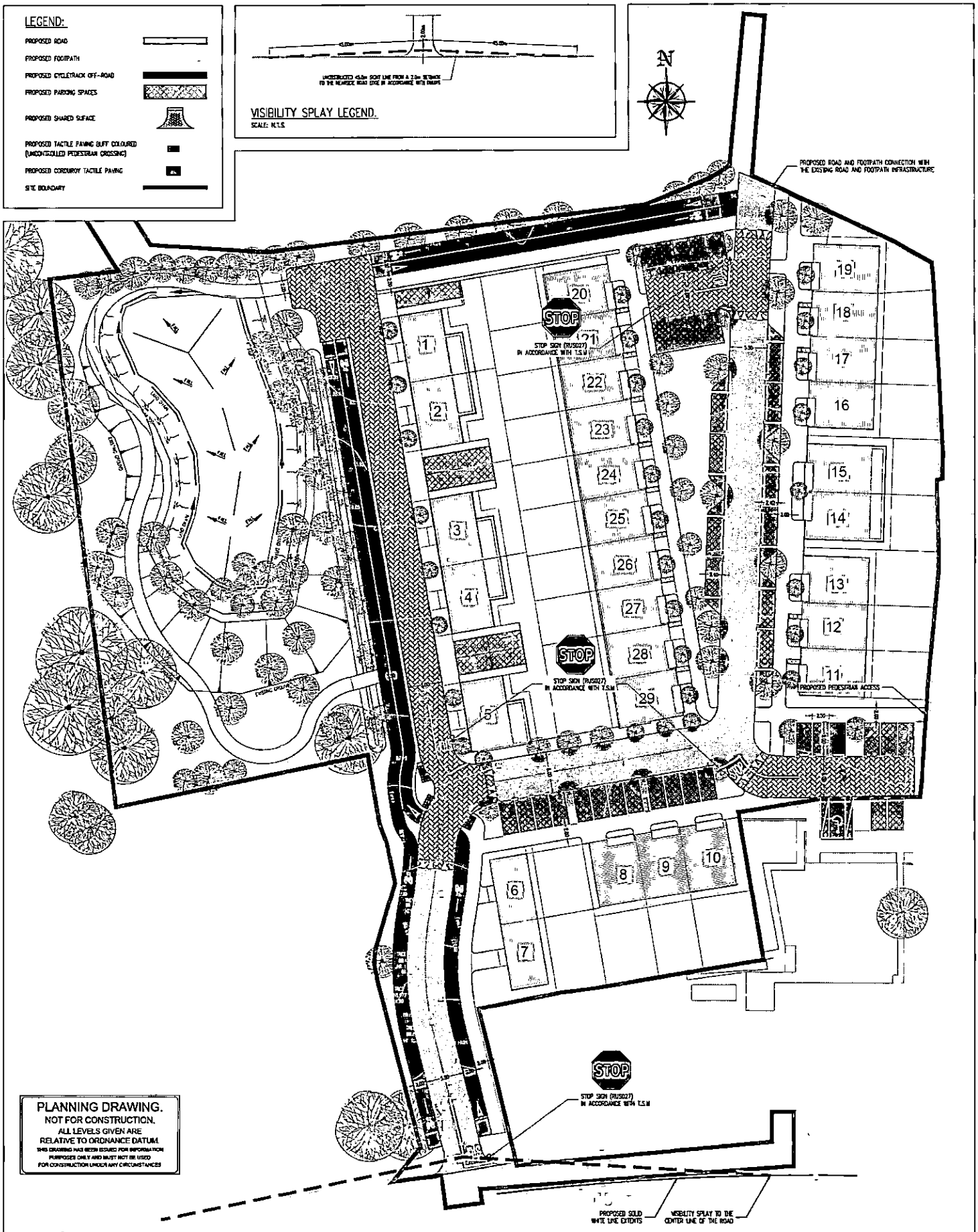
APPENDIX A

List of Drawings Examined

The following drawings have been provided electronically in PDF format by CS Consulting:

Drawing number	Rev	Drawing title
NCA-CSC-ZZ-SI-DR-C-0004	P4	Proposed Road Layout



NOTES

1. For setting out refer to Architect's drawings.
2. This drawing to be read in conjunction with all other Architectural and Engineering drawings and all other relevant drawings and Specifications.
3. DO NOT SCALE THIS DRAWING. Use figured dimensions only.
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Rev No	Date	REVISION NOTE	Drn By	Chkd By
P1	19.05.2022	ISSUED FOR PLANNING	SC	BB
P2	26.05.2022	REVISED AND RE-ISSUED FOR PLANNING	SC	BB
P3	03.06.2022	REVISED AND ISSUED FOR ROAD SAFETY AUDIT	EP	CS
P4	13.06.2022	ROAD LAYOUT REVISED	SF	BB

Architect	JFOC Architects
Project	Proposed Development at Newcastle, Co. Dublin
Title	Proposed Road Layout
Dwg No.	NCA-CSC-ZZ-SI-DR-C-0004
Date	May 2022
Drn By	JMC
Chkd By	SS
Apprd By	OS
Scale	1:250 @ A1
Revision	P4

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Quality IS EN ISO 9001:2008
Environment IS EN ISO 14001:2004
Safety OHSAS 18001:2007
RIAI Certified

SAFETY AUDIT FEEDBACK FORM

Scheme: Proposed residential development at Newcastle, Dublin 22

Document Number: 22128-01-001

Audit Stage: Stage 1 / 2 RSA

Date Audit Completed: 3rd November 2022

Paragraph No. in Safety Audit Report	To Be Completed By Designer			To Be Completed by Audit Team Leader
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted.	Alternative measures or reasons accepted by auditors (yes/no)
2.1	Yes	Yes		
2.2	Yes	Yes		
2.3	Yes	Yes		
2.4	Yes	Yes		
2.5	Yes	Yes		
2.6	Yes	Yes		
2.7	Yes	Yes		
2.8	Yes	Yes		
2.9	Yes	Yes		
2.10	Yes	Yes		
2.11	Yes	Yes		
2.12	Yes	Yes		
2.13	Yes	Yes		
2.14	Yes	Yes		

Safety Audit Signed off ..... **Design Team Leader**

Print Name Gordon Finn **Date** 05.12.2022

Safety Audit Signed off ..... **Employer**

Print Name CIARAN DEANE **Date** 7/12/22

Safety Audit Signed off ..... **Audit Team Leader**

Print Name George Frisby **Date** 8/12/22

Appendix B

Traffic Flow Matrices

Junction 0 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (07:30-08:30) — SURVEYED TRAFFIC FLOWS

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	0	751	0	751
Development Site (North)	0	0	0	0	0
R405 Main St East	231	0	0	0	231
St. Finian's Way (South)	0	0	0	0	0
TOTALS	231	0	751	0	982

2022 PM Peak (16:45-17:45) — SURVEYED TRAFFIC FLOWS

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	0	270	0	270
Development Site (North)	0	0	0	0	0
R405 Main St East	645	0	0	0	645
St. Finian's Way (South)	0	0	0	0	0
TOTALS	645	0	270	0	916

2022 AM Peak — BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	0	751	0	751
Development Site (North)	0	0	0	0	0
R405 Main St East	231	0	0	0	231
St. Finian's Way (South)	0	0	0	0	0
TOTALS	231	0	751	0	982

2022 PM Peak — BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	0	270	0	270
Development Site (North)	0	0	0	0	0
R405 Main St East	645	0	0	0	645
St. Finian's Way (South)	0	0	0	0	0
TOTALS	645	0	270	0	915

2025 AM Peak — Other committed development flows

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	0	15	4	19
Development Site (North)	0	0	0	0	0
R405 Main St East	33	0	0	2	35
St. Finian's Way (South)	3	0	8	0	11
TOTALS	36	0	23	6	65

2025 PM Peak — Other committed development flows

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	0	11	3	14
Development Site (North)	0	0	0	0	0
R405 Main St East	130	0	0	5	135
St. Finian's Way (South)	3	0	2	0	5
TOTALS	133	0	13	8	154

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

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	0	799	4	803
Development Site (North)	0	0	0	0	0
R405 Main St East	274	0	0	2	276
St. Finian's Way (South)	3	0	8	0	11
TOTALS	277	0	807	6	1090

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

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	0	293	3	296
Development Site (North)	0	0	0	0	0
R405 Main St East	803	0	0	5	808
St. Finian's Way (South)	3	0	2	0	5
TOTALS	806	0	295	8	1109

2025 AM Peak — SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	5	0	0	5
Development Site (North)	5	0	11	0	16
R405 Main St East	0	3	0	0	3
St. Finian's Way (South)	0	0	0	0	0
TOTALS	5	8	11	0	24

2025 PM Peak — SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	5	0	0	5
Development Site (North)	4	0	3	0	7
R405 Main St East	0	6	0	0	6
St. Finian's Way (South)	0	0	0	0	0
TOTALS	4	11	3	0	18

2025 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	5	799	4	808
Development Site (North)	5	0	11	0	16
R405 Main St East	274	3	0	2	279
St. Finian's Way (South)	3	0	8	0	11
TOTALS	282	8	818	6	1114

2025 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	5	293	3	301
Development Site (North)	4	0	3	0	7
R405 Main St East	803	6	0	5	814
St. Finian's Way (South)	3	0	2	0	5
TOTALS	810	11	298	8	1127

2030 AM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	0	857	4	861
Development Site (North)	0	0	0	0	0
R405 Main St East	291	0	0	2	293
St. Finian's Way (South)	3	0	8	0	11
TOTALS	294	0	865	6	1165

2030 PM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	0	314	3	317
Development Site (North)	0	0	0	0	0
R405 Main St East	853	0	0	5	858
St. Finian's Way (South)	3	0	2	0	5
TOTALS	856	0	316	8	1180

2030 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	5	857	4	866
Development Site (North)	5	0	11	0	16
R405 Main St East	291	3	0	2	296
St. Finian's Way (South)	3	0	8	0	11
TOTALS	299	8	876	6	1189

2030 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	5	314	3	322
Development Site (North)	4	0	3	0	7
R405 Main St East	853	6	0	5	864
St. Finian's Way (South)	3	0	2	0	5
TOTALS	860	11	319	8	1198

2040 AM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	0	880	4	884
Development Site (North)	0	0	0	0	0
R405 Main St East	298	0	0	2	300
St. Finian's Way (South)	3	0	8	0	11
TOTALS	301	0	888	6	1195

2040 PM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	0	322	3	325
Development Site (North)	0	0	0	0	0
R405 Main St East	873	0	0	5	878
St. Finian's Way (South)	3	0	2	0	5
TOTALS	876	0	324	8	1208

2040 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	5	880	4	889
Development Site (North)	5	0	11	0	16
R405 Main St East	298	3	0	2	303
St. Finian's Way (South)	3	0	8	0	11
TOTALS	306	8	899	6	1219

2040 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R405 Main St West	Development Site (North)	R405 Main St East	St. Finian's Way (South)	TOTALS
R405 Main St West	0	5	322	3	330
Development Site (North)	4	0	3	0	7
R405 Main St East	873	6	0	5	884
St. Finian's Way (South)	3	0	2	0	5
TOTALS	880	11	327	8	1226

Junction 1 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (07:30-08:30) — SURVEYED TRAFFIC FLOWS

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	0	130	6	136
Cornerpark Rise (East)	7	0	1	0	8
R120 Peamount Rd South	288	2	0	23	312
Newcastle Glebe (West)	23	0	32	0	55
TOTALS	317	2	163	29	510

2022 PM Peak (16:45-17:45) — SURVEYED TRAFFIC FLOWS

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	1	215	16	232
Cornerpark Rise (East)	0	0	2	0	2
R120 Peamount Rd South	131	5	0	23	159
Newcastle Glebe (West)	5	0	20	0	25
TOTALS	136	6	237	39	419

2022 AM Peak — BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	0	130	6	136
Cornerpark Rise (East)	7	0	1	0	8
R120 Peamount Rd South	288	2	0	23	313
Newcastle Glebe (West)	23	0	32	0	55
TOTALS	318	2	163	29	512

2022 PM Peak — BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	1	215	16	232
Cornerpark Rise (East)	0	0	2	0	2
R120 Peamount Rd South	131	5	0	23	159
Newcastle Glebe (West)	5	0	20	0	25
TOTALS	136	6	237	39	418

2025 AM Peak — Other committed development flows

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	2	37	0	39
Cornerpark Rise (East)	6	0	9	0	15
R120 Peamount Rd South	55	6	0	0	61
Newcastle Glebe (West)	0	0	0	0	0
TOTALS	61	8	46	0	115

2025 PM Peak — Other committed development flows

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	4	69	0	73
Cornerpark Rise (East)	1	0	6	0	7
R120 Peamount Rd South	51	6	0	0	57
Newcastle Glebe (West)	0	0	0	0	0
TOTALS	52	10	75	0	137

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

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	2	172	6	180
Cornerpark Rise (East)	13	0	10	0	23
R120 Peamount Rd South	355	8	0	24	387
Newcastle Glebe (West)	24	0	33	0	57
TOTALS	392	10	215	30	647

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

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	5	294	17	316
Cornerpark Rise (East)	1	0	8	0	9
R120 Peamount Rd South	188	11	0	24	223
Newcastle Glebe (West)	5	0	21	0	26
TOTALS	194	16	323	41	574

2025 AM Peak — SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	0	1	0	1
Cornerpark Rise (East)	0	0	0	0	0
R120 Peamount Rd South	3	0	0	0	3
Newcastle Glebe (West)	0	0	0	0	0
TOTALS	3	0	1	0	4

2025 PM Peak — SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	0	1	0	1
Cornerpark Rise (East)	0	0	0	0	0
R120 Peamount Rd South	1	0	0	0	1
Newcastle Glebe (West)	0	0	0	0	0
TOTALS	1	0	1	0	2

2025 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	2	173	6	181
Cornerpark Rise (East)	13	0	10	0	23
R120 Peamount Rd South	358	8	0	24	390
Newcastle Glebe (West)	24	0	33	0	57
TOTALS	395	10	216	30	651

2025 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	5	295	17	317
Cornerpark Rise (East)	1	0	8	0	9
R120 Peamount Rd South	189	11	0	24	224
Newcastle Glebe (West)	5	0	21	0	26
TOTALS	195	16	324	41	576

2030 AM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	2	182	7	191
Cornerpark Rise (East)	13	0	10	0	23
R120 Peamount Rd South	378	8	0	26	412
Newcastle Glebe (West)	26	0	36	0	62
TOTALS	417	10	228	33	688

2030 PM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	5	311	18	334
Cornerpark Rise (East)	1	0	8	0	9
R120 Peamount Rd South	198	12	0	26	236
Newcastle Glebe (West)	6	0	22	0	28
TOTALS	205	17	341	44	607

2030 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	2	183	7	192
Cornerpark Rise (East)	13	0	10	0	23
R120 Peamount Rd South	381	8	0	26	415
Newcastle Glebe (West)	26	0	36	0	62
TOTALS	420	10	229	33	692

2030 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	5	312	18	335
Cornerpark Rise (East)	1	0	8	0	9
R120 Peamount Rd South	199	12	0	26	237
Newcastle Glebe (West)	6	0	22	0	28
TOTALS	206	17	342	44	609

2040 AM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	2	186	7	195
Cornerpark Rise (East)	13	0	10	0	23
R120 Peamount Rd South	386	8	0	26	420
Newcastle Glebe (West)	26	0	37	0	63
TOTALS	425	10	233	33	701

2040 PM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	5	317	18	340
Cornerpark Rise (East)	1	0	8	0	9
R120 Peamount Rd South	202	12	0	26	240
Newcastle Glebe (West)	6	0	23	0	29
TOTALS	209	17	348	44	618

2040 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	2	187	7	196
Cornerpark Rise (East)	13	0	10	0	23
R120 Peamount Rd South	389	8	0	26	423
Newcastle Glebe (West)	26	0	37	0	63
TOTALS	428	10	234	33	705

2040 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R120 Peamount Rd	Cornerpark Rise (East)	R120 Peamount Rd	Newcastle Glebe (West)	TOTALS
R120 Peamount Rd North	0	5	318	18	341
Cornerpark Rise (East)	1	0	8	0	9
R120 Peamount Rd South	203	12	0	26	241
Newcastle Glebe (West)	6	0	23	0	29
TOTALS	210	17	349	44	620

Junction 2 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (07:30-08:30) — SURVEYED TRAFFIC FLOWS

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	200	551	751
R120 Peamount Rd (North)	51	0	115	165
R120 Main Street (East)	180	107	0	287
TOTALS	231	307	666	1204

2022 PM Peak (16:45-17:45) — SURVEYED TRAFFIC FLOWS

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	69	201	270
R120 Peamount Rd (North)	131	0	115	246
R120 Main Street (East)	514	97	0	611
TOTALS	645	166	316	1128

2022 AM Peak — BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	200	551	751
R120 Peamount Rd (North)	51	0	115	166
R120 Main Street (East)	180	107	0	287
TOTALS	231	307	666	1204

2022 PM Peak — BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	69	201	270
R120 Peamount Rd (North)	131	0	115	246
R120 Main Street (East)	514	97	0	611
TOTALS	645	166	316	1127

2025 AM Peak — Other committed development flows

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	15	116	131
R120 Peamount Rd (North)	6	0	40	46
R120 Main Street (East)	29	46	0	75
TOTALS	35	61	156	252

2025 PM Peak — Other committed development flows

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	10	42	52
R120 Peamount Rd (North)	14	0	61	75
R120 Main Street (East)	121	47	0	168
TOTALS	135	57	103	295

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

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	224	691	915
R120 Peamount Rd (North)	59	0	160	219
R120 Main Street (East)	217	158	0	375
TOTALS	276	382	851	1509

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

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	82	252	334
R120 Peamount Rd (North)	151	0	181	332
R120 Main Street (East)	658	148	0	806
TOTALS	809	230	433	1472

2025 AM Peak — SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	3	8	11
R120 Peamount Rd (North)	1	0	0	1
R120 Main Street (East)	2	0	0	2
TOTALS	3	3	8	14

2025 PM Peak — SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	1	2	3
R120 Peamount Rd (North)	1	0	0	1
R120 Main Street (East)	5	0	0	5
TOTALS	6	1	2	9

2025 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	227	699	926
R120 Peamount Rd (North)	60	0	160	220
R120 Main Street (East)	219	158	0	377
TOTALS	279	385	859	1523

2025 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	83	254	337
R120 Peamount Rd (North)	152	0	181	333
R120 Main Street (East)	663	148	0	811
TOTALS	815	231	435	1481

2030 AM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	240	734	974
R120 Peamount Rd (North)	63	0	169	232
R120 Main Street (East)	231	166	0	397
TOTALS	294	406	903	1603

2030 PM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	88	267	355
R120 Peamount Rd (North)	161	0	190	351
R120 Main Street (East)	697	156	0	853
TOTALS	858	244	457	1559

2030 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	243	742	985
R120 Peamount Rd (North)	64	0	169	233
R120 Main Street (East)	233	166	0	399
TOTALS	297	409	911	1617

2030 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	89	269	358
R120 Peamount Rd (North)	162	0	190	352
R120 Main Street (East)	702	156	0	858
TOTALS	864	245	459	1568

2040 AM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	246	751	997
R120 Peamount Rd (North)	64	0	172	236
R120 Main Street (East)	236	169	0	405
TOTALS	300	415	923	1638

2040 PM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	90	273	363
R120 Peamount Rd (North)	165	0	194	359
R120 Main Street (East)	713	159	0	872
TOTALS	878	249	467	1594

2040 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	249	759	1008
R120 Peamount Rd (North)	65	0	172	237
R120 Main Street (East)	238	169	0	407
TOTALS	303	418	931	1652

2040 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R405 Main Street (West)	R120 Peamount Rd	R120 Main Street (East)	TOTALS
R405 Main Street (West)	0	91	275	366
R120 Peamount Rd (North)	166	0	194	360
R120 Main Street (East)	718	159	0	877
TOTALS	884	250	469	1603

Junction 3 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (07:30-08:30) — SURVEYED TRAFFIC FLOWS

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	60	469	529
R405 Hazelhatch Rd (NW)	49	0	270	320
R405 Main Street (NE)	95	112	0	206
TOTALS	144	172	739	1054

2022 PM Peak (16:45-17:45) — SURVEYED TRAFFIC FLOWS

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	76	125	201
R405 Hazelhatch Rd (NW)	87	0	114	200
R405 Main Street (NE)	311	304	0	615
TOTALS	398	380	239	1017

2022 AM Peak — BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	60	469	529
R405 Hazelhatch Rd (NW)	49	0	270	319
R405 Main Street (NE)	95	112	0	207
TOTALS	144	172	739	1055

2022 PM Peak — BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	76	125	201
R405 Hazelhatch Rd (NW)	87	0	114	201
R405 Main Street (NE)	311	304	0	615
TOTALS	398	380	239	1017

2025 AM Peak — Other committed development flows

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	17	78	95
R405 Hazelhatch Rd (NW)	6	0	42	48
R405 Main Street (NE)	23	19	0	42
TOTALS	29	36	120	185

2025 PM Peak — Other committed development flows

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	11	34	45
R405 Hazelhatch Rd (NW)	21	0	24	45
R405 Main Street (NE)	68	61	0	129
TOTALS	89	72	58	219

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

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	80	567	647
R405 Hazelhatch Rd (NW)	57	0	324	381
R405 Main Street (NE)	122	135	0	257
TOTALS	179	215	891	1285

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

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	91	165	256
R405 Hazelhatch Rd (NW)	111	0	143	254
R405 Main Street (NE)	393	378	0	771
TOTALS	504	469	308	1281

2025 AM Peak — SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	0	3	3
R405 Hazelhatch Rd (NW)	0	0	2	2
R405 Main Street (NE)	2	3	0	5
TOTALS	2	3	5	10

2025 PM Peak — SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	0	3	3
R405 Hazelhatch Rd (NW)	0	0	2	2
R405 Main Street (NE)	2	2	0	4
TOTALS	2	2	5	9

2025 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	80	570	650
R405 Hazelhatch Rd (NW)	57	0	326	383
R405 Main Street (NE)	124	138	0	262
TOTALS	181	218	896	1295

2025 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	91	168	259
R405 Hazelhatch Rd (NW)	111	0	145	256
R405 Main Street (NE)	395	380	0	775
TOTALS	506	471	313	1290

2030 AM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	84	604	688
R405 Hazelhatch Rd (NW)	61	0	345	406
R405 Main Street (NE)	129	144	0	273
TOTALS	190	228	949	1367

2030 PM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	96	174	270
R405 Hazelhatch Rd (NW)	118	0	152	270
R405 Main Street (NE)	417	402	0	819
TOTALS	535	498	326	1359

2030 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	84	607	691
R405 Hazelhatch Rd (NW)	61	0	347	408
R405 Main Street (NE)	131	147	0	278
TOTALS	192	231	954	1377

2030 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	96	177	273
R405 Hazelhatch Rd (NW)	118	0	154	272
R405 Main Street (NE)	419	404	0	823
TOTALS	537	500	331	1368

2040 AM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	86	618	704
R405 Hazelhatch Rd (NW)	63	0	353	416
R405 Main Street (NE)	132	147	0	279
TOTALS	195	233	971	1399

2040 PM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	99	178	277
R405 Hazelhatch Rd (NW)	121	0	155	276
R405 Main Street (NE)	426	411	0	837
TOTALS	547	510	333	1390

2040 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	86	621	707
R405 Hazelhatch Rd (NW)	63	0	355	418
R405 Main Street (NE)	134	150	0	284
TOTALS	197	236	976	1409

2040 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	L6002 Athgoe Rd (South)	R405 Hazelhatch Rd	R405 Main Street (NE)	TOTALS
L6002 Athgoe Rd (South)	0	99	181	280
R405 Hazelhatch Rd (NW)	121	0	157	278
R405 Main Street (NE)	428	413	0	841
TOTALS	549	512	338	1399

Junction 4 - Peak Hour Traffic Flow Matrices (Passenger Car Units)

2022 AM Peak (07:30-08:30) — SURVEYED TRAFFIC FLOWS

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	0	109	569	6	684
L6003 Aylmer Road (NE)	16	0	39	1	56
R120 Lucan-Rathcoole Rd (SE)	226	45	0	8	279
Burgage Street (SW)	15	28	5	0	48
TOTALS	257	182	612	15	1066

2022 PM Peak (16:45-17:45) — SURVEYED TRAFFIC FLOWS

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	1	31	279	7	318
L6003 Aylmer Road (NE)	74	0	52	15	141
R120 Lucan-Rathcoole Rd (SE)	556	54	0	5	615
Burgage Street (SW)	16	9	3	0	28
TOTALS	648	94	334	27	1103

2022 AM Peak — BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	0	109	569	6	684
L6003 Aylmer Road (NE)	16	0	39	1	56
R120 Lucan-Rathcoole Rd (SE)	226	45	0	8	279
Burgage Street (SW)	15	28	5	0	48
TOTALS	257	182	613	15	1067

2022 PM Peak — BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	1	31	279	7	318
L6003 Aylmer Road (NE)	74	0	52	15	141
R120 Lucan-Rathcoole Rd (SE)	556	54	0	5	615
Burgage Street (SW)	16	9	3	0	28
TOTALS	647	94	334	27	1102

2025 AM Peak — Other committed development flows

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	0	13	153	0	166
L6003 Aylmer Road (NE)	6	0	0	8	14
R120 Lucan-Rathcoole Rd (SE)	53	0	0	0	53
Burgage Street (SW)	0	26	0	0	26
TOTALS	59	39	153	8	259

2025 PM Peak — Other committed development flows

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	0	13	82	0	95
L6003 Aylmer Road (NE)	15	0	0	31	46
R120 Lucan-Rathcoole Rd (SE)	159	0	0	0	159
Burgage Street (SW)	0	17	0	0	17
TOTALS	174	30	82	31	317

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

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	0	127	747	6	880
L6003 Aylmer Road (NE)	23	0	40	9	72
R120 Lucan-Rathcoole Rd (SE)	288	47	0	8	343
Burgage Street (SW)	16	55	5	0	76
TOTALS	327	229	792	23	1371

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

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	1	45	374	7	427
L6003 Aylmer Road (NE)	93	0	54	47	194
R120 Lucan-Rathcoole Rd (SE)	739	56	0	5	800
Burgage Street (SW)	17	26	3	0	46
TOTALS	850	127	431	59	1467

2025 AM Peak — SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	0	1	7	0	8
L6003 Aylmer Road (NE)	0	0	0	0	0
R120 Lucan-Rathcoole Rd (SE)	2	0	0	0	2
Burgage Street (SW)	0	0	0	0	0
TOTALS	2	1	7	0	10

2025 PM Peak — SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	0	0	2	0	2
L6003 Aylmer Road (NE)	1	0	0	0	1
R120 Lucan-Rathcoole Rd (SE)	4	0	0	0	4
Burgage Street (SW)	0	0	0	0	0
TOTALS	5	0	2	0	7

2025 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	0	128	754	6	888
L6003 Aylmer Road (NE)	23	0	40	9	72
R120 Lucan-Rathcoole Rd (SE)	290	47	0	8	345
Burgage Street (SW)	16	55	5	0	76
TOTALS	329	230	799	23	1381

2025 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	1	45	376	7	429
L6003 Aylmer Road (NE)	94	0	54	47	195
R120 Lucan-Rathcoole Rd (SE)	743	56	0	5	804
Burgage Street (SW)	17	26	3	0	46
TOTALS	855	127	433	59	1474

2030 AM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	0	136	791	7	934
L6003 Aylmer Road (NE)	24	0	43	9	76
R120 Lucan-Rathcoole Rd (SE)	306	50	0	9	365
Burgage Street (SW)	17	57	6	0	80
TOTALS	347	243	840	25	1455

2030 PM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	1	47	395	8	451
L6003 Aylmer Road (NE)	98	0	58	48	204
R120 Lucan-Rathcoole Rd (SE)	782	61	0	6	849
Burgage Street (SW)	18	27	3	0	48
TOTALS	899	135	456	62	1532

2030 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	0	137	798	7	942
L6003 Aylmer Road (NE)	24	0	43	9	76
R120 Lucan-Rathcoole Rd (SE)	308	50	0	9	367
Burgage Street (SW)	17	57	6	0	80
TOTALS	349	244	847	25	1465

2030 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	1	47	397	8	453
L6003 Aylmer Road (NE)	99	0	58	48	205
R120 Lucan-Rathcoole Rd (SE)	786	61	0	6	853
Burgage Street (SW)	18	27	3	0	48
TOTALS	904	135	458	62	1559

2040 AM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	0	139	808	7	954
L6003 Aylmer Road (NE)	24	0	44	9	77
R120 Lucan-Rathcoole Rd (SE)	313	52	0	9	374
Burgage Street (SW)	17	58	6	0	81
TOTALS	354	249	858	25	1486

2040 PM Peak — WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	1	48	404	8	461
L6003 Aylmer Road (NE)	101	0	60	48	209
R120 Lucan-Rathcoole Rd (SE)	800	62	0	6	868
Burgage Street (SW)	18	27	3	0	48
TOTALS	920	137	467	62	1586

2040 AM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	0	140	815	7	962
L6003 Aylmer Road (NE)	24	0	44	9	77
R120 Lucan-Rathcoole Rd (SE)	315	52	0	9	376
Burgage Street (SW)	17	58	6	0	81
TOTALS	356	250	865	25	1496

2040 PM Peak — WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From \ To	R120 Main Street (NW)	L6003 Aylmer Road (NE)	R120 Lucan-Rathcoole Rd	Burgage Street (SW)	TOTALS
R120 Main Street (NW)	1	48	406	8	463
L6003 Aylmer Road (NE)	102	0	60	48	210
R120 Lucan-Rathcoole Rd (SE)	804	62	0	6	872
Burgage Street (SW)	18	27	3	0	48
TOTALS	925	137	469	62	1593

Appendix C

Junctions 8 Modelling Results

Junctions 8

PICADY 8 - Priority Intersection Module

Filename: D098 J0 PICADY Model 20221115.arc8
Path: J:\D_JOBS\Job-D098\B_Documents\Civil\A_CS Reports\Transport\Modelling
Report generation date: 09/12/2022 10:41:08

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
	- 2025 With Development							
Stream B-ACD	0.05	11.06	0.05	99 % [Stream B-ACD]	0.02	10.11	0.02	96 % [Stream C-ABD]
Stream A-BCD	0.01	3.57	0.01		0.01	5.12	0.01	
Stream D-ABC	0.04	11.13	0.04		0.02	11.36	0.02	
Stream C-ABD	0.01	5.41	0.01		0.02	3.68	0.02	
	- 2030 With Development							
Stream B-ACD	0.06	11.66	0.05	86 % [Stream B-ACD]	0.02	10.47	0.02	85 % [Stream C-ABD]
Stream A-BCD	0.01	3.51	0.01		0.01	5.10	0.01	
Stream D-ABC	0.04	11.58	0.04		0.02	11.93	0.02	
Stream C-ABD	0.01	5.42	0.01		0.02	3.62	0.02	
	- 2040 With Development							
Stream B-ACD	0.06	11.92	0.06	82 % [Stream B-ACD]	0.02	10.62	0.02	81 % [Stream C-ABD]
Stream A-BCD	0.01	3.48	0.01		0.01	5.10	0.01	
Stream D-ABC	0.04	11.77	0.04		0.02	12.18	0.02	
Stream C-ABD	0.01	5.42	0.01		0.02	3.60	0.02	

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

"D1 - 2025 With Development, AM " model duration: 07:15 - 08:45
"D2 - 2025 With Development, PM" model duration: 16:30 - 18:00
"D3 - 2030 With Development, AM" model duration: 07:15 - 08:45
"D4 - 2030 With Development, PM" model duration: 16:30 - 18:00
"D5 - 2040 With Development, AM" model duration: 07:15 - 08:45
"D6 - 2040 With Development, PM" model duration: 16:30 - 18:00

Run using Junctions 8.0.3.332 at 09/12/2022 10:41:05

File summary

File Description

Title	Newcastle
Location	
Site Number	0

Date	15/11/2022
Version	
Status	
Identifier	
Client	
Jobnumber	D098
Enumerator	GF
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	RFC	0.90	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

- 2025 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 With Development, AM	2025 With Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	8.70	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	99	Stream B-ACD

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main St West		Major
B	Development Site (North)		Minor

C	R405 Main St East		Major
D	St. Finian's Way (South)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.70		0.00		2.20	250.00	✓	0.00
C	6.70		0.00		2.20	180.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										33	20
D	One lane	2.75										22	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
0	A-D	718.741	-	-	-	0.270	0.270	0.270	-	0.270	-	-
0	B-AD	485.634	0.086	0.217	-	-	-	0.136	0.310	0.136	0.086	0.217
0	B-C	620.595	0.092	0.233	-	-	-	-	-	-	0.092	0.233
0	C-B	678.203	0.255	0.255	-	-	-	-	-	-	0.255	0.255
0	D-A	617.527	-	-	-	0.232	0.092	0.232	-	0.092	-	-
0	D-BC	479.803	0.135	0.135	0.306	0.214	0.085	0.214	-	0.085	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)

A	ONE HOUR	✓	808.00	100.000
B	ONE HOUR	✓	16.00	100.000
C	ONE HOUR	✓	279.00	100.000
D	ONE HOUR	✓	11.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 0 (for whole period)

		To			
		A	B	C	D
From	A	0.000	5.000	799.000	4.000
	B	5.000	0.000	11.000	0.000
	C	274.000	3.000	0.000	2.000
	D	3.000	0.000	8.000	0.000

Turning Proportions (PCU) - Junction 0 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.01	0.99	0.00
	B	0.31	0.00	0.69	0.00
	C	0.98	0.01	0.00	0.01
	D	0.27	0.00	0.73	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 0 (for whole period)

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

Heavy Vehicle Percentages - Junction 0 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.05	11.06	0.05	B
A-BCD	0.01	3.57	0.01	A
D-ABC	0.04	11.13	0.04	B
C-ABD	0.01	5.41	0.01	A

- 2025 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 With Development, PM	2025 With Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	6.53	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	96	Stream C-ABD

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main St West		Major
B	Development Site (North)		Minor
C	R405 Main St East		Major
D	St. Finian's Way (South)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.70		0.00		2.20	250.00	✓	0.00
C	6.70		0.00		2.20	180.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										33	20
D	One lane	2.75										22	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
0	A-D	718.741	-	-	-	0.270	0.270	0.270	-	0.270	-	-
0	B-AD	485.634	0.086	0.217	-	-	-	0.136	0.310	0.136	0.086	0.217
0	B-C	620.595	0.092	0.233	-	-	-	-	-	-	0.092	0.233
0	C-B	678.203	0.255	0.255	-	-	-	-	-	-	0.255	0.255
0	D-A	617.527	-	-	-	0.232	0.092	0.232	-	0.092	-	-
0	D-BC	479.803	0.135	0.135	0.306	0.214	0.085	0.214	-	0.085	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	301.00	100.000
B	ONE HOUR	✓	7.00	100.000
C	ONE HOUR	✓	814.00	100.000
D	ONE HOUR	✓	5.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 0 (for whole period)

		To			
		A	B	C	D
From	A	0.000	5.000	293.000	3.000
	B	4.000	0.000	3.000	0.000
	C	803.000	6.000	0.000	5.000
	D	3.000	0.000	2.000	0.000

Turning Proportions (PCU) - Junction 0 (for whole period)

	To

		A	B	C	D
From	A	0.00	0.02	0.97	0.01
	B	0.57	0.00	0.43	0.00
	C	0.99	0.01	0.00	0.01
	D	0.60	0.00	0.40	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 0 (for whole period)

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

Heavy Vehicle Percentages - Junction 0 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	10.11	0.02	B
A-BCD	0.01	5.12	0.01	A
D-ABC	0.02	11.36	0.02	B
C-ABD	0.02	3.68	0.02	A

- 2030 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 With Development, AM	2030 With Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	8.96	A

Junction Network Options

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

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main St West		Major
B	Development Site (North)		Minor
C	R405 Main St East		Major
D	St. Finian's Way (South)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.70		0.00		2.20	250.00	✓	0.00
C	6.70		0.00		2.20	180.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										33	20
D	One lane	2.75										22	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
0	A-D	718.741	-	-	-	0.270	0.270	0.270	-	0.270	-	-
0	B-AD	485.634	0.086	0.217	-	-	-	0.136	0.310	0.136	0.086	0.217
0	B-C	620.595	0.092	0.233	-	-	-	-	-	-	0.092	0.233
0	C-B	678.203	0.255	0.255	-	-	-	-	-	-	0.255	0.255
0	D-A	617.527	-	-	-	0.232	0.092	0.232	-	0.092	-	-
0	D-BC	479.803	0.135	0.135	0.306	0.214	0.085	0.214	-	0.085	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	866.00	100.000
B	ONE HOUR	✓	16.00	100.000
C	ONE HOUR	✓	296.00	100.000
D	ONE HOUR	✓	11.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 0 (for whole period)

		To			
		A	B	C	D
From	A	0.000	5.000	857.000	4.000
	B	5.000	0.000	11.000	0.000
	C	291.000	3.000	0.000	2.000
	D	3.000	0.000	8.000	0.000

Turning Proportions (PCU) - Junction 0 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.01	0.99	0.00
	B	0.31	0.00	0.69	0.00
	C	0.98	0.01	0.00	0.01
	D	0.27	0.00	0.73	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 0 (for whole period)

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

Heavy Vehicle Percentages - Junction 0 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.05	11.66	0.06	B
A-BCD	0.01	3.51	0.01	A
D-ABC	0.04	11.58	0.04	B
C-ABD	0.01	5.42	0.01	A

- 2030 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 With Development, PM	2030 With Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	6.59	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	85	Stream C-ABD

Arms

Arms

Arm	Name	Description	Arm Type

A	R405 Main St West		Major
B	Development Site (North)		Minor
C	R405 Main St East		Major
D	St. Finian's Way (South)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.70		0.00		2.20	250.00	✓	0.00
C	6.70		0.00		2.20	180.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										33	20
D	One lane	2.75										22	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
0	A-D	718.741	-	-	-	0.270	0.270	0.270	-	0.270	-	-
0	B-AD	485.634	0.086	0.217	-	-	-	0.136	0.310	0.136	0.086	0.217
0	B-C	620.595	0.092	0.233	-	-	-	-	-	-	0.092	0.233
0	C-B	678.203	0.255	0.255	-	-	-	-	-	-	0.255	0.255
0	D-A	617.527	-	-	-	0.232	0.092	0.232	-	0.092	-	-
0	D-BC	479.803	0.135	0.135	0.306	0.214	0.085	0.214	-	0.085	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	322.00	100.000
B	ONE HOUR	✓	7.00	100.000
C	ONE HOUR	✓	864.00	100.000
D	ONE HOUR	✓	5.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 0 (for whole period)

		To			
		A	B	C	D
From	A	0.000	5.000	314.000	3.000
	B	4.000	0.000	3.000	0.000
	C	853.000	6.000	0.000	5.000
	D	3.000	0.000	2.000	0.000

Turning Proportions (PCU) - Junction 0 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.02	0.98	0.01
	B	0.57	0.00	0.43	0.00
	C	0.99	0.01	0.00	0.01
	D	0.60	0.00	0.40	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 0 (for whole period)

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

Heavy Vehicle Percentages - Junction 0 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	10.47	0.02	B
A-BCD	0.01	5.10	0.01	A
D-ABC	0.02	11.93	0.02	B
C-ABD	0.02	3.62	0.02	A

- 2040 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 With Development, AM	2040 With Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	9.07	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	82	Stream B-ACD

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main St West		Major
B	Development Site (North)		Minor
C	R405 Main St East		Major
D	St. Finian's Way (South)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.70		0.00		2.20	250.00	✓	0.00
C	6.70		0.00		2.20	180.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										33	20
D	One lane	2.75										22	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
0	A-D	718.741	-	-	-	0.270	0.270	0.270	-	0.270	-	-
0	B-AD	485.634	0.086	0.217	-	-	-	0.136	0.310	0.136	0.086	0.217
0	B-C	620.595	0.092	0.233	-	-	-	-	-	-	0.092	0.233
0	C-B	678.203	0.255	0.255	-	-	-	-	-	-	0.255	0.255
0	D-A	617.527	-	-	-	0.232	0.092	0.232	-	0.092	-	-
0	D-BC	479.803	0.135	0.135	0.306	0.214	0.085	0.214	-	0.085	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	889.00	100.000
B	ONE HOUR	✓	16.00	100.000
C	ONE HOUR	✓	303.00	100.000
D	ONE HOUR	✓	11.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 0 (for whole period)

		To			
		A	B	C	D
From	A	0.000	5.000	880.000	4.000
	B	5.000	0.000	11.000	0.000
	C	298.000	3.000	0.000	2.000
	D	3.000	0.000	8.000	0.000

Turning Proportions (PCU) - Junction 0 (for whole period)

	To				

		A	B	C	D
From	A	0.00	0.01	0.99	0.00
	B	0.31	0.00	0.69	0.00
	C	0.98	0.01	0.00	0.01
	D	0.27	0.00	0.73	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 0 (for whole period)

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

Heavy Vehicle Percentages - Junction 0 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.06	11.92	0.06	B
A-BCD	0.01	3.48	0.01	A
D-ABC	0.04	11.77	0.04	B
C-ABD	0.01	5.42	0.01	A

- 2040 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 With Development, PM	2040 With Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	6.62	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	81	Stream C-ABD

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main St West		Major
B	Development Site (North)		Minor
C	R405 Main St East		Major
D	St. Finian's Way (South)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.70		0.00		2.20	250.00	✓	0.00
C	6.70		0.00		2.20	180.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										33	20
D	One lane	2.75										22	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
0	A-D	718.741	-	-	-	0.270	0.270	0.270	-	0.270	-	-
0	B-AD	485.634	0.086	0.217	-	-	-	0.136	0.310	0.136	0.086	0.217
0	B-C	620.595	0.092	0.233	-	-	-	-	-	-	0.092	0.233
0	C-B	678.203	0.255	0.255	-	-	-	-	-	-	0.255	0.255
0	D-A	617.527	-	-	-	0.232	0.092	0.232	-	0.092	-	-
0	D-BC	479.803	0.135	0.135	0.306	0.214	0.085	0.214	-	0.085	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	330.00	100.000
B	ONE HOUR	✓	7.00	100.000
C	ONE HOUR	✓	884.00	100.000
D	ONE HOUR	✓	5.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 0 (for whole period)

		To			
		A	B	C	D
From	A	0.000	5.000	322.000	3.000
	B	4.000	0.000	3.000	0.000
	C	873.000	6.000	0.000	5.000
	D	3.000	0.000	2.000	0.000

Turning Proportions (PCU) - Junction 0 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.02	0.98	0.01
	B	0.57	0.00	0.43	0.00
	C	0.99	0.01	0.00	0.01
	D	0.60	0.00	0.40	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 0 (for whole period)

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

Heavy Vehicle Percentages - Junction 0 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	10.62	0.02	B
A-BCD	0.01	5.10	0.01	A
D-ABC	0.02	12.18	0.02	B
C-ABD	0.02	3.60	0.02	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]

Filename: D098 J1 PICADY Model 20221115.arc8
Path: J:\D_JOBS\Job-D098\B_Documents\Civil\A_CS Reports\Transport\Modelling
Report generation date: 09/12/2022 10:46:49

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
	- 2022 Baseline							
Stream B-ACD	0.02	8.62	0.02	229 % [Stream D-ABC]	0.00	0.00	0.00	392 % [Stream D-ABC]
Stream A-BCD	0.01	5.57	0.01		0.04	5.10	0.03	
Stream D-ABC	0.16	9.46	0.14		0.07	8.78	0.06	
Stream C-ABD	0.00	4.36	0.00		0.01	4.88	0.01	
	- 2025 No Development							
Stream B-ACD	0.06	8.40	0.06	181 % [Stream D-ABC]	0.02	6.90	0.02	283 % [Stream D-ABC]
Stream A-BCD	0.02	5.50	0.01		0.05	4.91	0.04	
Stream D-ABC	0.18	10.13	0.15		0.07	9.43	0.07	
Stream C-ABD	0.02	4.28	0.02		0.03	4.84	0.02	
	- 2025 With Development							
Stream B-ACD	0.06	8.41	0.06	180 % [Stream D-ABC]	0.02	6.91	0.02	282 % [Stream D-ABC]
Stream A-BCD	0.02	5.49	0.01		0.05	4.90	0.04	
Stream D-ABC	0.18	10.16	0.15		0.07	9.44	0.07	
Stream C-ABD	0.02	4.27	0.02		0.03	4.84	0.02	
	- 2030 No Development							
Stream B-ACD	0.06	8.53	0.06	162 % [Stream D-ABC]	0.02	6.97	0.02	263 % [Stream D-ABC]
Stream A-BCD	0.02	5.50	0.02		0.06	4.87	0.04	
Stream D-ABC	0.20	10.52	0.17		0.08	9.54	0.08	
Stream C-ABD	0.02	4.23	0.02		0.03	4.83	0.02	
	- 2030 With Development							
Stream B-ACD	0.06	8.54	0.06	161 % [Stream D-ABC]	0.02	6.98	0.02	262 % [Stream D-ABC]
Stream A-BCD	0.02	5.50	0.02		0.06	4.87	0.04	
Stream D-ABC	0.20	10.55	0.17		0.08	9.55	0.08	
Stream C-ABD	0.02	4.23	0.02		0.03	4.83	0.02	
	- 2040 No Development							

Stream B-ACD	0.06	8.57	0.06		0.02	7.00	0.02	
Stream A-BCD	0.02	5.49	0.02	157 %	0.06	4.86	0.04	254 %
Stream D-ABC	0.20	10.66	0.17	[Stream D-ABC]	0.09	9.64	0.08	[Stream D-ABC]
Stream C-ABD	0.02	4.22	0.02		0.03	4.83	0.02	
	- 2040 With Development							
Stream B-ACD	0.06	8.59	0.06		0.02	7.01	0.02	
Stream A-BCD	0.02	5.49	0.02	156 %	0.06	4.86	0.04	253 %
Stream D-ABC	0.20	10.69	0.17	[Stream D-ABC]	0.09	9.65	0.08	[Stream D-ABC]
Stream C-ABD	0.02	4.22	0.02		0.03	4.83	0.02	

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

"D1 - 2022 Baseline, AM " model duration: 07:15 - 08:45
"D2 - 2022 Baseline, PM" model duration: 16:30 - 18:00
"D3 - 2025 No Development, AM" model duration: 07:15 - 08:45
"D4 - 2025 No Development, PM" model duration: 16:30 - 18:00
"D5 - 2025 With Development, AM" model duration: 07:15 - 08:45
"D6 - 2025 With Development, PM" model duration: 16:30 - 18:00
"D7 - 2030 No Development, AM" model duration: 07:15 - 08:45
"D8 - 2030 No Development, PM" model duration: 16:30 - 18:00
"D9 - 2030 With Development, AM" model duration: 07:15 - 08:45
"D10 - 2030 With Development, PM" model duration: 16:30 - 18:00
"D11 - 2040 No Development, AM" model duration: 07:15 - 08:45
"D12 - 2040 No Development, PM" model duration: 16:30 - 18:00
"D13 - 2040 With Development, AM" model duration: 07:15 - 08:45
"D14 - 2040 With Development, PM" model duration: 16:30 - 18:00

Run using Junctions 8.0.3.332 at 09/12/2022 10:46:41

File summary

File Description

Title	Newcastle
Location	
Site Number	1
Date	15/11/2022
Version	
Status	
Identifier	
Client	
Jobnumber	D098
Enumerator	GF
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	RFC	0.90	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

- 2022 Baseline, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Baseline, AM	2022 Baseline	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	8.78	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	229	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm Type
A	R120 Peamount Rd North		Major
B	Cornerpark Rise (East)		Minor
C	R120 Peamount Rd South		Major
D	Newcastle Glebe (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.60		0.00		2.20	120.00	✓	0.00
C	6.60		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	30
D	One lane	2.75										26	19

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	643.457	-	-	-	0.243	0.243	0.243	-	0.243	-	-
1	B-AD	498.483	0.088	0.224	-	-	-	0.141	0.319	0.141	0.088	0.224
1	B-C	642.823	0.096	0.243	-	-	-	-	-	-	0.096	0.243
1	C-B	718.741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
1	D-A	619.982	-	-	-	0.234	0.093	0.234	-	0.093	-	-
1	D-BC	482.963	0.136	0.136	0.309	0.217	0.086	0.217	-	0.086	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	136.00	100.000
B	ONE HOUR	✓	8.00	100.000
C	ONE HOUR	✓	313.00	100.000
D	ONE HOUR	✓	55.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	0.000	130.000	6.000
	B	7.000	0.000	1.000	0.000
	C	288.000	2.000	0.000	23.000
	D	23.000	0.000	32.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.00	0.96	0.04
	B	0.88	0.00	0.13	0.00
	C	0.92	0.01	0.00	0.07
	D	0.42	0.00	0.58	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	8.62	0.02	A
A-BCD	0.01	5.57	0.01	A
D-ABC	0.14	9.46	0.16	A
C-ABD	0.00	4.36	0.00	A

- 2022 Baseline, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Baseline, PM	2022 Baseline	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	6.81	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	392	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm Type
A	R120 Peamount Rd North		Major
B	Cornerpark Rise (East)		Minor
C	R120 Peamount Rd South		Major
D	Newcastle Glebe (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.60		0.00		2.20	120.00	✓	0.00
C	6.60		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	30
D	One lane	2.75										26	19

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	643.457	-	-	-	0.243	0.243	0.243	-	0.243	-	-
1	B-AD	498.483	0.088	0.224	-	-	-	0.141	0.319	0.141	0.088	0.224
1	B-C	642.823	0.096	0.243	-	-	-	-	-	-	0.096	0.243
1	C-B	718.741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
1	D-A	619.982	-	-	-	0.234	0.093	0.234	-	0.093	-	-
1	D-BC	482.963	0.136	0.136	0.309	0.217	0.086	0.217	-	0.086	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	232.00	100.000
B	ONE HOUR	✓	2.00	100.000
C	ONE HOUR	✓	159.00	100.000
D	ONE HOUR	✓	25.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	1.000	215.000	16.000
	B	0.000	0.000	2.000	0.000
	C	131.000	5.000	0.000	23.000
	D	5.000	0.000	20.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.00	0.93	0.07
	B	0.00	0.00	1.00	0.00
	C	0.82	0.03	0.00	0.14
	D	0.20	0.00	0.80	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.00	A
A-BCD	0.03	5.10	0.04	A
D-ABC	0.06	8.78	0.07	A
C-ABD	0.01	4.88	0.01	A

- 2025 No Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 No Development, AM	2025 No Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	8.63	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	181	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm Type
A	R120 Peamount Rd North		Major
B	Cornerpark Rise (East)		Minor
C	R120 Peamount Rd South		Major
D	Newcastle Glebe (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.60		0.00		2.20	120.00	✓	0.00
C	6.60		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	30
D	One lane	2.75										26	19

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	643.457	-	-	-	0.243	0.243	0.243	-	0.243	-	-
1	B-AD	498.483	0.088	0.224	-	-	-	0.141	0.319	0.141	0.088	0.224
1	B-C	642.823	0.096	0.243	-	-	-	-	-	-	0.096	0.243
1	C-B	718.741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
1	D-A	619.982	-	-	-	0.234	0.093	0.234	-	0.093	-	-
1	D-BC	482.963	0.136	0.136	0.309	0.217	0.086	0.217	-	0.086	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	180.00	100.000
B	ONE HOUR	✓	23.00	100.000
C	ONE HOUR	✓	387.00	100.000
D	ONE HOUR	✓	57.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	2.000	172.000	6.000
	B	13.000	0.000	10.000	0.000
	C	355.000	8.000	0.000	24.000
	D	24.000	0.000	33.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.01	0.96	0.03
	B	0.57	0.00	0.43	0.00
	C	0.92	0.02	0.00	0.06
	D	0.42	0.00	0.58	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.06	8.40	0.06	A
A-BCD	0.01	5.50	0.02	A
D-ABC	0.15	10.13	0.18	B
C-ABD	0.02	4.28	0.02	A

- 2025 No Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 No Development, PM	2025 No Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	6.69	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	283	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm Type
A	R120 Peamount Rd North		Major
B	Cornerpark Rise (East)		Minor
C	R120 Peamount Rd South		Major
D	Newcastle Glebe (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.60		0.00		2.20	120.00	✓	0.00
C	6.60		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	30
D	One lane	2.75										26	19

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	643.457	-	-	-	0.243	0.243	0.243	-	0.243	-	-
1	B-AD	498.483	0.088	0.224	-	-	-	0.141	0.319	0.141	0.088	0.224
1	B-C	642.823	0.096	0.243	-	-	-	-	-	-	0.096	0.243
1	C-B	718.741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
1	D-A	619.982	-	-	-	0.234	0.093	0.234	-	0.093	-	-
1	D-BC	482.963	0.136	0.136	0.309	0.217	0.086	0.217	-	0.086	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	316.00	100.000
B	ONE HOUR	✓	9.00	100.000
C	ONE HOUR	✓	223.00	100.000
D	ONE HOUR	✓	26.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	5.000	294.000	17.000
	B	1.000	0.000	8.000	0.000
	C	188.000	11.000	0.000	24.000
	D	5.000	0.000	21.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.02	0.93	0.05
	B	0.11	0.00	0.89	0.00
	C	0.84	0.05	0.00	0.11
	D	0.19	0.00	0.81	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	6.90	0.02	A
A-BCD	0.04	4.91	0.05	A
D-ABC	0.07	9.43	0.07	A
C-ABD	0.02	4.84	0.03	A

- 2025 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 With Development, AM	2025 With Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	8.65	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	180	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm Type
A	R120 Peamount Rd North		Major
B	Cornerpark Rise (East)		Minor
C	R120 Peamount Rd South		Major
D	Newcastle Glebe (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.60		0.00		2.20	120.00	✓	0.00
C	6.60		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	30
D	One lane	2.75										26	19

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	643.457	-	-	-	0.243	0.243	0.243	-	0.243	-	-
1	B-AD	498.483	0.088	0.224	-	-	-	0.141	0.319	0.141	0.088	0.224
1	B-C	642.823	0.096	0.243	-	-	-	-	-	-	0.096	0.243
1	C-B	718.741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
1	D-A	619.982	-	-	-	0.234	0.093	0.234	-	0.093	-	-
1	D-BC	482.963	0.136	0.136	0.309	0.217	0.086	0.217	-	0.086	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	181.00	100.000
B	ONE HOUR	✓	23.00	100.000
C	ONE HOUR	✓	390.00	100.000
D	ONE HOUR	✓	57.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	2.000	173.000	6.000
	B	13.000	0.000	10.000	0.000
	C	358.000	8.000	0.000	24.000
	D	24.000	0.000	33.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.01	0.96	0.03
	B	0.57	0.00	0.43	0.00
	C	0.92	0.02	0.00	0.06
	D	0.42	0.00	0.58	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.06	8.41	0.06	A
A-BCD	0.01	5.49	0.02	A
D-ABC	0.15	10.16	0.18	B
C-ABD	0.02	4.27	0.02	A

- 2025 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 With Development, PM	2025 With Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	6.69	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	282	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm Type
A	R120 Peamount Rd North		Major
B	Cornerpark Rise (East)		Minor
C	R120 Peamount Rd South		Major
D	Newcastle Glebe (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.60		0.00		2.20	120.00	✓	0.00
C	6.60		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	30
D	One lane	2.75										26	19

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	643.457	-	-	-	0.243	0.243	0.243	-	0.243	-	-
1	B-AD	498.483	0.088	0.224	-	-	-	0.141	0.319	0.141	0.088	0.224
1	B-C	642.823	0.096	0.243	-	-	-	-	-	-	0.096	0.243
1	C-B	718.741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
1	D-A	619.982	-	-	-	0.234	0.093	0.234	-	0.093	-	-
1	D-BC	482.963	0.136	0.136	0.309	0.217	0.086	0.217	-	0.086	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	317.00	100.000
B	ONE HOUR	✓	9.00	100.000
C	ONE HOUR	✓	224.00	100.000
D	ONE HOUR	✓	26.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	5.000	295.000	17.000
	B	1.000	0.000	8.000	0.000
	C	189.000	11.000	0.000	24.000
	D	5.000	0.000	21.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.02	0.93	0.05
	B	0.11	0.00	0.89	0.00
	C	0.84	0.05	0.00	0.11
	D	0.19	0.00	0.81	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	6.91	0.02	A
A-BCD	0.04	4.90	0.05	A
D-ABC	0.07	9.44	0.07	A
C-ABD	0.02	4.84	0.03	A

- 2030 No Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 No Development, AM	2030 No Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	8.89	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	162	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm Type
A	R120 Peamount Rd North		Major
B	Cornerpark Rise (East)		Minor
C	R120 Peamount Rd South		Major
D	Newcastle Glebe (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.60		0.00		2.20	120.00	✓	0.00
C	6.60		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	30
D	One lane	2.75										26	19

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	643.457	-	-	-	0.243	0.243	0.243	-	0.243	-	-
1	B-AD	498.483	0.088	0.224	-	-	-	0.141	0.319	0.141	0.088	0.224
1	B-C	642.823	0.096	0.243	-	-	-	-	-	-	0.096	0.243
1	C-B	718.741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
1	D-A	619.982	-	-	-	0.234	0.093	0.234	-	0.093	-	-
1	D-BC	482.963	0.136	0.136	0.309	0.217	0.086	0.217	-	0.086	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	191.00	100.000
B	ONE HOUR	✓	23.00	100.000
C	ONE HOUR	✓	412.00	100.000
D	ONE HOUR	✓	62.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	2.000	182.000	7.000
	B	13.000	0.000	10.000	0.000
	C	378.000	8.000	0.000	26.000
	D	26.000	0.000	36.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.01	0.95	0.04
	B	0.57	0.00	0.43	0.00
	C	0.92	0.02	0.00	0.06
	D	0.42	0.00	0.58	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.06	8.53	0.06	A
A-BCD	0.02	5.50	0.02	A
D-ABC	0.17	10.52	0.20	B
C-ABD	0.02	4.23	0.02	A

- 2030 No Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 No Development, PM	2030 No Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	6.70	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	263	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm Type
A	R120 Peamount Rd North		Major
B	Cornerpark Rise (East)		Minor
C	R120 Peamount Rd South		Major
D	Newcastle Glebe (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.60		0.00		2.20	120.00	✓	0.00
C	6.60		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	30
D	One lane	2.75										26	19

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	643.457	-	-	-	0.243	0.243	0.243	-	0.243	-	-
1	B-AD	498.483	0.088	0.224	-	-	-	0.141	0.319	0.141	0.088	0.224
1	B-C	642.823	0.096	0.243	-	-	-	-	-	-	0.096	0.243
1	C-B	718.741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
1	D-A	619.982	-	-	-	0.234	0.093	0.234	-	0.093	-	-
1	D-BC	482.963	0.136	0.136	0.309	0.217	0.086	0.217	-	0.086	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	334.00	100.000
B	ONE HOUR	✓	9.00	100.000
C	ONE HOUR	✓	236.00	100.000
D	ONE HOUR	✓	28.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	5.000	311.000	18.000
	B	1.000	0.000	8.000	0.000
	C	198.000	12.000	0.000	26.000
	D	6.000	0.000	22.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.01	0.93	0.05
	B	0.11	0.00	0.89	0.00
	C	0.84	0.05	0.00	0.11
	D	0.21	0.00	0.79	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	6.97	0.02	A
A-BCD	0.04	4.87	0.06	A
D-ABC	0.08	9.54	0.08	A
C-ABD	0.02	4.83	0.03	A

- 2030 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 With Development, AM	2030 With Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	8.91	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	161	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm Type
A	R120 Peamount Rd North		Major
B	Cornerpark Rise (East)		Minor
C	R120 Peamount Rd South		Major
D	Newcastle Glebe (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.60		0.00		2.20	120.00	✓	0.00
C	6.60		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	30
D	One lane	2.75										26	19

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	643.457	-	-	-	0.243	0.243	0.243	-	0.243	-	-
1	B-AD	498.483	0.088	0.224	-	-	-	0.141	0.319	0.141	0.088	0.224
1	B-C	642.823	0.096	0.243	-	-	-	-	-	-	0.096	0.243
1	C-B	718.741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
1	D-A	619.982	-	-	-	0.234	0.093	0.234	-	0.093	-	-
1	D-BC	482.963	0.136	0.136	0.309	0.217	0.086	0.217	-	0.086	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	192.00	100.000
B	ONE HOUR	✓	23.00	100.000
C	ONE HOUR	✓	415.00	100.000
D	ONE HOUR	✓	62.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	2.000	183.000	7.000
	B	13.000	0.000	10.000	0.000
	C	381.000	8.000	0.000	26.000
	D	26.000	0.000	36.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.01	0.95	0.04
	B	0.57	0.00	0.43	0.00
	C	0.92	0.02	0.00	0.06
	D	0.42	0.00	0.58	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.06	8.54	0.06	A
A-BCD	0.02	5.50	0.02	A
D-ABC	0.17	10.55	0.20	B
C-ABD	0.02	4.23	0.02	A

- 2030 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 With Development, PM	2030 With Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	6.71	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	262	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm Type
A	R120 Peamount Rd North		Major
B	Cornerpark Rise (East)		Minor
C	R120 Peamount Rd South		Major
D	Newcastle Glebe (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.60		0.00		2.20	120.00	✓	0.00
C	6.60		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	30
D	One lane	2.75										26	19

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	643.457	-	-	-	0.243	0.243	0.243	-	0.243	-	-
1	B-AD	498.483	0.088	0.224	-	-	-	0.141	0.319	0.141	0.088	0.224
1	B-C	642.823	0.096	0.243	-	-	-	-	-	-	0.096	0.243
1	C-B	718.741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
1	D-A	619.982	-	-	-	0.234	0.093	0.234	-	0.093	-	-
1	D-BC	482.963	0.136	0.136	0.309	0.217	0.086	0.217	-	0.086	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	335.00	100.000
B	ONE HOUR	✓	9.00	100.000
C	ONE HOUR	✓	237.00	100.000
D	ONE HOUR	✓	28.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	5.000	312.000	18.000
	B	1.000	0.000	8.000	0.000
	C	199.000	12.000	0.000	26.000
	D	6.000	0.000	22.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.01	0.93	0.05
	B	0.11	0.00	0.89	0.00
	C	0.84	0.05	0.00	0.11
	D	0.21	0.00	0.79	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	6.98	0.02	A
A-BCD	0.04	4.87	0.06	A
D-ABC	0.08	9.55	0.08	A
C-ABD	0.02	4.83	0.03	A

- 2040 No Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 No Development, AM	2040 No Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	8.99	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	157	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm Type
A	R120 Peamount Rd North		Major
B	Cornerpark Rise (East)		Minor
C	R120 Peamount Rd South		Major
D	Newcastle Glebe (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.60		0.00		2.20	120.00	✓	0.00
C	6.60		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	30
D	One lane	2.75										26	19

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	643.457	-	-	-	0.243	0.243	0.243	-	0.243	-	-
1	B-AD	498.483	0.088	0.224	-	-	-	0.141	0.319	0.141	0.088	0.224
1	B-C	642.823	0.096	0.243	-	-	-	-	-	-	0.096	0.243
1	C-B	718.741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
1	D-A	619.982	-	-	-	0.234	0.093	0.234	-	0.093	-	-
1	D-BC	482.963	0.136	0.136	0.309	0.217	0.086	0.217	-	0.086	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	195.00	100.000
B	ONE HOUR	✓	23.00	100.000
C	ONE HOUR	✓	420.00	100.000
D	ONE HOUR	✓	63.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	2.000	186.000	7.000
	B	13.000	0.000	10.000	0.000
	C	386.000	8.000	0.000	26.000
	D	26.000	0.000	37.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.01	0.95	0.04
	B	0.57	0.00	0.43	0.00
	C	0.92	0.02	0.00	0.06
	D	0.41	0.00	0.59	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.06	8.57	0.06	A
A-BCD	0.02	5.49	0.02	A
D-ABC	0.17	10.66	0.20	B
C-ABD	0.02	4.22	0.02	A

- 2040 No Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 No Development, PM	2040 No Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	6.76	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	254	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm Type
A	R120 Peamount Rd North		Major
B	Cornerpark Rise (East)		Minor
C	R120 Peamount Rd South		Major
D	Newcastle Glebe (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.60		0.00		2.20	120.00	✓	0.00
C	6.60		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	30
D	One lane	2.75										26	19

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	643.457	-	-	-	0.243	0.243	0.243	-	0.243	-	-
1	B-AD	498.483	0.088	0.224	-	-	-	0.141	0.319	0.141	0.088	0.224
1	B-C	642.823	0.096	0.243	-	-	-	-	-	-	0.096	0.243
1	C-B	718.741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
1	D-A	619.982	-	-	-	0.234	0.093	0.234	-	0.093	-	-
1	D-BC	482.963	0.136	0.136	0.309	0.217	0.086	0.217	-	0.086	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	340.00	100.000
B	ONE HOUR	✓	9.00	100.000
C	ONE HOUR	✓	240.00	100.000
D	ONE HOUR	✓	29.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	5.000	317.000	18.000
	B	1.000	0.000	8.000	0.000
	C	202.000	12.000	0.000	26.000
	D	6.000	0.000	23.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.01	0.93	0.05
	B	0.11	0.00	0.89	0.00
	C	0.84	0.05	0.00	0.11
	D	0.21	0.00	0.79	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	7.00	0.02	A
A-BCD	0.04	4.86	0.06	A
D-ABC	0.08	9.64	0.09	A
C-ABD	0.02	4.83	0.03	A

- 2040 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 With Development, AM	2040 With Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	9.00	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	156	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm Type
A	R120 Peamount Rd North		Major
B	Cornerpark Rise (East)		Minor
C	R120 Peamount Rd South		Major
D	Newcastle Glebe (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.60		0.00		2.20	120.00	✓	0.00
C	6.60		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	30
D	One lane	2.75										26	19

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	643.457	-	-	-	0.243	0.243	0.243	-	0.243	-	-
1	B-AD	498.483	0.088	0.224	-	-	-	0.141	0.319	0.141	0.088	0.224
1	B-C	642.823	0.096	0.243	-	-	-	-	-	-	0.096	0.243
1	C-B	718.741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
1	D-A	619.982	-	-	-	0.234	0.093	0.234	-	0.093	-	-
1	D-BC	482.963	0.136	0.136	0.309	0.217	0.086	0.217	-	0.086	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	196.00	100.000
B	ONE HOUR	✓	23.00	100.000
C	ONE HOUR	✓	423.00	100.000
D	ONE HOUR	✓	63.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	2.000	187.000	7.000
	B	13.000	0.000	10.000	0.000
	C	389.000	8.000	0.000	26.000
	D	26.000	0.000	37.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.01	0.95	0.04
	B	0.57	0.00	0.43	0.00
	C	0.92	0.02	0.00	0.06
	D	0.41	0.00	0.59	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.06	8.59	0.06	A
A-BCD	0.02	5.49	0.02	A
D-ABC	0.17	10.69	0.20	B
C-ABD	0.02	4.22	0.02	A

- 2040 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 With Development, PM	2040 With Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	6.77	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	253	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm Type
A	R120 Peamount Rd North		Major
B	Cornerpark Rise (East)		Minor
C	R120 Peamount Rd South		Major
D	Newcastle Glebe (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.60		0.00		2.20	120.00	✓	0.00
C	6.60		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	30
D	One lane	2.75										26	19

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	643.457	-	-	-	0.243	0.243	0.243	-	0.243	-	-
1	B-AD	498.483	0.088	0.224	-	-	-	0.141	0.319	0.141	0.088	0.224
1	B-C	642.823	0.096	0.243	-	-	-	-	-	-	0.096	0.243
1	C-B	718.741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
1	D-A	619.982	-	-	-	0.234	0.093	0.234	-	0.093	-	-
1	D-BC	482.963	0.136	0.136	0.309	0.217	0.086	0.217	-	0.086	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	341.00	100.000
B	ONE HOUR	✓	9.00	100.000
C	ONE HOUR	✓	241.00	100.000
D	ONE HOUR	✓	29.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	5.000	318.000	18.000
	B	1.000	0.000	8.000	0.000
	C	203.000	12.000	0.000	26.000
	D	6.000	0.000	23.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.01	0.93	0.05
	B	0.11	0.00	0.89	0.00
	C	0.84	0.05	0.00	0.11
	D	0.21	0.00	0.79	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	7.01	0.02	A
A-BCD	0.04	4.86	0.06	A
D-ABC	0.08	9.65	0.09	A
C-ABD	0.02	4.83	0.03	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]

Filename: D098 J2 PICADY Model 20221115.arc8
Path: J:\D_JOBS\Job-D098\B_Documents\Civil\A_CS Reports\Transport\Modelling
Report generation date: 09/12/2022 10:56:54

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
	- 2022 Baseline							
Stream B-C	0.33	9.48	0.25	70 % [Stream B-C]	0.31	8.92	0.24	54 % [Stream B-A]
Stream B-A	0.24	15.72	0.20		0.66	16.72	0.40	
Stream C-AB	0.51	7.97	0.28		0.62	4.92	0.25	
	- 2025 No Development							
Stream B-C	0.62	12.81	0.39	34 % [Stream B-C]	0.71	13.04	0.42	20 % [Stream B-A]
Stream B-A	0.41	23.02	0.29		1.30	29.00	0.57	
Stream C-AB	1.17	10.90	0.46		1.58	6.22	0.46	
	- 2025 With Development							
Stream B-C	0.63	13.00	0.39	33 % [Stream B-A]	0.72	13.21	0.42	20 % [Stream B-A]
Stream B-A	0.42	23.52	0.30		1.33	29.58	0.58	
Stream C-AB	1.19	10.99	0.47		1.60	6.24	0.46	
	- 2030 No Development							
Stream B-C	0.73	14.39	0.43	26 % [Stream B-C]	0.89	15.68	0.48	14 % [Stream B-A]
Stream B-A	0.50	26.76	0.34		1.73	36.70	0.65	
Stream C-AB	1.44	12.00	0.51		1.96	6.74	0.51	
	- 2030 With Development							
Stream B-C	0.75	14.65	0.43	25 % [Stream B-C]	0.91	15.99	0.48	13 % [Stream B-A]
Stream B-A	0.53	27.47	0.35		1.78	37.64	0.65	
Stream C-AB	1.47	12.13	0.51		2.00	6.77	0.51	
	- 2040 No Development							
Stream B-C	0.78	15.07	0.44	24 % [Stream B-A]	1.01	17.36	0.51	11 % [Stream B-A]
Stream B-A	0.54	28.45	0.36		1.98	41.15	0.68	
Stream C-AB	1.56	12.52	0.53		2.15	6.99	0.53	
	- 2040 With Development							
Stream B-C	0.80	15.36	0.45	22 % [Stream B-C]	1.03	17.79	0.51	10 % [Stream B-A]
Stream B-A	0.57	29.26	0.37		2.04	42.34	0.69	
Stream C-AB	1.59	12.66	0.53		2.19	7.02	0.54	

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

"D1 - 2022 Baseline, AM" model duration: 07:15 - 08:45
"D2 - 2022 Baseline, PM" model duration: 16:30 - 18:00
"D3 - 2025 No Development, AM" model duration: 07:15 - 08:45
"D4 - 2025 No Development, PM" model duration: 16:30 - 18:00

"D5 - 2025 With Development, AM" model duration: 07:15 - 08:45
"D6 - 2025 With Development, PM" model duration: 16:30 - 18:00
"D7 - 2030 No Development, AM" model duration: 07:15 - 08:45
"D8 - 2030 No Development, PM" model duration: 16:30 - 18:00
"D9 - 2030 With Development, AM" model duration: 07:15 - 08:45
"D10 - 2030 With Development, PM" model duration: 16:30 - 18:00
"D11 - 2040 No Development, AM" model duration: 07:15 - 08:45
"D12 - 2040 No Development, PM" model duration: 16:30 - 18:00
"D13 - 2040 With Development, AM" model duration: 07:15 - 08:45
"D14 - 2040 With Development, PM" model duration: 16:30 - 18:00

Run using Junctions 8.0.3.332 at 09/12/2022 10:56:49

File summary

File Description

Title	Newcastle
Location	
Site Number	2
Date	15/11/2022
Version	
Status	
Identifier	
Client	
Jobnumber	D098
Enumerator	GF
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	RFC	0.90	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

- 2022 Baseline, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Baseline, AM	2022 Baseline	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	9.79	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	70	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main Street (West)		Major
B	R120 Peamount Rd (North)		Minor
C	R120 Main Street (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.60		0.00		2.20	190.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	4.60	4.10	4.10	✓	2.00	50	33

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	495.818	0.084	0.212	0.134	0.303
2	B-C	712.174	0.102	0.257	-	-
2	C-B	683.994	0.247	0.247	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	751.00	100.000
B	ONE HOUR	✓	166.00	100.000
C	ONE HOUR	✓	287.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	200.000	551.000
	B	51.000	0.000	115.000
	C	180.000	107.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.27	0.73
	B	0.31	0.00	0.69
	C	0.63	0.37	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

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

Heavy Vehicle Percentages - Junction 2 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	9.48	0.33	A
B-A	0.20	15.72	0.24	C
C-AB	0.28	7.97	0.51	A

- 2022 Baseline, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Baseline, PM	2022 Baseline	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	9.42	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	54	Stream B-A

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main Street (West)		Major
B	R120 Peamount Rd (North)		Minor
C	R120 Main Street (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.60		0.00		2.20	190.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	4.60	4.10	4.10	✓	2.00	50	33

Pedestrian Crossings

Arm	Crossing Type

A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	535.316	0.091	0.229	0.144	0.328
2	B-C	662.247	0.094	0.239	-	-
2	C-B	683.994	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	270.00	100.000
B	ONE HOUR	✓	246.00	100.000
C	ONE HOUR	✓	611.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	69.000	201.000
	B	131.000	0.000	115.000
	C	514.000	97.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.53	0.00	0.47
	C	0.84	0.16	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

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

Heavy Vehicle Percentages - Junction 2 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	8.92	0.31	A
B-A	0.40	16.72	0.66	C
C-AB	0.25	4.92	0.62	A

- 2025 No Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 No Development, AM	2025 No Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	13.13	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	34	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main Street (West)		Major
B	R120 Peamount Rd (North)		Minor
C	R120 Main Street (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.60		0.00		2.20	190.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	4.60	4.10	4.10	✓	2.00	50	33

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	489.187	0.083	0.210	0.132	0.299
2	B-C	720.556	0.103	0.260	-	-
2	C-B	683.994	0.247	0.247	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	915.00	100.000
B	ONE HOUR	✓	219.00	100.000
C	ONE HOUR	✓	375.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	224.000	691.000
	B	59.000	0.000	160.000
	C	217.000	158.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.24	0.76
	B	0.27	0.00	0.73
	C	0.58	0.42	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

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

Heavy Vehicle Percentages - Junction 2 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.39	12.81	0.62	B
B-A	0.29	23.02	0.41	C
C-AB	0.46	10.90	1.17	B

- 2025 No Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 No Development, PM	2025 No Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	12.78	B

Junction Network Options

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

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main Street (West)		Major
B	R120 Peamount Rd (North)		Minor
C	R120 Main Street (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.60		0.00		2.20	190.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	4.60	4.10	4.10	✓	2.00	50	33

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	521.694	0.088	0.223	0.141	0.319
2	B-C	679.467	0.097	0.245	-	-
2	C-B	683.994	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	334.00	100.000
B	ONE HOUR	✓	332.00	100.000
C	ONE HOUR	✓	806.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	82.000	252.000
	B	151.000	0.000	181.000
	C	658.000	148.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.45	0.00	0.55
	C	0.82	0.18	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

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

Heavy Vehicle Percentages - Junction 2 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.42	13.04	0.71	B
B-A	0.57	29.00	1.30	D
C-AB	0.46	6.22	1.58	A

- 2025 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 With Development, AM	2025 With Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	13.33	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	33	Stream B-A

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main Street (West)		Major

B	R120 Peamount Rd (North)		Minor
C	R120 Main Street (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.60		0.00		2.20	190.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	4.60	4.10	4.10	✓	2.00	50	33

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	489.769	0.083	0.210	0.132	0.300
2	B-C	719.820	0.103	0.259	-	-
2	C-B	683.994	0.247	0.247	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	926.00	100.000
B	ONE HOUR	✓	220.00	100.000
C	ONE HOUR	✓	377.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	227.000	699.000
	B	60.000	0.000	160.000
	C	219.000	158.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.27	0.00	0.73
	C	0.58	0.42	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

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

Heavy Vehicle Percentages - Junction 2 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.39	13.00	0.63	B
B-A	0.30	23.52	0.42	C
C-AB	0.47	10.99	1.19	B

- 2025 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 With Development, PM	2025 With Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	12.94	B

Junction Network Options

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

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main Street (West)		Major
B	R120 Peamount Rd (North)		Minor
C	R120 Main Street (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.60		0.00		2.20	190.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	4.60	4.10	4.10	✓	2.00	50	33

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for	Slope for	Slope for	Slope for

			A-B	A-C	C-A	C-B
2	B-A	521.981	0.088	0.224	0.141	0.319
2	B-C	679.104	0.097	0.245	-	-
2	C-B	683.994	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	337.00	100.000
B	ONE HOUR	✓	333.00	100.000
C	ONE HOUR	✓	811.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	83.000	254.000
	B	152.000	0.000	181.000
	C	663.000	148.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.46	0.00	0.54
	C	0.82	0.18	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

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

Heavy Vehicle Percentages - Junction 2 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.42	13.21	0.72	B
B-A	0.58	29.58	1.33	D
C-AB	0.46	6.24	1.60	A

- 2030 No Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 No Development, AM	2030 No Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	14.72	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	26	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main Street (West)		Major
B	R120 Peamount Rd (North)		Minor

C	R120 Main Street (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.60		0.00		2.20	190.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	4.60	4.10	4.10	✓	2.00	50	33

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	489.563	0.083	0.210	0.132	0.300
2	B-C	720.081	0.103	0.260	-	-
2	C-B	683.994	0.247	0.247	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	974.00	100.000
B	ONE HOUR	✓	232.00	100.000
C	ONE HOUR	✓	397.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	240.000	734.000
	B	63.000	0.000	169.000
	C	231.000	166.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.27	0.00	0.73
	C	0.58	0.42	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

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

Heavy Vehicle Percentages - Junction 2 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.43	14.39	0.73	B
B-A	0.34	26.76	0.50	D
C-AB	0.51	12.00	1.44	B

- 2030 No Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 No Development, PM	2030 No Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	15.11	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	14	Stream B-A

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main Street (West)		Major
B	R120 Peamount Rd (North)		Minor
C	R120 Main Street (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.60		0.00		2.20	190.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	4.60	4.10	4.10	✓	2.00	50	33

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for	Slope for	Slope for	Slope for

			A-B	A-C	C-A	C-B
2	B-A	522.372	0.089	0.224	0.141	0.320
2	B-C	678.609	0.097	0.245	-	-
2	C-B	683.994	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	355.00	100.000
B	ONE HOUR	✓	351.00	100.000
C	ONE HOUR	✓	853.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	88.000	267.000
	B	161.000	0.000	190.000
	C	697.000	156.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.46	0.00	0.54
	C	0.82	0.18	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

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

Heavy Vehicle Percentages - Junction 2 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.48	15.68	0.89	C
B-A	0.65	36.70	1.73	E
C-AB	0.51	6.74	1.96	A

- 2030 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 With Development, AM	2030 With Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	14.99	B

Junction Network Options

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

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main Street (West)		Major
B	R120 Peamount Rd (North)		Minor

C	R120 Main Street (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.60		0.00		2.20	190.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	4.60	4.10	4.10	✓	2.00	50	33

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	490.111	0.083	0.210	0.132	0.300
2	B-C	719.388	0.103	0.259	-	-
2	C-B	683.994	0.247	0.247	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	985.00	100.000
B	ONE HOUR	✓	233.00	100.000
C	ONE HOUR	✓	399.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	243.000	742.000
	B	64.000	0.000	169.000
	C	233.000	166.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.27	0.00	0.73
	C	0.58	0.42	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

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

Heavy Vehicle Percentages - Junction 2 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.43	14.65	0.75	B
B-A	0.35	27.47	0.53	D
C-AB	0.51	12.13	1.47	B

- 2030 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 With Development, PM	2030 With Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	15.36	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	13	Stream B-A

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main Street (West)		Major
B	R120 Peamount Rd (North)		Minor
C	R120 Main Street (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.60		0.00		2.20	190.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	4.60	4.10	4.10	✓	2.00	50	33

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for	Slope for	Slope for	Slope for

			A-B	A-C	C-A	C-B
2	B-A	522.642	0.089	0.224	0.141	0.320
2	B-C	678.268	0.097	0.245	-	-
2	C-B	683.994	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	358.00	100.000
B	ONE HOUR	✓	352.00	100.000
C	ONE HOUR	✓	858.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	89.000	269.000
	B	162.000	0.000	190.000
	C	702.000	156.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.46	0.00	0.54
	C	0.82	0.18	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

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

Heavy Vehicle Percentages - Junction 2 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.48	15.99	0.91	C
B-A	0.65	37.64	1.78	E
C-AB	0.51	6.77	2.00	A

- 2040 No Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 No Development, AM	2040 No Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	15.42	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	24	Stream B-A

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main Street (West)		Major
B	R120 Peamount Rd (North)		Minor

C	R120 Main Street (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.60		0.00		2.20	190.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	4.60	4.10	4.10	✓	2.00	50	33

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	489.499	0.083	0.210	0.132	0.300
2	B-C	720.161	0.103	0.260	-	-
2	C-B	683.994	0.247	0.247	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	997.00	100.000
B	ONE HOUR	✓	236.00	100.000
C	ONE HOUR	✓	405.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	246.000	751.000
	B	64.000	0.000	172.000
	C	236.000	169.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.27	0.00	0.73
	C	0.58	0.42	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

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

Heavy Vehicle Percentages - Junction 2 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.44	15.07	0.78	C
B-A	0.36	28.45	0.54	D
C-AB	0.53	12.52	1.56	B

- 2040 No Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 No Development, PM	2040 No Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	16.44	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	11	Stream B-A

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main Street (West)		Major
B	R120 Peamount Rd (North)		Minor
C	R120 Main Street (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.60		0.00		2.20	190.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	4.60	4.10	4.10	✓	2.00	50	33

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for	Slope for	Slope for	Slope for

			A-B	A-C	C-A	C-B
2	B-A	522.533	0.089	0.224	0.141	0.320
2	B-C	678.405	0.097	0.245	-	-
2	C-B	683.994	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	363.00	100.000
B	ONE HOUR	✓	359.00	100.000
C	ONE HOUR	✓	872.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	90.000	273.000
	B	165.000	0.000	194.000
	C	713.000	159.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.46	0.00	0.54
	C	0.82	0.18	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

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

Heavy Vehicle Percentages - Junction 2 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.51	17.36	1.01	C
B-A	0.68	41.15	1.98	E
C-AB	0.53	6.99	2.15	A

- 2040 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 With Development, AM	2040 With Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	15.72	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	22	Stream B-C

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main Street (West)		Major
B	R120 Peamount Rd (North)		Minor

C	R120 Main Street (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.60		0.00		2.20	190.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	4.60	4.10	4.10	✓	2.00	50	33

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	490.038	0.083	0.210	0.132	0.300
2	B-C	719.480	0.103	0.259	-	-
2	C-B	683.994	0.247	0.247	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1008.00	100.000
B	ONE HOUR	✓	237.00	100.000
C	ONE HOUR	✓	407.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	249.000	759.000
	B	65.000	0.000	172.000
	C	238.000	169.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.27	0.00	0.73
	C	0.58	0.42	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

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

Heavy Vehicle Percentages - Junction 2 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.45	15.36	0.80	C
B-A	0.37	29.26	0.57	D
C-AB	0.53	12.66	1.59	B

- 2040 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 With Development, PM	2040 With Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	16.79	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	10	Stream B-A

Arms

Arms

Arm	Name	Description	Arm Type
A	R405 Main Street (West)		Major
B	R120 Peamount Rd (North)		Minor
C	R120 Main Street (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.60		0.00		2.20	190.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	4.60	4.10	4.10	✓	2.00	50	33

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for	Slope for	Slope for	Slope for

			A-B	A-C	C-A	C-B
2	B-A	522.797	0.089	0.224	0.141	0.320
2	B-C	678.072	0.097	0.244	-	-
2	C-B	683.994	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	366.00	100.000
B	ONE HOUR	✓	360.00	100.000
C	ONE HOUR	✓	877.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.000	91.000	275.000
	B	166.000	0.000	194.000
	C	718.000	159.000	0.000

Turning Proportions (PCU) - Junction 2 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.46	0.00	0.54
	C	0.82	0.18	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 2 (for whole period)

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

Heavy Vehicle Percentages - Junction 2 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.51	17.79	1.03	C
B-A	0.69	42.34	2.04	E
C-AB	0.54	7.02	2.19	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]

Filename: D098 J3 PICADY Model 20221115.arc8
Path: J:\D_JOBS\Job-D098\B_Documents\Civil\A_CS Reports\Transport\Modelling
Report generation date: 09/12/2022 10:59:19

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
	- 2022 Baseline							
Stream B-AC	2.64	28.21	0.74		0.99	16.44	0.50	
Stream C-AB	0.41	8.36	0.26	16 %	3.04	14.91	0.70	19 %
Stream C-A	-	-	-	[Stream B-AC]	-	-	-	[Stream C-AB]
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	- 2025 No Development							
Stream B-AC	9.09	83.22	0.94		2.46	33.41	0.73	
Stream C-AB	0.62	9.48	0.34	-4 %	16.51	65.82	0.96	-5 %
Stream C-A	-	-	-	[Stream B-AC]	-	-	-	[Stream C-AB]
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	- 2025 With Development							
Stream B-AC	9.61	87.23	0.95		2.56	34.47	0.74	
Stream C-AB	0.64	9.59	0.35	-4 %	17.56	69.91	0.97	-5 %
Stream C-A	-	-	-	[Stream B-AC]	-	-	-	[Stream C-AB]
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	- 2030 No Development							
Stream B-AC	18.37	147.79	1.03		3.83	49.86	0.82	
Stream C-AB	0.72	10.04	0.37	-10 %	31.51	118.04	1.03	-10 %
Stream C-A	-	-	-	[Stream B-AC]	-	-	-	[Stream C-AB]
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	- 2030 With Development							
Stream B-AC	19.46	154.85	1.04		4.04	52.16	0.83	
Stream C-AB	0.74	10.17	0.38	-10 %	33.31	123.82	1.03	-11 %
Stream C-A	-	-	-	[Stream B-AC]	-	-	-	[Stream C-AB]
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	- 2040 No Development							
Stream B-AC	24.00	183.82	1.07		4.79	61.07	0.86	

Stream C-AB	0.75	10.26	0.38	-12 % [Stream B-AC]	39.41	142.95	1.05	-12 % [Stream C-AB]
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	- 2040 With Development							
Stream B-AC	25.30	192.07	1.07	-12 % [Stream B-AC]	5.09	64.35	0.87	-13 % [Stream C-AB]
Stream C-AB	0.79	10.40	0.39		41.48	149.48	1.06	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	

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

"D1 - 2022 Baseline, AM " model duration: 07:15 - 08:45
"D2 - 2022 Baseline, PM" model duration: 16:30 - 18:00
"D3 - 2025 No Development, AM" model duration: 07:15 - 08:45
"D4 - 2025 No Development, PM" model duration: 16:30 - 18:00
"D5 - 2025 With Development, AM" model duration: 07:15 - 08:45
"D6 - 2025 With Development, PM" model duration: 16:30 - 18:00
"D7 - 2030 No Development, AM" model duration: 07:15 - 08:45
"D8 - 2030 No Development, PM" model duration: 16:30 - 18:00
"D9 - 2030 With Development, AM" model duration: 07:15 - 08:45
"D10 - 2030 With Development, PM" model duration: 16:30 - 18:00
"D11 - 2040 No Development, AM" model duration: 07:15 - 08:45
"D12 - 2040 No Development, PM" model duration: 16:30 - 18:00
"D13 - 2040 With Development, AM" model duration: 07:15 - 08:45
"D14 - 2040 With Development, PM" model duration: 16:30 - 18:00

Run using Junctions 8.0.3.332 at 09/12/2022 10:59:14

File summary

File Description

Title	Newcastle
Location	
Site Number	3
Date	15/11/2022
Version	
Status	
Identifier	
Client	
Jobnumber	D098
Enumerator	GF
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	RFC	0.90	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

- 2022 Baseline, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Baseline, AM	2022 Baseline	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	22.39	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	16	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	L6002 Athgoe Rd (South)		Major
B	R405 Hazelhatch Rd (NW)		Minor
C	R405 Main Street (NE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00								✓		120	23

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	527.626	0.091	0.229	0.144	0.327

3	B-C	638.416	0.092	0.233	-	-
3	C-B	643.457	0.235	0.235	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	529.00	100.000
B	ONE HOUR	✓	319.00	100.000
C	ONE HOUR	✓	207.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	60.000	469.000
	B	49.000	0.000	270.000
	C	95.000	112.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.11	0.89
	B	0.15	0.00	0.85
	C	0.46	0.54	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

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

Heavy Vehicle Percentages - Junction 3 (for whole period)

	To			

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.74	28.21	2.64	D
C-AB	0.26	8.36	0.41	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2022 Baseline, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Baseline, PM	2022 Baseline	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	15.36	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	19	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm Type
A	L6002 Athgoe Rd (South)		Major
B	R405 Hazelhatch Rd (NW)		Minor

C	R405 Main Street (NE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00								✓		120	23

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	527.626	0.091	0.229	0.144	0.327
3	B-C	638.416	0.092	0.233	-	-
3	C-B	643.457	0.235	0.235	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	201.00	100.000
B	ONE HOUR	✓	201.00	100.000
C	ONE HOUR	✓	615.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	76.000	125.000
	B	87.000	0.000	114.000
	C	311.000	304.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.38	0.62
	B	0.43	0.00	0.57
	C	0.51	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

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

Heavy Vehicle Percentages - Junction 3 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.50	16.44	0.99	C
C-AB	0.70	14.91	3.04	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2025 No Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 No Development, AM	2025 No Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	60.60	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-4	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	L6002 Athgoe Rd (South)		Major
B	R405 Hazelhatch Rd (NW)		Minor
C	R405 Main Street (NE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00								✓		120	23

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	527.626	0.091	0.229	0.144	0.327
3	B-C	638.416	0.092	0.233	-	-
3	C-B	643.457	0.235	0.235	-	-

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

Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	647.00	100.000
B	ONE HOUR	✓	381.00	100.000
C	ONE HOUR	✓	257.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	80.000	567.000
	B	57.000	0.000	324.000
	C	122.000	135.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.15	0.00	0.85
	C	0.47	0.53	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

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

Heavy Vehicle Percentages - Junction 3 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.94	83.22	9.09	F
C-AB	0.34	9.48	0.62	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2025 No Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 No Development, PM	2025 No Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	57.12	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-5	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm Type
A	L6002 Athgoe Rd (South)		Major
B	R405 Hazelhatch Rd (NW)		Minor
C	R405 Main Street (NE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00								✓		120	23

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	527.626	0.091	0.229	0.144	0.327
3	B-C	638.416	0.092	0.233	-	-
3	C-B	643.457	0.235	0.235	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	256.00	100.000
B	ONE HOUR	✓	254.00	100.000
C	ONE HOUR	✓	771.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

	To		
	A	B	C

From	A	0.000	91.000	165.000
	B	111.000	0.000	143.000
	C	393.000	378.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.36	0.64
	B	0.44	0.00	0.56
	C	0.51	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

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

Heavy Vehicle Percentages - Junction 3 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.73	33.41	2.46	D
C-AB	0.96	65.82	16.51	F
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2025 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period	Description	Traffic Profile	Model Start Time	Model Finish Time	Model Time Period Length	Time Segment Length	Single Time Segment	Locked

		Name		Type	(HH:mm)	(HH:mm)	(min)	(min)	Only	
2025 With Development, AM	2025 With Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	63.06	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-4	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	L6002 Athgoe Rd (South)		Major
B	R405 Hazelhatch Rd (NW)		Minor
C	R405 Main Street (NE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00								✓		120	23

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	527.626	0.091	0.229	0.144	0.327
3	B-C	638.416	0.092	0.233	-	-
3	C-B	643.457	0.235	0.235	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	650.00	100.000
B	ONE HOUR	✓	383.00	100.000
C	ONE HOUR	✓	262.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	80.000	570.000
	B	57.000	0.000	326.000
	C	124.000	138.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.15	0.00	0.85
	C	0.47	0.53	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

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

Heavy Vehicle Percentages - Junction 3 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.95	87.23	9.61	F
C-AB	0.35	9.59	0.64	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2025 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 With Development, PM	2025 With Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	60.41	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-5	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm Type
A	L6002 Athgoe Rd (South)		Major
B	R405 Hazelhatch Rd (NW)		Minor
C	R405 Main Street (NE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00								✓		120	23

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	527.626	0.091	0.229	0.144	0.327
3	B-C	638.416	0.092	0.233	-	-
3	C-B	643.457	0.235	0.235	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	259.00	100.000
B	ONE HOUR	✓	256.00	100.000
C	ONE HOUR	✓	775.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

	To		
	A	B	C

From	A	0.000	91.000	168.000
	B	111.000	0.000	145.000
	C	395.000	380.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.35	0.65
	B	0.43	0.00	0.57
	C	0.51	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

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

Heavy Vehicle Percentages - Junction 3 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.74	34.47	2.56	D
C-AB	0.97	69.91	17.56	F
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2030 No Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period	Description	Traffic Profile	Model Start Time	Model Finish Time	Model Time Period Length	Time Segment Length	Single Time Segment	Locked

		Name		Type	(HH:mm)	(HH:mm)	(min)	(min)	Only	
2030 No Development, AM	2030 No Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	105.01	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-10	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	L6002 Athgoe Rd (South)		Major
B	R405 Hazelhatch Rd (NW)		Minor
C	R405 Main Street (NE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00								✓		120	23

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	527.626	0.091	0.229	0.144	0.327
3	B-C	638.416	0.092	0.233	-	-
3	C-B	643.457	0.235	0.235	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	688.00	100.000
B	ONE HOUR	✓	406.00	100.000
C	ONE HOUR	✓	273.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	84.000	604.000
	B	61.000	0.000	345.000
	C	129.000	144.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.15	0.00	0.85
	C	0.47	0.53	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

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

Heavy Vehicle Percentages - Junction 3 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.03	147.79	18.37	F
C-AB	0.37	10.04	0.72	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2030 No Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 No Development, PM	2030 No Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	100.16	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-10	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm Type
A	L6002 Athgoe Rd (South)		Major
B	R405 Hazelhatch Rd (NW)		Minor
C	R405 Main Street (NE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00								✓		120	23

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	527.626	0.091	0.229	0.144	0.327
3	B-C	638.416	0.092	0.233	-	-
3	C-B	643.457	0.235	0.235	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	270.00	100.000
B	ONE HOUR	✓	270.00	100.000
C	ONE HOUR	✓	819.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

	To			
		A	B	C

From	A	0.000	96.000	174.000
	B	118.000	0.000	152.000
	C	417.000	402.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.36	0.64
	B	0.44	0.00	0.56
	C	0.51	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

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

Heavy Vehicle Percentages - Junction 3 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.82	49.86	3.83	E
C-AB	1.03	118.04	31.51	F
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2030 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period	Description	Traffic Profile	Model Start Time	Model Finish Time	Model Time Period Length	Time Segment Length	Single Time Segment	Locked

		Name		Type	(HH:mm)	(HH:mm)	(min)	(min)	Only	
2030 With Development, AM	2030 With Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	109.31	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-10	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	L6002 Athgoe Rd (South)		Major
B	R405 Hazelhatch Rd (NW)		Minor
C	R405 Main Street (NE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00								✓		120	23

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	527.626	0.091	0.229	0.144	0.327
3	B-C	638.416	0.092	0.233	-	-
3	C-B	643.457	0.235	0.235	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	691.00	100.000
B	ONE HOUR	✓	408.00	100.000
C	ONE HOUR	✓	278.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	84.000	607.000
	B	61.000	0.000	347.000
	C	131.000	147.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.15	0.00	0.85
	C	0.47	0.53	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

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

Heavy Vehicle Percentages - Junction 3 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.04	154.85	19.46	F
C-AB	0.38	10.17	0.74	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2030 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 With Development, PM	2030 With Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	105.03	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-11	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm Type
A	L6002 Athgoe Rd (South)		Major
B	R405 Hazelhatch Rd (NW)		Minor
C	R405 Main Street (NE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00								✓		120	23

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	527.626	0.091	0.229	0.144	0.327
3	B-C	638.416	0.092	0.233	-	-
3	C-B	643.457	0.235	0.235	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	273.00	100.000
B	ONE HOUR	✓	272.00	100.000
C	ONE HOUR	✓	823.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

	To		
	A	B	C

From	A	0.000	96.000	177.000
	B	118.000	0.000	154.000
	C	419.000	404.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.35	0.65
	B	0.43	0.00	0.57
	C	0.51	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

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

Heavy Vehicle Percentages - Junction 3 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.83	52.16	4.04	F
C-AB	1.03	123.82	33.31	F
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2040 No Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period	Description	Traffic Profile	Model Start Time	Model Finish Time	Model Time Period Length	Time Segment Length	Single Time Segment	Locked

		Name		Type	(HH:mm)	(HH:mm)	(min)	(min)	Only	
2040 No Development, AM	2040 No Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	129.79	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-12	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	L6002 Athgoe Rd (South)		Major
B	R405 Hazelhatch Rd (NW)		Minor
C	R405 Main Street (NE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00								✓		120	23

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	527.626	0.091	0.229	0.144	0.327
3	B-C	638.416	0.092	0.233	-	-
3	C-B	643.457	0.235	0.235	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	704.00	100.000
B	ONE HOUR	✓	416.00	100.000
C	ONE HOUR	✓	279.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	86.000	618.000
	B	63.000	0.000	353.000
	C	132.000	147.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.15	0.00	0.85
	C	0.47	0.53	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

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

Heavy Vehicle Percentages - Junction 3 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.07	183.82	24.00	F
C-AB	0.38	10.26	0.75	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2040 No Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 No Development, PM	2040 No Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	121.63	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-12	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm Type
A	L6002 Athgoe Rd (South)		Major
B	R405 Hazelhatch Rd (NW)		Minor
C	R405 Main Street (NE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00								✓		120	23

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	527.626	0.091	0.229	0.144	0.327
3	B-C	638.416	0.092	0.233	-	-
3	C-B	643.457	0.235	0.235	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	277.00	100.000
B	ONE HOUR	✓	276.00	100.000
C	ONE HOUR	✓	837.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

	To			
		A	B	C

From	A	0.000	99.000	178.000
	B	121.000	0.000	155.000
	C	426.000	411.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.36	0.64
	B	0.44	0.00	0.56
	C	0.51	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

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

Heavy Vehicle Percentages - Junction 3 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.86	61.07	4.79	F
C-AB	1.05	142.95	39.41	F
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2040 With Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period	Description	Traffic Profile	Model Start Time	Model Finish Time	Model Time Period Length	Time Segment Length	Single Time Segment	Locked

		Name		Type	(HH:mm)	(HH:mm)	(min)	(min)	Only	
2040 With Development, AM	2040 With Development	AM		ONE HOUR	07:15	08:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	134.77	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-12	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm Type
A	L6002 Athgoe Rd (South)		Major
B	R405 Hazelhatch Rd (NW)		Minor
C	R405 Main Street (NE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00								✓		120	23

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	527.626	0.091	0.229	0.144	0.327
3	B-C	638.416	0.092	0.233	-	-
3	C-B	643.457	0.235	0.235	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	707.00	100.000
B	ONE HOUR	✓	418.00	100.000
C	ONE HOUR	✓	284.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.000	86.000	621.000
	B	63.000	0.000	355.000
	C	134.000	150.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.15	0.00	0.85
	C	0.47	0.53	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

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

Heavy Vehicle Percentages - Junction 3 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.07	192.07	25.30	F
C-AB	0.39	10.40	0.79	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

- 2040 With Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2040 With Development, PM	2040 With Development	PM		ONE HOUR	16:30	18:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
	T-Junction	Two-way	A,B,C	127.32	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-13	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm Type
A	L6002 Athgoe Rd (South)		Major
B	R405 Hazelhatch Rd (NW)		Minor
C	R405 Main Street (NE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00								✓		120	23

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	527.626	0.091	0.229	0.144	0.327
3	B-C	638.416	0.092	0.233	-	-
3	C-B	643.457	0.235	0.235	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	280.00	100.000
B	ONE HOUR	✓	278.00	100.000
C	ONE HOUR	✓	841.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 3 (for whole period)

	To			
		A	B	C

From	A	0.000	99.000	181.000
	B	121.000	0.000	157.000
	C	428.000	413.000	0.000

Turning Proportions (PCU) - Junction 3 (for whole period)

		To		
		A	B	C
From	A	0.00	0.35	0.65
	B	0.44	0.00	0.56
	C	0.51	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 3 (for whole period)

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

Heavy Vehicle Percentages - Junction 3 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.87	64.35	5.09	F
C-AB	1.06	149.48	41.48	F
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Appendix D

Independent Road Safety Audit

22128-01-001

Proposed Residential Development at Newcastle, Dublin 22

ROAD SAFETY AUDIT STAGE 1 / 2

December 2022

ROADPLAN CONSULTING

7, Ormonde Road
Kilkenny
R95 N4FE

Tel: 056 7795800
info@roadplan.ie

1. INTRODUCTION

1.1 This report describes a Stage 1 / 2 Road Safety Audit carried out at Newcastle, Dublin 22 on behalf of CS Consulting. The audit was carried out on 1st November 2022 in the offices of Roadplan Consulting, Kilkenny.

1.2 The audit team members were as follows:

- George Frisby, BE CEng MIEI
  Auditor Number GF51255

- Glenn Hingerty, BEngSc ME CEng MIEI CTPP MCIHT
  Auditor Number GH3426816.

1.3 Both audit team members visited the site on the 17th October 2022. The audit comprised an examination of the drawings relating to the scheme supplied by CS Consulting and an examination of the site.

1.4 The speed limit of road at the site entrance is 50 km/h.

1.5 This Stage 1 / 2 Audit has been carried out in accordance with the relevant sections of TII GE-STY-01024. The team has examined only those issues within the design relating to the road safety implications of the scheme and has therefore not examined or verified the compliance of the design to any other criteria.

1.6 All problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise accident occurrence.

1.7 Appendix A describes the audited drawings.

2. STAGE 1/2 AUDIT

2.1 Problem

It is noted that some roadways are 5.5 metres wide with some low radii bends. In the absence of swept path analyses, it is unclear whether larger vehicles will have to mount footways to make the required manoeuvres with an increased risk of injuries to pedestrians. There is also an increased risk of a side swipe collision between two opposite vehicles at these bends.

Recommendation

Carry out detailed swept path analyses for all relevant vehicle types including, but not limited to, cars, Fire Tenders and Refuse Trucks and amend the layout as necessary to ensure that all locations along the internal access roads can cater for opposing two-way traffic.

2.2 Problem

Adequate warning may not be provided for cyclists on the approach to the cycle crossing at the raised table in Figure 1. A lack of adequate may increase the likelihood of cyclist cycling out onto the raised ramp and colliding with a passing vehicle.

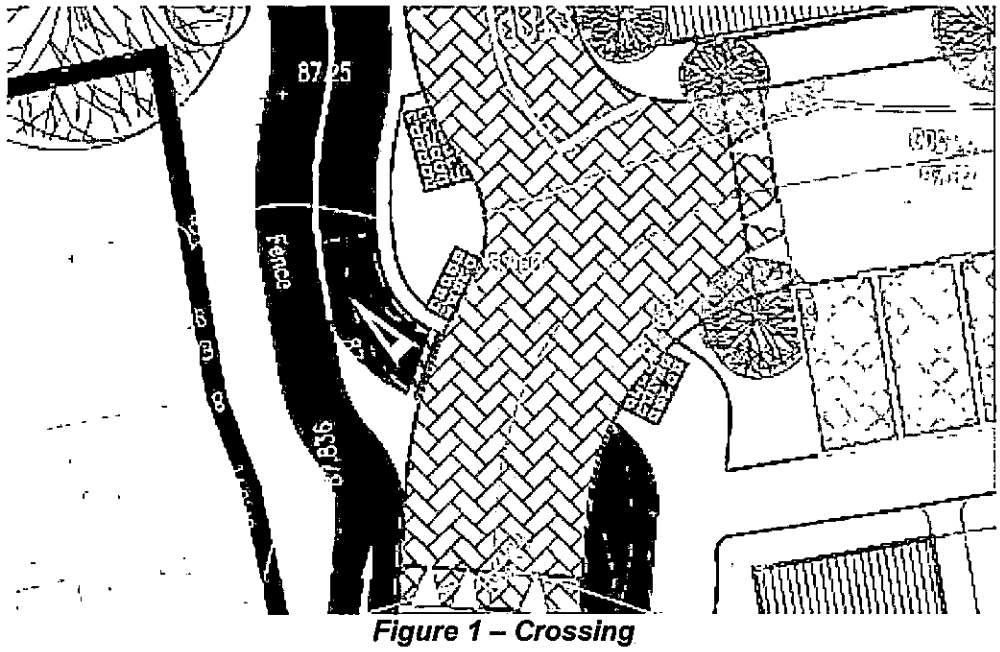

Figure 1 – Crossing

Recommendation

Provide adequate tactile paving on the approach to the cycle as per 'Guidance on the use of Tactile Paving'.

2.3 Problem

It is noted from the drawings the intention to include tactile paving at the end of the cycle paths. In the absence of Swept-Path Analyses, it is

unclear if larger vehicles (Refuse Lorry / Fire Tender etc) can turn around here without running over the tactile paving causing potential injuries to passing cyclists or damaging tactile paving with an increased likelihood of cyclists falling and injury themselves.

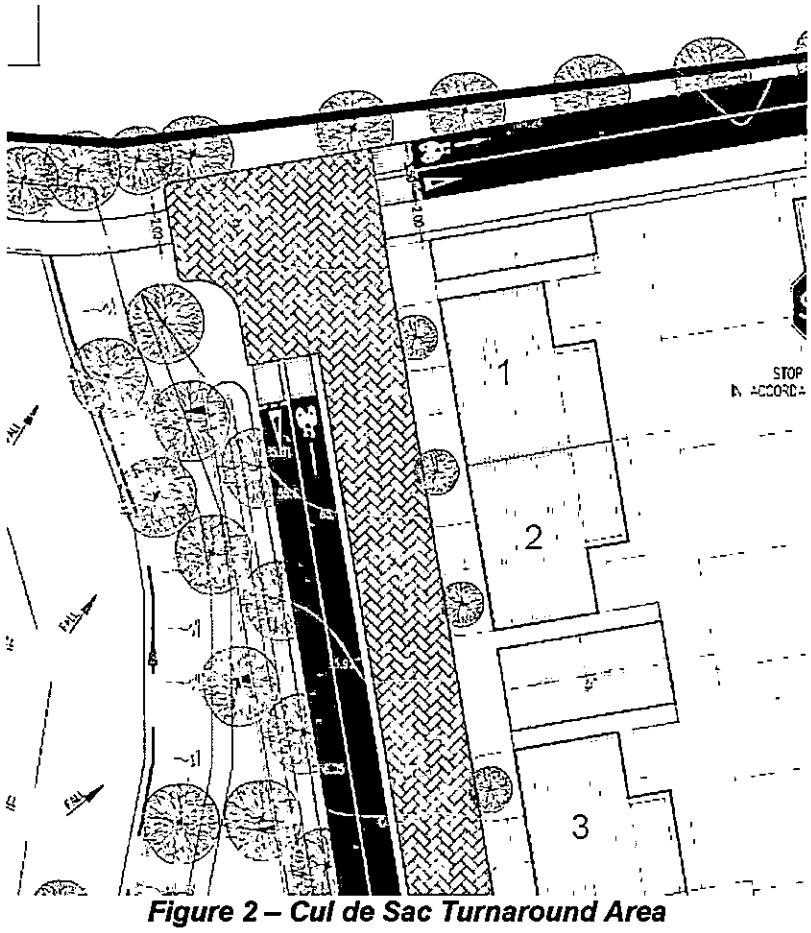

Figure 2 – Cul de Sac Turnaround Area

Recommendation
Ensure that vehicles of all types can turn around here without encroaching on facilities for other modes.

2.4 **Problem**
It is noted that the paved road surface in Figure 2 ties into the raised table in Figure 1 and is at the same grade/level as the adjacent cycle paths. In the absence of Swept Path Analyses or any apparent separation kerbs, there is a risk of vehicles parking on the cycle paths or reversing onto them while manoeuvring to and from parking areas with an increased likelihood of injury for vulnerable road users.

Recommendation
Ensure all vehicular manoeuvres can be made without any issues and vulnerable road users are separated from these manoeuvres.

2.5 Problem

It is noted from the drawings (Figure 3) the inclusion of a visibility splay detail. It is not clear what the sightline measurement is in this location however from the site visit (Figure 4) The Audit Team noticed the presence of on street parking bays outside St Finian's Community Hall which, when occupied, may compromise the overall sightline with an increased likelihood of vehicular collisions at this location.

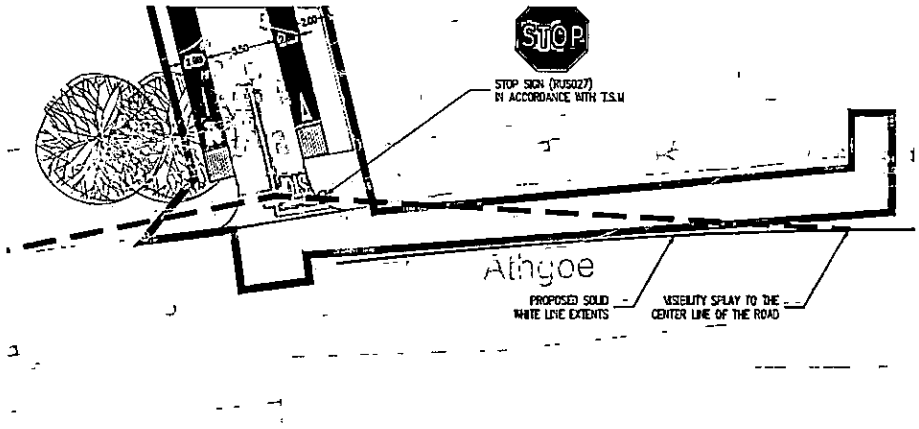

Figure 3 – Visibility Splay

Figure 4 – On Street Parking

Recommendation

Ensure that adequate visibility splays are provided at this location and will not be impacted by vehicles parked in the adjacent parking spaces.

2.6 **Problem**
It is noticed that there is no tactile paving included for visually impaired pedestrians crossing the proposed entrance. There is a risk that this omission may increase the likelihood of injuries and collisions with vehicle for such pedestrians.

Recommendation
Provide tactile paving as per 'Guidance on the use of Tactile Paving'.

2.7 **Problem**
It is noted the lack of bin collection strategy or where homeowners are to leave wheelie bins for collection. It is also unclear if adequate width is provided between parked vehicles to allow pedestrians, in particular mobility impaired pedestrians to access the house entrance from the proposed footpath. In addition, bins may be stored informally on these footways, and it is unclear if adequate width is provided between bin storage to allow pedestrians to access the house entrance.

Recommendation
Ensure that adequate width is provided in all areas throughout the development to allow pedestrians, including mobility impaired pedestrians, to safely access the proposed dwellings.

2.8 **Problem**
It is noted from the drawings that there are no proposed street lighting shown within the new development. A lack of adequate street lighting may increase collision risk between VRUs and vehicles within the proposed development.

Recommendation
Provide adequate street lighting within the proposed development and ensure that lighting columns don't compromise pedestrian desire lines or compromise the safety of visually or mobility impaired pedestrians.

2.9 **Problem**
It is noted that there are numerous pedestrian crossings proposed in Figure 5 with no tactile paving. A lack of adequate tactile paving at these locations may increase the risk of pedestrians with visual impairments being struck by motorists due to user confusion at these locations.

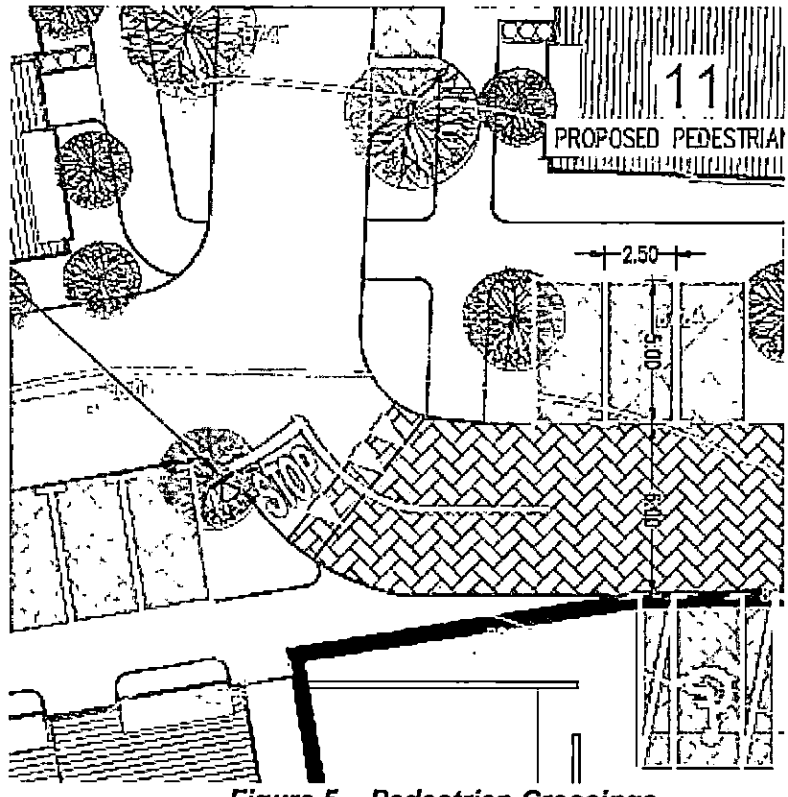

Figure 5 – Pedestrian Crossings

Recommendation
Provide tactile paving as per 'Guidance on the use of Tactile Paving' at all pedestrian crossing locations.

2.10 **Problem**
It is unclear from the drawings provided how cyclists can safely access / exit the cycle paths at the start/end points of the cycle facility. A lack of suitable facilities to allow cyclists to safely access/exit the cycle paths may increase collision risk at these locations.

Recommendation
Provide suitable measures to allow cyclists to safely access/exit the cycle paths at the start/end points of the cycle facility.

2.11 **Problem**
A footway is shown to be provided on the west side of the development looping around the proposed attenuation pond. This footway is shown to terminate close to the raised table as shown in Figure 6 below. Pedestrians exiting the footway onto the carriageway cross the proposed cycle path. However, a lack of adequate tactile paving at this location may lead to an increased collision risk with cyclists and visually impaired pedestrians. In addition, pedestrians are required to traverse a short

section of shared space before re-joining the segregated footpath at the raised table.

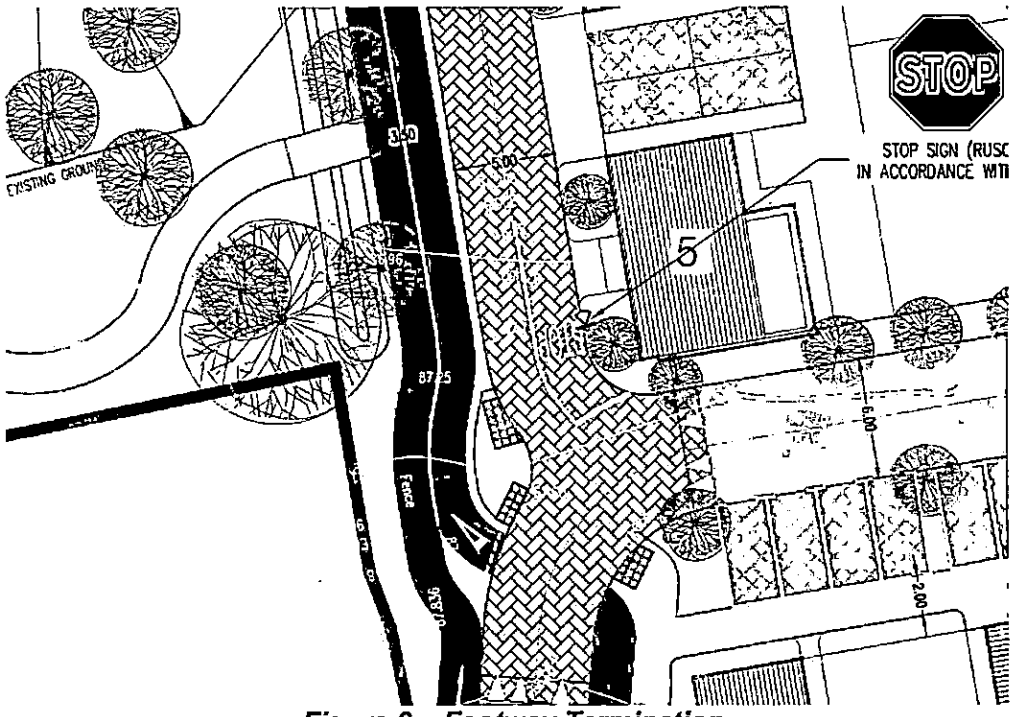

Figure 6 – Footway Termination

Recommendation
Link the proposed footway around the attenuation pond with the footway at the raised table to reduce the risk of potential conflicts between VRUs and vehicles close to the junction and provide suitable tactile paving where the footway crosses the cycle path as per 'Guidance on the use of Tactile Paving'.

2.12 **Problem**
Some drivers of vehicles may not realise that they are entering a shared access road where pedestrians will be travelling along the carriageway and may not reduce their speeds and driving behaviour accordingly. This may increase collision risk with pedestrians in these areas.

Recommendation
Provide suitable measures such as signage to highlight the presence of pedestrians on the carriageway.

2.13 **Problem**
Pedestrians wishing to access a number of parking bays are required to traverse a grassed area between the parking areas and footway. Some mobility pedestrians may have difficulty traversing these grassed areas and may be forced to travel along the access road to access the parking

spaces which may increase collision risk with vehicles travelling along the carriageway.

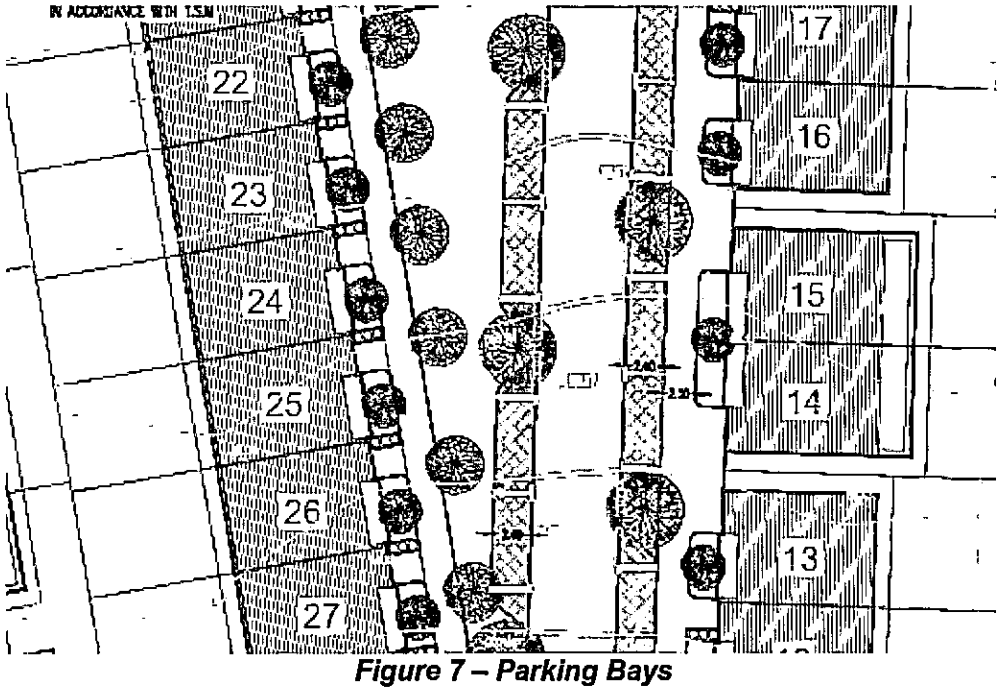

Figure 7 – Parking Bays

Recommendation
Provide suitable measures to allow VRUs to safely access all parking spaces from the adjacent footways.

2.14 **Problem**
It is noted from the drawings that there is no drainage detail/strategy for the development proposed. Given the amount of hard, impermeable surfacing (roads, driveways, roofs etc) a lack of adequate drainage may lead to an increased potential for surface ponding of water with the increasing nature of rainfall intensity. This increases the risk of slipping hazards for pedestrians and cyclists and moving vehicles with the potential for associated injuries.

Recommendation
Ensure that the entire development has an adequate drainage strategy and is SuDS (Sustainable urban Drainage System) compliant by using green roofs, swales, attenuation ponds and that gradients and crossfalls of all finished surfaces are supportive of intended drainage measures. All raised tables should have adequate drainage detail on each approach.

2.15 **Observation**
There is no Swept Path Analyses included for any part of the development. These should be included for vehicles of all different sizes that are likely to access the development.

3. AUDIT TEAM STATEMENT

3.1 We certify that we have examined the drawings listed in Appendix A and have inspected the site. This examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme.

Signed..... ..... George Frisby

Date ..... 3rd November 2022.....

Signed..... ..... Glenn Hingerty

Date ..... 3rd November 2022.....