB	50	12	685	0.073	50	0.0	0.1	5.666	A
C-A	52	13			52				
A-B	71	18			71				
A-C	54	14			54				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	564	0.070	40	0.1	0.1	6.860	A
B-A	30	7	493	0.060	30	0.1	0.1	7.775	A
C-AB	61	15	685	0.089	61	0.1	0.1	5.765	A
C-A	61	15			61				
A-B	85	21			85				
A-C	65	16			65				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	557	0.087	48	0.1	0.1	7.083	A
B-A	36	9	479	0.076	36	0.1	0.1	8.122	A
C-AB	76	19	686	0.111	76	0.1	0.1	5.907	A
C-A	72	18			72				
A-B	103	26			103				
A-C	79	20			79				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	12	557	0.087	48	0.1	0.1	7.083	A
B-A	36	9	479	0.076	36	0.1	0.1	8.125	A
C-AB	76	19	686	0.111	76	0.1	0.1	5.910	A
C-A	72	18			72				
A-B	103	26			103				
A-C	79	20			79				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	564	0.070	40	0.1	0.1	6.865	A
B-A	30	7	492	0.060	30	0.1	0.1	7.782	A
C-AB	61	15	685	0.089	61	0.1	0.1	5.769	A
C-A	61	15			61				
A-B	85	21			85				
A-C	65	16			65				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	570	0.058	33	0.1	0.1	6.711	A
B-A	25	6	502	0.050	25	0.1	0.1	7.549	A
C-AB	50	13	685	0.073	50	0.1	0.1	5.673	A
C-A	52	13			52				
A-B	71	18			71				
A-C	54	14			54				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.11	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.14	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.14	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2026 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.12	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	18	Stream B-A	4.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 with Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	411	100.000
B		ONE HOUR	✓	191	100.000
C		ONE HOUR	✓	389	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	102	309
	B	161	0	30
	C	363	26	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	9.54	0.1	0.5	A	28	41
B-A	0.52	22.22	1.1	4.6	C	148	222
C-AB	0.07	4.82	0.1	0.7	A	42	63
C-A						315	473
A-B						94	140
A-C						284	425

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	524	0.043	22	0.0	0.0	7.177	A
B-A	121	30	391	0.310	119	0.0	0.4	13.176	B
C-AB	30	8	777	0.039	30	0.0	0.1	4.816	A
C-A	263	66			263				
A-B	77	19			77				
A-C	233	58			233				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	484	0.056	27	0.0	0.1	7.873	A
B-A	145	36	369	0.392	144	0.4	0.6	15.927	C
C-AB	40	10	798	0.050	40	0.1	0.1	4.744	A
C-A	310	78			310				
A-B	92	23			92				
A-C	278	69			278				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	413	0.080	33	0.1	0.1	9.475	A
B-A	177	44	339	0.523	176	0.6	1.0	21.804	C
C-AB	55	14	829	0.067	55	0.1	0.1	4.653	A
C-A	373	93			373				
A-B	112	28			112				
A-C	340	85			340				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	410	0.081	33	0.1	0.1	9.543	A
B-A	177	44	339	0.523	177	1.0	1.1	22.219	C
C-AB	55	14	829	0.067	55	0.1	0.1	4.655	A
C-A	373	93			373				
A-B	112	28			112				
A-C	340	85			340				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	482	0.056	27	0.1	0.1	7.924	A
B-A	145	36	369	0.392	146	1.1	0.7	16.274	C
C-AB	40	10	798	0.050	40	0.1	0.1	4.747	A
C-A	310	78			310				
A-B	92	23			92				
A-C	278	69			278				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	522	0.043	23	0.1	0.0	7.213	A
B-A	121	30	391	0.310	122	0.7	0.5	13.429	B
C-AB	30	8	777	0.039	30	0.1	0.1	4.820	A
C-A	263	66			263				
A-B	77	19			77				
A-C	233	58			233				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.63	0.21	0.93	1.39	1.44			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.50			N/A	N/A
B-A	1.05	0.03	0.28	1.05	2.81			N/A	N/A
C-AB	0.11	0.03	0.27	0.48	0.74			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	1.07	0.03	0.29	1.37	4.62			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.66	0.06	0.61	1.20	1.20			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.46	0.04	0.38	1.27	1.42			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

2026 with Development, PM 230 - 330

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.70	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	46	Stream B-A	2.70	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2026 with Development	PM 230 - 330	ONE HOUR	14:15	15:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	431	100.000
B		ONE HOUR	✓	137	100.000
C		ONE HOUR	✓	309	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	152	279
	B	112	0	25
	C	261	48	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	7.88	0.1	0.5	A	23	34
B-A	0.35	15.83	0.5	2.5	C	103	154
C-AB	0.11	5.44	0.2	1.0	A	66	100
C-A						217	326
A-B						139	209
A-C						256	384

Main Results for each time segment

14:15 - 14:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	551	0.034	19	0.0	0.0	6.766	A
B-A	84	21	399	0.211	83	0.0	0.3	11.370	B
C-AB	50	12	724	0.069	49	0.0	0.1	5.336	A
C-A	183	46			183				
A-B	114	29			114				
A-C	210	53			210				

14:30 - 14:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	525	0.043	22	0.0	0.0	7.160	A
B-A	101	25	379	0.266	100	0.3	0.4	12.919	B
C-AB	64	16	734	0.087	63	0.1	0.1	5.373	A
C-A	214	54			214				
A-B	137	34			137				
A-C	251	63			251				

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	485	0.057	27	0.0	0.1	7.872	A
B-A	123	31	351	0.352	123	0.4	0.5	15.733	C
C-AB	86	22	749	0.115	86	0.1	0.2	5.435	A
C-A	254	64			254				
A-B	167	42			167				
A-C	307	77			307				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	484	0.057	28	0.1	0.1	7.884	A
B-A	123	31	351	0.352	123	0.5	0.5	15.828	C
C-AB	86	22	749	0.115	86	0.2	0.2	5.437	A
C-A	254	64			254				
A-B	167	42			167				
A-C	307	77			307				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	524	0.043	23	0.1	0.0	7.175	A
B-A	101	25	379	0.266	101	0.5	0.4	13.021	B
C-AB	64	16	734	0.087	64	0.2	0.1	5.379	A
C-A	214	54			214				
A-B	137	34			137				
A-C	251	63			251				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	550	0.034	19	0.0	0.0	6.783	A
B-A	84	21	399	0.211	85	0.4	0.3	11.479	B
C-AB	50	12	724	0.069	50	0.1	0.1	5.345	A
C-A	183	46			183				
A-B	114	29			114				
A-C	210	53			210				

Queue Variation Results for each time segment

14:15 - 14:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

14:30 - 14:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.15	0.03	0.25	0.45	0.48			N/A	N/A

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.53	0.03	0.26	0.53	0.53			N/A	N/A
C-AB	0.21	0.03	0.27	0.48	1.01			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.54	0.03	0.30	1.39	2.49			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.37	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.27	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2026 with Development, PM 3 - 4

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.05	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	65	Stream B-A	2.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2026 with Development	PM 3 - 4	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	413	100.000
B		ONE HOUR	✓	124	100.000
C		ONE HOUR	✓	297	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	121	292
	B	86	0	38
	C	267	30	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	7.71	0.1	0.5	A	35	52
B-A	0.27	13.77	0.4	1.3	B	79	118
C-AB	0.07	5.16	0.1	0.8	A	42	63
C-A						231	346
A-B						111	167
A-C						268	402

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	561	0.051	28	0.0	0.1	6.758	A
B-A	65	16	403	0.161	64	0.0	0.2	10.608	B
C-AB	31	8	730	0.043	31	0.0	0.1	5.150	A
C-A	192	48			192				
A-B	91	23			91				
A-C	220	55			220				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	540	0.063	34	0.1	0.1	7.117	A
B-A	77	19	383	0.202	77	0.2	0.2	11.752	B
C-AB	40	10	741	0.054	40	0.1	0.1	5.135	A
C-A	227	57			227				
A-B	109	27			109				
A-C	263	66			263				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	10	509	0.082	42	0.1	0.1	7.708	A
B-A	95	24	356	0.266	94	0.2	0.4	13.725	B
C-AB	54	14	758	0.071	54	0.1	0.1	5.117	A
C-A	273	68			273				
A-B	133	33			133				
A-C	321	80			321				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	10	508	0.082	42	0.1	0.1	7.714	A
B-A	95	24	356	0.266	95	0.4	0.4	13.768	B
C-AB	54	14	758	0.072	54	0.1	0.1	5.121	A
C-A	273	68			273				
A-B	133	33			133				
A-C	321	80			321				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	540	0.063	34	0.1	0.1	7.124	A
B-A	77	19	383	0.202	78	0.4	0.3	11.807	B
C-AB	40	10	741	0.054	40	0.1	0.1	5.140	A
C-A	227	57			227				
A-B	109	27			109				
A-C	263	66			263				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	560	0.051	29	0.1	0.1	6.775	A
B-A	65	16	403	0.161	65	0.3	0.2	10.673	B
C-AB	31	8	730	0.043	31	0.1	0.1	5.156	A
C-A	192	48			192				
A-B	91	23			91				
A-C	220	55			220				

Queue Variation Results for each time segment

14:45 - 15:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

15:00 - 15:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.08	0.03	0.25	0.45	0.48			N/A	N/A

15:15 - 15:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.36	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.12	0.03	0.27	0.48	0.83			N/A	N/A

15:30 - 15:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.36	0.03	0.31	1.22	1.30			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

2026 with Development, PM 5 - 6

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.68	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	75	Stream B-A	1.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2026 with Development	PM 5 - 6	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	391	100.000
B		ONE HOUR	✓	80	100.000
C		ONE HOUR	✓	317	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	134	257
	B	80	0	0
	C	283	34	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.24	13.22	0.3	1.5	B	73	110
C-AB	0.08	5.10	0.2	1.0	A	48	73
C-A						243	364
A-B						123	184
A-C						236	354

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	570	0.000	0	0.0	0.0	0.000	A
B-A	60	15	405	0.149	60	0.0	0.2	10.387	B
C-AB	36	9	742	0.048	36	0.0	0.1	5.098	A
C-A	203	51			203				
A-B	101	25			101				
A-C	193	48			193				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	553	0.000	0	0.0	0.0	0.000	A
B-A	72	18	386	0.186	72	0.2	0.2	11.428	B
C-AB	46	12	755	0.061	46	0.1	0.1	5.078	A
C-A	239	60			239				
A-B	120	30			120				
A-C	231	58			231				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	529	0.000	0	0.0	0.0	0.000	A
B-A	88	22	360	0.244	88	0.2	0.3	13.179	B
C-AB	63	16	775	0.081	63	0.1	0.2	5.055	A
C-A	286	72			286				
A-B	148	37			148				
A-C	283	71			283				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	529	0.000	0	0.0	0.0	0.000	A
B-A	88	22	360	0.244	88	0.3	0.3	13.218	B
C-AB	63	16	775	0.081	63	0.2	0.2	5.059	A
C-A	286	72			286				
A-B	148	37			148				
A-C	283	71			283				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	553	0.000	0	0.0	0.0	0.000	A
B-A	72	18	386	0.186	72	0.3	0.2	11.473	B
C-AB	46	12	755	0.061	46	0.2	0.1	5.084	A
C-A	239	60			239				
A-B	120	30			120				
A-C	231	58			231				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	570	0.000	0	0.0	0.0	0.000	A
B-A	60	15	405	0.149	60	0.2	0.2	10.448	B
C-AB	36	9	742	0.049	36	0.1	0.1	5.103	A
C-A	203	51			203				
A-B	101	25			101				
A-C	193	48			193				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.10	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.32	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.15	0.03	0.27	0.49	1.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.32	0.03	0.31	1.13	1.46			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A