Project

Residential Development at Lands at Cornelscourt Village, Old Bray Road, Cornelscourt, Dublin 18

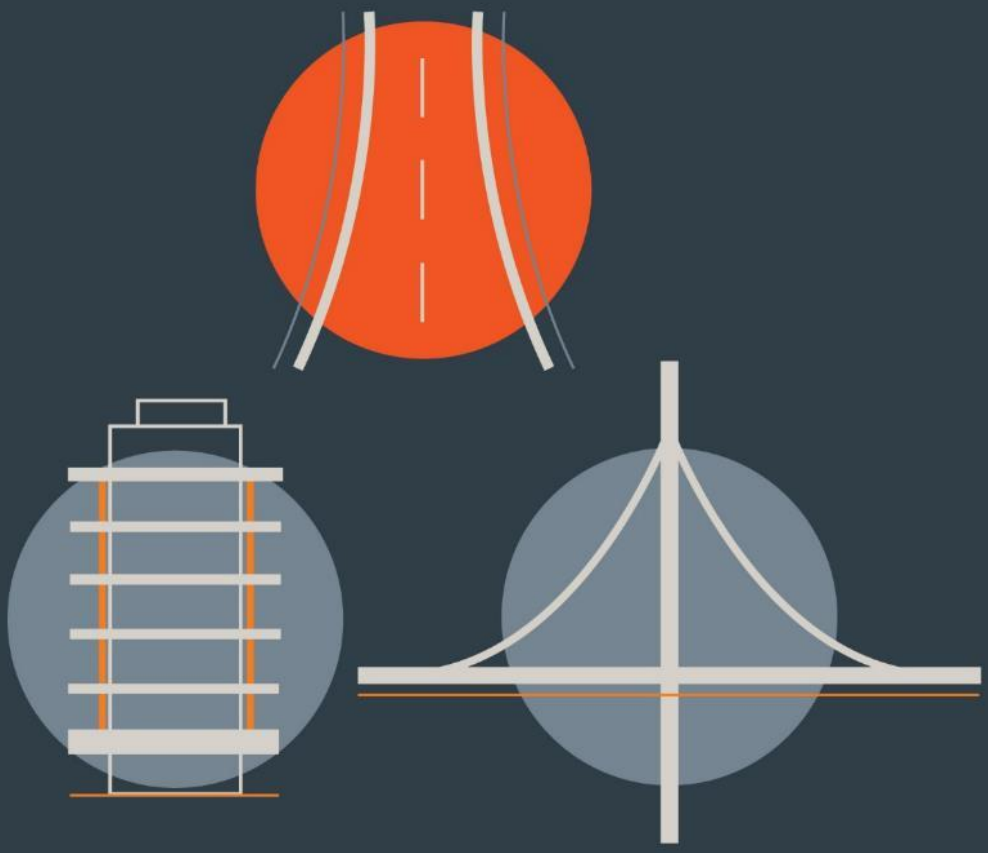
Report Title

Traffic and Transport Assessment Report

Client

Cornel Living Ltd

TRANSPORTATION



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1.0 INTRODUCTION

1.1 BACKGROUND

1.1.1 DBFL Consulting Engineers (DBFL) has been commissioned by Cornel Living Limited to prepare a Traffic and Transport Assessment (TTA) for a proposed residential development on a site in Cornelscourt, Dublin 18.

1.1.2 The proposals seek permission for the provision of 412 no. apartments and 7 no. houses as part of a Build to Rent Scheme on residential zoned lands.

1.1.3 The subject site is located on the R842 Old Bray Road, off the N11 Stillorgan Road within the Cornelscourt area of Southeast Dublin.

1.2 SCOPE

1.2.1 The purpose of this TTA is to quantify the existing transport environment and to detail the results of assessment work undertaken to identify the potential level of transport impact generated as a result of the proposed residential development.

1.2.2 The scope of the assessment covers transport and sustainability issues including access, pedestrian, cyclist and public transport connections. Recommendations contained within this report are based on existing and proposed road layout plans, site visits, on site traffic observations and junction vehicle turning count data.

1.2.3 This TTA has been prepared in reference to the requirements of the National Roads Authority "Traffic and Transportation Assessment Guidelines". Reference has also been made to the "Dún Laoghaire – Rathdown County Development Plan 2016-2022".

1.3 METHODOLOGY

1.3.1 Our approach to the study accords with policy and guidance both at a national and local level. Accordingly, the adopted methodology responds to best practices, current and emerging guidance, exemplified by a series of publications, all of which advocate this method of analysis. Key publications consulted include:

- '*Traffic and Transport Assessment Guidelines*' (May 2014) National Road Authority;

- *'Traffic Management Guidelines'* Dublin Transportation Office & Department of the Environment and Local Government (May 2003);
- *'Guidelines for Traffic Impact Assessments'* The Institution of Highways and Transportation (1994); *and*
- *Dún Laoghaire - Rathdown County Development Plan 2016 - 2022*.

1.3.2 Our methodology incorporated a number of key inter-related stages, including;

- **Site Audit**: A site audit was undertaken to quantify existing road network issues and identify local infrastructure characteristics, in addition to establishing the level of accessibility to the site in terms of walking, cycling and public transport. An inventory of the local road network was also developed during this stage of the assessment.
- **Traffic Counts**: Junction traffic counts were undertaken and analysed with the objective of establishing local traffic characteristics in the immediate area of the proposed residential development.
- **Trip Generation**: A trip generation exercise has been carried out to establish the potential level of vehicle trips generated by the proposed residential development.
- **Trip Distribution:** Based upon both the existing traffic characteristics and the network layout in addition to the spatial / land use configuration and density of the urban structure across the catchments area of the development, a distribution exercise has been undertaken to assign site generated vehicle trips across the local road network.
- **Network Analysis:** Further to quantifying the predicted impact of vehicle movements across the local road network for the adopted optimum site access strategy, more detailed computer simulations have been undertaken to assess the operational performance of key junctions in the post development 2023, 2028 and 2038 development scenarios.

1.4 REPORT STRUCTURE

1.4.1 As introduced above, this TTA seeks to clarify the potential level of influence generated by the proposed development upon the local road network and subsequently ascertain the existing and future operational performance of the local transport system. The structure of the report responds to the various stages of this exercise including the key tasks summarised below.

1.4.2 **Section 2** of this report describes the existing conditions at the proposed development location and surrounding area, whilst **Section 3** provides a summary of the relevant transportation policies that influence the design and appraisal of the subject development proposals.

1.4.3 The proposed development characteristics are highlighted within **Section 4**.

1.4.4 **Section 5** outlines the trip generation and distribution exercises carried out and the adopted methodology for applying growth factors to establish a baseline for the design year network traffic flows.

1.4.5 The potential traffic impact of the proposals assessed for the 2023 Opening Year, 2028 Interim Year and the 2038 Horizon Year are summarised within **Section 6**.

1.4.6 The main conclusions and recommendations derived from the analysis are summarised in **Section 7**.

2.0 RECEIVING ENVIRONMENT

2.1 LOCATION

2.1.1 Cornelscourt is a small suburb located in South Dublin, between Cabinteely and Foxrock.

2.1.2 Cornelscourt is conveniently located east of Sandyford (approx. 4.4km to the west) and offers connectivity towards various areas of Dublin via the N11 Stillorgan Road, with the site being directly adjacent to the N11. The M50 is approximately 2.7km south of the subject site and offers many forward connections.

2.1.3 The general location of the subject site in relation to the surrounding road network is illustrated in **Figure 2.1** below whilst **Figure 2.2** indicatively shows the extent of the subject site boundary and neighbouring lands.

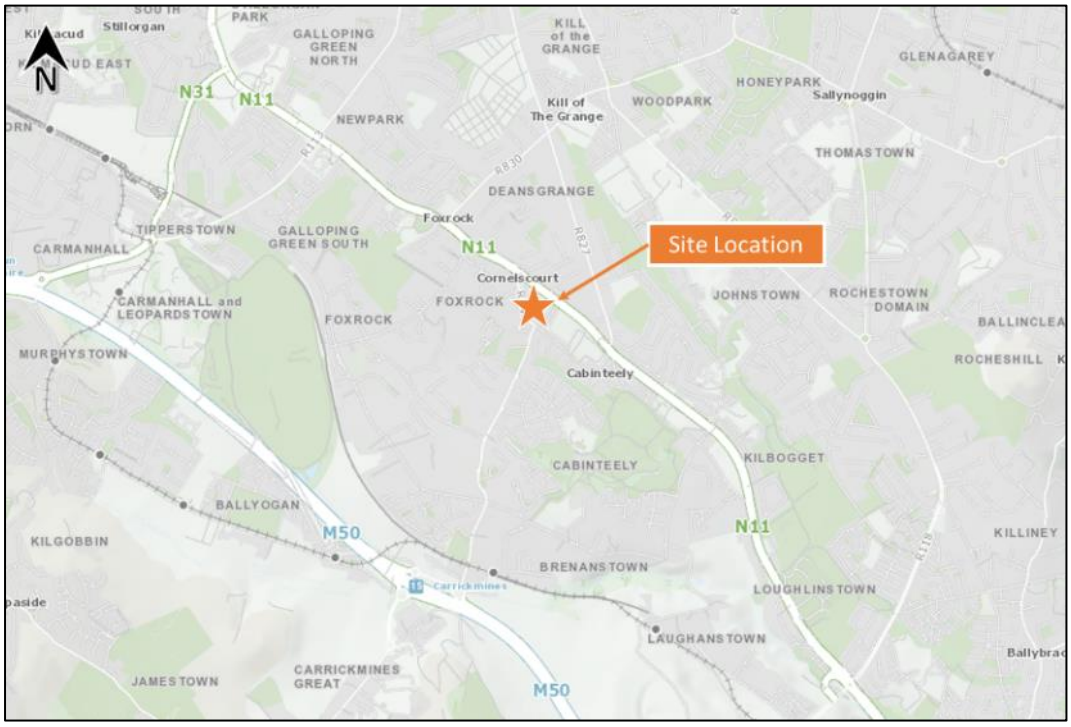


Figure 2.1: Site Location (Source : GeoHive)

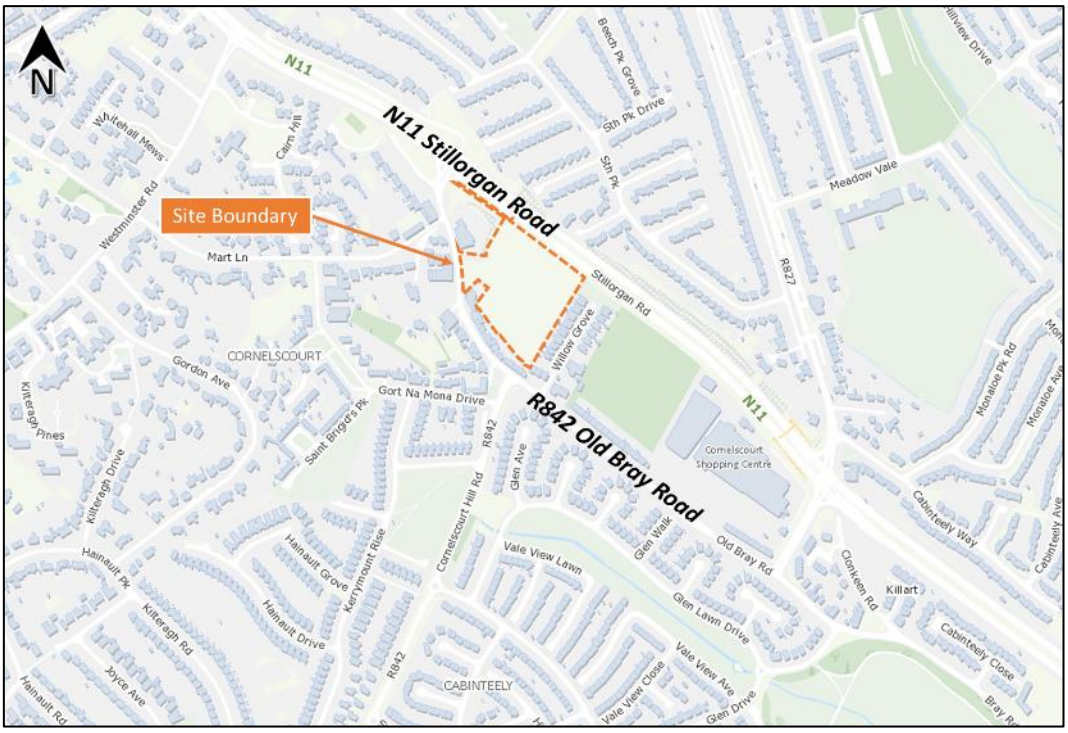


Figure 2.2: Site Boundary (Source: GeoHive)

2.2 LAND USE

2.2.1 The land for the development site has been zoned within the Dún Laoghaire - Rathdown County Development Plan as Objective A "*To protect and-or improve residential amenity*."

2.2.2 The subject site is located to the east of Sandyford and to the South of the N11 National Road, linked via the R842 regional road. The site has approximately 50m of frontage on to the R842 Old Bray Road; the primary access point to the site is shared with the adjoining AIB property, located to the northwest of the subject site.

2.2.3 The area along the northeastern border of this site is bounded by the N11 Stillorgan Road. The lands surrounding the site to the southeast, south and southwest of the subject site are all composed of residential dwellings. A petrol station is located immediately west of the site boundary.

2.3 EXISTING TRANSPORTATION INFRASTRUCTURE

Road Network

2.3.1 The subject development site is located to the east of the R842 Old Bray Road. Travelling in a northbound direction along the R842 Old Bray Road, the road offers links towards the N11 national primary road, 140m from the subject site. Travelling southbound on the R842 Old Bray Road leads towards Cabinteely Village, located 1.6km from the subject site.

2.3.2 The R842 regional road in the vicinity of the site is a two-way single carriageway road. The road is of an approximate width of 6m adjacent to the development site.

2.3.3 The speed regulations for the R842 Old Bray Road are set at 50kph. The 50kph regulation is signposted at the exit of the N11 Stillorgan Road connecting to the R842 Old Bray Road as well as on subsequent roads connecting the N11 Stillorgan Road to the R842 Old Bray Road.

2.3.4 The N11 Stillorgan Road is a two-way dual carriageway road with a bus lane in both directions as well as a cycle track immediately adjacent to the bus lane, in both directions. The N11 Stillorgan Road has a speed regulation of 80kph for vehicles on the carriageway and a speed regulation of 60kph for buses and cyclists on the bus lane and the cycle track, in the vicinity of the site.

2.3.5 Travelling southwards on the N11 Stillorgan Road leads to Loughlinstown and provides links to Shankill and Bray as the M11; the M11 extends further south to Wicklow and Arklow. The M11 links to the M50 north of Bray; the M50 orbital route provides connections to Ballymount, Blanchardstown and Ballymun as well as Dublin Airport.

2.3.6 Travelling northwards on the N11 Stillorgan Road leads to Stillorgan as well as UCD and Donnybrook as the R138 Stillorgan Road. The N11 becomes the R138 at the junction with the N31 (Mount Merrion Avenue).

2.3.7 **Figure 2.3** below illustrates the key road corridors in the vicinity of the subject site.

Figure 2.3: Key Road Corridors (Source: Google Maps)

Existing Cycling and Pedestrian Facilities

2.3.8 Old Bray Road is subject to a speed limit of 50kph with street lighting available on one side of the road. Pedestrians can benefit from the provision of footways on both sides of the carriageway, as shown in **Figure 2.4**.

2.3.9 The N11 Stillorgan Road has a limited provision of pedestrian footpaths, nearby to bus stop locations. Nearby residents use these footpaths to access bus stops located on the N11 Stillorgan Road, which offer many forward connections.

2.3.10 In reference to the Greater Dublin Cycle Network Plan there are a variety of cycle facilities available on the routes leading to the subject site area. There are no cycling facilities on the R842 Old Bray Road, where the site access is located.

2.3.11 However, the proposed development site benefits from a cycle track, immediately adjacent to the road on the N11 Stillorgan Road (180m from the subject site via the existing connection but directly accessible through the subject proposals), as shown by **Figure 2.5** below. This cycle track extends as far southwards as the intersection of the N11 Stillorgan Road with the R118 Wyattville Road. Travelling northwards, cyclists can avail of this cycle track in both directions as far as Donnybrook (intersection with Beaver Row and Anglesea Road), where a cycle lane

is available on the R138 Donnybrook Road which provides links into Dublin City Centre.

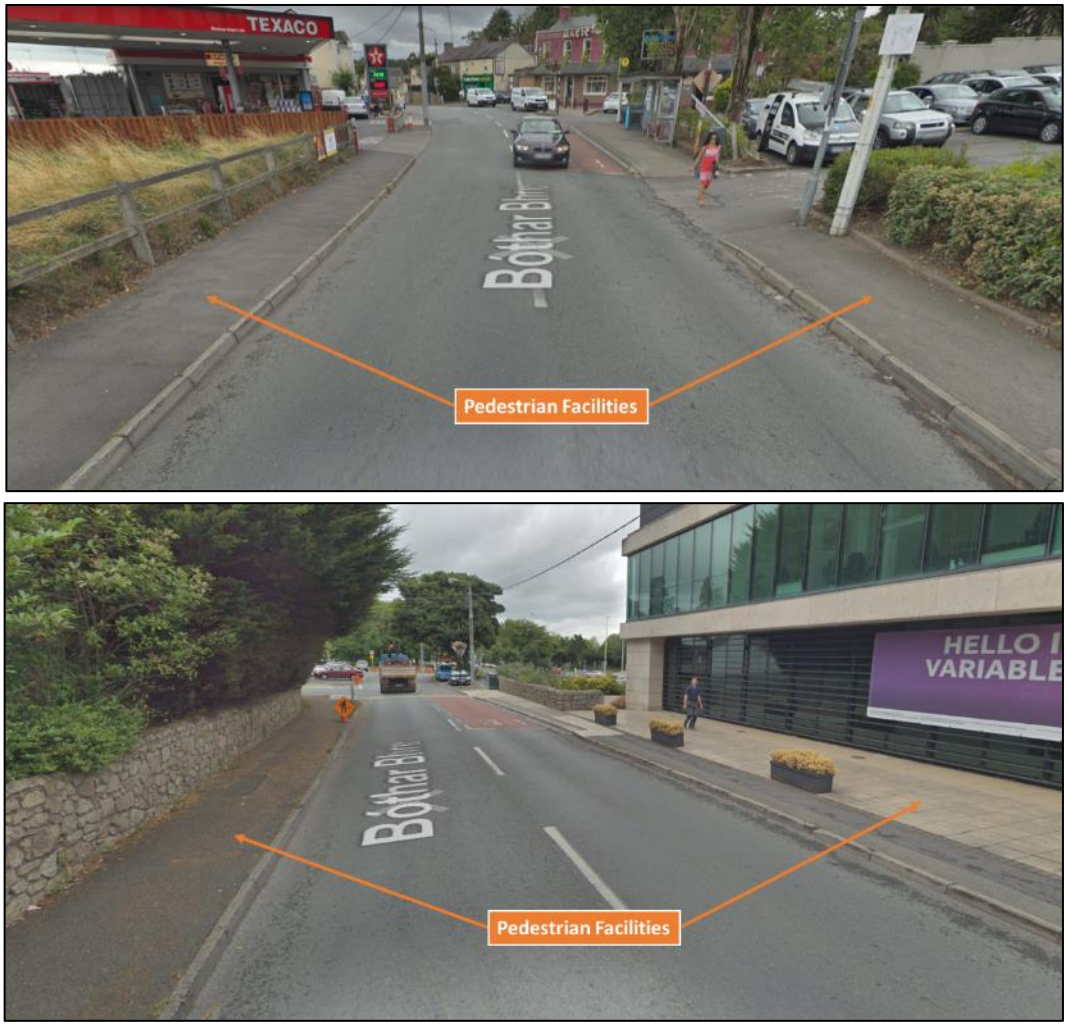


Figure 2.4: Pedestrian Facilities on the R842 Old Bray Road [Top: Facing southwards; Bottom: Facing northwards]

(Source: Google Maps)

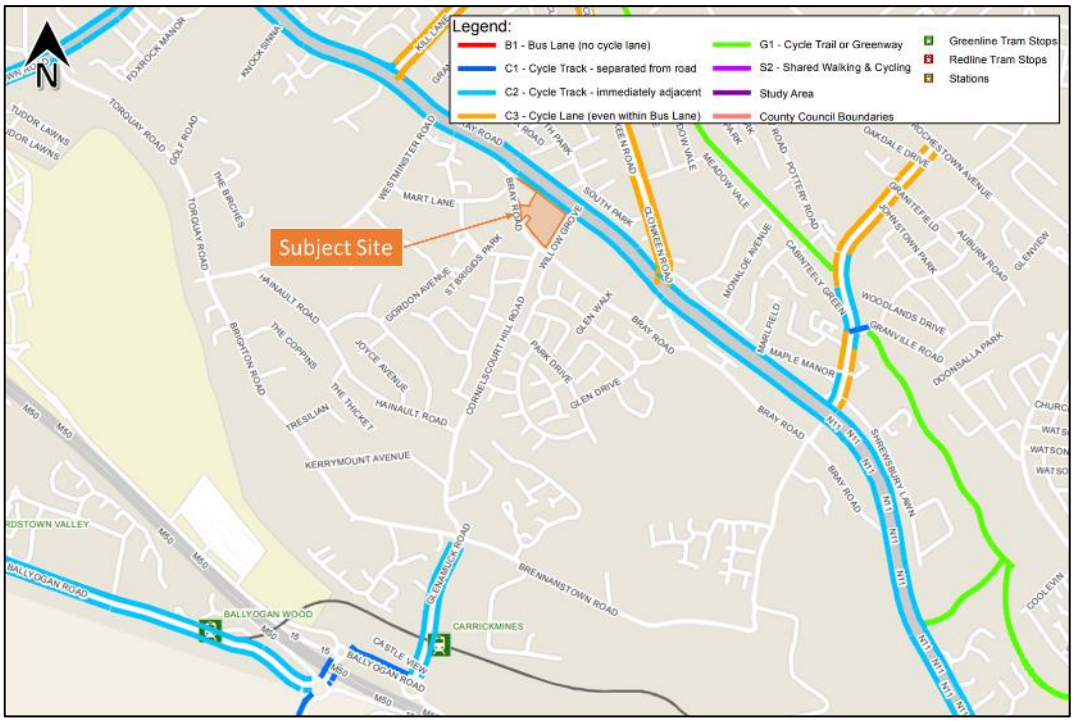


Figure 2.5: Existing Cycle Facilities (Source: Sheet E8 GDA Cycle Network Plan)

Public Transport - Bus

2.3.12 The subject site benefits from excellent public transport accessibility levels. Dublin Bus and Go Ahead operate a number of routes that serve the subject site providing links to/from Dublin City Centre and to key destinations in the Dún Laoghaire – Rathdown County.

2.3.13 Dublin City Centre can be accessed from the site with a journey time between 40 – 50 minutes. Dún Laoghaire and Bray are equally accessible by bus with journey times of approximately 25 minutes.

2.3.14 Dublin Bus routes 46a, 155 and 145 are easily accessible to the site and provide links to/from Dublin City Centre. Dublin Bus route 84 and its route variations (84a, 84x, 84k, 84h, 84t) provides linkages to towns to the south of Dublin, including Bray, Greystones and Newcastle.

2.3.15 Go Ahead Bus 63 connects the site to Dún Laoghaire to the north and to Carrickmines and Kilternan to the south. Bus route 75 links the site to Dún Laoghaire in the east and to Stillorgan Business Park, Dundrum and Tallaght in the west.

2.3.16 The 46a, 145, 155, 63 and 75 bus routes all operate on a daily basis seven days a week and offer a good and frequent schedule of services as summarised in **Table 2.1** below.

2.3.17 The subject site is also served by two NiteLink routes; the 46N route links D'Olier St. to Greystones and the 84N route connects D'Olier St. to Dundrum.

2.3.18 Links to Dublin Airport are facilitated by the Bus Éireann route 133 and Aircoach bus 702, which are served by bus stops approx. 900m from the site on the N11 Stillorgan Road. The 133 Bus Éireann route is an hourly service operating seven days per week. The 702 is an hourly service and provides a journey time of approximately 67 minutes from the subject site to Dublin Airport.

Route No.		Direction	Mon - Fri	Sat	Sun
			(Mins/ no. services)		
Dublin Bus	46a	From Phoenix Park to Dún Laoghaire	7	10	12
		From Dún Laoghaire to Phoenix Park	8	10	12
	84	From Blackrock to Newcastle	60	11 serv.	9 serv.
		From Newcastle to Blackrock	60	13 serv.	11 serv.
	84a	From Blackrock to Bray Rail Station	5 serv.	-	-
		From Bray Rail Station to Blackrock	6 serv.	-	-
	84x	From Hawkins Street to Newcastle/Kilcoole	8 serv.	-	-
		From Newcastle/Kilcoole to Hawkins St.	10 serv.	-	-
	145	From Heuston Rail Station to Ballywaltrim	10	15	20
		From Ballywaltrim to Heuston Rail Station	10	15	20
	155	From Ikea to Bray Rail Station	53 serv.	53 serv.	47 serv.
		From Bray Rail Station to Ikea	53 serv.	53 serv.	47 serv.
Go Ahead Bus	63	From Kilternan Village to Dún Laoghaire	30	30	30
		From Dún Laoghaire Station to Kilternan Village	30	30	30
	75	From Tallaght to Dún Laoghaire	30	30	30
		From Dún Laoghaire to Tallaght	30	30	30

Table 2.1: Bus Routes Serving the Site (Frequency)

2.3.19 **Figure 2.6** below provides details of the above-named bus routes with the closest interchange opportunities available to the subject site highlighted. The subject site

is served by both inbound and outbound bus stops in close proximity to the site location.

Figure 2.6: Map of Accessible Bus Stops (Source: Google Maps)

2.3.20 **Figure 2.7** illustrates bus service opportunities in the area and the frequency available for each route on a neutral weekday. Reference can also be made to **DBFL Drawing No. 180208-1000** which shows the existing transportation linkages within a 2000m radius of the subject site.

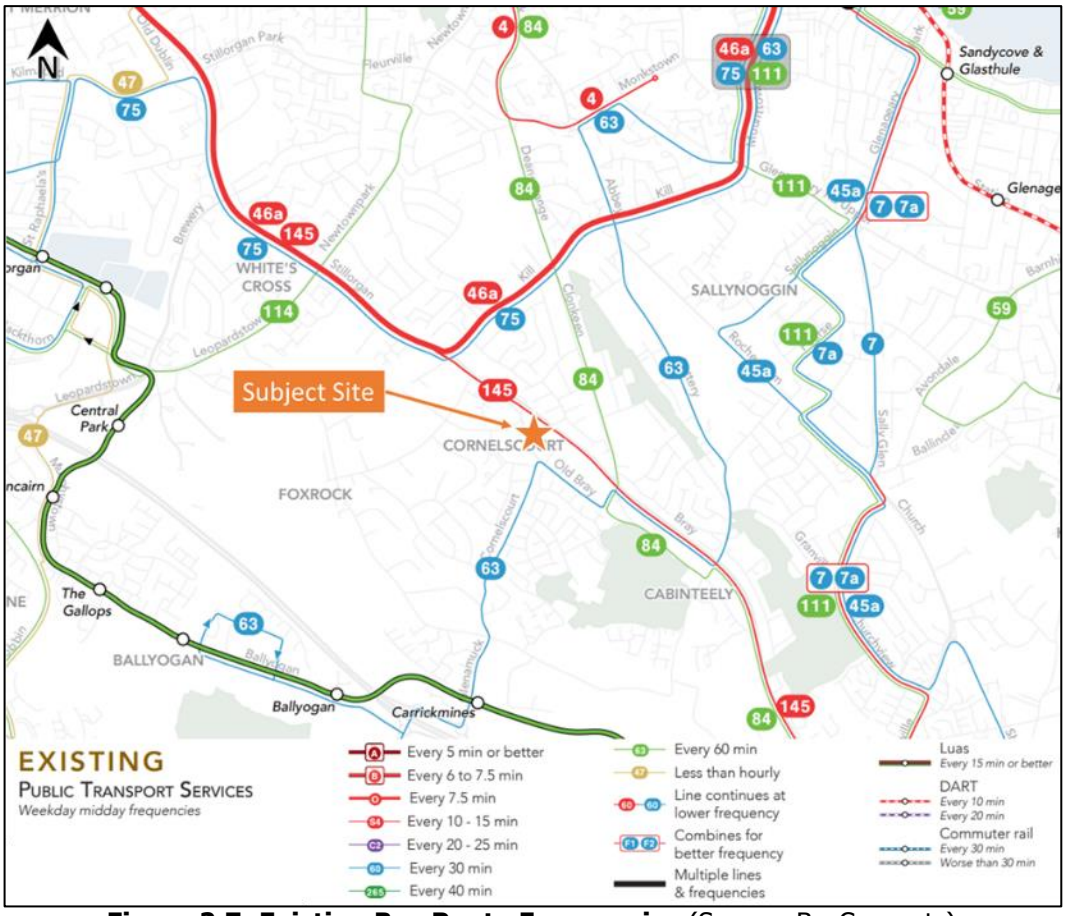


Figure 2.7: Existing Bus Route Frequencies (Source: BusConnects)

Public Transport - LUAS

2.3.21 The Carrickmines LUAS Stop is the most accessible LUAS stop to the proposed development. It is approx. 1.8km to the south of the site as shown in **Figure 2.8** below. The LUAS Greenline provides access to Sandyford, Dundrum and the City Centre in addition to other destinations along its route. The subject site will also benefit from the improved connectivity through the LUAS Cross City service, providing connections to Dublin City Centre North, Phibsborough and Broombridge.

2.3.22 The Carrickmines LUAS stop benefits from a Park & Ride facility; car drivers can avail of reduced parking rates while they use the LUAS for the remainder of their journey. Four electric car charge points are provided at this Park & Ride.

Figure 2.8: Luas Accessibility to Proposed Development

(Source: Google Maps)

Public Transport – Heavy Rail Network

2.3.23 The most accessible rail station to the subject site is the Dún Laoghaire Station, located approx. 4.5km north of the site. The station is accessible through the Dublin Bus route no. 46a with a journey time of approximately 25 minutes; the nearest bus stop serving the 46a route is approx. 850m from the subject site on the R830 Kill Lane. From the Dún Laoghaire DART Station, travelling south leads to Bray, Wexford and Rosslare amongst other destinations on the east coast of Ireland.

2.3.24 Northward connections to Pearse and Connolly Train Stations can be made from Dún Laoghaire, from which many forward connections are available.

2.4 LOCAL AMENITIES

2.4.1 The proposed development site has an ideal location to make use of local amenities in the neighbouring area. Cornelscourt Village is immediately adjacent to the subject site with a number of local services available to future residents, including

those of the AIB Bank adjoining the property. Additionally, a large Dunnes store is located 550m south of the site on the R842 Old Bray Road.

2.4.2 There are a number of schools within 2km of the subject site with the closest, St. Brigid's Boys' National School, being only 350m away from the site.

2.4.3 Furthermore, the subject site benefits from good access to leisure facilities such as the Leopardstown Golf Centre and the Leopardstown Racecourse, as well as public parks such as Cabinteely Park, 900m from the proposed site.

2.5 PROPOSED TRANSPORT FACILITIES & SERVICES

Cycle Network Proposals

2.5.1 In December 2013 the NTA published the report entitled *Greater Dublin Area Cycle Network Plan*. The report summarises the findings of a comprehensive body of work detailing a proposed Cycle Network incorporating Urban, Inter-urban and Greenroute networks covering the six county council areas that together form the defined Greater Dublin Area (GDA).

2.5.2 The subject site lies within the *"Dublin South East Sector"* as outlined within the Greater Dublin Area Cycle Network Plan (2013). The sector *"extends outward from the city centre towards Dún Laoghaire and Cabinteely, at the edge of the urban area, and from the East Coast at Dublin Bay inland to a line between the Donnybrook and Sandyford areas."*

2.5.3 In the vicinity of the subject site the following routes are proposed in addition to those indicated in **Figure 2.9** below:

- **Primary Route 12/12A**: "St. Stephen's Green to the South East Sector via Leeson Street and Donnybrook"
  This is a currently existing route which will benefit from a number of improvements to create a more attractive cycling environment.
- **Secondary Route SO6**: "Dún Laoghaire to Tallaght via Ballycullen and Old Bawn"
- **Carrickmines Greenway**: "Sandyford to Shanganagh leading to N5 East Coast Trail – South"

2.5.4 Minor upgrades at specific junctions have been undertaken to date. More extensive upgrades are proposed as part of the BusConnects Core Bus Corridors Scheme.

2.5.5 The implementation of the above cycle infrastructure schemes by the local authority will be subject to further design, public consultation, approval, and importantly availability of funding and resources.

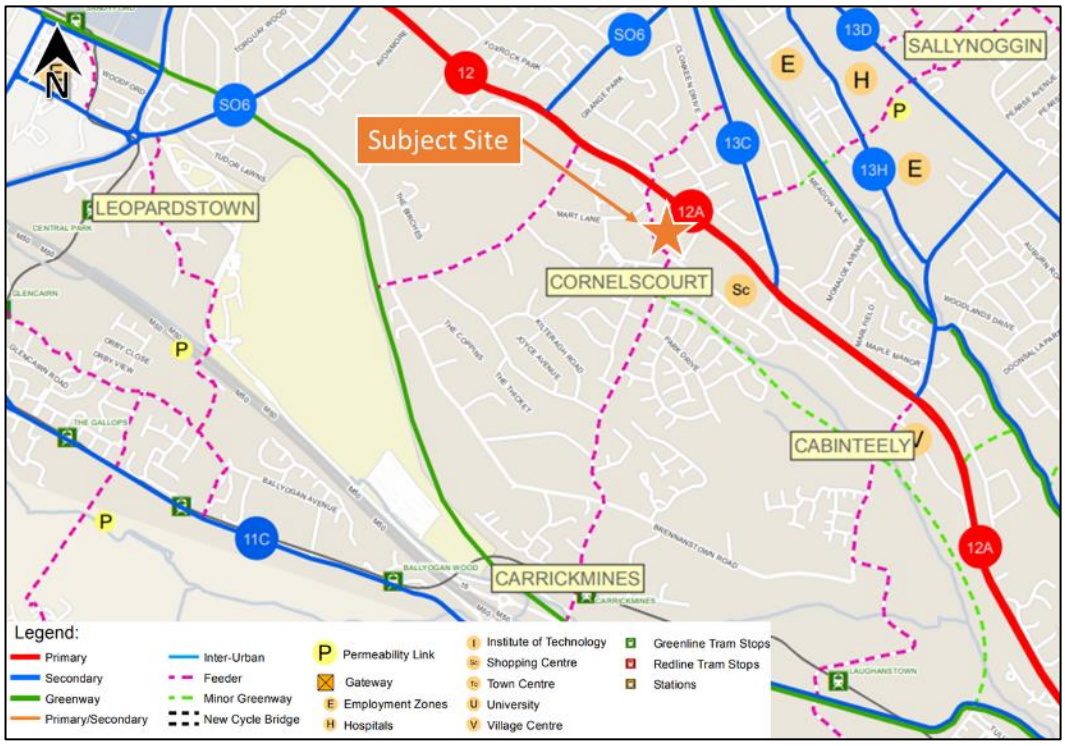


Figure 2.9: Proposed Cycle Routes (Source: Sheet E8 GDA Cycle Network Plan)

2.5.6 Shown in **Figure 2.10** below are the existing and proposed cycle routes in the Dún Laoghaire – Rathdown area. At the completion of this scheme, residents at the proposed development will be able to avail of a cycle route in the vicinity of the site access location on the R842 Old Bray Road. This route will connect the site to the N11 Stillorgan Road cycle track and will provide a cycle link southward on Cornelscourt Hill Road to connect with the existing cycling facilities on Glenamuck Road North and Ballyogan Road. Additionally, this southward link will connect cyclists to the Carrickmines LUAS Stop, 1.8km from the subject site, with a cycling journey time of 10 minutes.

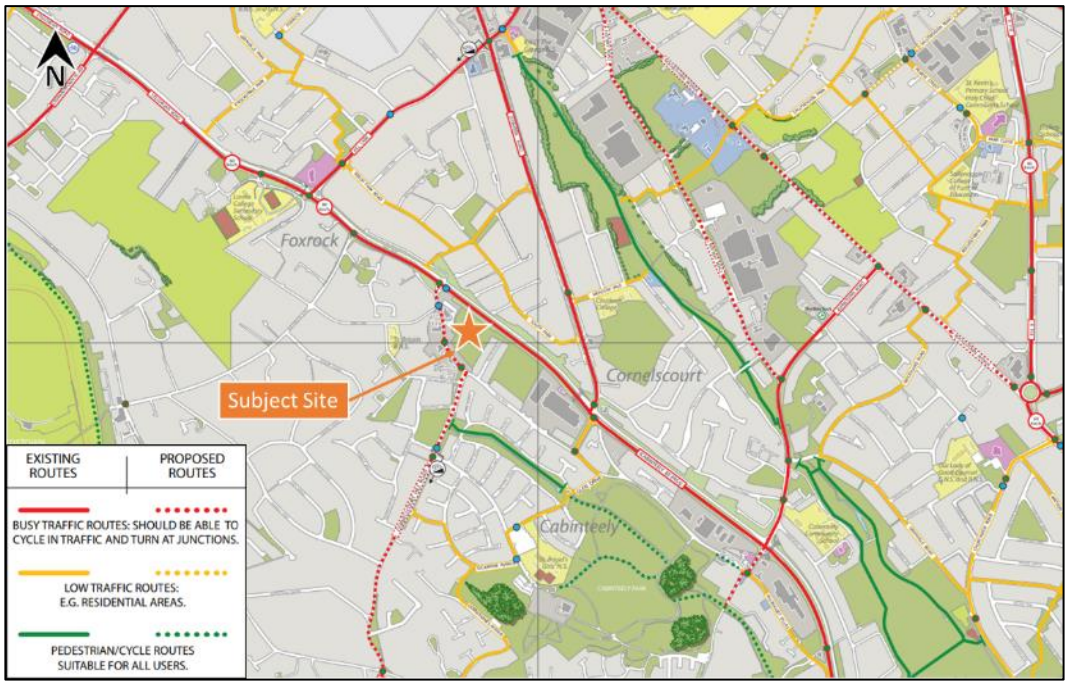


Figure 2.10: DLR Cycle Network Map (Source: DLRCOCO)

Public Transport Proposals - BusConnects

2.5.7 BusConnects is an initiative launched by the National Transport Authority with the aim of overhauling the bus system in the Dublin Region. This initiative includes review of bus services, the definition core bus network which comprises radial, orbital and regional core bus corridors. It also includes enhancements to ticketing and fare systems as well as transition to a new low emission vehicle fleet.

2.5.8 This initiative in the short-term proposes to implement a redesign of the existing bus network. The fundamental changes to the network expected would be as follows:

- Increasing the overall amount of bus services. Providing new and frequent orbital services connecting more outer parts of the city together;
- Simplifying the bus services on the key radial into "spines" where all buses will operate under a common letter system and buses will run very frequently and be more evenly spaced;
- Increasing the number of routes where buses will come every 15 minutes or less all day;

- The frequent network would become a web-shaped grid, with many interchange opportunities to reach more destinations. Everywhere that two frequent routes cross, a fast interchange is possible; and
- Additional service would be provided at peak hours to limit overcrowding.

2.5.9 In relation to the subject site following this redesign in the bus network, the proposed development will be located in close proximity to a branch of a key bus "spine" where a bus frequency of every 5 minutes or better can be expected. This will be the "E Spine" which will connect Ballymun to the City Centre and Stillorgan. The E1 branch will operate on the N11 Stillorgan Road, directly accessible to the development site and is expected to provide a high frequency of service with a bus coming every 10 - 15 minutes:

- The E1 branch would extend southwards from Stillorgan to Cornelscourt, Cabinteely, Bray and terminate in Ballywaltrim, similar in parts to existing route No. 145.

2.5.10 **Figure 2.11** illustrates bus service opportunities in the area and the frequency available for each route on a neutral weekday from the BusConnect redesign. Reference can also be made to **DBFL Drawing No. 180208-1001** which shows the proposed transportation linkages within a 2000m radius of the subject site.

Figure 2.11: Proposed Bus Network (Source: BusConnects)

2.5.11 The Bus Network Redesign is the first step in a series of transformative changes to Dublin's bus network over the coming years. However, the next steps in this initiative are the improvements to the infrastructure and operation of the proposed Bus network which include:

- building a network of "next generation" bus corridors on the busiest bus lines to make bus journeys faster, predictable and reliable;
- developing a state-of-the-art ticketing system using credit and debit cards or mobile phones to link with payment accounts and making payment much more convenient;
- implementing a cashless payment system to vastly speed up passenger boarding times;
- a simpler fare structure, allowing seamless movement between different bus services without financial penalty;
- new bus stops with better signage and information and increasing the provision of additional bus shelters; and

- transitioning to a new bus fleet using low-emission vehicle technologies.

2.5.12 **Figure 2.12** illustrates the bus radial infrastructural corridors to be implemented as part of the BusConnects initiative. In relation to the subject site, the proposed development is approx. 250m from the nearest bus stop which will serve the radial core bus corridor of Bray to City Centre where bus journey time is anticipated to be approximately 40 - 45 minutes along the entire 13 km route, once constructed. The subject site is approx. 35m from the aforementioned bus corridor on the N11 Stillorgan Road.

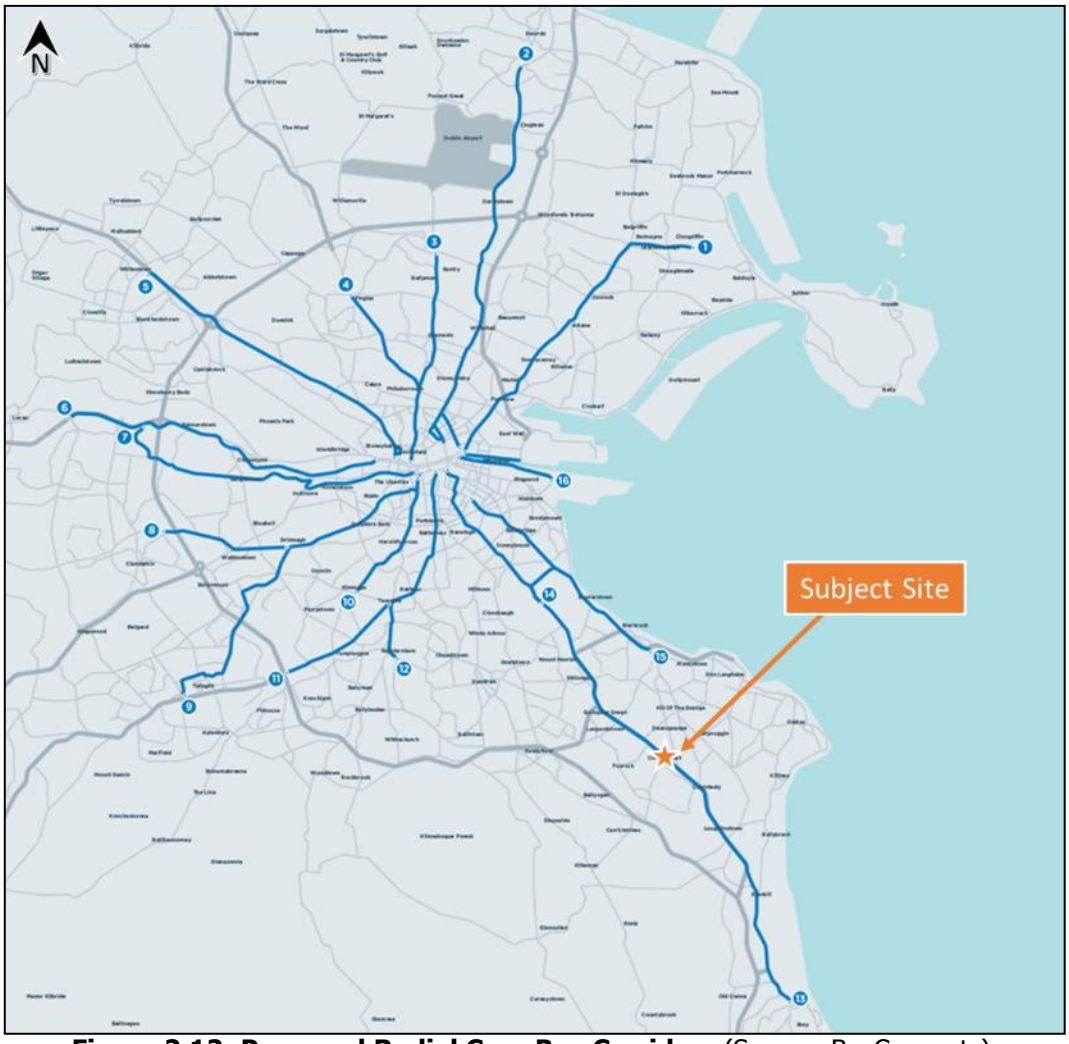


Figure 2.12: Proposed Radial Core Bus Corridors (Source: BusConnects)

2.5.13 Shown in **Figure 2.13** below is the proposed cross-section for the Core Bus Corridor Route 13, Bray to City Centre, in the vicinity of the subject site. As can be seen, pedestrian permeability along the route will benefit from a large improvement through the completion of this scheme. New pedestrian footpaths along both sides of the N11 Stillorgan Road, as well as pedestrian links, will

increase road safety for pedestrians accessing bus stops on the N11 Stillorgan Road and encourage the use of the proposed bus network.

2.5.14 A pedestrian and cycle linkage is proposed along the northern boundary of the subject site which will provide residents with direct access onto the N11 Stillorgan Road. An additional linkage from the Cornelscourt site onto the adjacent Willow Grove is proposed which will provide another access point onto the R842 Old Bray Road.

2.5.15 As shown in **Figure 2.13** below, as part of the CBC scheme a pedestrian link to the South Park residential suburb, north of the N11 Stillorgan Road is proposed further enhancing pedestrian permeability along the N11 Stillorgan Road.

2.5.16 The BusConnects CBC scheme will enable further enhancements to the existing cycle tracks on both sides of the N11 Stillorgan Road as well as ensuring an elevated level of service and shorter journey times for the buses travelling on these routes.

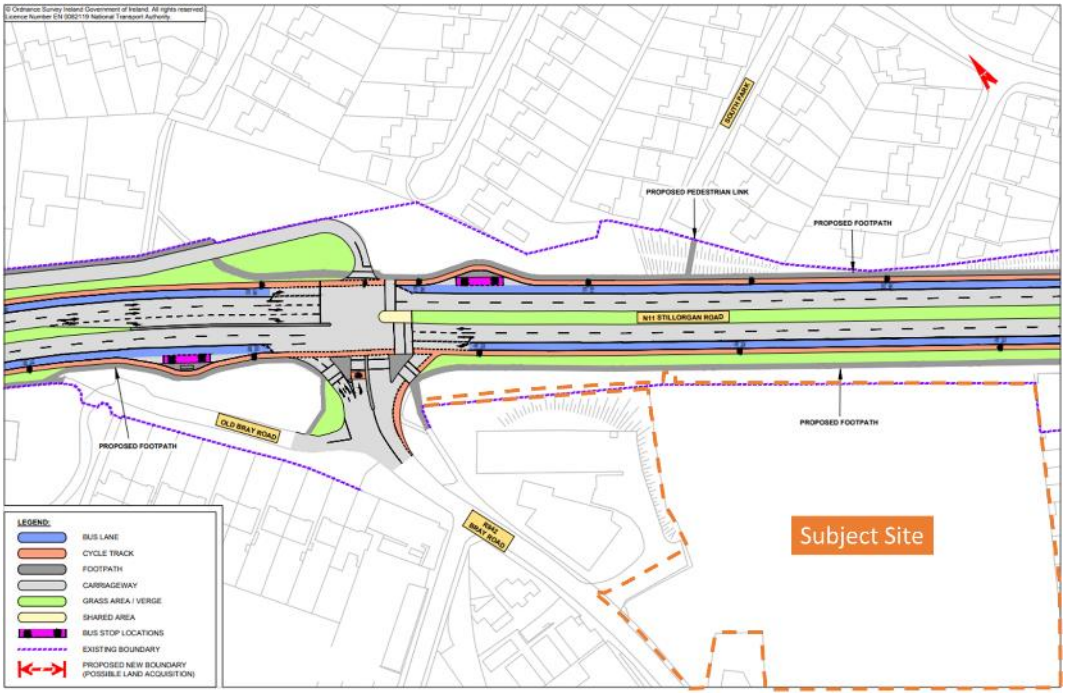


Figure 2.13: Emerging Preferred Route for Core Bus Corridor 13

(Source: BusConnects)

Public Transport Proposals – Luas & Metro

2.5.17 According to current proposals by the NTA & TII, the proposed MetroLink will operate from Charlemont, immediately south of the Grand Canal, and will provide links to City Centre locations and Dublin Airport, terminating in Swords.

2.5.18 Residents of the Cornelscourt development will be able to avail of the proposed Metro Line through the Luas Green Line Stop, Carrickmines, and interchange at the Charlemont Luas Stop to access the underground metro.

2.5.19 Other proposed extensions to the Luas network include a Lucan Line operating from the City Centre to Lucan and the extension of the Green Line south from Brides Glen to Bray. **Figure 2.14** shows the existing Luas network with the proposed service extensions and Metro Line.

Figure 2.14: Proposed Light Rail Network (Source: NTA)

Public Transport Proposals – DART Expansion

2.5.20 Irish Rail is expected to implement the DART+ Programme where high frequency DART services are anticipated to be expanded to Drogheda, Dunboyne, Maynooth and Celbridge.

2.5.21 The programme will see the DART network grow from its current 50km in length to over 150km, enabling the benefits of DART travel to reach new and existing communities.

2.5.22 The programme proposes to promote multi modal transit, active transport, boost regional connectivity and make public transport the preferred option for more and more people. The DART+ Programme will deliver frequent, modern, electrified services within the Greater Dublin Area (GDA) and will improve connectivity to Regional towns and cities.

2.5.23 Future residents at the Cornelscourt site will be able to benefit from this increased connectivity through the Dún Laoghaire DART Station which is easily accessible by bus with a journey time of approximately 25 minutes.

2.5.24 **Figure 2.15** shows the proposed rail network following the completion of the DART+ programme in Dublin City Centre.

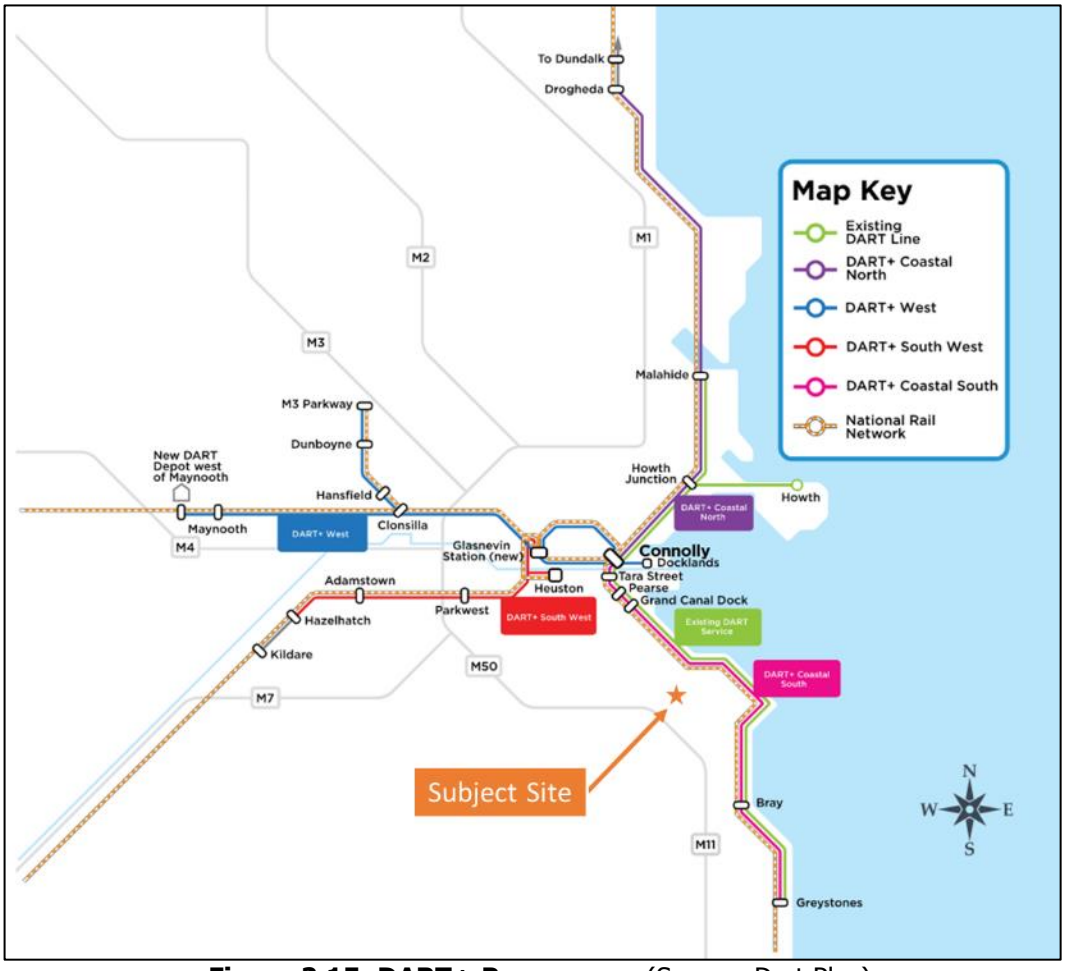


Figure 2.15: DART+ Programme (Source: Dart Plus)

Timescales for Future Infrastructure

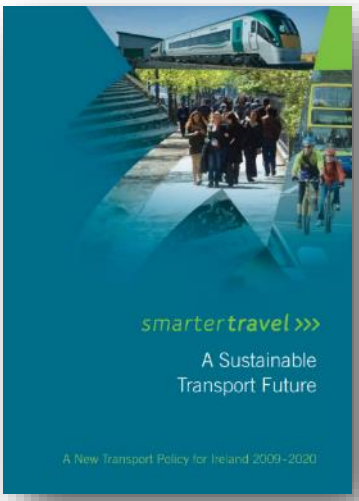
2.5.25 The implementation of the above infrastructure schemes by the local and national authorities will be subject to further design, public consultation, approval, and importantly availability of funding and resources. As no specific completion dates for these schemes have been published, for the purpose of this Traffic and Transportation Assessment we have assumed that they will not be constructed by the subject residential schemes opening year. The proposed development site in Cornelscourt is suitably located to benefit from the existing and continually improving sustainable transport links in the immediate vicinity of the site.

3.0 POLICY FRAMEWORK

3.1 DEVELOPMENT POLICY

Smarter Travel – A Sustainable Transport Future

3.1.1 Smarter Travel was published in 2009 by the Department of Transport which represents the national policy documentation outlining a broad vision for the future and establishes objectives and targets for transport. The document examines past trends in population and economic growth and transport concluding that these trends are unsustainable into the future.



3.1.2 In order to address the unsustainable nature of current travel behaviour, Smarter Travel sets down a number of key goals and targets for 2020 - including:

- Total vehicle km travelled by car will not significantly increase;
- Work-related commuting by car will be reduced from 65% to 45%;
- 10% of all trips will be by cycling;
- The efficiency of the transport system will be significantly improved.

3.1.3 The document recognises that these are ambitious targets, and outlines a suite of 49 actions required to achieve these targets – summarised under the following four main headings:

- Actions aimed at reducing distances travelled by car and the use of fiscal measures to discourage use of the car;
- Actions aimed at ensuring that alternatives to the car are more widely available;
- Actions aimed at improving fuel efficiency of motorised travel; and
- Actions aimed at strengthening institutional arrangements to deliver the targets.

Traffic and Transportation Management Policy

*"**TM 1:** To manage traffic in urban areas and prioritise the movement of pedestrians, cyclists and public transport particularly at key junctions."*

*"**TM 2:** To manage traffic so as to minimise the impact of queues on the road network with priority as follows: motorways (highest), national roads, regional roads, local roads, entrances to developments (lowest)."*

*"**TM 3:** To effectively manage the flow of through traffic along the strategic road network and maximise the efficient use of existing resources."*

*"**TM 4:** To minimise the impact of new developments on the county road and street network by implementing mobility management initiatives."*

*"**TM 5:** To support the use of Intelligent Transport Systems (ITS) technology for pedestrian, cyclist and vehicular traffic, public transport and parking management in all new developments."*

*"**TM 6:** To require all major developments to submit Traffic Impact Assessments and Mobility Management Plans."*

Transport Strategy for the Greater Dublin Area 2016 - 2035

3.1.4 The Transport Strategy for the Greater Dublin Area 2016 – 2035 as compiled by the National Transport Authority sets out the Strategic Transport Plan for the Greater Dublin Area for the period up to 2035. The strategy aims to improve and expand the existing transport network and aims to meet future travel demands through a number of goals for 2035 - including:

- Increasing the public transport mode share from 22% to 35%;
- Reduction of travel time by public transport for all areas in the GDA;
- Significant growth in commuting, with 39% more trips being completed;

- Reduction of travel time on strategic road networks.

Sustainable Urban Housing: Design Standards for New Apartments 2020

3.1.5 This guideline document was produced by the Department of Housing, Planning and Local Government and was updated with the latest version in December 2020. The purpose of this document is to set out standards for apartment development, mainly in response to circumstances that had arisen whereby some local authority standards were at odds with national guidance.

3.1.6 With the demand for housing increasing, this means that there is a need for an absolute minimum of 275,000 new homes in Ireland's cities by 2040. It is therefore critical to ensure that apartment living is an increasingly attractive and desirable housing option for a range of household types and tenures.

3.1.7 These Guidelines apply to all housing developments that include apartments that may be made available for sale, whether for owner occupation or for individual lease. They also apply to housing developments that include apartments that are built specifically for rental purposes, whether as 'build to rent' or as 'shared accommodation'.

3.1.8 Cycling provides a flexible, efficient and attractive transport option for urban living and these guidelines require that this transport mode is fully integrated into the design and operation of all new apartment development schemes.

3.1.9 The quantum of car parking or the requirement for any such provision for apartment developments will vary, having regard to the types of location in cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria. For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure, where possible, the provision of an appropriate number of drop off, service, visitor parking spaces and parking for the mobility impaired. Provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles and cycle parking and secure storage.

Dún Laoghaire – Rathdown County Development Plan 2016 – 2022

3.1.10 The Dún Laoghaire – Rathdown County Council Development Plan (2016 – 2022) sets out the authority's policies and objectives for the development of the County for the period 2016 to 2022. The Plan seeks to develop and improve in a sustainable manner the social, economic, cultural and environmental assets of the county. In the context of the subject development site and the proposed residential scheme a number of the most relevant policies include;

Housing Strategy

"***Policy RES3:*** *It is Council policy to promote higher residential densities provided that proposals ensure a balance between the reasonable protection of existing residential amenities and the established character of areas, with the need to provide for sustainable residential development."*

Sustainable Travel and Transportation Strategy

*"**Policy ST2:** It is Council policy to actively support sustainable modes of transport and ensure that land use and zoning are fully integrated with the provision and development of high public quality transportation systems."*

*"**Policy ST3:** It is Council policy to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transportation strategy for the County and the wider Dublin Region as set out in Department of Transport's 'Smarter Travel, A Sustainable Transport Future 2009 – 2020' and the NTA's 'Greater Dublin Area Draft Transport Strategy 2016 – 2035'. Effecting a modal shift from the private car to more sustainable modes of transport will be a paramount objective to be realised in the implementation of this policy."*

*"**Policy ST5:** It is Council Policy to secure the development of a high quality walking and cycling network across the County in accordance with relevant Council and National policy and guidelines."*

*"**Policy ST6:** The Council will continue to maintain and expand the footway and pedestrian route network to provide for accessible pedestrian routes within the County in accordance with best accessibility practice."*

*"**Policy ST7:** It is Council policy to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Cycle Network Plan for the Greater Dublin Area."*

*"**Policy ST8:** It is Council policy to work towards the provision of 'public bike' facilities across the key urban areas of the County, subject to initial feasibility studies being undertaken for these areas to be followed by detailed business case analysis, taking due cognisance of the Dublinbikes and Regional Cities Bike Schemes."*

*"**Policy ST10:** It is Council policy to provide and maintain street lighting on the public road/footway/cycleways throughout the County in accordance with commonly accepted best practice."*

*"**Policy ST11:** It is Council policy to secure improvements to the public transport system as set out in 'Smarter Travel, A Sustainable Transport Future 2009-2020' and the NTA's 'Greater Dublin Area Draft Transport Strategy 2016-2035' by optimising existing or proposed transport corridors and interchanges and by developing new Park and Ride and taxi rank facilities at appropriate locations."*

4.0 CHARACTERISTICS OF PROPOSALS

4.1 OVERVIEW

4.1.1 The proposals (**Table 4.1**) seek planning permission to construct 412 no. residential apartment units and 7 no. houses on residential zoned lands. The residential development is to be built on a site in Cornelscourt, Dublin 18.

4.1.2 The proposed development will be based on a Build-to-Rent (BTR) model. This is defined in Chapter 5 of *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities*, as published by the Department of Housing, Planning and Local Government (DHPLG) as:

> *"Purpose-built residential accommodation and associated amenities built specifically for long-term rental that is managed and services in an institutional manner by an institutional landlord."*

Unit Type	Description	Quantity
	One Bedroom Apartment	294
	Two Bedroom Apartment	111
	Three Bedroom Apartment	7
Houses	Three Bedroom 2-Storey Semi-Detached House	7
Café	264 m^2 Food-Based Retail	-
Creche	258 m^2 Pre-school Facility	-
	Total	**419**

Table 4.1: Development Schedule Summary

4.1.3 The development proposes to include a basement accessed through a ramp for vehicles, a dedicated cyclist ramp and several stairwells for the development's residents.

4.1.4 The development will also comprise the construction of associated infrastructure including landscaped shared surface courtyard, footpaths, and associated services as referred to in the Infrastructure Report.

4.1.5 As the proposed development is a full BTR scheme, at operational phase it will be a fully managed property (24/7). Residents will avail of a number of shared services such as a concierge, a café, creche, communal open spaces, car parking, bicycle parking, laundry, waste disposal etc.

Vehicle/Pedestrian Site Access

4.1.6 The proposed site's vehicular access, onto the R842 Old Bray Road, is shared by the Cornelscourt AIB Bank. It is proposed to incorporate a one lane exit and a single entry lane onto the access to service the vehicles exiting the basement car park of the proposed development. A back-to-back right turn pocket will serve vehicles entering onto the site from the shared access with AIB Bank. The access junction onto the R842 Old Bray Road, will continue to operate as a priority junction. The proposed junction layout is shown in **Figure 4.1** below. Further reference can be made to **DBFL Drawing No. 180208-DBFL-XX-XX-DR-C-2001** for the proposed roads layout.

4.1.7 In accordance with the *Design Manual for Urban Roads and Streets,* a stopping sight distance of 49m for a 50km/h road is used to determine the forward visibility of vehicles at the access junction.

4.1.8 Two pedestrian accesses are located on the Old Bray Road as shown in **Figure 4.2** below; one access is shared by vehicles entering the site with the second access on the Old Bray Road operating as a dedicated pedestrian access only. The accesses will lead pedestrians into the main entrance plaza of the development site.

4.1.9 A pedestrian island will also be placed at the access junction, to allow safe crossings for pedestrians. A third pedestrian and cycle link will be provided from the northern boundary of the site to the N11 Stillorgan Road and a future potential connection is proposed to the adjacent Willow Grove, as shown in **Figure 4.2** below. The proposed site layout plan illustrates the permeable nature (**Figure 4.3**) of the Cornelscourt site for pedestrians which will facilitate more sustainable travel choices for future residents of the site.

4.1.10 A dedicated cycle access is provided from the podium slab (via steps with adjacent wheel channels) to take cyclists from the site's courtyard to bicycle parking areas in the basement. This cycle route is completely separate from the vehicle access ramp to the basement.

4.1.11 An existing cycle lane is located along the N11 (adjacent to the site's north-eastern boundary). Another basement access is linked to the N11 cycle lane (in the northern corner of the site) providing direct access from the basement's bicycle parking locations.

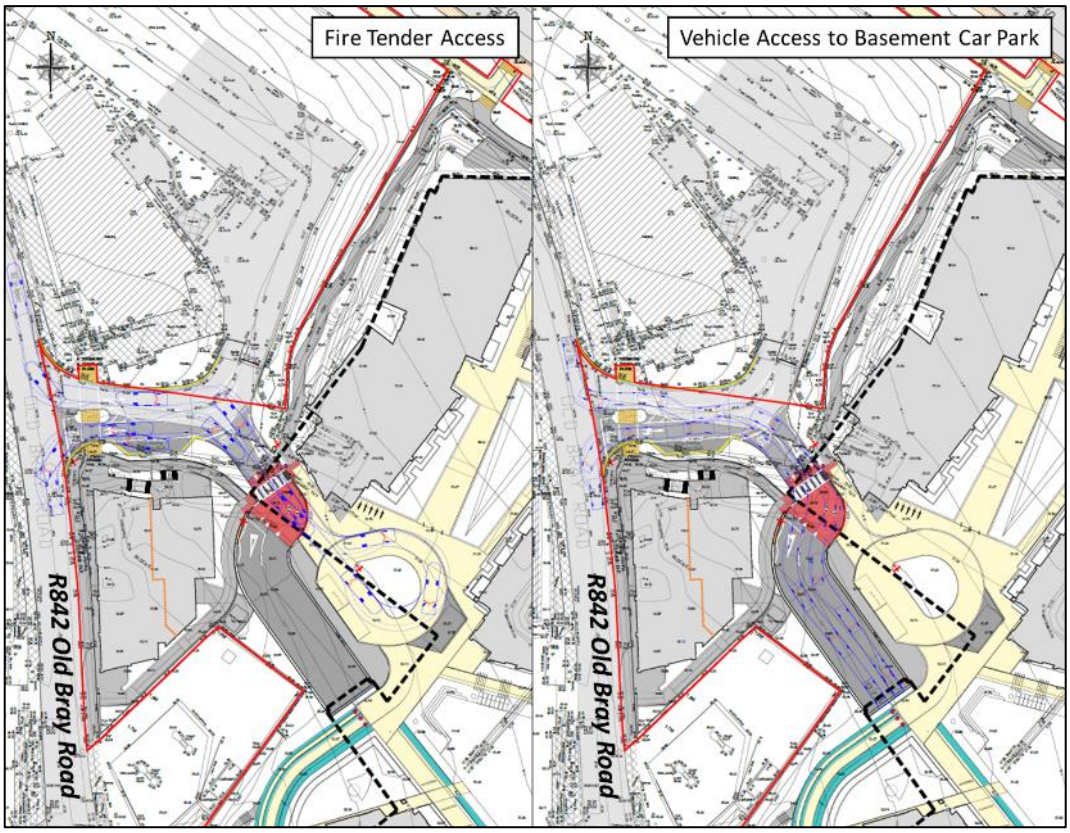


Figure 4.1: Site Access Junction Layout (Source: DBFL)

4.1.12 Further details of the development proposals including the site layout and site access arrangements are illustrated in the architects' scheme drawings, in **Figure 4.2**, and as submitted with this planning application.

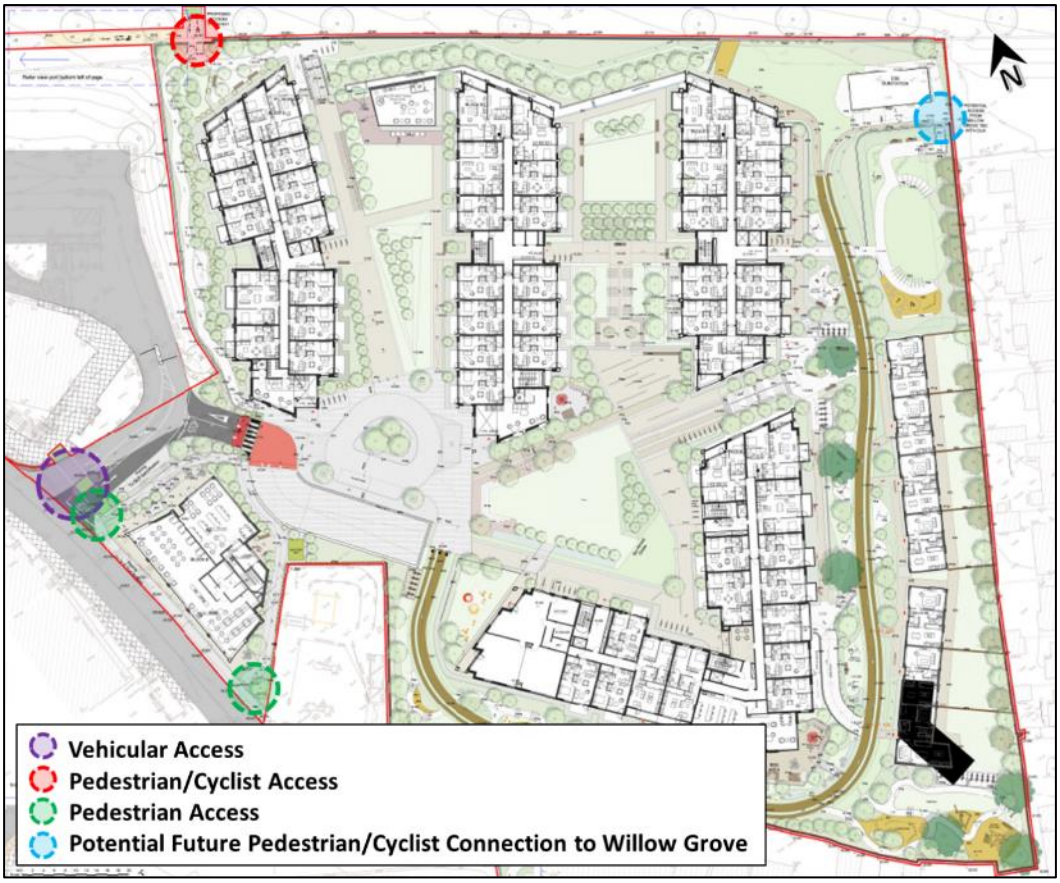


Figure 4.2: Site Layout (Source: Henry J Lyons)

Figure 4.3: Pedestrian Permeability at Subject Site (Source: Henry J Lyons)

4.2 CAR PARKING

4.2.1 In order to estimate the potential car parking demand at the subject development, 3 no. car parking assessments have been undertaken, including;

a) Review of the 'Car Availability' and 'Means of Travel' as recorded within the 2016 Census results for apartment developments with similar characteristics to the subject development and,

b) DBFL car parking demand surveys at apartment developments within Dún Laoghaire - Rathdown County Council and other local areas with similar public transport accessibility levels.

c) Assessment of the DLRCC Development Plan Standards and the DHPLG Guidelines.

- ***2016 Census "Car Availability" Data***

4.2.2 A review of the 2016 Census "Car Availability" data has been undertaken at apartment developments with similar accessibility to public transport linkages, as shown in **Table 4.2** below. This reveals that, for apartment developments located in close proximity to public transport, an average car availability / apartment unit ratio of 0.67 has been calculated.

Ref	Census Small Area	Location	Units	Car Availability	Ratio
1	**267092055/02**	Carmanhall	151	73	0.48
2	**267092055/03**	Carmanhall	97	47	0.48
3	**267020013**	Galloping Green North	110	82	0.75
4	**267126011**	Galloping Green South	136	106	0.78
5	**267038014**	Loughlinstown	127	109	0.86
				Average	0.67

Table 4.2: 2016 Census Car Availability Assessment

4.2.3 The location of the Census Small Areas reviewed can be seen in **Figure 4.4** below. All the sites benefit from similar public transport linkages as the subject site, and

therefore can provide a reasonable indication into the car parking provision required.

Figure 4.4: Locations of Census Small Areas Reviewed

- ***Modal Split***

4.2.4 The 2016 Census data for the modes of travel used within the Small Areas was assessed; the locations of these small areas relative to the proposed development are shown in **Figure 4.5** below. For all but site 5, the use of public transportation, cycling and walking composed over 50% of the modal split. The most used public transport mode (bus/LUAS) for each site is dependent on the site's proximity to these transport facilities. The trends observed in the modal split can be expected to represent that of the proposed development.

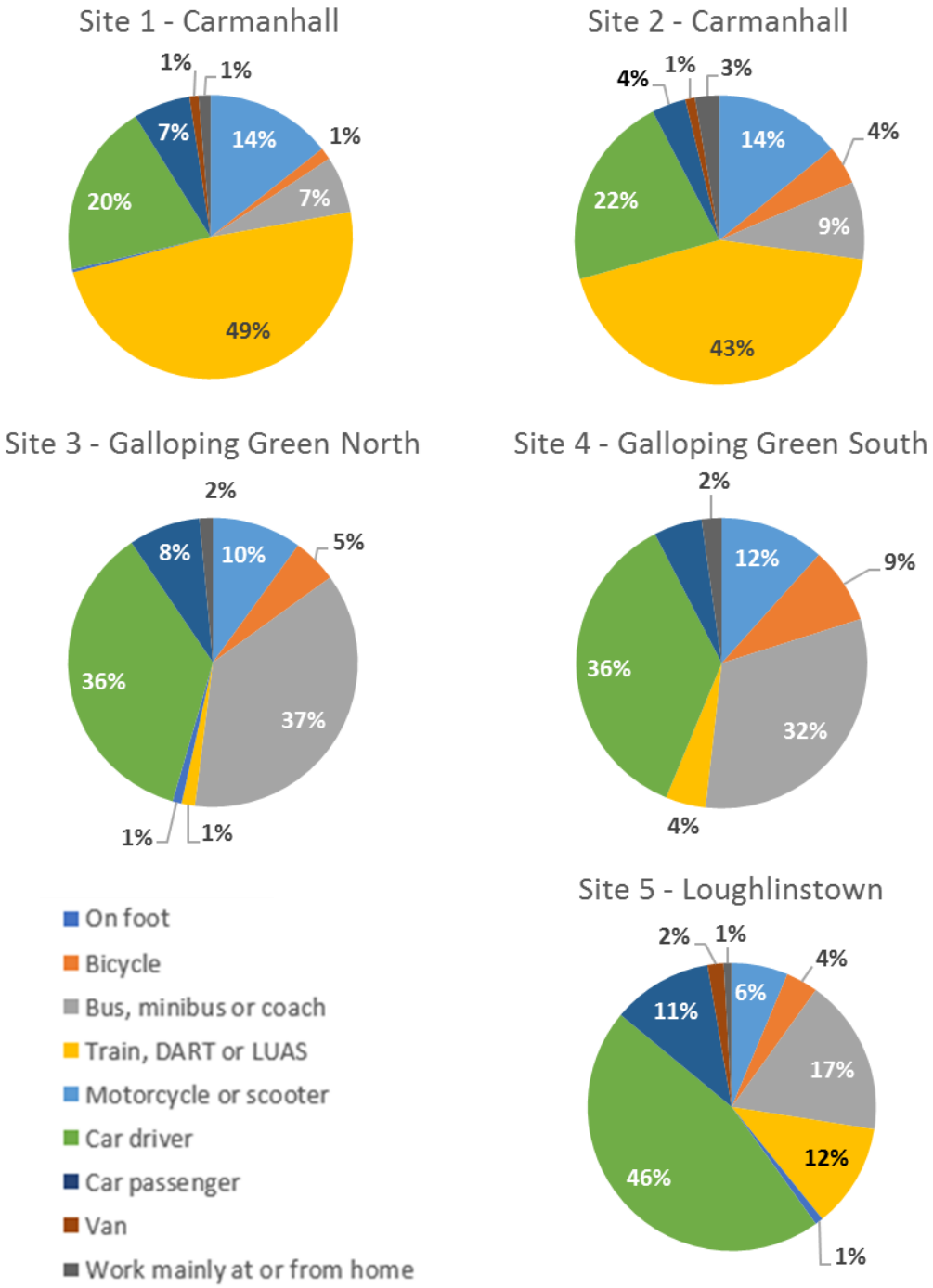


Figure 4.5: Means of Travel to Work/School for Census Small Areas Reviewed

- ***DBFL Car Parking Demand Surveys***

4.2.5 As summarised in **Table 4.3** below, DBFL have undertaken a number of parking surveys at existing apartment developments located in close proximity to high quality public transport services in order to determine the appropriate requirement for car parking at residential developments such as the subject scheme. The

surveys were undertaken at night time (between 2300 and 2400) on a weeknight to ensure that the recorded car parking demand was near or at its potential maximum demand i.e. all residents present.

4.2.6 The Grange in Galloping Green shows a car availability to apartment unit ratio of 0.65. This site is in the vicinity of the proposed development and therefore benefits from the same transport connections. In the survey data shown in **Table 4.3** below, it is also noted that New Bancroft Apartments shows a relatively low car availability to residential unit ratio. The developments surveyed in **Table 4.3** below, are based on conventional rent models (owner occupied) therefore car ownership levels are expected to be higher than those of the BTR proposed development at Cornelscourt.

4.2.7 **Table 4.3** below reveals that, at similar apartment developments throughout Dublin, car parking demand is proven to be significantly below the development plan car parking requirements. It is noted that the DBFL surveyed sites representing examples of underutilized car parking provision which has the capacity for additional demand, whereas the proposed development's 'restrictive' car parking provision will limit the quantum of potential vehicular trips that the proposals could generate.

Apartment Scheme Name and Location	**No. of Units** (Residential)	**Car Parking Available** (Spaces)	**Recorded Demand** (DBFL Surveys)	**Ratio** (Parking / Unit)
The Grange (Emerald Block) (Brewery Road, Galloping Green)	54	67	35	0.65
Hazel Brook Apartments (Kilmacud Road Upper, Dublin 14)	54	66	46	0.85
Shanagarry Apartments (Milltown Road, Dublin 14)	111	118	93	0.83
New Bancroft Apartments (Greenhills Road, Dublin 24)	153	160	70	0.46
			Average Ratio	0.698

Table 4.3: Residential Apartments Car Parking Demand (Occupied) Surveys

- ***Car Parking Standards***

4.2.8 Reference has been made to both Table 8.2.3 of the current Dún Laoghaire - Rathdown County Development Plan (2016 - 2022) which sets out the minimum parking guidance for residential developments and Chapter 4 of *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities*, as published by the Department of Housing, Planning and Local Government (DHPLG) in December 2020.

4.2.9 With regard to the proposed development schedule the associated DLRCC and DHPLG car parking requirements are outlined in **Table 4.4** below.

4.2.10 In reference to **Table 4.4** below, it can be established that the subject development proposals are required to provide 489 no. car parking spaces based on DLRCC requirements. However, it is considered that the subject development site is located within an "*Accessible Urban Location*" as designated within the DHPLG standards, on the basis of excellent travel alternatives available, and therefore the quantum of car parking provision should be minimised.

Parking Type		DLRCC Standard	DHPLG Standard	Units	DLRCC Requirement	DHPLG Requirement
Apartment	1 bed	1 /unit	*Reduced overall parking provision*	294	294	*Reduced overall parking provision*
	2 bed	1.5 / unit		111	167	
	3 bed	2 / unit		7	14	
House	3 bed	2 / unit	-	7	14	-
			Total	419	489	

Table 4.4: Car Parking Standards and Requirements

4.2.11 Accordingly, the opportunity is available to provide a reduced quantum of car parking (i.e. below the DLRCC standards) for the proposed 419 residential units.

4.2.12 For residential developments located within an "*Accessible Urban Location*", the DHPLG design standards state in reference to local authority development management requirements that;

> *"the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances."*

4.2.13 Furthermore, Specific Planning Policy Requirement (SPPR) 8 (iii) within the DHPLG design standards states the following in reference to BTR developments;

> *"There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services."*

- ***Build to Rent (BTR) Schemes***

4.2.14 Although considered a relatively new feature within the Ireland and UK property market, the Build to Rent (BTR) scheme is being increasingly recognised as an exciting opportunity for investors, local authorities and developers. Significant research has been undertaken, in particular within the UK, with regard to this emerging concept. The research affirms the value of BTR to the property industry as it seeks to accelerate new developments to help address the housing crisis whilst also delivering broader social and economic benefits to local communities.

4.2.15 By delivering high quality and well managed homes and creating new, sustainable communities, BTR will enhance the overall quality of housing and become woven in to the residential landscape.

4.2.16 From a number of surveys undertaken in the UK regarding BTR schemes, the surveys suggest that the main age demographic interested in the BTR schemes are the 25 – 35 year age bracket. This is likely due to a number of factors including the difficulty of procuring a mortgage and getting on to the property ladder in this current property climate. Also a consideration for this is that renting properties tends to suit this age demographic as many people of this age may wish to move around and travel and may not wish to buy at that time.

4.2.17 The UK reference document 'Unlocking the Benefits and Potential of Build to Rent' identifies a link, from the UK Census 2011, between car ownership and the tenure of a residence, i.e., whether a resident is renting in the public domain or privately owns their residence. The graph in **Figure 4.6** shows that residents who own their residence are more likely to own a car than residents who rent their property. It shows that the total average of car ownership for privately owned residences is 0.8 cars per residential unit, this is compared with a car ownership of just 0.4 cars per residential unit for residences that are publicly rented. This suggests that car

parking demand for the rental market may well be lower than traditional build to sell schemes.

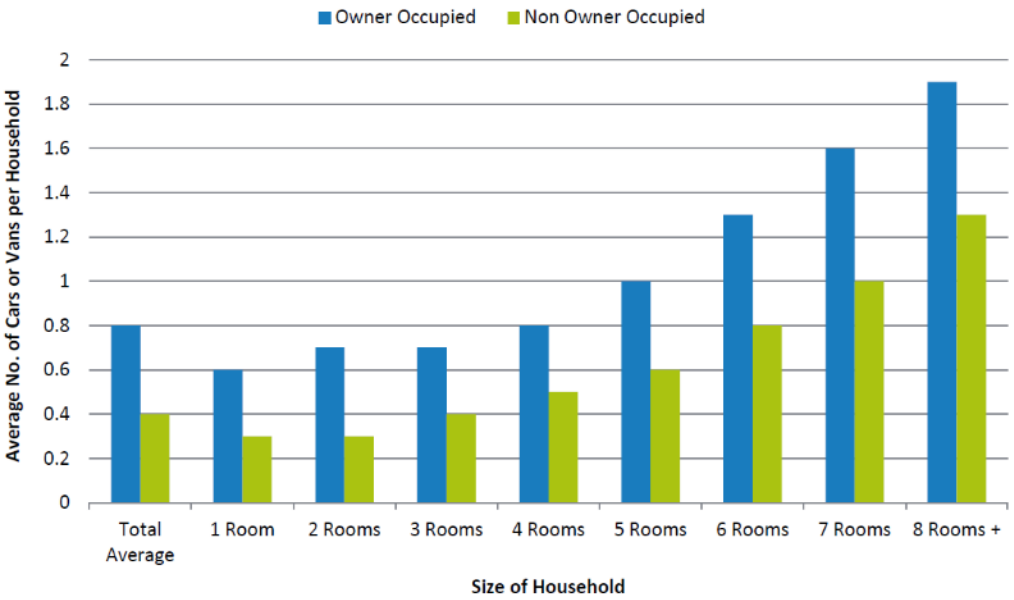


Figure 4.6: Car Ownership between Privately Owned and Publicly Rented Dwellings (Source: Unlocking the Benefits and Potential of Build to Rent by British Property Federation)

- ***Car Parking Provision***

4.2.18 With reference to the car parking assessments undertaken and the above standards, a ratio of approximately 0.57 car parking spaces to every residential unit is proposed for this development (with the ratio excluding set-down spaces and surface level loading bay). This equates to a car parking provision of 237 no. car parking spaces, of which 236 no. spaces will be at basement level (**Figure 4.7**) and 1 no. space will be at podium level (**Figure 4.8**).

4.2.19 Of the car parking spaces assigned to the proposed development;

- 236 no. basement car parking spaces are allocated for the 419 no. residential units (including mobility impaired spaces);
- 13 no. car parking spaces will be reserved as dedicated mobility impaired spaces as specified by the DLRCC requirements for 4% of the overall car parking provision;
    - 1 no. space will be at surface level by the development entrance;
    - 12 no. spaces will be at basement level;

- 22 no. electric vehicle charging points have been assigned (approx. 10% of the overall car parking provision); and
- 4% will be allocated as spaces for car sharing clubs (10 no. car parking spaces).

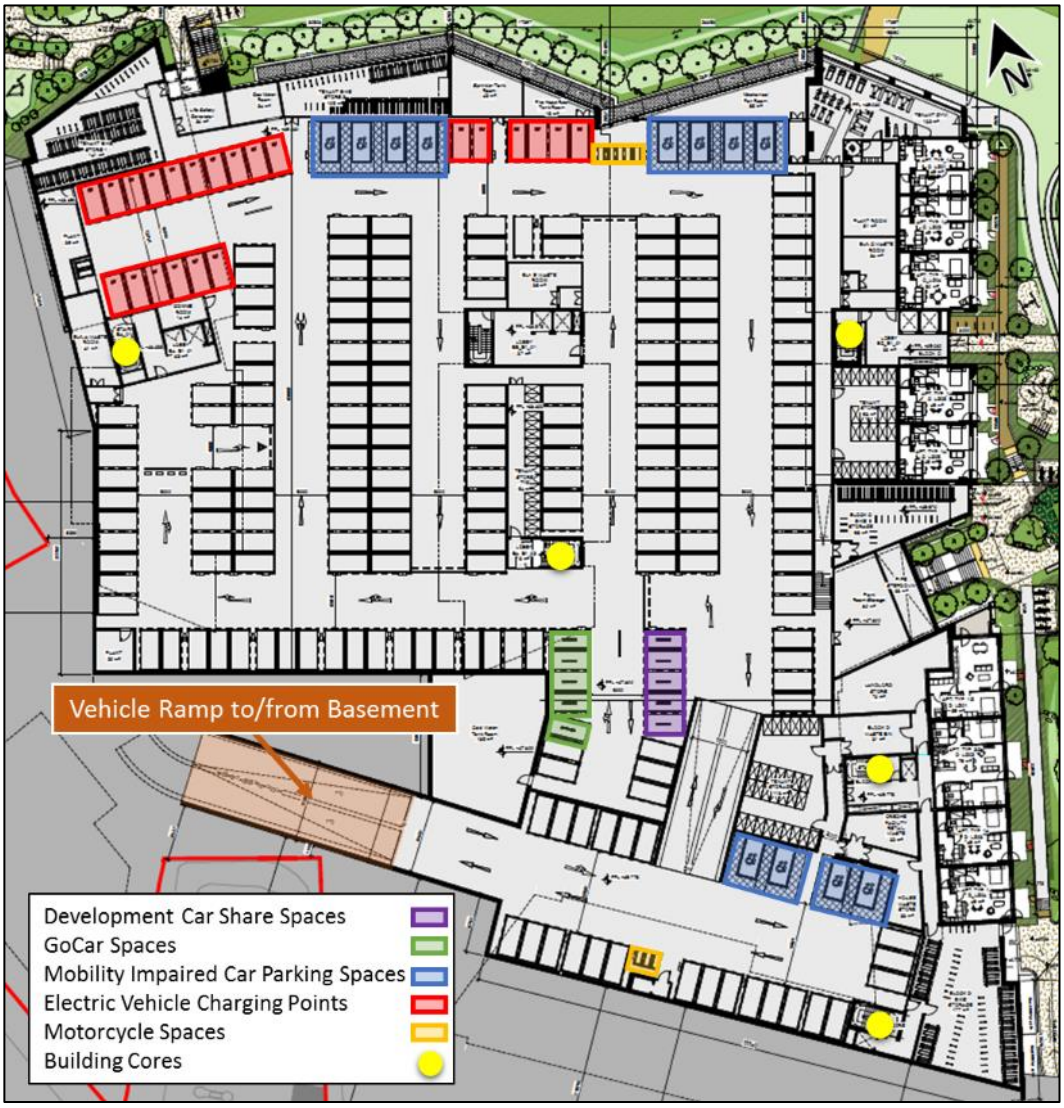


Figure 4.7: Basement Car Park Layout

Figure 4.8: Podium Level Car Parking Spaces (Source: Henry J Lyons)

4.2.20 Recently, a number of developments located in key transport corridors have been granted planning applications with particularly low car parking ratios being proposed. The BTR nature of the sites, public transport offerings and the generous provision of cycle parking spaces result in a realistic and sustainable quantum of car parking spaces being offered at the sites.

- Belgard Gardens, Tallaght – 438 no. apartment units proposed with 0.24 car parking spaces per unit.
- Davitt Road, Inchicore – 265 no. BTR units proposed with 0.44 car parking spaces per unit.
- Swiss Cottage, Santry – 112 no. BTR units proposed with 0.30 car parking spaces per unit.

- ***Car Share Facility***

4.2.21 Of the car parking provision for the proposed development, a quantum of spaces will be allocated for car sharing clubs. These clubs offer members access to a vehicle without ownership. With 9 – 12 spaces, within a proposed development of

this size, could meet the mobility needs of 20 - 25% of the residents based on research extracted from Table 7.1 in '*A Good Practice Guide for Planners and Developers - Achieving low car housing: the role of car share clubs*'.

4.2.22 Managed by GoCar, all residents will have the option to become members of the car share service. On becoming members, residents can then book cars online or via the app for as little as an hour, then unlock the car with their phone. The keys are in the car, with fuel, insurance and city parking all included. The benefits of such car sharing services include;

- the reduction of the number of cars on the road and therefore traffic congestion, noise and air pollution;
- minimising the demand for car parking and freeing up land traditionally used for private parking spaces, but which may not be used,
- increasing use of public transport, walking and cycling as the need for car ownership is reduced and
- car sharing allows those who cannot afford a car the opportunity to drive, encouraging social inclusivity.

4.2.23 A total of 10 no. car parking spaces have been allocated to car sharing for residents, of which 5 no. will be operated by GoCar and a further 5 no. spaces will be available for the development's own car share club.

4.2.24 GoCar have given a letter of support outlining their intention to provide their service for the proposed development site, as included in **Appendix B**.

Cycle Parking

4.2.25 In order to determine an appropriate level of cycle parking provision for the proposed residential development reference is made to both (i) the DLRCC *Standards for Cycle Parking and associated Cycling Facilities for New Developments* requirements, and (ii) the DHPLG guidelines. The cycle parking standards for residential developments from both standards are detailed in **Table 4.5** below.

Parking Type	DLRCC Standard		DHPLG Standard	
	Long Stay	Short Stay	Long Stay	Short Stay
Residential Apartments	1 / unit	1 / 5 units	1 / bed	1/ 2 units
Café / Restaurant	1 / 350m^2 GFA	1 / 700m^2 GFA	-	-
Childcare Services	1 / 3 staff	-	-	-

Table 4.5: Bicycle Parking Standards

Land Use Description	No. Units (Beds) /GFA	DLRCC Parking Requirements		DHPLG Requirements	
		Long Stay	Short Stay	Long Stay	Short Stay
Apartments	412 (537)	412	83	537	206
Crèche	258m^2	9	0	-	-
Café	264m^2	2 (minimum)	2 (minimum)	-	-
Total		697		743	

Table 4.6: Bicycle Parking Requirements

4.2.26 It is noted that each of the proposed 7 no. 3 bed houses benefit from being designed with access to a private rear garden. Accordingly, the opportunity is available for residents of these 7 houses to store their bicycles in their own secure back garden.

- ***Bicycle Parking Provision***

4.2.27 A generous provision of secure and accessible bicycle parking will be a key component of the transportation offering at the development. Whilst DLRCC have detailed requirements in this regard as set out in *Standards for Cycle Parking and associated Cycling Facilities for New Developments*, the requirements of the DHPLG *Sustainable Urban Housing* Standards generally exceed those of local authorities.

4.2.28 According to DLRCC requirements, all short stay cycle parking is to be located at ground level. Long stay cycle parking spaces are required to be located in a secure, covered location; therefore, basement cycle parking will comply in this instance.

Access to the basement cycle parking should be through designated entry and exit points for cyclists. In order to separate cyclists from vehicular traffic, segregated access points will be planned for cyclists and pedestrians onto Old Bray Road and onto the footpaths and cycle track on the N11, Stillorgan Road. The DLRCC requirement is a total of 697 no. cycle parking spaces for this development.

4.2.29 The DHPLG requirements are generally viewed as somewhat excessive. Application of these requirements results in an overall provision of 743 based on the current schedule of accommodation.

4.2.30 Given the DLRCC requirements and considering the DHPLG cycle parking standards as well as the car parking ratio at the development, a provision of 819 no. cycle parking spaces is proposed for this development site. Of this provision, 664 no. cycle spaces will be at basement level (**Figure 4.10**) and 155 no. spaces will be located at ground level (**Figure 4.9**). The short stay cycle parking provision includes 3 no. cargo bicycle spaces. These proposals exceed both the DLRCC requirements and the DHPLG guidelines.

4.2.31 Additionally, 10 no. motorcycle spaces will be located at basement level.

Figure 4.10: Short Stay Bicycle Parking Spaces at Surface Level (Source: Henry J Lyons)

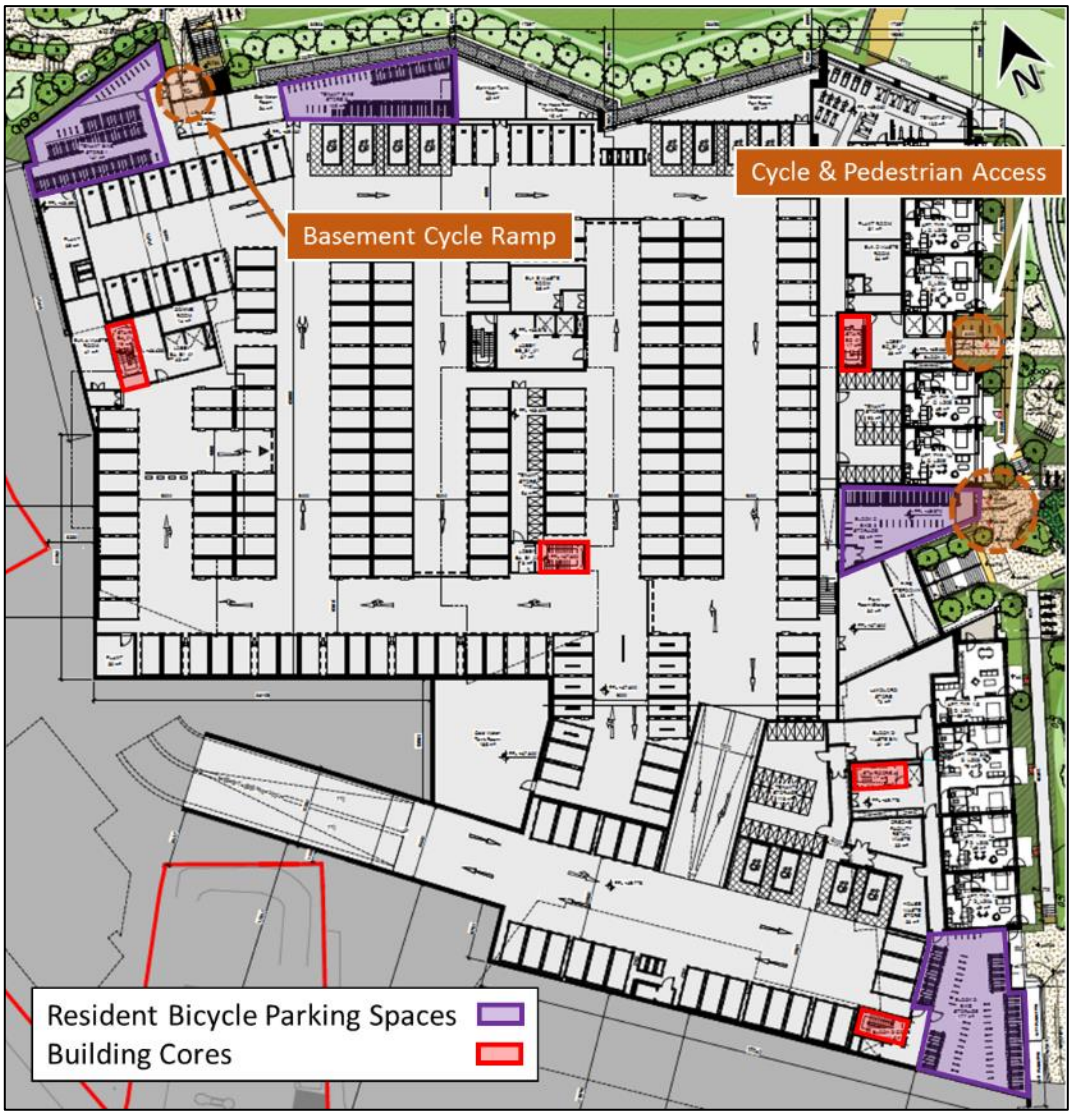


Figure 4.9: Bicycle Parking Spaces in Development Basement

5.0 TRIP GENERATION AND DISTRIBUTION

5.1 TRAFFIC SURVEYS

5.1.1 With the objective of quantifying the existing traffic movements across the local road network vehicle link counts were undertaken.

5.1.2 A vehicle turning count survey (junction turning count - JTC) was conducted over a 6-hour period from 07:00 - 10:00 and 16:00 - 19:00 on Tuesday 8th January 2019 at the R842 Old Bray Road / Mart Lane / Cornelscourt Hill Road junctions (Junctions 1, 2 and 4).

5.1.3 The surveys undertaken by IDASO Ltd. established that the local network's AM and PM peak hours occur between 08:15 – 09:15 and 16:15 – 17:15 respectively.

5.1.4 Additional traffic count surveys were undertaken by DBFL during the established AM and PM peak hours on Wednesday 30th January 2019 at the R842 Old Bray Road junction with the current site access (Junction 3). The adjoining AIB property shares this access junction with the proposed site. Part of the site access is currently used as overflow parking.

5.1.5 In order to analyse and assess the impact of the proposed development on the surrounding road network, a traffic generation and distribution model (excel based) of the following key junctions was created (illustrated in **Figure 5.1**):

- Junction 1 - Priority Control – R842 Old Bray Road / Old Bray Road (Cul-de-sac);
- Junction 2 - Priority Control – R842 Old Bray Road / Mart Lane;
- Junction 3 - Priority Control – R842 Old Bray Road / Site Access;
- Junction 4 – Signalised Junction – R842 Old Bray Road / Cornelscourt Hill Road.

Figure 5.1: Junctions Included Within the Network Analysis

5.2 TRIP GENERATION

Proposed Development Trips

5.2.1 A review of trip generation factors contained within the TRICS database was carried out. TRICS data is primarily UK based, although a number of Irish sites have recently been included and the number of Irish sites continues to expand. Nevertheless, we consider that TRICS will provide a reasonable indication of traffic generation from the proposed development.

5.2.2 Notwithstanding the above, internal research undertaken by TRICS has shown that there is no direct evidence of trip rate variation by country or region. The use of English, Scottish or Welsh data can be equally applicable to Ireland if users take into account important site selection filtering factors such as levels of population, location type, local public transport provision, and development size and car ownership level, amongst others.

5.2.3 Data supplied for inclusion in TRICS undergoes a procedure of validation testing, and there is no evidence from this procedure suggesting that data from Ireland bears any significant fundamental differences to that from the other countries

included. Consequently, we consider that TRICS will provide a reasonable indication of traffic generation from the proposed development.

5.2.4 **Table 5.1** below includes the predicted trip generations and our estimate of the likely traffic flows in and out of the proposed development during the morning and evening peak hour periods using data from TRICS. The small on-site childcare facility (258m^2) has not been included within this trip generation exercise as it is expected to cater to the development's residents and the immediate local catchment.

Land Use	Unit / GFA	AM Peak Hour (08:15 – 09:15)			PM Peak Hour (16:15 – 17:15)		
		Arr	Dep	Total	Arr	Dep	Total
Apartments	Per Unit	0.059	0.191	0.249	0.159	0.105	0.264
Houses	Per Unit	0.142	0.348	0.490	0.312	0.184	0.496
Retail/ Restaurant	Per 100 sqm	0.000	0.000	0.000	1.543	1.068	2.611

Table 5.1: Proposed Development Trip Rates (TRICS)

5.2.5 Based on the above trip rates, potential peak hour traffic generation is calculated based on 412 apartments and 7 houses. **Table 5.2** summarises the predicted peak hour AM and PM traffic generated by the proposed development. The TRICS output files are included in **Appendix C** of this report.

Land Use	Units / GFA	AM Peak Hour (08:15 – 09:15)			PM Peak Hour (16:15 – 17:15)		
		Arr	Dep	Total	Arr	Dep	Total
Apartments	412	24	78	103	65	43	109
Houses	7	1	2	3	2	1	3
Retail/ Restaurant	264	0	0	0	4	3	7
Total		**25**	**81**	**106**	**72**	**48**	**119**

Table 5.2: Proposed Development Vehicle Trips

5.3 TRIP DISTRIBUTION & ASSIGNMENT

Proposed Development Trip Distribution

5.3.1 The distribution of the proposed development's generated vehicle movements as proposed by DBFL is presented in **Appendix A** of this report. The associated

residential vehicle trips have been assigned to the surrounding road network based on the surveyed traffic movements passing the site based on the following assumptions.

5.3.2 In the Opening Year 2023, we have assumed that all 419 of the residential units will be complete and occupied for the 2023 scenario in order to show the design scenario which highlights the impact of the full development on the local network.

5.3.3 In reality, the development may be delivered in a phased manner, however for the purposes of conducting a robust and conservative assessment of the traffic impacts of the development it has been assumed that the entire development will be constructed by 2023.

5.4 TRAFFIC GROWTH

5.4.1 The TTA adopts an Opening Design Year of 2023, Interim Year of 2028 (+5 years) and Future Horizon Year of 2038 (+15 years) as per TII guidelines. Although traffic growth may not increase at the rates once predicted, to ensure a robust analysis of the impact of traffic upon the local road network we have adopted growth rates using the Transport Infrastructure Ireland (TII) "Travel Demand Projections".

5.4.2 Table 6.1 within the TII Project Appraisal Guidelines Units 5.3 provides Link-Based Annual Traffic Growth Factors for the different regions within Ireland. The subject site lies within the 'Dublin' metropolitan area with the growth factors as outlined within **Table 5.3** below:

Metropolitan Area	Low Sensitivity Growth				Central Growth				High Sensitivity Growth			
	2016-2030		2030-2040		2016-2030		2030-2040		2016-2030		2030-2040	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
Dublin	1.0146	1.0280	1.0034	1.0116	1.0162	1.0295	1.0051	1.0136	1.0191	1.0328	1.0087	1.0172

Table 5.3: Link-Based Growth Rates: Metropolitan Area Annual Growth Factors
(Extract from Table 6.1 PAG Unit 5.3)

5.4.3 Applying the annual factors (central growth) as outlined in **Table 5.3** above for the adopted Opening Year of 2023 and Future Horizon Year of 2038 (+15 years),

the following growth rates have been adopted to establish corresponding 2023 and 2038 baseline network flows: -

- 2019 to 2023 – 1.0664 (or 6.64%); and
- 2019 to 2038 – 1.2429 (or 24.29%);

5.5 ASSESSMENT SCOPE

Assessment Scenarios

5.5.1 This analysis looks at two different traffic scenarios across each of the three design years for this traffic network, namely 'Do-Minimum' and 'Do-Something' scenarios, which as follows:

- 'Do-Minimum' traffic characteristics – adjusted base conditions to account for the traffic growth along the R842 Old Bray Road.
- 'Post development' (Do-Something Scenario) traffic characteristics – adjusted base network with completion of proposed development.

5.5.2 The "Do Minimum" traffic scenarios have taken into account the existing flows travelling across the network.

5.5.3 The proposed development traffic is then added to the network's 'Base' traffic flows to establish the 'Post Development' traffic flows.

5.5.4 In summary, the following network modelling scenarios are considered: -

Do Minimum

- A1 – 2023 Opening Year Traffic Flows (R842 Old Bray Road + Adjoining Junctions Traffic Flows)
- A2 – 2028 Interim Year Traffic Flows (R842 Old Bray Road + Adjoining Junctions Traffic Flows)
- A3 – 2038 Horizon Year Traffic Flows (R842 Old Bray Road + Adjoining Junctions Traffic Flows)

Do Something

- B1 – 2023 Do Minimum (A1) + Proposed Residential Development (419 units)
- B2 – 2028 Do Minimum (A2) + Proposed Residential Development (419 units)
- B3 – 2038 Do Minimum (A3) + Proposed Residential Development (419 units)

Assessment Periods

5.5.5 The network's AM and PM peak hour flows have been identified as occurring between 08:15 to 09:15 and 16:15 to 17:15 respectively.

5.5.6 The following figures as included in **Appendix A** present the vehicle flows across the local road network for each of the adopted development scenarios: -

- Figure 1 – 2023 Do Minimum (A1)
- Figure 2 – 2028 Do Minimum (A2)
- Figure 3 – 2038 Do Minimum (A3)
- Figure 4 – 2023 Do Something (B1)
- Figure 5 – 2028 Do Something (B2)
- Figure 6 – 2038 Do Something (B3)

5.6 IMPACT OF PROPOSALS

5.6.1 The Institution of Highways and Transportation document 'Guidelines for Traffic Impact Assessments' states that the impact of a proposed development upon the local road network is considered material when the level of traffic it generates surpasses 10% and 5% on normal and congested networks respectively. When such levels of impact are generated a more detailed assessment should be undertaken to ascertain the specific impact upon the network's operational performance. These same thresholds are reproduced in the NRA/TII document entitled Traffic and Transport Assessment Guidelines (2014).

5.6.2 For the key junctions, it can be seen in **Table 5.4**, that the proposed development (419 units) would have significant effects on the following junctions:

- **Junction 1** - Priority Control – R842 Old Bray Road / Old Bray Road (Cul-de-sac);
- **Junction 2** - Priority Control – R842 Old Bray Road / Mart Lane; and
- **Junction 3** - Priority Control – R842 Old Bray Road / Site Access.

Junction ID	Location	2023		2028		2038	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	R842 Old Bray Road / Old Bray Road (Cul-de-sac)	10.23%	10.80%	9.44%	9.96%	8.78%	9.26%
2	R842 Old Bray Road / Mart Lane	9.88%	10.20%	9.12%	9.41%	8.48%	8.75%

3	R842 Old Bray Road / Site Access	**15.91%**	**15.18%**	**14.68%**	**14.01%**	**13.65%**	**13.02%**
4	R842 Old Bray Road / Cornelscourt Hill Road	**3.55%**	**3.38%**	**3.27%**	**3.12%**	**3.04%**	**2.90%**

Table 5.4: Network Impact Through Key Junctions (2023 DS, 2028 DS and 2038 DS)

5.6.3 For this proposed development's analysis, Junction 1, Junction 2 and Junction 3 have been analysed (**Figure 5.2**). As the junctions are at or exceed the 10% threshold for junction impact, Junctions 1, 2 and 3 are required to be analysed in Chapter 6.

Figure 5.2: Junctions Included Within the Network Analysis

6.0 NETWORK ANALYSIS

6.1 INTRODUCTION

6.1.1 The operational assessment of the local road network has been undertaken using the Transport Research Laboratory (TRL) computer package PICADY for the priority junctions.

6.1.2 For the PICADY analyses a 90-minute AM and PM period has been simulated, from 08:00 to 09:30 and 16:00 to 17:30, respectively. For the PICADY analyses, traffic flows were entered using an Origin-Destination table for the peak hours.

6.1.3 In order to analyse and assess the impact of the proposed development on the surrounding road network, a traffic model of the junctions was analysed for the schemes following opening, interim and design years:

- 2023 - Opening Year;
- 2028 – Interim Year; and
- 2038 - Future Horizon Year (Opening Year + 15 years)

6.1.4 The following key junctions have been analysed on PICADY:

- **Junction 1** – Priority Control – R842 Old Bray Road / Old Bray Road (Cul-de-sac);
- **Junction 2** – Priority Control – R842 Old Bray Road / Mart Lane; and
- **Junction 3** – Priority Control – R842 Old Bray Road / Site Access.

6.2 JUNCTION 1: R842 OLD BRAY ROAD PRIORITY CONTROLLED JUNCTION

6.2.1 The existing three arm priority-controlled junction has been analysed for all of the modelling scenario using the Junctions 9 PICADY software package. The results of the operational assessment of this junction during the weekday morning and evening peaks for the Do Minimum and Do Something scenarios are summarised in **Table 6.1** and **Table 6.2** below respectively.

6.2.2 In the "Do Something" and "Do Minimum" scenarios the three arms were labelled as follows within the PICADY model:

Arm A: R842 Old Bray Road South

Arm B: Old Bray Road (Cul-de-sac)

Arm C: R842 Old Bray Road North

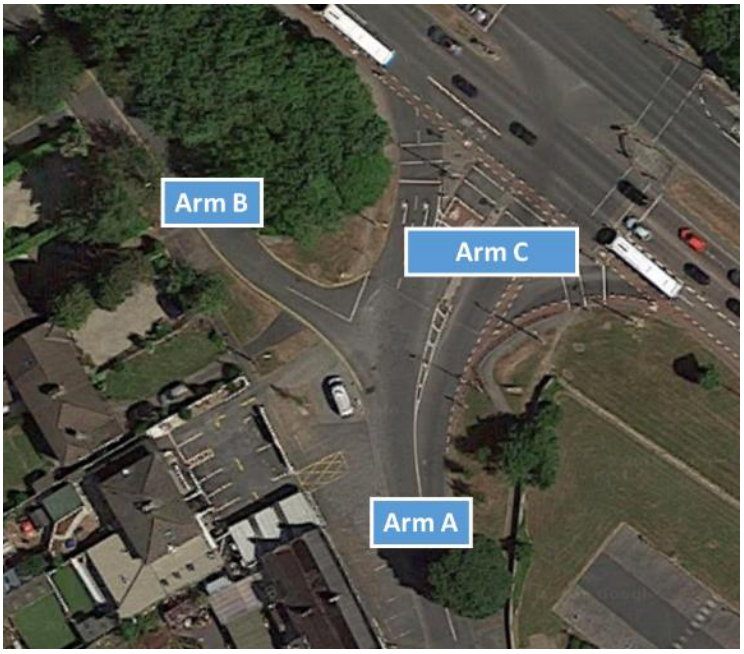


Figure 6.1: Junction 1 Priority Controlled Junction

Do Minimum Scenario

6.2.3 The PICADY results (**Table 6.1**) indicate that the Old Bray Road three-arm priority-controlled junction will operate within capacity for the 2023 "Do Minimum" AM peak hour with a maximum RFC value of 0.06 and a corresponding queue of 0.1 pcus being recorded on the major arm Old Bray Road North. For the 2023 "Do Minimum" PM peak hour, a maximum RFC value of 0.02 occurs on the major arm Old Bray Road North with a corresponding queue of 0.0 pcus.

Year Scenario	Period	Arm	Description	Queue (pcu)	Delay (s)	RFC
2023 DM	AM Peak	A	R842 Old Bray Road South	-	-	-
		B	Old Bray Road (Cul-de-sac)	0.0	9.67	0.03
		C	R842 Old Bray Road North	0.1	5.79	0.06
	PM Peak	A	R842 Old Bray Road South	-	-	-
		B	Old Bray Road (Cul-de-sac)	0.0	9.11	0.01
		C	R842 Old Bray Road North	0.0	5.45	0.02
2028 DM	AM Peak	A	R842 Old Bray Road South	-	-	-
		B	Old Bray Road (Cul-de-sac)	0.0	9.95	0.03
		C	R842 Old Bray Road North	0.1	5.75	0.07

	PM Peak	A	R842 Old Bray Road South	-	-	-
		B	Old Bray Road (Cul-de-sac)	0.0	9.33	0.01
		C	R842 Old Bray Road North	0.0	5.40	0.02
2038 DM	AM Peak	A	R842 Old Bray Road South	-	-	-
		B	Old Bray Road (Cul-de-sac)	0.0	10.21	0.04
		C	R842 Old Bray Road North	0.2	5.72	0.08
	PM Peak	A	R842 Old Bray Road South	-	-	-
		B	Old Bray Road (Cul-de-sac)	0.0	9.30	0.02
		C	R842 Old Bray Road North	0.0	5.34	0.02

Table 6.1: 2023, 2028 and 2038 Do Minimum Analysis for Junction 1

6.2.4 For the 2038 Future Horizon Year 'Do Minimum' scenario the PICADY results (**Table 6.1**) indicate that the R842 Old Bray Road three-arm priority-controlled junction will operate within capacity for the 2038 "Do Minimum" AM peak hour with a maximum RFC value of 0.08 and a corresponding queue of 0.2 pcus being recorded on the major arm Old Bray Road North. For the corresponding "Do Minimum" PM peak hour a maximum RFC value of 0.02 occurs on both the northern arm of the R842 Old Bray Road and on the Old Bray Road (Cul-de-sac), each arm has a corresponding queue of 0.0 pcus.

Do Something Scenario

6.2.5 The PICADY results (**Table 6.2**) indicate that the Old Bray Road three-arm priority-controlled junction will operate within capacity for the 2023 "Do Something" AM peak hour with a maximum RFC value of 0.06 and a corresponding queue of 0.1 pcus being recorded on the northern arm of Old Bray Road. For the corresponding PM peak hour, a maximum RFC value of 0.01 will occur for both the major and minor arms with corresponding queues of 0.0 pcus for each arm.

Year Scenario	Period	Arm	Description	Queue (pcu)	Delay (s)	RFC
2023 DS	AM Peak	A	R842 Old Bray Road South	-	-	-
		B	Old Bray Road (Cul-de-sac)	0.0	10.04	0.03
		C	R842 Old Bray Road North	0.1	5.79	0.06
	PM Peak	A	R842 Old Bray Road South	-	-	-
		B	Old Bray Road (Cul-de-sac)	0.0	9.37	0.01
		C	R842 Old Bray Road North	0.0	5.32	0.01
2028		A	R842 Old Bray Road South	-	-	-

DS	AM Peak	B	Old Bray Road (Cul-de-sac)	0.0	10.34	0.04
		C	R842 Old Bray Road North	0.1	5.76	0.07
	PM Peak	A	R842 Old Bray Road South	-	-	-
		B	Old Bray Road (Cul-de-sac)	0.0	9.62	0.01
		C	R842 Old Bray Road North	0.0	5.27	0.02
2038 DS	AM Peak	A	R842 Old Bray Road South	-	-	-
		B	Old Bray Road (Cul-de-sac)	0.0	10.63	0.04
		C	R842 Old Bray Road North	0.2	5.73	0.08
	PM Peak	A	R842 Old Bray Road South	-	-	-
		B	Old Bray Road (Cul-de-sac)	0.0	9.57	0.02
		C	R842 Old Bray Road North	0.0	5.22	0.02

Table 6.2: 2023, 2028 and 2038 Do Something Analysis for Junction 1

6.2.6 For the 2038 Future Horizon Year "Do Something" scenario the PICADY results (**Table 6.2**) also indicate that the Old Bray Road priority-controlled junction will operate within capacity for the 2038 "Do Something" AM peak hour with a maximum RFC value of 0.08 and a corresponding queue of 0.2 pcus being recorded on the northern arm of Old Bray Road. For the 2038 "Do Something" PM peak hour a maximum RFC value of 0.02 occurs both along the R842 Old Bray Road North arm of the junction and on the Old Bray Road (Cul-de-sac) minor arm, with corresponding queues of 0.0 pcus each.

6.2.7 A copy of the PICADY output file can be found in **Appendix D**.

6.3 JUNCTION 2: R842 OLD BRAY ROAD / MART LANE PRIORITY CONTROLLED JUNCTION

6.3.1 The existing three arm priority-controlled junction has been analysed for all of the modelling scenario using the Junctions 9 PICADY software package. The results of the operational assessment of this junction during the weekday morning and evening peaks for the Do Minimum and Do Something scenarios are summarised in **Tables 6.3** and **Table 6.4** below respectively.

6.3.2 In the "Do Something" and 2038 "Do Minimum" scenarios the three arms were labelled as follows within the PICADY model:

Arm A: R842 Old Bray Road South

Arm B: Mart Lane

Arm C: R842 Old Bray Road North

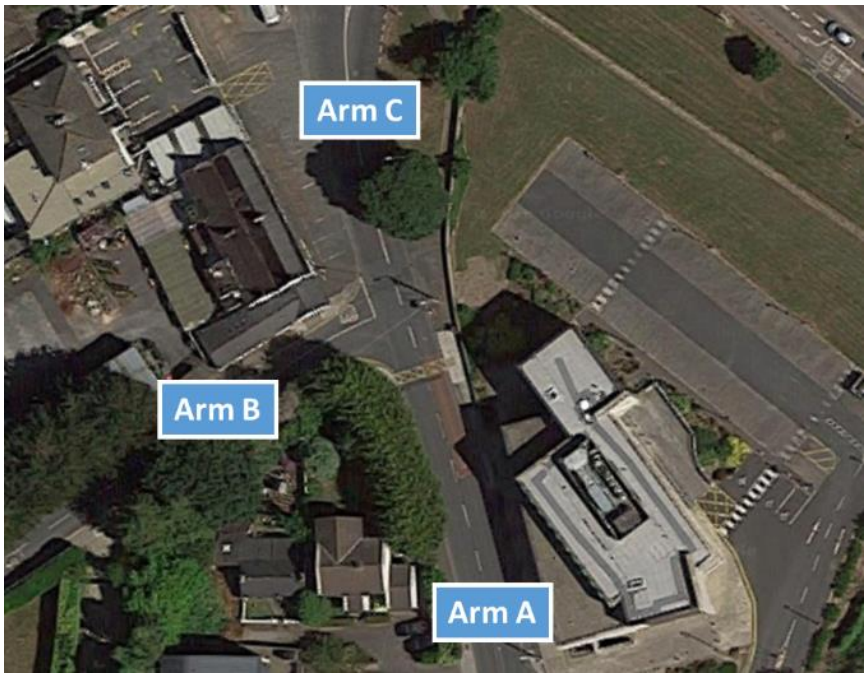


Figure 6.2: Junction 2 Priority Controlled Junction

Do Minimum Scenario

6.3.3 The PICADY results (**Table 6.3**) indicate that the Mart Lane three-arm priority-controlled junction will operate within capacity for the 2023 "Do Minimum" AM peak hour with a maximum RFC value of 0.39 and a corresponding queue of 0.7 pcus being recorded on the minor arm Mart Lane. For the 2023 "Do Minimum" PM peak hour, a maximum RFC value of 0.18 occurs on the minor arm Mart Lane with a corresponding queue of 0.2 pcus.

Year Scenario	Period	Arm	Description	Queue (pcu)	Delay (s)	RFC
2023 DM	AM Peak	A	R842 Old Bray Road South	-	-	-
		B	Mart Lane	0.7	14.47	0.39
		C	R842 Old Bray Road North	0.2	5.99	0.10
	PM Peak	A	R842 Old Bray Road South	-	-	-
		B	Mart Lane	0.2	12.60	0.18
		C	R842 Old Bray Road North	0.0	5.58	0.03
2028 DM	AM Peak	A	R842 Old Bray Road South	-	-	-
		B	Mart Lane	0.8	15.77	0.43
		C	R842 Old Bray Road North	0.2	5.97	0.11
		A	R842 Old Bray Road South	-	-	-

	PM Peak	B	Mart Lane	0.3	13.26	0.20
		C	R842 Old Bray Road North	0.1	5.53	0.04
2038 DM	AM Peak	A	R842 Old Bray Road South	-	-	-
		B	Mart Lane	1.0	17.33	0.47
		C	R842 Old Bray Road North	0.3	5.97	0.12
	PM Peak	A	R842 Old Bray Road South	-	-	-
		B	Mart Lane	0.3	14.00	0.22
		C	R842 Old Bray Road North	0.1	5.48	0.04

Table 6.3: 2023, 2028 and 2038 Do Minimum Analysis for Junction 2

6.3.4 For the 2038 Future Horizon Year 'Do Minimum' scenario the PICADY results (**Table 6.3**) indicate that the Mart Lane three-arm priority-controlled junction will operate within capacity for the 2038 "Do Minimum" AM peak hour with a maximum RFC value of 0.47 and a corresponding queue of 1.0 pcus being recorded on the minor arm Mart Lane. For the corresponding "Do Minimum" PM peak hour a maximum RFC value of 0.22 occurs on the minor arm Mart Lane with a corresponding queue of 0.3 pcus.

Do Something Scenario

6.3.5 The PICADY results (**Table 6.4**) indicate that the Mart Lane three-arm priority-controlled junction will operate within capacity for the 2023 "Do Something" AM peak hour with a maximum RFC value of 0.40 and a corresponding queue of 0.7 pcus being recorded on the Mart Lane arm. For the corresponding PM peak hour, a maximum RFC value of 0.19 will occur on the Mart Lane arm with a corresponding queue of 0.3 pcus.

Year Scenario	Period	Arm	Description	Queue (pcu)	Delay (s)	RFC
2023 DS	AM Peak	A	R842 Old Bray Road South	-	-	-
		B	Mart Lane	0.7	15.38	0.40
		C	R842 Old Bray Road North	0.2	6.00	0.10
	PM Peak	A	R842 Old Bray Road South	-	-	-
		B	Mart Lane	0.3	13.23	0.19
		C	R842 Old Bray Road North	0.0	5.45	0.03
2028 DS	AM Peak	A	R842 Old Bray Road South	-	-	-
		B	Mart Lane	0.9	16.87	0.45
		C	R842 Old Bray Road North	0.2	5.98	0.11

	PM Peak	A	R842 Old Bray Road South	-	-	-
		B	Mart Lane	0.3	14.07	0.22
		C	R842 Old Bray Road North	0.1	5.40	0.04
2038 DS	AM Peak	A	R842 Old Bray Road South	-	-	-
		B	Mart Lane	1.0	18.53	0.49
		C	R842 Old Bray Road North	0.3	5.98	0.13
	PM Peak	A	R842 Old Bray Road South	-	-	-
		B	Mart Lane	0.3	14.90	0.24
		C	R842 Old Bray Road North	0.1	5.35	0.04

Table 6.4: 2023, 2028 and 2038 Do Something Analysis for Junction 2

6.3.6 For the 2038 Future Horizon Year "Do Something" scenario the PICADY results (**Table 6.4**) also indicate that the Mart Lane priority-controlled junction will operate within capacity for the 2038 "Do Something" AM peak hour with a maximum RFC value of 0.49 and a corresponding queue of 1.0 pcus being recorded on the Mart Lane minor arm of the junction. For the 2038 "Do Something" PM peak hour a maximum RFC value of 0.24 occurs along the Mart Lane arm of the junction, with a corresponding queue of 0.3 pcus.

6.3.7 A copy of the PICADY output file can be found in **Appendix D**.

6.4 JUNCTION 3: SITE ACCESS / R842 OLD BRAY ROAD PRIORITY CONTROLLED JUNCTION

6.4.1 The existing three arm priority-controlled junction has been analysed for all of the modelling scenario using the Junctions 9 PICADY software package. The results of the operational assessment of this junction during the weekday morning and evening peaks for the Do Minimum and Do Something scenarios are summarised in **Tables 6.5** and **Table 6.6** below respectively.

6.4.2 In the "Do Something" and "Do Minimum" scenarios the three arms were labelled as follows within the PICADY model:

Arm A: R842 Old Bray Road North

Arm B: Proposed Site Access / Current AIB Bank Access

Arm C: R842 Old Bray Road South

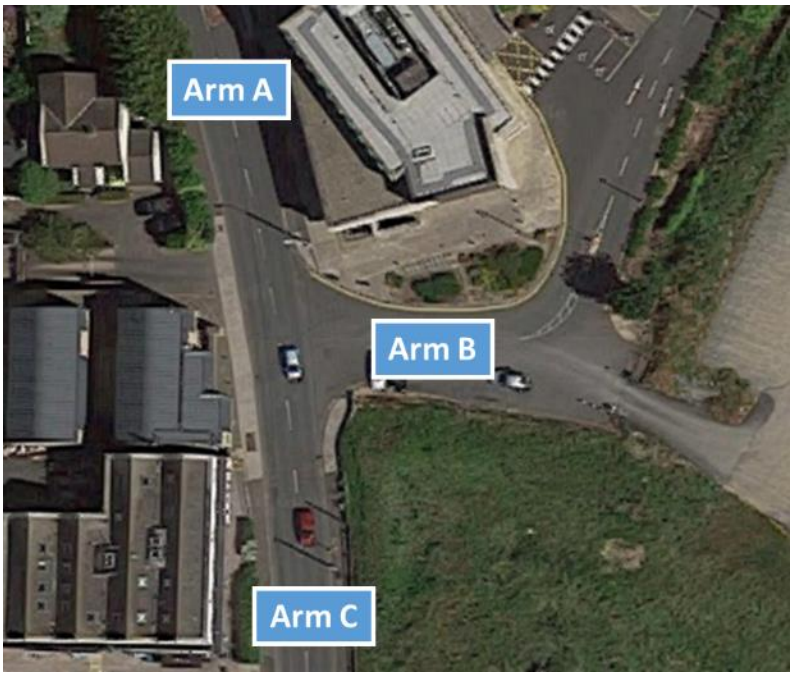


Figure 6.3: Junction 3 Priority Controlled Junction

Do Minimum Scenario

6.4.3 The PICADY results (**Table 6.5**) indicate that the Site Access three-arm priority-controlled junction will operate within capacity for the 2023 "Do Minimum" AM peak hour with a maximum RFC value of 0.05 and a corresponding queue of 0.1 pcus being recorded on the southern arm of Old Bray Road. For the 2023 "Do Minimum" PM peak hour, a maximum RFC value of 0.06 occurs on the minor arm of the site access, with a corresponding queue of 0.1 pcus.

Year Scenario	Period	Arm	Description	Queue (pcu)	Delay (s)	RFC
2023 DM	AM Peak	A	R842 Old Bray Road North	-	-	-
		B	Proposed Site Access / Current AIB Access	0.0	7.08	0.02
		C	R842 Old Bray Road South	0.1	5.51	0.05
	PM Peak	A	R842 Old Bray Road North	-	-	-
		B	Proposed Site Access / Current AIB Access	0.1	9.56	0.06
		C	R842 Old Bray Road South	0.0	5.31	0.03
2028 DM	AM Peak	A	R842 Old Bray Road North	-	-	-
		B	Proposed Site Access / Current AIB Access	0.0	7.19	0.03
		C	R842 Old Bray Road South	0.1	5.46	0.05
		A	R842 Old Bray Road North	-	-	-

	PM Peak	B	Proposed Site Access / Current AIB Access	0.1	9.93	0.07
		C	R842 Old Bray Road South	0.0	5.25	0.03
2038 DM	AM Peak	A	R842 Old Bray Road North	-	-	-
		B	Proposed Site Access / Current AIB Access	0.0	7.29	0.03
		C	R842 Old Bray Road South	0.1	5.41	0.06
	PM Peak	A	R842 Old Bray Road North	-	-	-
		B	Proposed Site Access / Current AIB Access	0.1	10.18	0.07
		C	R842 Old Bray Road South	0.0	5.18	0.03

Table 6.5: 2023, 2028 and 2038 Do Minimum Analysis for Junction 3

6.4.4 For the 2038 Future Horizon Year 'Do Minimum' scenario the PICADY results (**Table 6.5**) indicate that the R842 Old Bray Road/Site Access three-arm priority-controlled junction will operate within capacity for the 2038 "Do Minimum" AM peak hour with a maximum RFC value of 0.06 and a corresponding queue of 0.1 pcus being recorded on the major arm Old Bray Road South. For the corresponding "Do Minimum" PM peak hour a maximum RFC value of 0.07 occurs on the minor arm of the site access and has a corresponding queue of 0.1 pcus.

Do Something Scenario

6.4.5 The PICADY results (**Table 6.6**) indicate that the Site Access three-arm priority-controlled junction will operate within capacity for the 2023 "Do Something" AM peak hour with a maximum RFC value of 0.24 and a corresponding queue of 0.3 pcus being recorded on the minor arm. For the corresponding PM peak hour, a maximum RFC value of 0.20 will occur on the minor arm, with a corresponding queue of 0.3 pcus.

Year Scenario	Period	Arm	Description	Queue (pcu)	Delay (s)	RFC
2023 DS	AM Peak	A	R842 Old Bray Road North	-	-	-
		B	Proposed Site Access / Current AIB Access	0.3	11.88	0.24
		C	R842 Old Bray Road South	0.1	5.60	0.07
	PM Peak	A	R842 Old Bray Road North	-	-	-
		B	Proposed Site Access / Current AIB Access	0.3	12.27	0.20
		C	R842 Old Bray Road South	0.2	5.58	0.09
2028		A	R842 Old Bray Road North	-	-	-

DS	AM Peak	B	Proposed Site Access / Current AIB Access	0.4	12.29	0.25
		C	R842 Old Bray Road South	0.2	5.55	0.08
	PM Peak	A	R842 Old Bray Road North	-	-	-
		B	Proposed Site Access / Current AIB Access	0.3	12.87	0.21
		C	R842 Old Bray Road South	0.2	5.52	0.10
2038 DS	AM Peak	A	R842 Old Bray Road North	-	-	-
		B	Proposed Site Access / Current AIB Access	0.4	12.72	0.25
		C	R842 Old Bray Road South	0.2	5.51	0.09
	PM Peak	A	R842 Old Bray Road North	-	-	-
		B	Proposed Site Access / Current AIB Access	0.3	13.51	0.22
		C	R842 Old Bray Road South	0.3	5.46	0.11

Table 6.6: 2023, 2028 and 2038 Do Something Analysis for Junction 3

6.4.6 For the 2038 Future Horizon Year "Do Something" scenario the PICADY results (**Table 6.6**) also indicate that the Site Access priority-controlled junction will operate within capacity for the 2038 "Do Something" AM peak hour with a maximum RFC value of 0.25 and a corresponding queue of 0.4 pcus being recorded on the minor arm of the junction. For the 2038 "Do Something" PM peak hour a maximum RFC value of 0.22 occurs along the minor arm of the junction, with a corresponding queue of 0.3 pcus.

6.4.7 A copy of the PICADY output file can be found in **Appendix D**.

7.0 SUMMARY AND CONCLUSION

7.1 OVERVIEW

7.1.1 DBFL Consulting Engineers (DBFL) has been commissioned by Cornel Living Limited to prepare a Traffic and Transport Assessment (TTA) for a proposed residential development on a site at Cornelscourt, Dublin 18.

7.1.2 The proposals seek permission for the provision of 419 no. residential units on the subject residential zoned lands.

7.1.3 The purpose of this TTA was as follows:

- To quantify the existing transport environment
- To detail the results of assessment work undertaken
- To identify the potential level of transport impact generated as a result of the proposed residential development.

7.1.4 This TTA has carried out a range of assessments for an Opening Year of 2023 and a Future Horizon Year assessment of 2038. This assessment assumed and accounted for complete development and occupation of all units proposed to occur by Opening Year, as this provided a conservative design assessment of network operations. Six different assessments were analysed as follows: -

Do Minimum

- A1 – 2023 Opening Year Traffic Flows (R842 Old Bray Road + Adjoining Junctions Traffic Flows)
- A2 – 2028 Interim Year Traffic Flows (R842 Old Bray Road + Adjoining Junctions Traffic Flows)
- A3 – 2038 Horizon Year Traffic Flows (R842 Old Bray Road + Adjoining Junctions Traffic Flows)

Do Something

- B1 – 2023 Do Minimum (A1) + Proposed Residential Development (419 units)
- B2 – 2028 Do Minimum (A2) + Proposed Residential Development (419 units)
- B3 – 2038 Do Minimum (A3) + Proposed Residential Development (419 units)

7.1.5 Based upon the information and analysis detailed within this TTA it has been demonstrated that:

- The site of the proposed residential development is ideally located to maximise access to / from the site by sustainable forms of travel including walking and cycling to local amenities. There are also public transport links to Sandyford and Dublin City Centre.

- The proposals are in accordance with the land use zoning for the subject development site.

- There is an appropriately located, sized and designed site access junction provided which may support the proposed vehicular movements expected for this development.

- Traffic generated by the proposed development was established in a percentage impact assessment on the surrounding key junctions to assess the impact of a proposed development upon the local road network. This assessment was undertaken in order to investigate if the level of traffic generated surpassed 10% on normal uncongested networks and 5% on congested networks. When such levels of impact are generated, a more detailed assessment is undertaken to ascertain the specific impact upon the network's operational performance.

- The analysis carried out as part of this assessment shows that the proposed development will not cause excessive delays or queueing nor will junction capacity issues arise as a result of this proposed development. Analysis shows that all junctions operate within capacity for the Horizon Design Year of 2038 within the local traffic network.

7.2 CONCLUSIONS

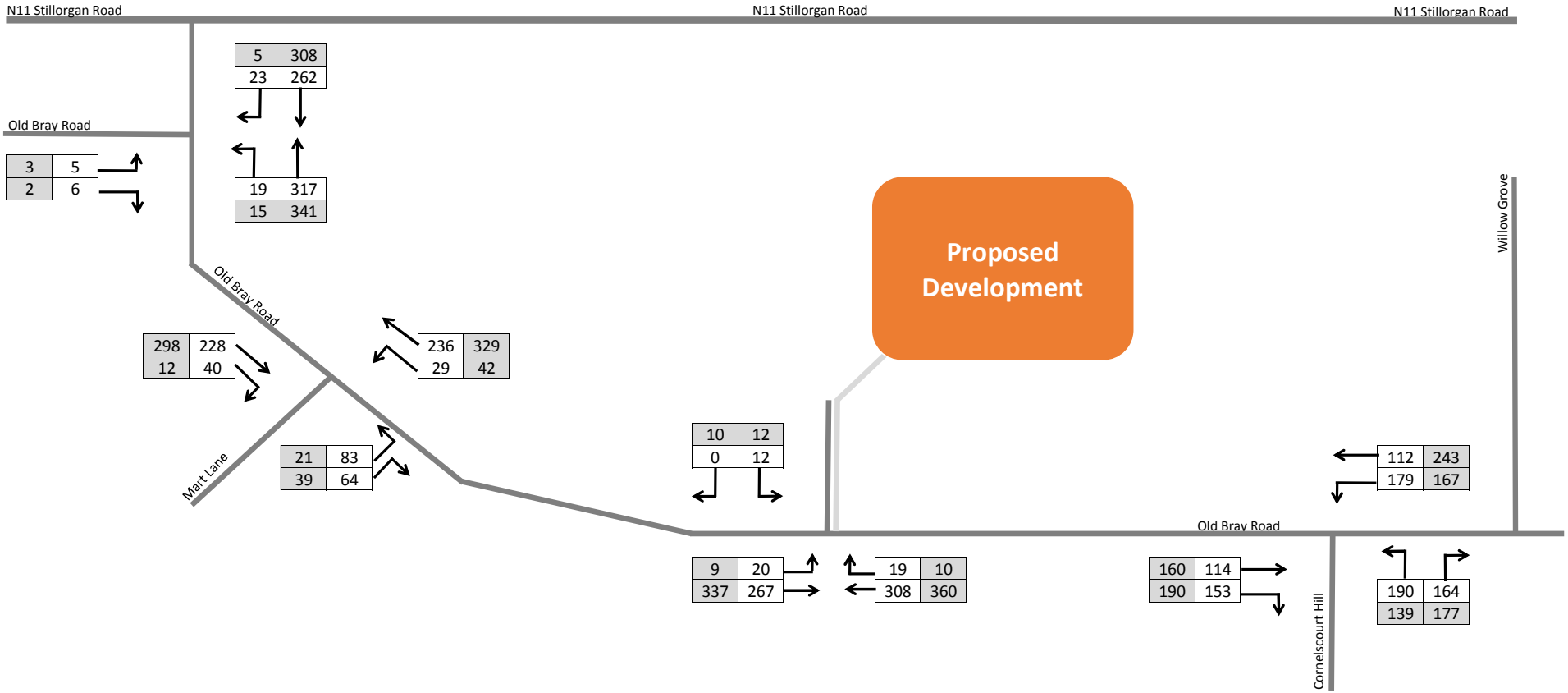
7.2.1 In conclusion, we believe that the opportunity is available, in terms of transport and traffic, for the local authority to consider favourably the proposed residential development on the subject site.

7.2.2 It is concluded that there are no traffic or transportation related reasons that should prevent the granting of planning permission for the proposed residential development.

APPENDICES

APPENDIX A

Traffic Flow Diagrams



DBFL Consulting Engineers

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Waterford Office:
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phone: +353 51 309 500

email: info@dbfl.ie
website: www.dbfl.ie

Project :
Proposed Residential Development
Lands at Cornelscourt, Co. Dublin

DRG. Title :
Network Traffic Flows - Vehicles
2019 Surveyed Flows

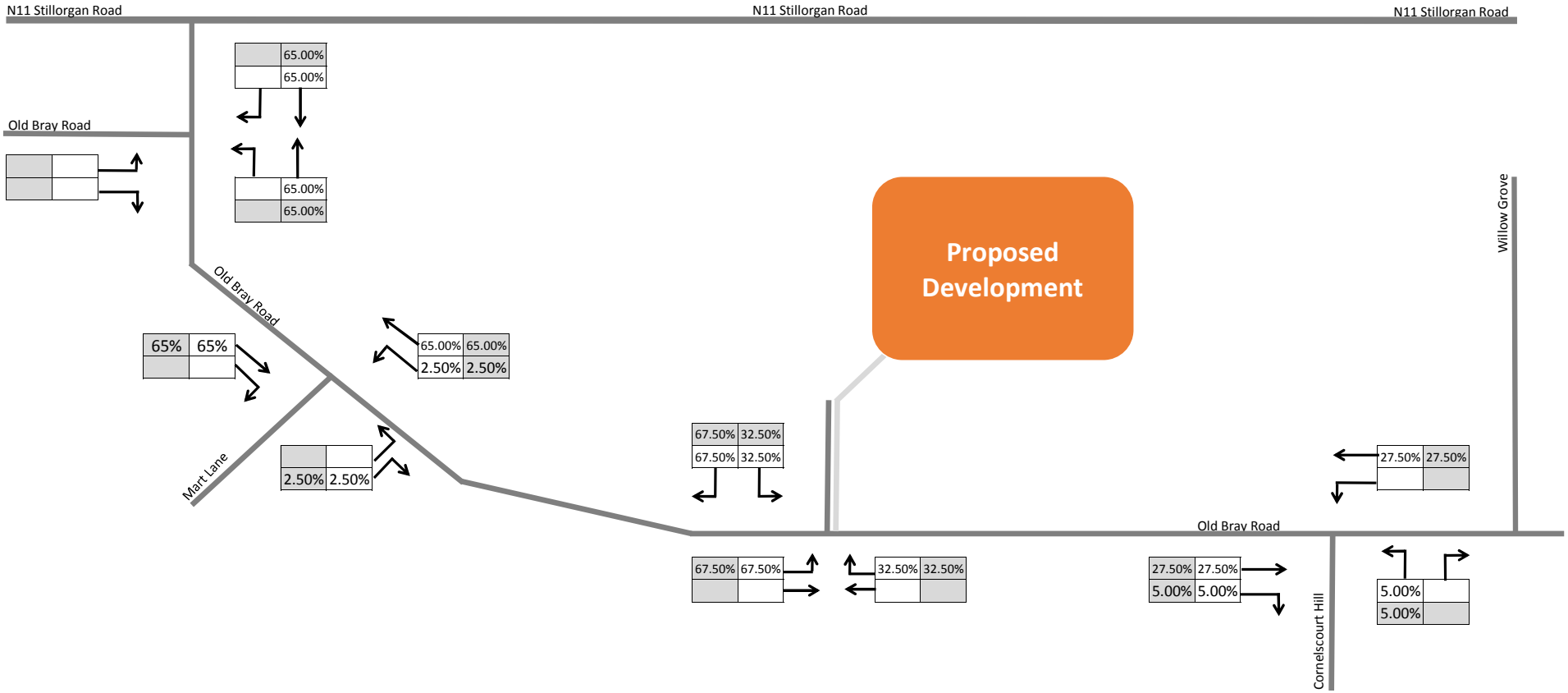
Key:
AM Peak Hour (0815 to 0915)
PM Peak Hour (1615 to 1715)

Dwn:	Ckd:	Date:
HG	RK	15/09/2021

Ref: p180208\calcs\excel\180208 Traffic Model

Figure: 1

Rev: -



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email: info@dbfl.ie

website: www.dbfl.ie

Project :
Proposed Residential Development
Lands at Cornelscourt, Co. Dublin

DRG. Title :
Proposed Development
Trip Distribution

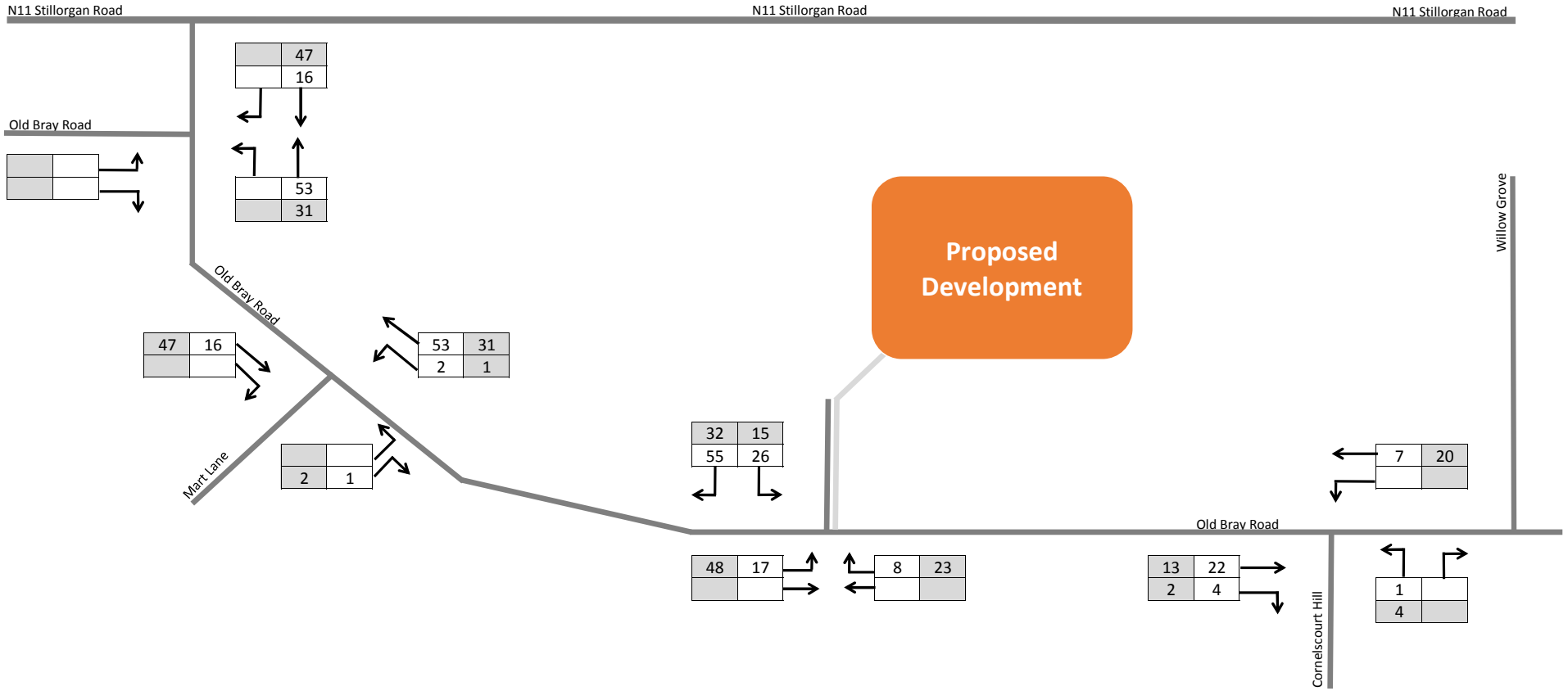
Key:
AM Peak Hour (0815 to 0915)
PM Peak Hour (1615 to 1715)

Dwn:	Ckd:	Date:
HG	RK	15/09/2021

Ref: p180208\calcs\excel\180208 Traffic Model

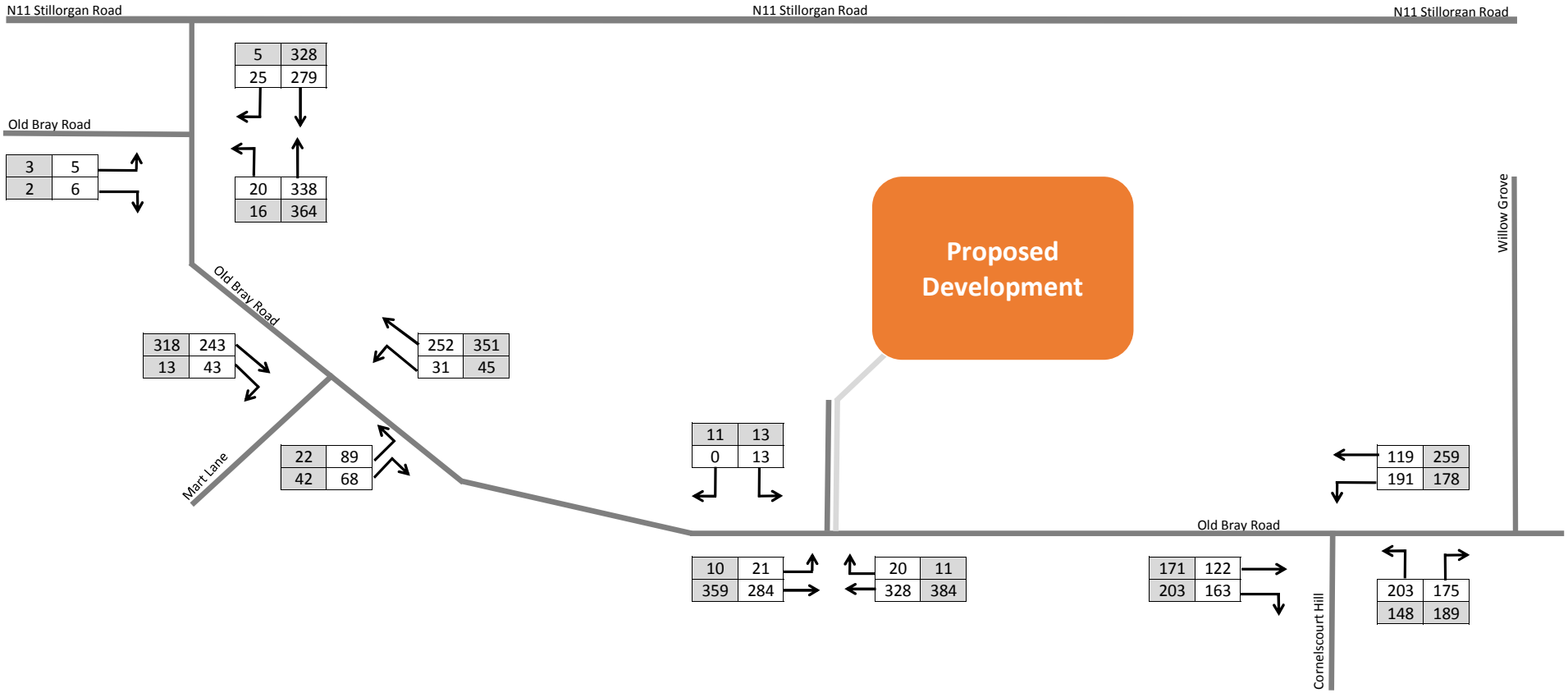
Figure: 2

Rev: -



DBFL Consulting Engineers	**Dublin Office:** Dublin Office: Ormond House, Upper Ormond Quay, Dublin 7 **phone:** +353 1 400 4000 **Waterford Office:** Unit 2, The Chandlery, 1-2 O'Connell Street, Waterford **phone:** +353 51 309 500 **email:** info@dbfl.ie **website:** www.dbfl.ie	**Project :** Proposed Residential Development Lands at Cornelscourt, Co. Dublin **DRG. Title :** Proposed Development 2021 New Trips	**Key:** AM Peak Hour (0815 to 0915); PM Peak Hour (1615 to 1715)	**Dwn:** HG / **Ckd:** RK / **Date:** 15/09/2021 **Ref:** p180208\calcs\excel\180208 Traffic Model **Figure:** 3 / **Rev:** -	

AM Peak		PM Peak	
Arr	Dep	Arr	Dep
25	81	72	48



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Project :
Proposed Residential Development
Lands at Cornelscourt, Co. Dublin

DRG. Title :
Network Traffic Flows - Vehicles
2021 Base Flows

Key:
AM Peak Hour (0815 to 0915)
PM Peak Hour (1615 to 1715)

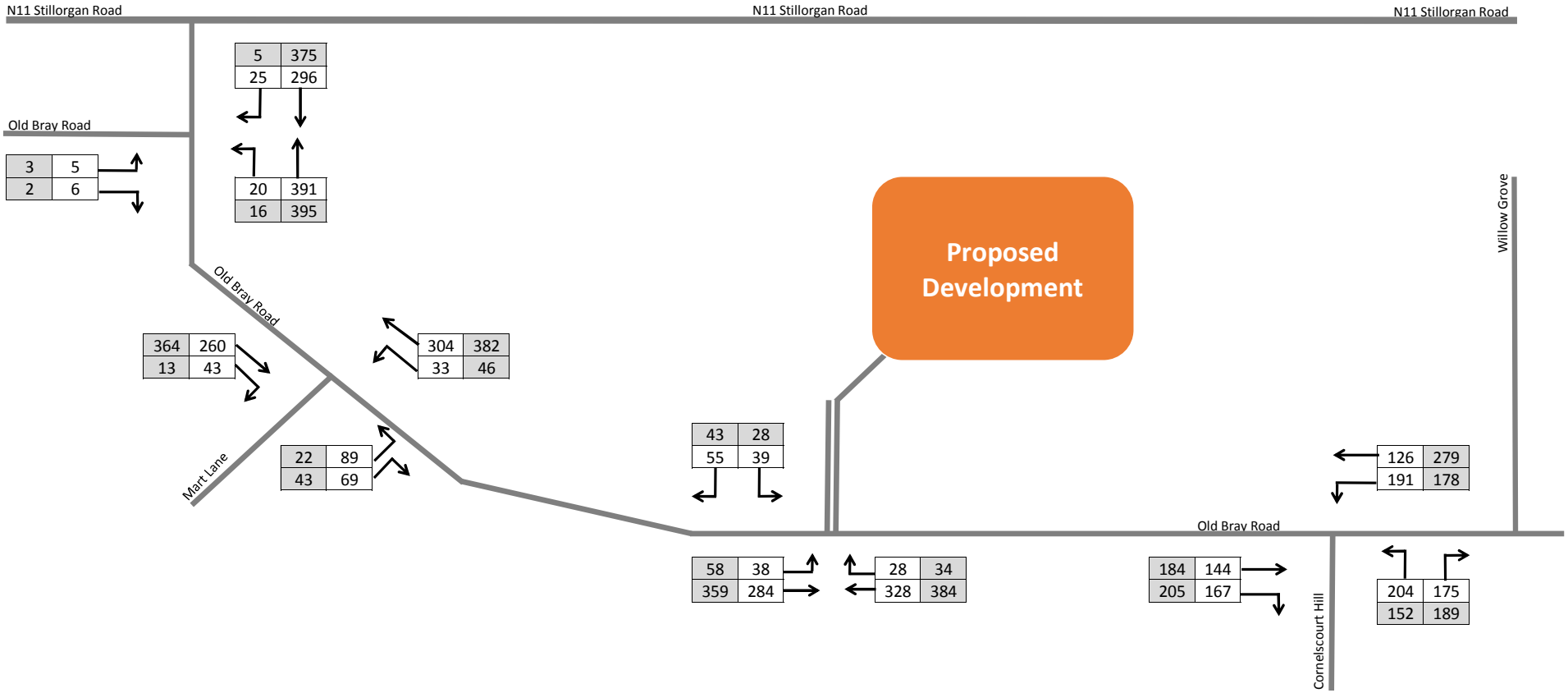
2016-2030 Medium Growth		
2023	1.0162	**1.0664**

Dwn:	Ckd:	Date:
HG	RK	15/09/2021

Ref: p180208\calcs\excel\180208 Traffic Model

Figure: 4

Rev: -



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Project :
Proposed Residential Development
Lands at Cornelscourt, Co. Dublin

DRG. Title :
Network Traffic Flows - Vehicles
2021 Proposed Development Flows

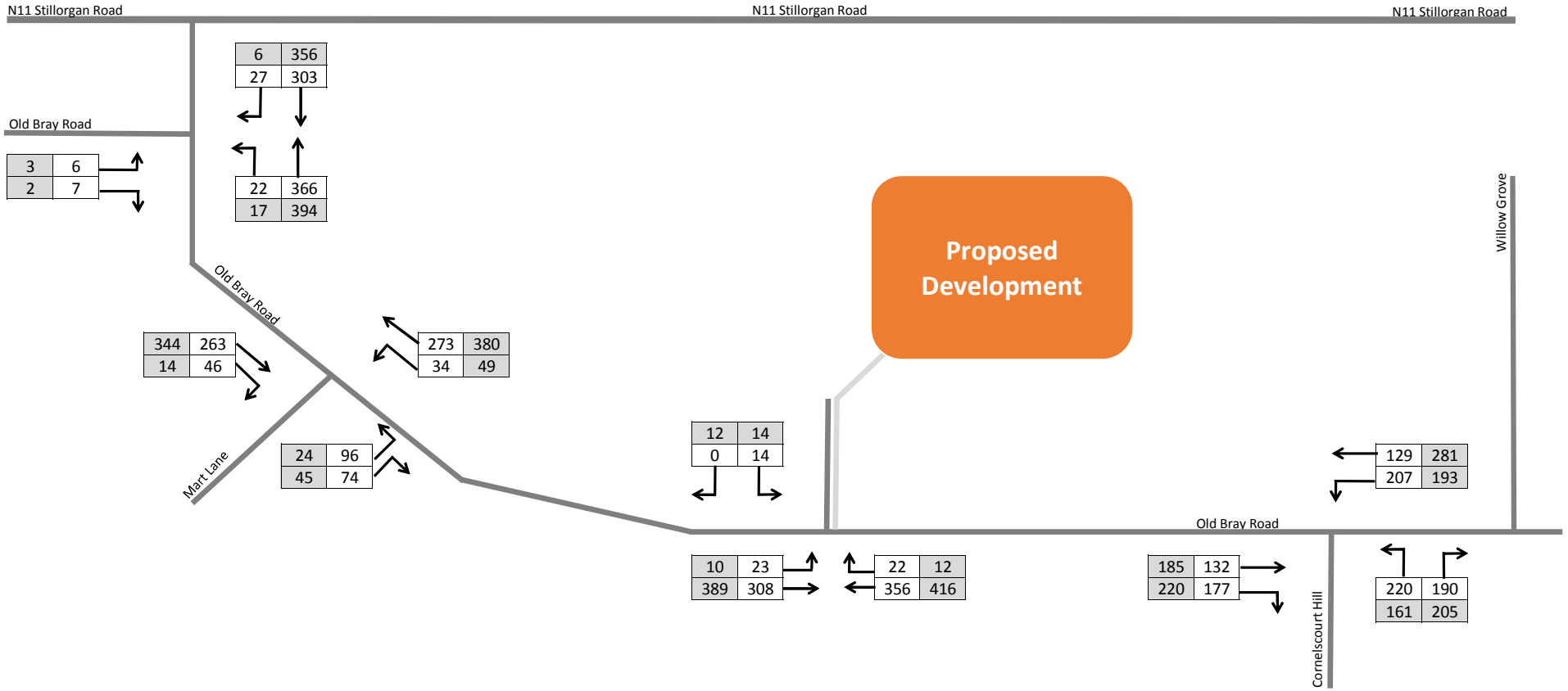
Key:
AM Peak Hour (0815 to 0915)
PM Peak Hour (1615 to 1715)

Dwn:	Ckd:	Date:
HG	RK	15/09/2021

Ref: p180208\calcs\excel\180208 Traffic Model

Figure: 5

Rev: -



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Project :
Proposed Residential Development
Lands at Cornelscourt, Co. Dublin

DRG. Title :
Network Traffic Flows - Vehicles
2026 Base Flows

Key:
AM Peak Hour (0815 to 0915)
PM Peak Hour (1615 to 1715)

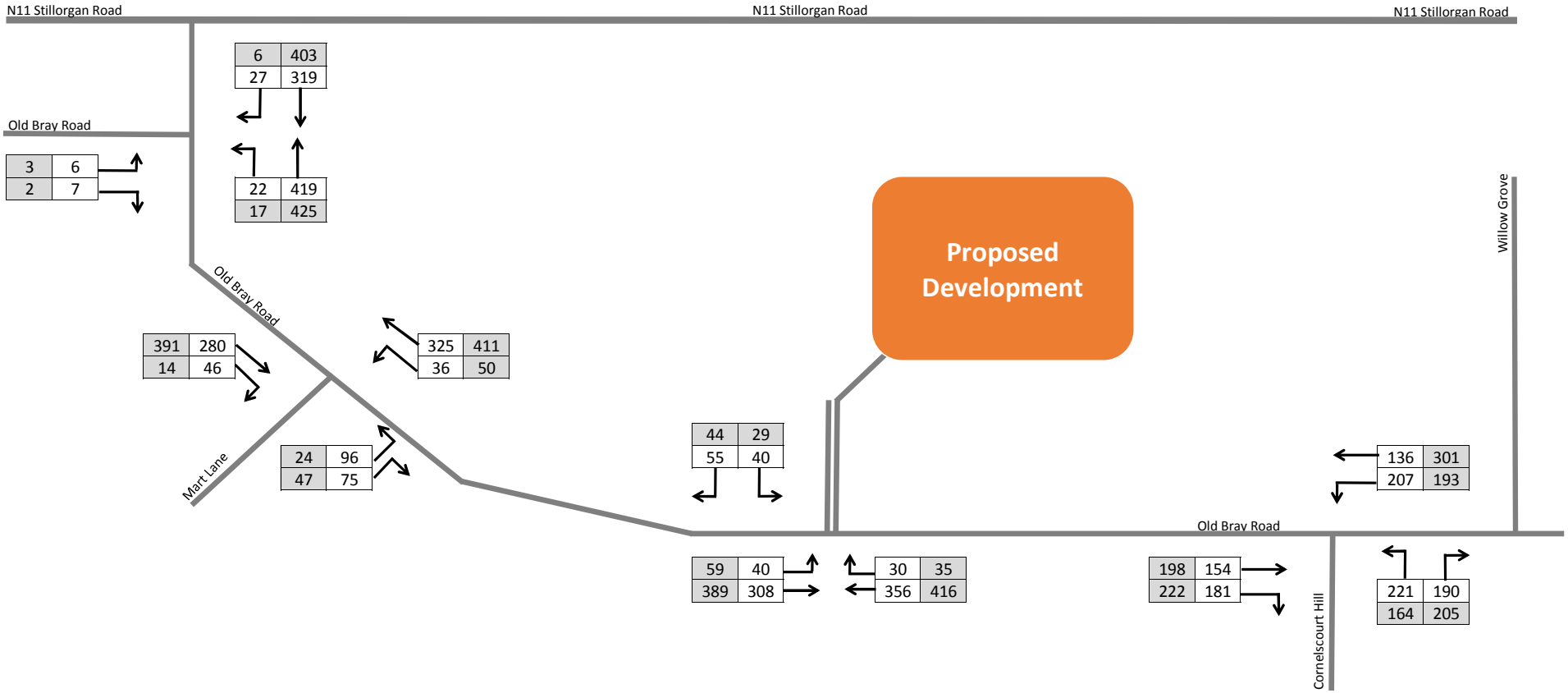
2016-2030 Medium Growth		
2028	1.0162	**1.1556**

Dwn:	Ckd:	Date:
HG	RK	15/09/2021

Ref: p180208\calcs\excel\180208 Traffic Model

Figure: 6

Rev: -



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Project :
Proposed Residential Development
Lands at Cornelscourt, Co. Dublin

DRG. Title :
Network Traffic Flows - Vehicles
2026 Proposed Development Flows

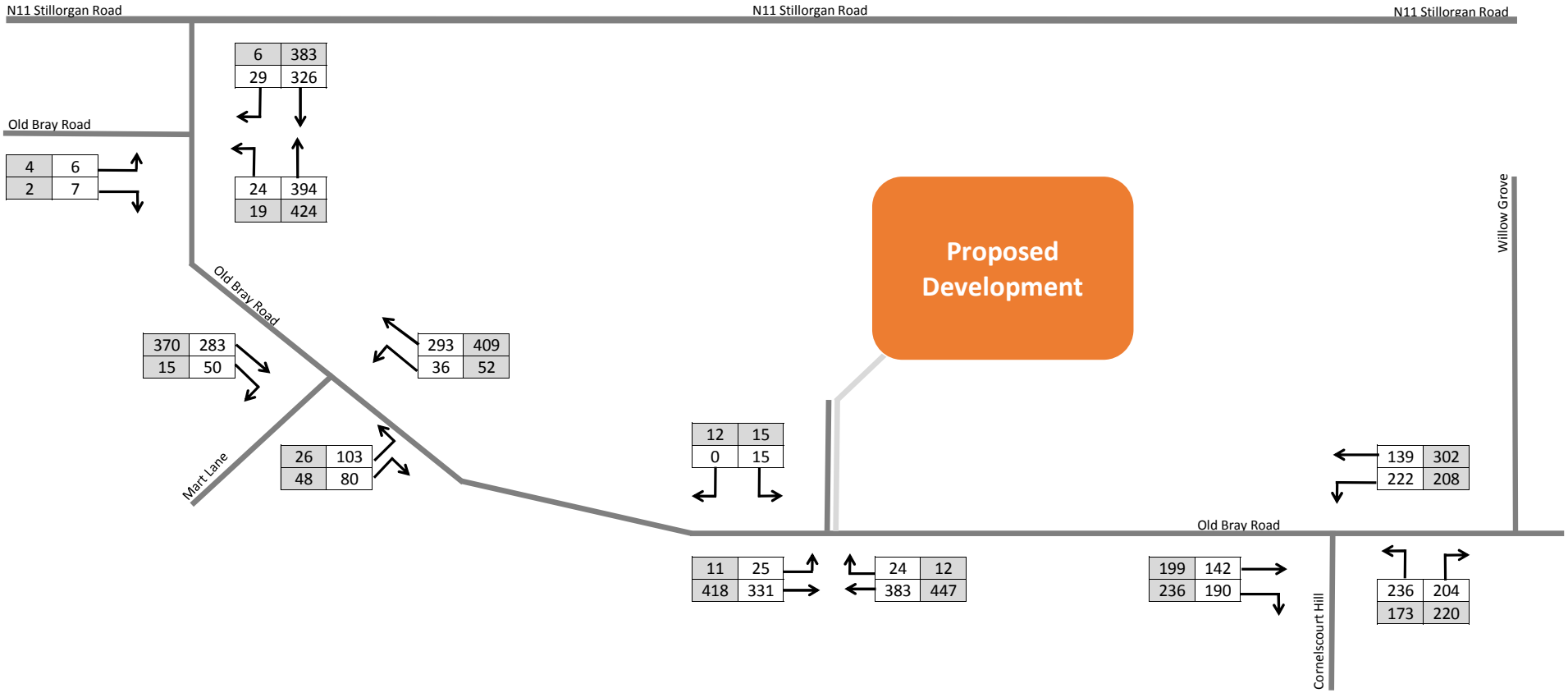
Key:
AM Peak Hour (0815 to 0915)
PM Peak Hour (1615 to 1715)

Dwn:	Ckd:	Date:
HG	RK	15/09/2021

Ref: p180208\calcs\excel\180208 Traffic Model

Figure: 7

Rev: -



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Project :
Proposed Residential Development
Lands at Cornelscourt, Co. Dublin

DRG. Title :
Network Traffic Flows - Vehicles
2036 Base Flows

Key:
AM Peak Hour (0815 to 0915)
PM Peak Hour (1615 to 1715)

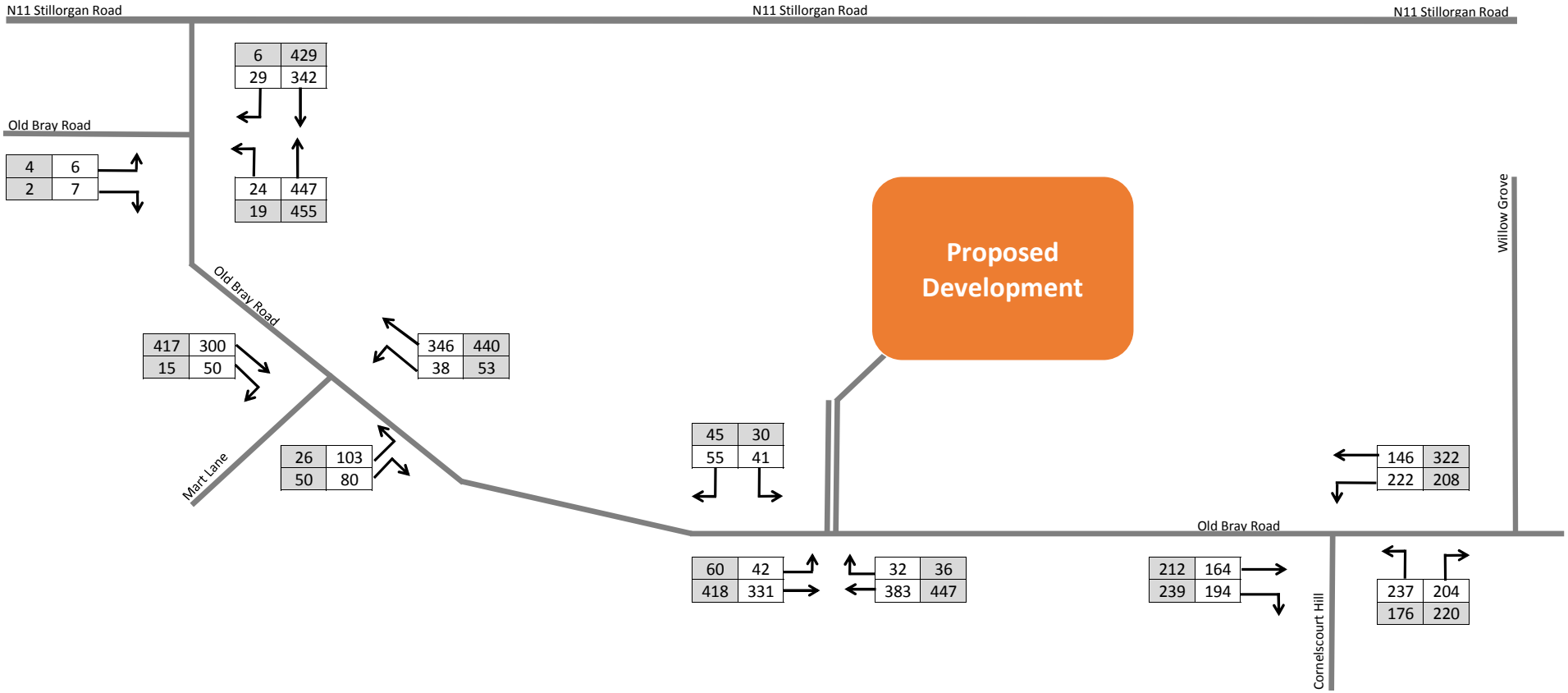
2030-2040 Medium Growth		
2038	1.0051	**1.2429**

Dwn:	Ckd:	Date:
HG	RK	15/09/2021

Ref: p180208\calcs\excel\180208 Traffic Model

Figure: 8

Rev: -



DBFL Consulting Engineers	**Dublin Office:** Dublin Office: Ormond House, Upper Ormond Quay, Dublin 7 **phone:** +353 1 400 4000 **Waterford Office:** Unit 2, The Chandlery, 1-2 O'Connell Street, Waterford **phone:** +353 51 309 500 **email:** info@dbfl.ie **website:** www.dbfl.ie	**Project :** Proposed Residential Development Lands at Cornelscourt, Co. Dublin **DRG. Title :** Network Traffic Flows - Vehicles 2036 Proposed Development Flows	**Key:** AM Peak Hour (0815 to 0915); PM Peak Hour (1615 to 1715)	**Dwn:** HG / **Ckd:** RK / **Date:** 15/09/2021 **Ref:** p180208\calcs\excel\180208 Traffic Model **Figure:** 9 / **Rev:** -	

APPENDIX B

GoCar Letter of Intent

DBFL Consulting Engineers,
Ormond House,
Upper Ormond Quay,
Dublin 7

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide a 5-vehicle shared car club service in the proposed Residential Development, Lands at Cornelscourt Village, Old Bray Road, Cornelscourt, Dublin 18. GoCar representatives have discussed the project with representatives of DBFL Consulting Engineers and are excited to provide a car club at this location.

It is understood that the vehicles situated at this development will be used exclusively by the residents living therein. GoCar will work with the eventual management company to work out how best to sign residents up to the service as the development comes online.

GoCar is Ireland's leading car sharing service with over 50,000 members and over 700 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary, and walk and use public transport more often than car owners.

By having GoCar vehicles situated in a development such as this, residents and staff will have access to pay-as-you-go driving, in close proximity to their homes or workplaces, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

Regards,

Rob Kearns
Head of Growth
GoCar Carsharing Limited
M: 083 822 3924
E: rob.kearns@gocar.ie

APPENDIX C

TRICS Database Outputs

Calculation Reference: AUDIT-638801-191128-1127

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	RI	EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	2 days
09	NORTH		
	CB	CUMBRIA	2 days
10	WALES		
	DB	DENBIGHSHIRE	1 days
12	CONNAUGHT		
	GA	GALWAY	1 days
13	MUNSTER		
	WA	WATERFORD	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 9 to 201 (units:)
Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 21/06/19

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

Selected survey days:

Monday	1 days
Tuesday	6 days
Wednesday	4 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	12
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Development Zone	2

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

Secondary Filtering selection:

Use Class:

C3	15 days

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

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	5 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	6 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	9 days

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

Travel Plan:

No	15 days

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

PTAL Rating:

No PTAL Present	15 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-C-02 BLOCK OF FLATS CAMBRIDGESHIRE
WESTFIELD ROAD
PETERBOROUGH
NETHERTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 44
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

2 CB-03-C-02 BLOCK OF FLATS CUMBRIA
BRIDGE LANE
PENRITH

Edge of Town
No Sub Category
Total Number of dwellings: 35
Survey date: WEDNESDAY *11/06/14* *Survey Type: MANUAL*

3 CB-03-C-03 FLATS & BUNGALOWS CUMBRIA
LOUND STREET
KENDAL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 33
Survey date: MONDAY *09/06/14* *Survey Type: MANUAL*

4 DB-03-C-01 FLATS IN HOUSES DENBIGHSHIRE
RHYL ROAD
RHUDDLAN

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: FRIDAY *07/10/11* *Survey Type: MANUAL*

5 DC-03-C-02 FLATS IN BLOCKS DORSET
PALM COURT
WEYMOUTH
SPA ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14
Survey date: FRIDAY *28/03/14* *Survey Type: MANUAL*

6 DL-03-C-09 FLATS DUBLIN
OLD FINGLAS ROAD
DUBLIN
GLASNEVIN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 201
Survey date: THURSDAY *29/09/11* *Survey Type: MANUAL*

7 DL-03-C-15 BLOCKS OF FLATS DUBLIN
MONKSTOWN ROAD
DUBLIN
MONKSTOWN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 20
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

8 GA-03-C-01 FLATS GALWAY
BALLYLOUGHANE ROAD
GALWAY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 34
Survey date: THURSDAY *31/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 MS-03-C-02 BLOCKS OF FLATS MERSEYSIDE
SOUTH FERRY QUAY
LIVERPOOL
BRUNSWICK DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Number of dwellings: 184
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

10 MS-03-C-03 BLOCK OF FLATS MERSEYSIDE
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Number of dwellings: 9
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

11 NT-03-C-01 HOUSES (SPLIT INTO FLATS) NOTTINGHAMSHIRE
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 56
Survey date: TUESDAY *08/11/16* *Survey Type: MANUAL*

12 NT-03-C-02 HOUSES (SPLIT INTO FLATS) NOTTINGHAMSHIRE
CASTLE MARINA ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 135
Survey date: WEDNESDAY *09/11/16* *Survey Type: MANUAL*

13 RI-03-C-01 FLATS EAST RIDING OF YORKSHIRE
465 PRIORY ROAD
HULL

Edge of Town
Residential Zone
Total Number of dwellings: 20
Survey date: TUESDAY *13/05/14* *Survey Type: MANUAL*

14 SF-03-C-03 BLOCKS OF FLATS SUFFOLK
TOLLGATE LANE
BURY ST EDMUNDS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY *03/12/14* *Survey Type: MANUAL*

15 WA-03-C-01 BLOCKS OF FLATS WATERFORD
UPPER YELLOW ROAD
WATERFORD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: TUESDAY *12/05/15* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BE-03-C-02	Greater London Area
HV-03-C-02	Greater London Area

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	59	0.058	15	59	0.158	15	59	0.216
08:00 - 09:00	15	59	0.054	15	59	0.214	15	59	0.268
09:00 - 10:00	15	59	0.079	15	59	0.120	15	59	0.199
10:00 - 11:00	15	59	0.059	15	59	0.073	15	59	0.132
11:00 - 12:00	15	59	0.070	15	59	0.075	15	59	0.145
12:00 - 13:00	15	59	0.096	15	59	0.094	15	59	0.190
13:00 - 14:00	15	59	0.088	15	59	0.105	15	59	0.193
14:00 - 15:00	15	59	0.082	15	59	0.096	15	59	0.178
15:00 - 16:00	15	59	0.121	15	59	0.080	15	59	0.201
16:00 - 17:00	15	59	0.128	15	59	0.074	15	59	0.202
17:00 - 18:00	15	59	0.211	15	59	0.082	15	59	0.293
18:00 - 19:00	15	59	0.149	15	59	0.084	15	59	0.233
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.195			1.255			2.450

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

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

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Parameter summary

Trip rate parameter range selected:	9 - 201 (units:)
Survey date date range:	01/01/11 - 21/06/19
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

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

Calculation Reference: AUDIT-638801-190328-0352

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	1 days
	KC	KENT	4 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	4 days
03	SOUTH WEST		
	DV	DEVON	2 days
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	6 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
09	NORTH		
	DH	DURHAM	2 days
10	WALES		
	PS	POWYS	1 days
11	SCOTLAND		
	AG	ANGUS	1 days
	FA	FALKIRK	2 days
	HI	HIGHLAND	1 days
	PK	PERTH & KINROSS	1 days
12	CONNAUGHT		
	CS	SLIGO	2 days
	LT	LEITRIM	1 days
	MA	MAYO	1 days
	RO	ROSCOMMON	3 days
13	MUNSTER		
	WA	WATERFORD	1 days
14	LEINSTER		
	CC	CARLOW	1 days
	WC	WICKLOW	1 days
	WX	WEXFORD	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	2 days
	DN	DONEGAL	4 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	3 days
	DO	DOWN	1 days

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

Secondary Filtering selection:

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

Parameter:	Number of dwellings
Actual Range:	6 to 805 (units:)
Range Selected by User:	4 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 20/11/18

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

Selected survey days:

Monday	10 days
Tuesday	13 days
Wednesday	18 days
Thursday	15 days
Friday	10 days

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

Selected survey types:

Manual count	66 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	27
Edge of Town	31
Neighbourhood Centre (PPS6 Local Centre)	8

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

Selected Location Sub Categories:

Residential Zone	50
Village	7
No Sub Category	9

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

Secondary Filtering selection:

Use Class:

C3	66 days

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

Population within 1 mile:

1,000 or Less	4 days
1,001 to 5,000	18 days
5,001 to 10,000	13 days
10,001 to 15,000	16 days
15,001 to 20,000	9 days
20,001 to 25,000	6 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,000 or Less	5 days
5,001 to 25,000	18 days
25,001 to 50,000	12 days
50,001 to 75,000	11 days
75,001 to 100,000	17 days
100,001 to 125,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	16 days
1.1 to 1.5	46 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	5 days
No	61 days

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

PTAL Rating:

No PTAL Present	66 days

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

LIST OF SITES relevant to selection parameters

1 AG-03-A-01 BUNGALOWS/DET. ANGUS
KEPTIE ROAD
ARBROATH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

2 AN-03-A-07 SEMI DETACHED/TERRACED HOUSING ANTRIM
CASTLE WAY
ANTRIM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 55
Survey date: TUESDAY *20/12/11* *Survey Type: MANUAL*

3 AN-03-A-08 HOUSES & FLATS ANTRIM
BALLINDERRY ROAD
LISBURN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 204
Survey date: TUESDAY *29/10/13* *Survey Type: MANUAL*

4 AN-03-A-09 DETACHED & SEMI-DETACHED ANTRIM
SLOEFIELD DRIVE
CARRICKFERGUS

Edge of Town
No Sub Category
Total Number of dwellings: 151
Survey date: WEDNESDAY *12/10/16* *Survey Type: MANUAL*

5 CA-03-A-06 MIXED HOUSES CAMBRIDGESHIRE
CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 207
Survey date: FRIDAY *22/06/18* *Survey Type: MANUAL*

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

Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *25/05/16* *Survey Type: MANUAL*

7 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

8 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 CS-03-A-03 MIXED HOUSES SLIGO
TOP ROAD
STRANDHILL
STRANDHILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 30
Survey date: THURSDAY *27/10/16* *Survey Type: MANUAL*

10 CS-03-A-04 DETACHED & SEMI-DETACHED SLIGO
R292
STRANDHILL

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 63
Survey date: THURSDAY *27/10/16* *Survey Type: MANUAL*

11 CV-03-A-02 DETACHED & SEMI DETACHED CAVAN
R212 DUBLIN ROAD
CAVAN
KILLYNEBBER
Edge of Town
No Sub Category
Total Number of dwellings: 80
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

12 CV-03-A-03 DETACHED HOUSES CAVAN
R212 DUBLIN ROAD
CAVAN
PULLAMORE NEAR
Edge of Town
No Sub Category
Total Number of dwellings: 37
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

13 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

14 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

15 DL-03-A-10 SEMI DETACHED & DETACHED DUBLIN
R124
MALAHIDE
SAINT HELENS
Edge of Town
Residential Zone
Total Number of dwellings: 65
Survey date: WEDNESDAY *20/06/18* *Survey Type: MANUAL*

16 DN-03-A-03 DETACHED/SEMI-DETACHED DONEGAL
THE GRANGE
LETTERKENNY
GLENCAR IRISH
Edge of Town
Residential Zone
Total Number of dwellings: 50
Survey date: MONDAY *01/09/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 DN-03-A-04 SEMI-DETACHED DONEGAL
GORTLEE ROAD
LETTERKENNY
GORTLEE
Edge of Town
Residential Zone
Total Number of dwellings: 83
Survey date: FRIDAY *26/09/14* *Survey Type: MANUAL*

18 DN-03-A-05 DETACHED/SEMI-DETACHED DONEGAL
GORTLEE ROAD
LETTERKENNY
GORTLEE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 146
Survey date: WEDNESDAY *03/09/14* *Survey Type: MANUAL*

19 DN-03-A-06 DETACHED HOUSING DONEGAL
GLENFIN ROAD
BALLYBOFEY

Edge of Town
Residential Zone
Total Number of dwellings: 6
Survey date: WEDNESDAY *10/10/18* *Survey Type: MANUAL*

20 DO-03-A-03 DETACHED/SEMI DETACHED DOWN
OLD MILL HEIGHTS
BELFAST
DUNDONALD
Edge of Town
Residential Zone
Total Number of dwellings: 79
Survey date: WEDNESDAY *23/10/13* *Survey Type: MANUAL*

21 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

22 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

23 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD
PEACEHAVEN

Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

24 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total Number of dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

25 FA-03-A-01 SEMI-DETACHED/TERRACED FALKIRK
MANDELA AVENUE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: THURSDAY *30/05/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

26 FA-03-A-02 MIXED HOUSES FALKIRK
ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

27 HC-03-A-20 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: TUESDAY *20/11/18* *Survey Type: MANUAL*

28 HI-03-A-14 SEMI-DETACHED & TERRACED HIGHLAND
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 40
Survey date: WEDNESDAY *23/03/16* *Survey Type: MANUAL*

29 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

30 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

31 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

32 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

33 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 85
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

34 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

35 LT-03-A-01 SEMI-DETACHED & DETACHED LEITRIM
ARD NA SI
CARRICK-ON-SHANNON
ATTIRORY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 90
Survey date: FRIDAY *24/04/15* *Survey Type: MANUAL*

36 MA-03-A-01 SEMI-DET. & TERRACED MAYO
N26 STATION ROAD
BALLINA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 74
Survey date: FRIDAY *15/07/11* *Survey Type: MANUAL*

37 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

38 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

39 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

40 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

41 NY-03-A-07 DETACHED & SEMI DET. NORTH YORKSHIRE
CRAVEN WAY
BOROUGHBRIDGE

Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

42 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

43 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

44 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

45 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

46 PK-03-A-01 DETAC. & BUNGALOWS PERTH & KINROSS
TULLYLUMB TERRACE
PERTH
CORNHILL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 36
Survey date: WEDNESDAY *11/05/11* *Survey Type: MANUAL*

47 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

48 RO-03-A-02 SEMI DET. & BUNGALOWS ROSCOMMON
SLIGO ROAD
BALLAGHADERREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 31
Survey date: THURSDAY *14/07/11* *Survey Type: MANUAL*

49 RO-03-A-03 DETACHED HOUSES ROSCOMMON
N61
BOYLE
GREATMEADOW
Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: THURSDAY *25/09/14* *Survey Type: MANUAL*

50 RO-03-A-04 SEMI DET. & BUNGALOWS ROSCOMMON
EAGLE COURT
ROSCOMMON
ARDNANAGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 39
Survey date: FRIDAY *26/09/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

51 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

52 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

53 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

54 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

55 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

56 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

57 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

58 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total Number of dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

59 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total Number of dwellings: 26
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

60 WA-03-A-04 DETACHED WATERFORD
MAYPARK LANE
WATERFORD

Edge of Town
Residential Zone
Total Number of dwellings: 280
Survey date: TUESDAY *24/06/14* *Survey Type: MANUAL*

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

62 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

63 WS-03-A-06 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total Number of dwellings: 805
Survey date: THURSDAY *02/03/17* *Survey Type: MANUAL*

64 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 57
Survey date: THURSDAY *19/10/17* *Survey Type: MANUAL*

65 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total Number of dwellings: 79
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

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

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	66	94	0.065	66	94	0.258	66	94	0.323
08:00 - 09:00	66	94	0.136	66	94	0.399	66	94	0.535
09:00 - 10:00	66	94	0.160	66	94	0.195	66	94	0.355
10:00 - 11:00	66	94	0.134	66	94	0.166	66	94	0.300
11:00 - 12:00	66	94	0.138	66	94	0.164	66	94	0.302
12:00 - 13:00	66	94	0.181	66	94	0.169	66	94	0.350
13:00 - 14:00	66	94	0.179	66	94	0.182	66	94	0.361
14:00 - 15:00	66	94	0.189	66	94	0.202	66	94	0.391
15:00 - 16:00	66	94	0.268	66	94	0.182	66	94	0.450
16:00 - 17:00	66	94	0.294	66	94	0.183	66	94	0.477
17:00 - 18:00	66	94	0.367	66	94	0.186	66	94	0.553
18:00 - 19:00	66	94	0.293	66	94	0.192	66	94	0.485
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.404			2.478			4.882

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

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

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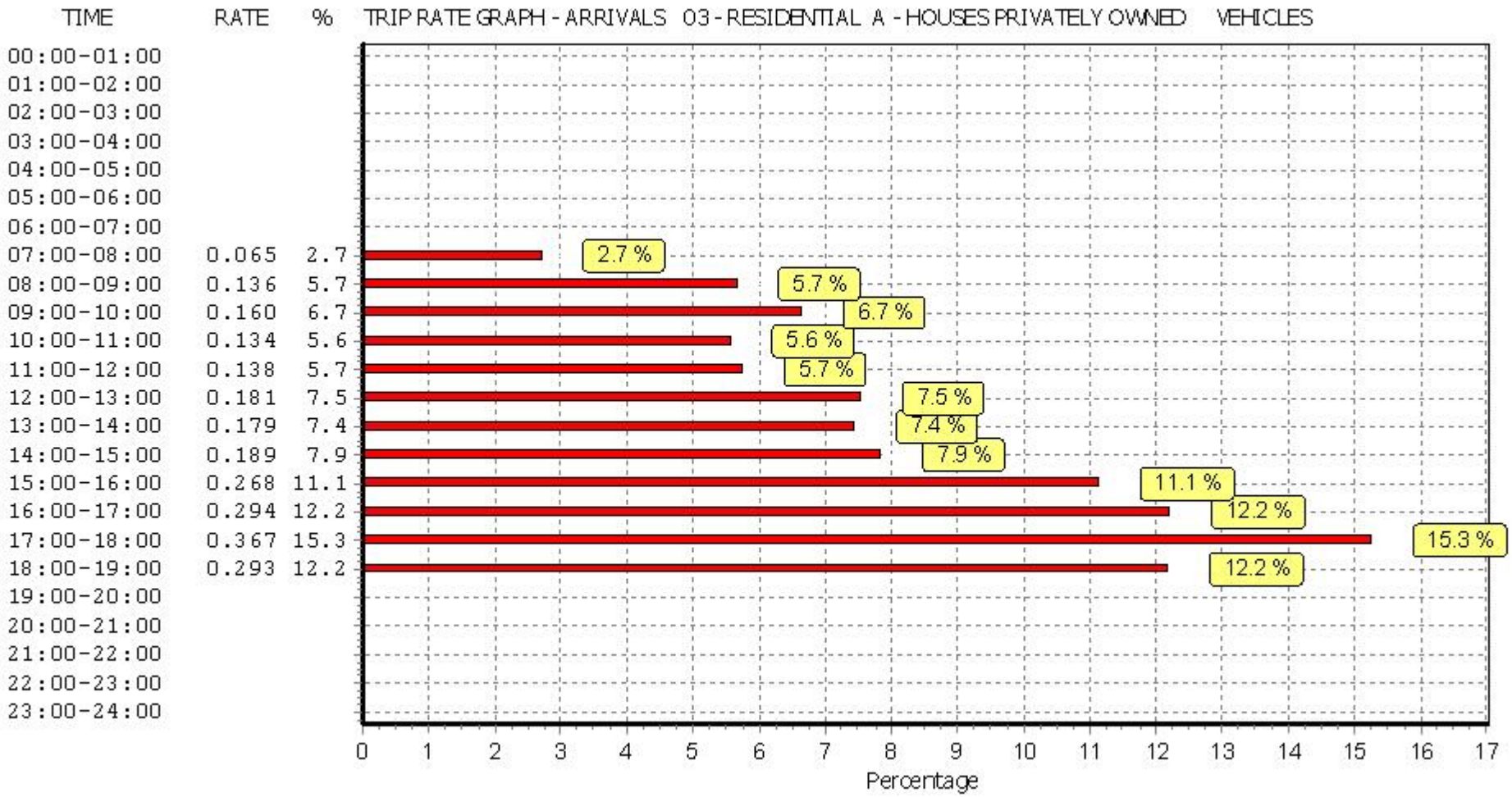
The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

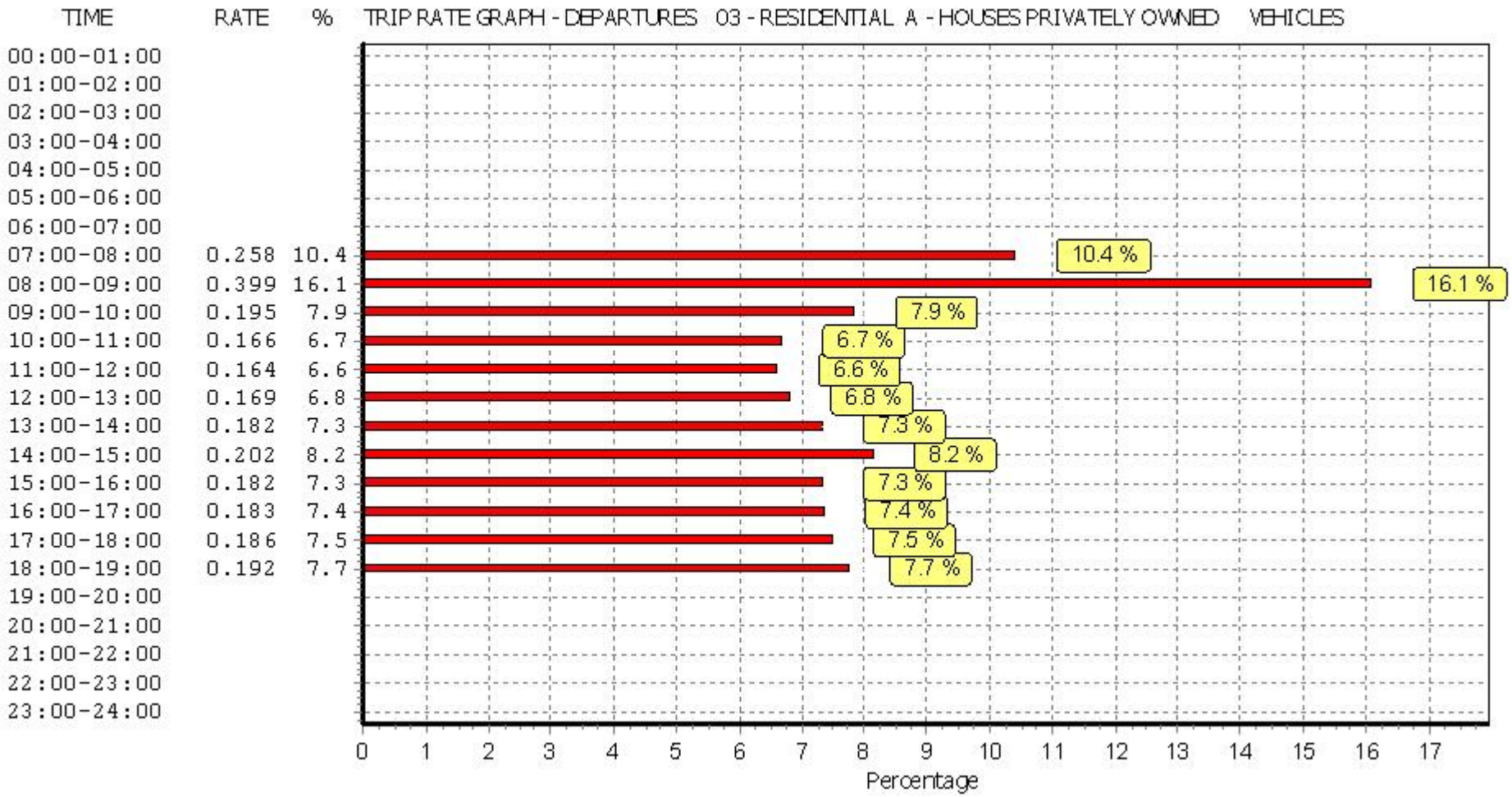
Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/11 - 20/11/18
Number of weekdays (Monday-Friday):	66
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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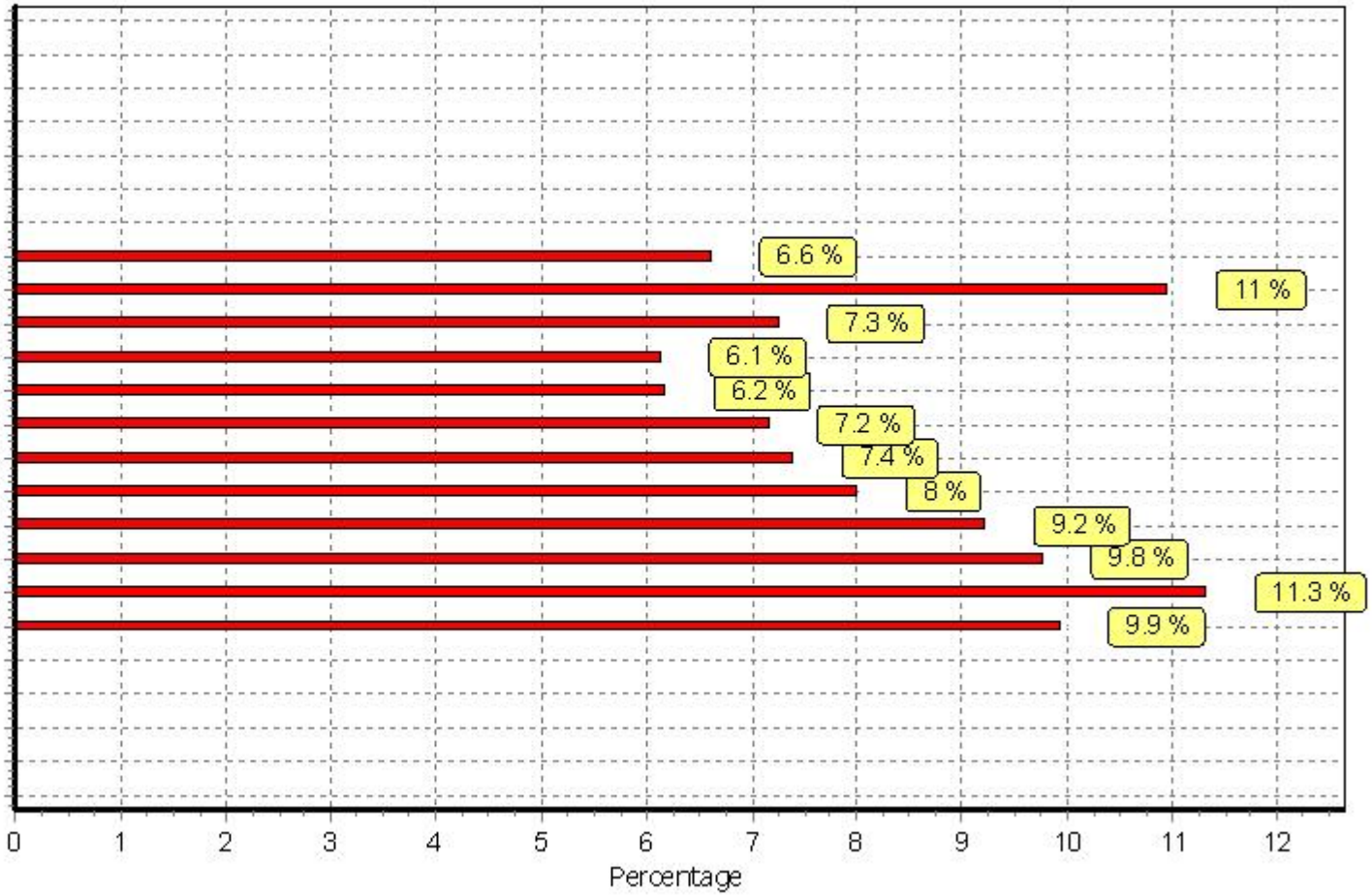
TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00	0.323	6.6
08:00-09:00	0.535	11.0
09:00-10:00	0.355	7.3
10:00-11:00	0.300	6.1
11:00-12:00	0.302	6.2
12:00-13:00	0.350	7.2
13:00-14:00	0.361	7.4
14:00-15:00	0.391	8.0
15:00-16:00	0.450	9.2
16:00-17:00	0.477	9.8
17:00-18:00	0.553	11.3
18:00-19:00	0.485	9.9
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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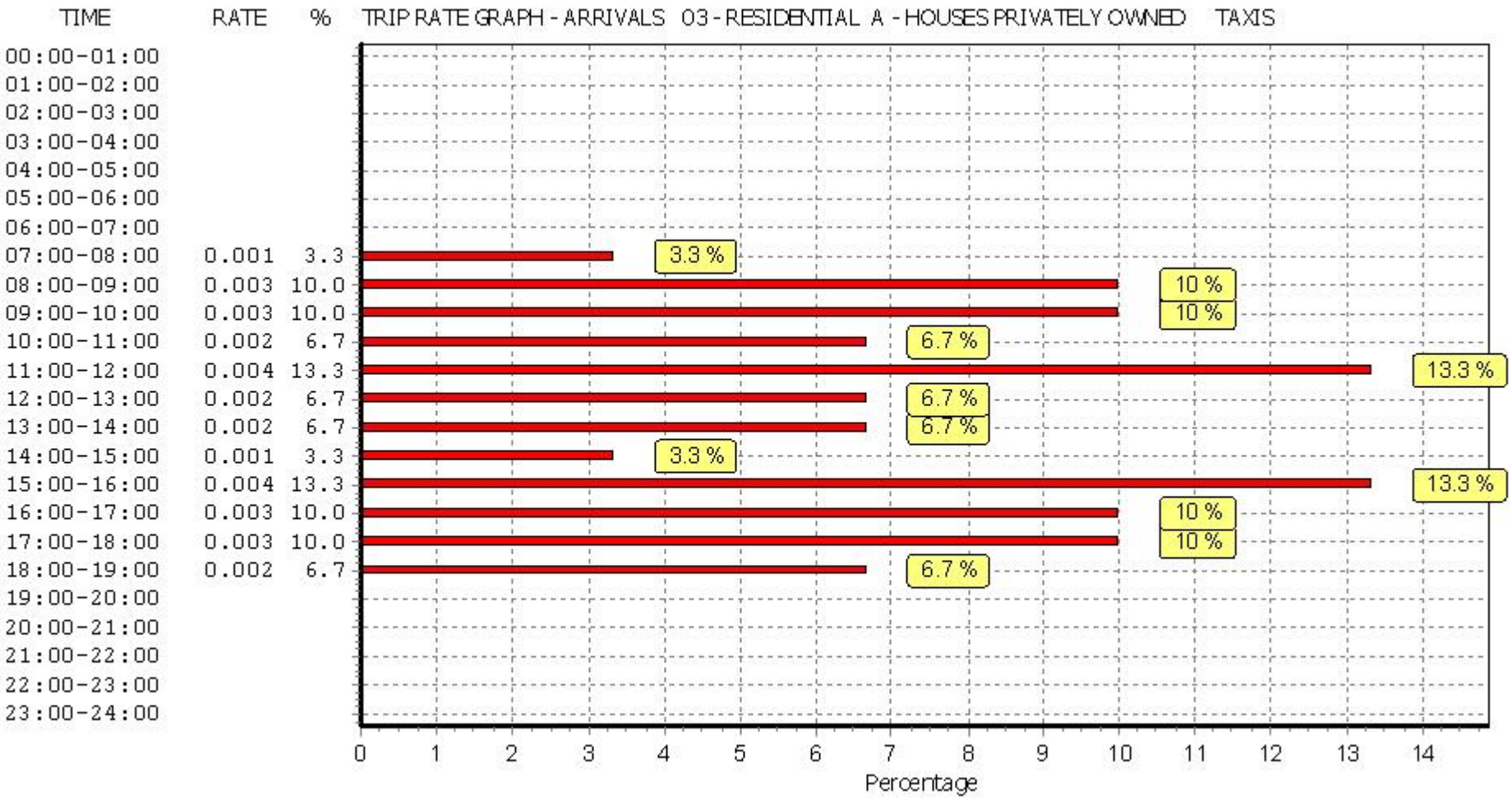
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	66	94	0.001	66	94	0.001	66	94	0.002
08:00 - 09:00	66	94	0.003	66	94	0.003	66	94	0.006
09:00 - 10:00	66	94	0.003	66	94	0.002	66	94	0.005
10:00 - 11:00	66	94	0.002	66	94	0.003	66	94	0.005
11:00 - 12:00	66	94	0.004	66	94	0.003	66	94	0.007
12:00 - 13:00	66	94	0.002	66	94	0.002	66	94	0.004
13:00 - 14:00	66	94	0.002	66	94	0.002	66	94	0.004
14:00 - 15:00	66	94	0.001	66	94	0.002	66	94	0.003
15:00 - 16:00	66	94	0.004	66	94	0.003	66	94	0.007
16:00 - 17:00	66	94	0.003	66	94	0.004	66	94	0.007
17:00 - 18:00	66	94	0.003	66	94	0.002	66	94	0.005
18:00 - 19:00	66	94	0.002	66	94	0.003	66	94	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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

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



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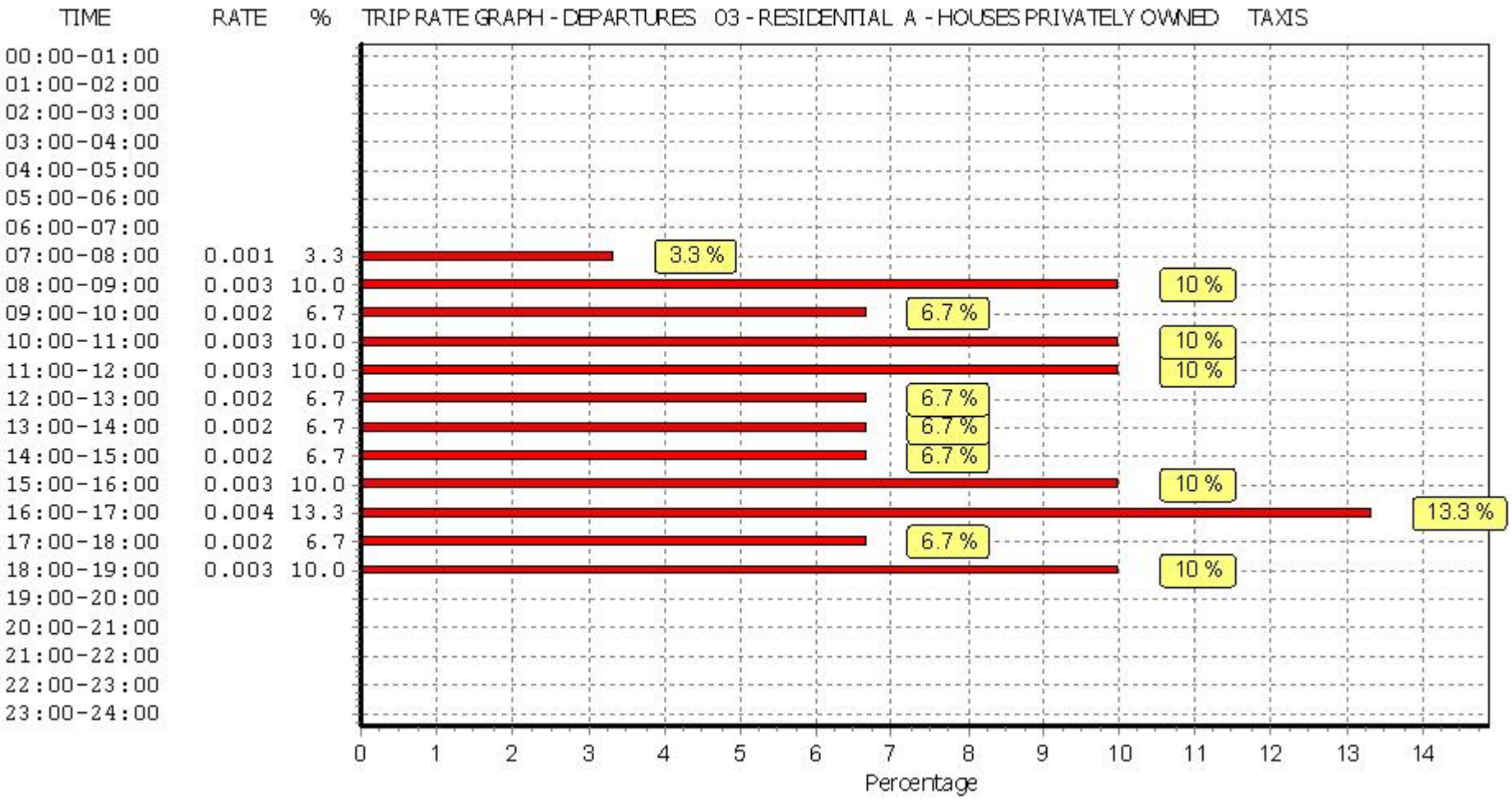

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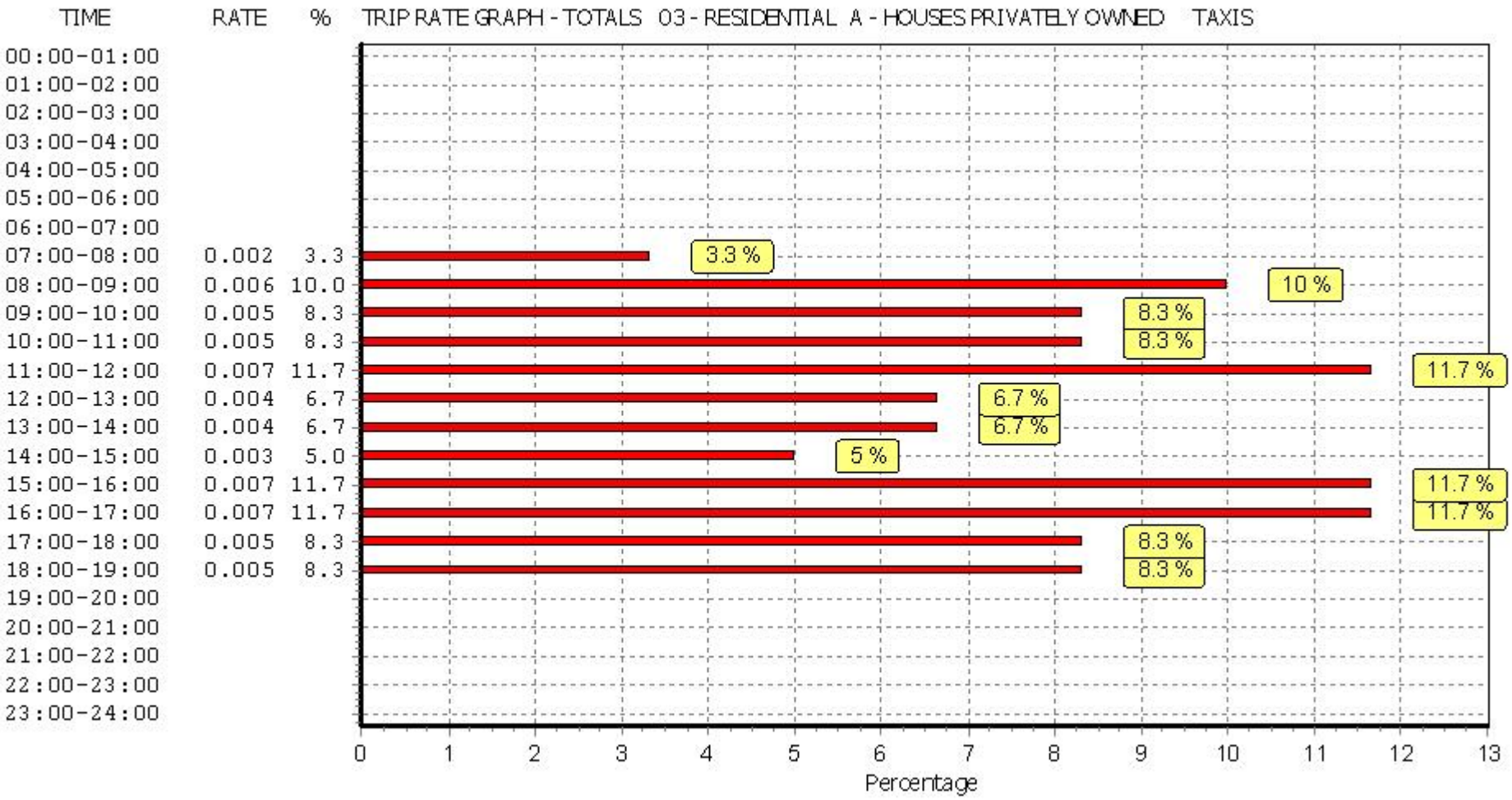

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	66	94	0.001	66	94	0.001	66	94	0.002
08:00 - 09:00	66	94	0.002	66	94	0.002	66	94	0.004
09:00 - 10:00	66	94	0.003	66	94	0.003	66	94	0.006
10:00 - 11:00	66	94	0.003	66	94	0.003	66	94	0.006
11:00 - 12:00	66	94	0.002	66	94	0.002	66	94	0.004
12:00 - 13:00	66	94	0.002	66	94	0.003	66	94	0.005
13:00 - 14:00	66	94	0.002	66	94	0.001	66	94	0.003
14:00 - 15:00	66	94	0.001	66	94	0.002	66	94	0.003
15:00 - 16:00	66	94	0.002	66	94	0.002	66	94	0.004
16:00 - 17:00	66	94	0.001	66	94	0.001	66	94	0.002
17:00 - 18:00	66	94	0.001	66	94	0.000	66	94	0.001
18:00 - 19:00	66	94	0.000	66	94	0.000	66	94	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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

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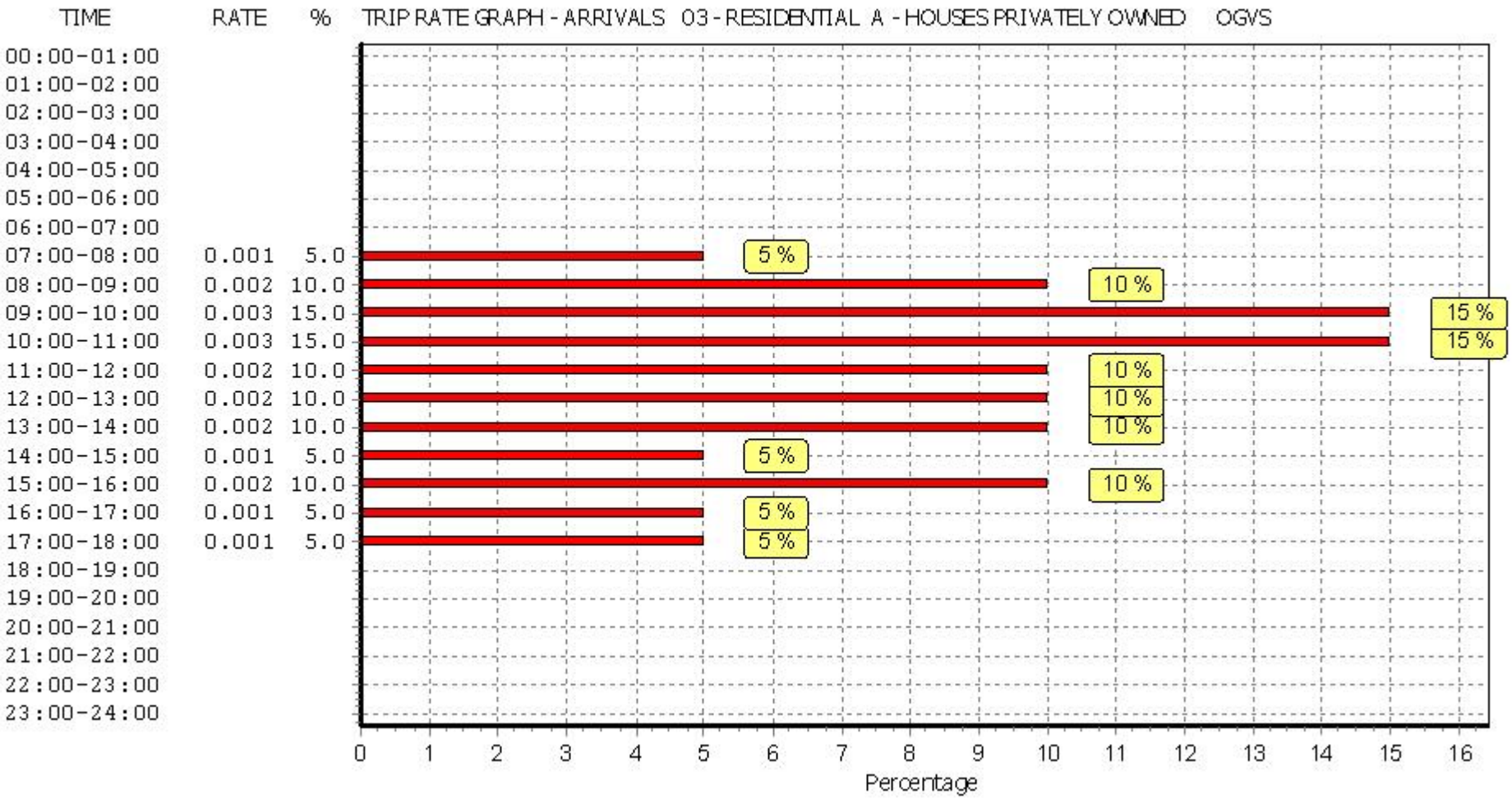

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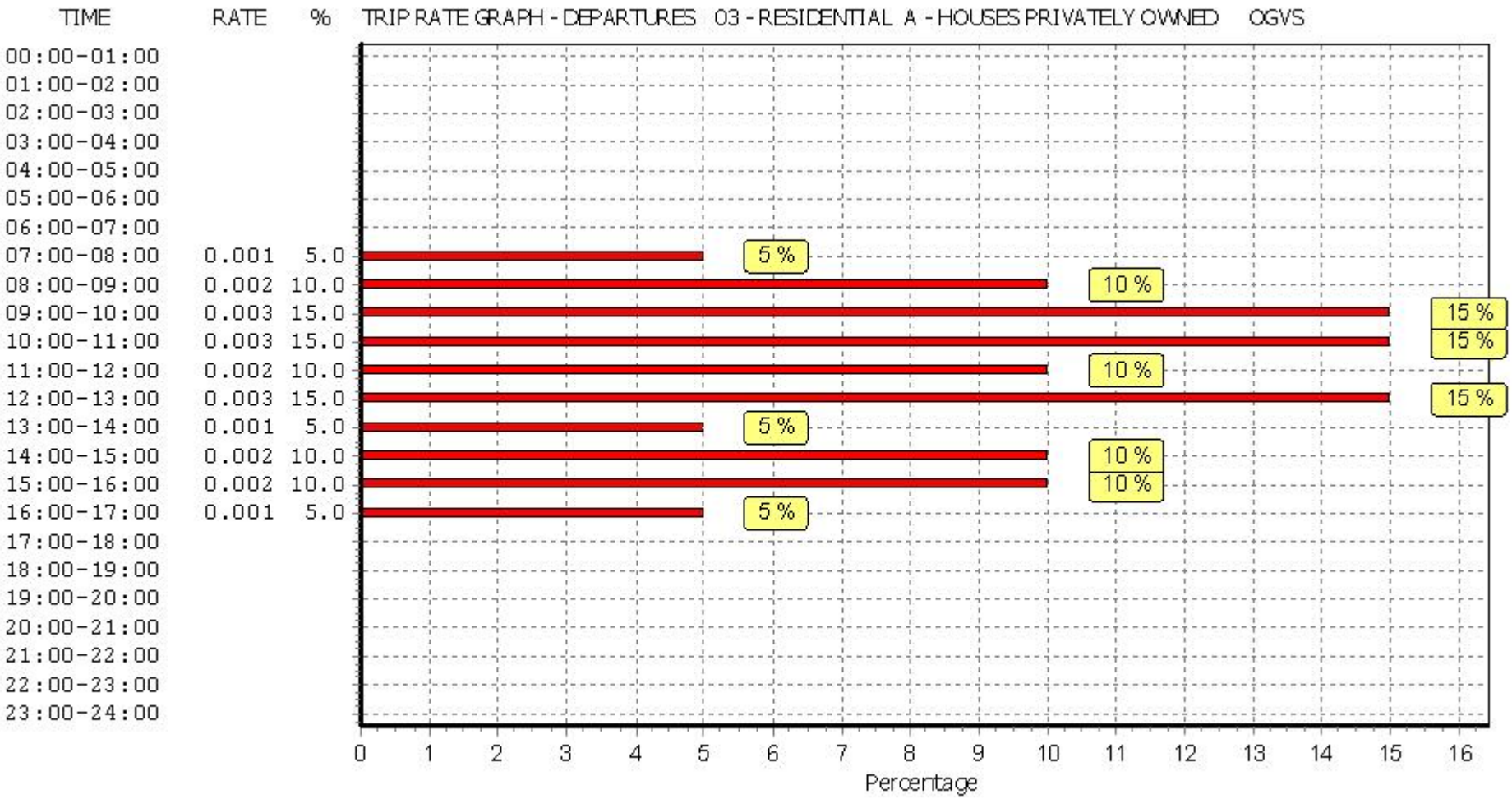

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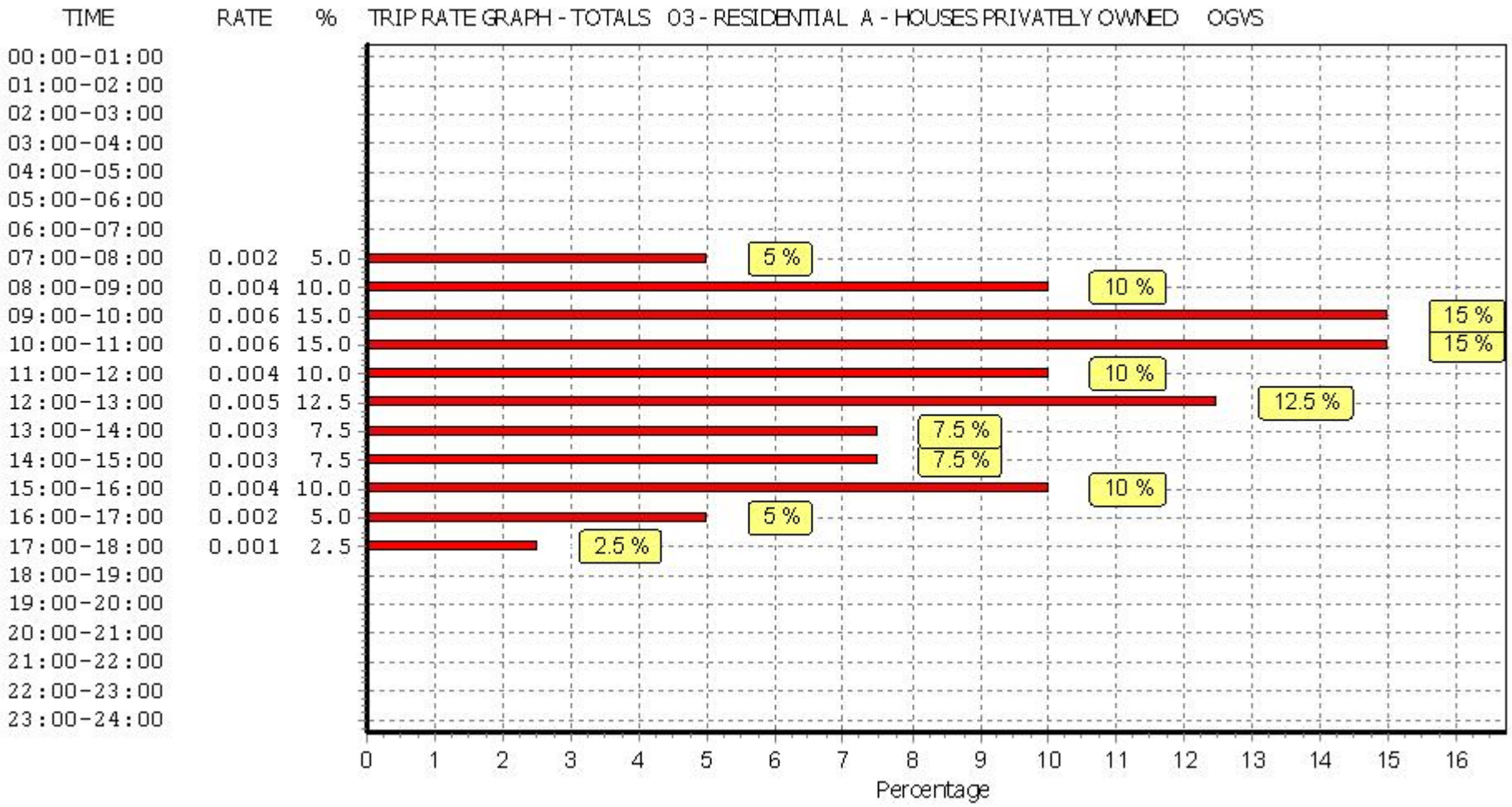

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	66	94	0.000	66	94	0.000	66	94	0.000
08:00 - 09:00	66	94	0.003	66	94	0.003	66	94	0.006
09:00 - 10:00	66	94	0.000	66	94	0.000	66	94	0.000
10:00 - 11:00	66	94	0.000	66	94	0.000	66	94	0.000
11:00 - 12:00	66	94	0.001	66	94	0.001	66	94	0.002
12:00 - 13:00	66	94	0.000	66	94	0.000	66	94	0.000
13:00 - 14:00	66	94	0.000	66	94	0.000	66	94	0.000
14:00 - 15:00	66	94	0.001	66	94	0.001	66	94	0.002
15:00 - 16:00	66	94	0.002	66	94	0.002	66	94	0.004
16:00 - 17:00	66	94	0.000	66	94	0.000	66	94	0.000
17:00 - 18:00	66	94	0.000	66	94	0.000	66	94	0.000
18:00 - 19:00	66	94	0.000	66	94	0.000	66	94	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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

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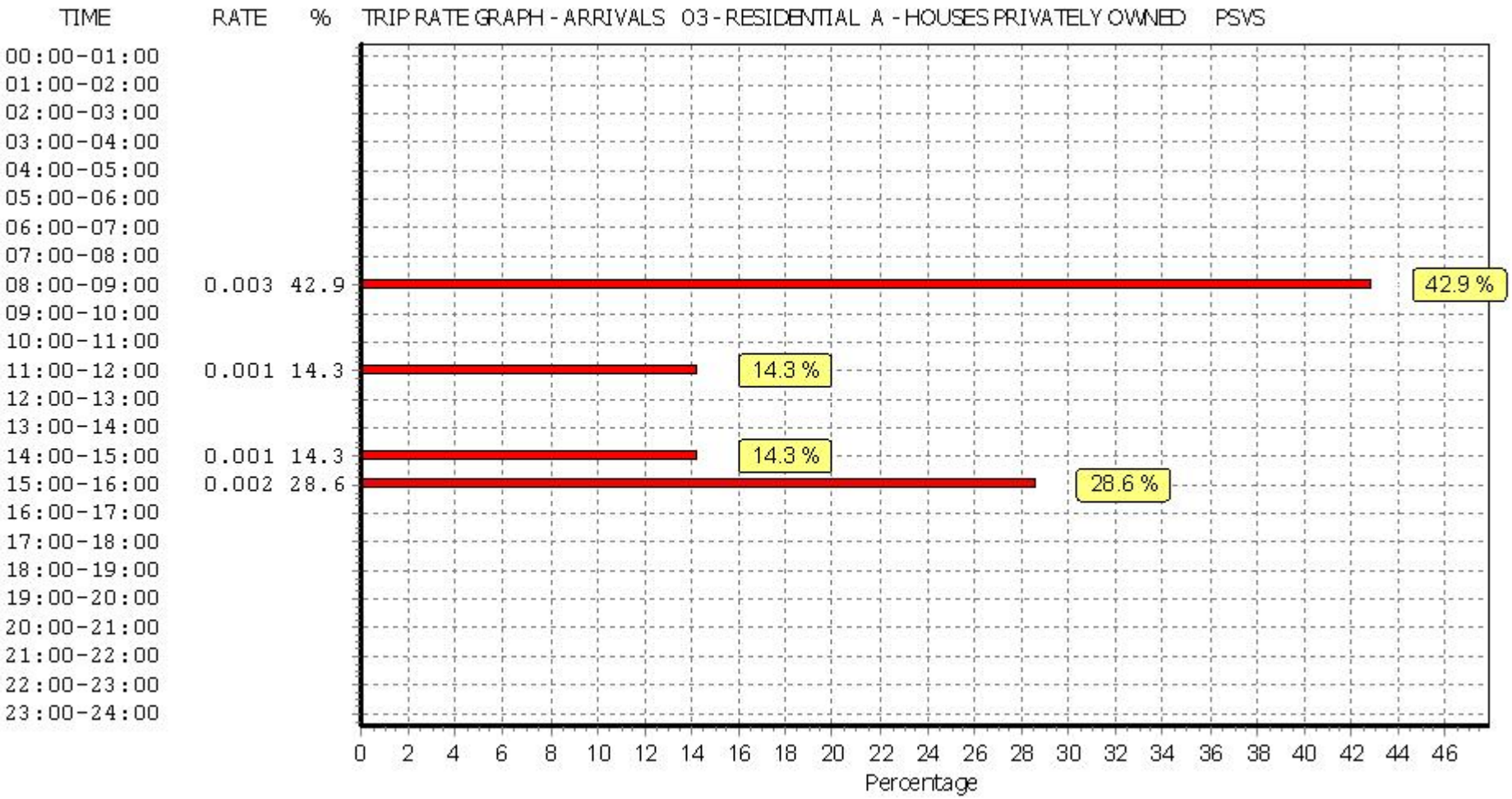

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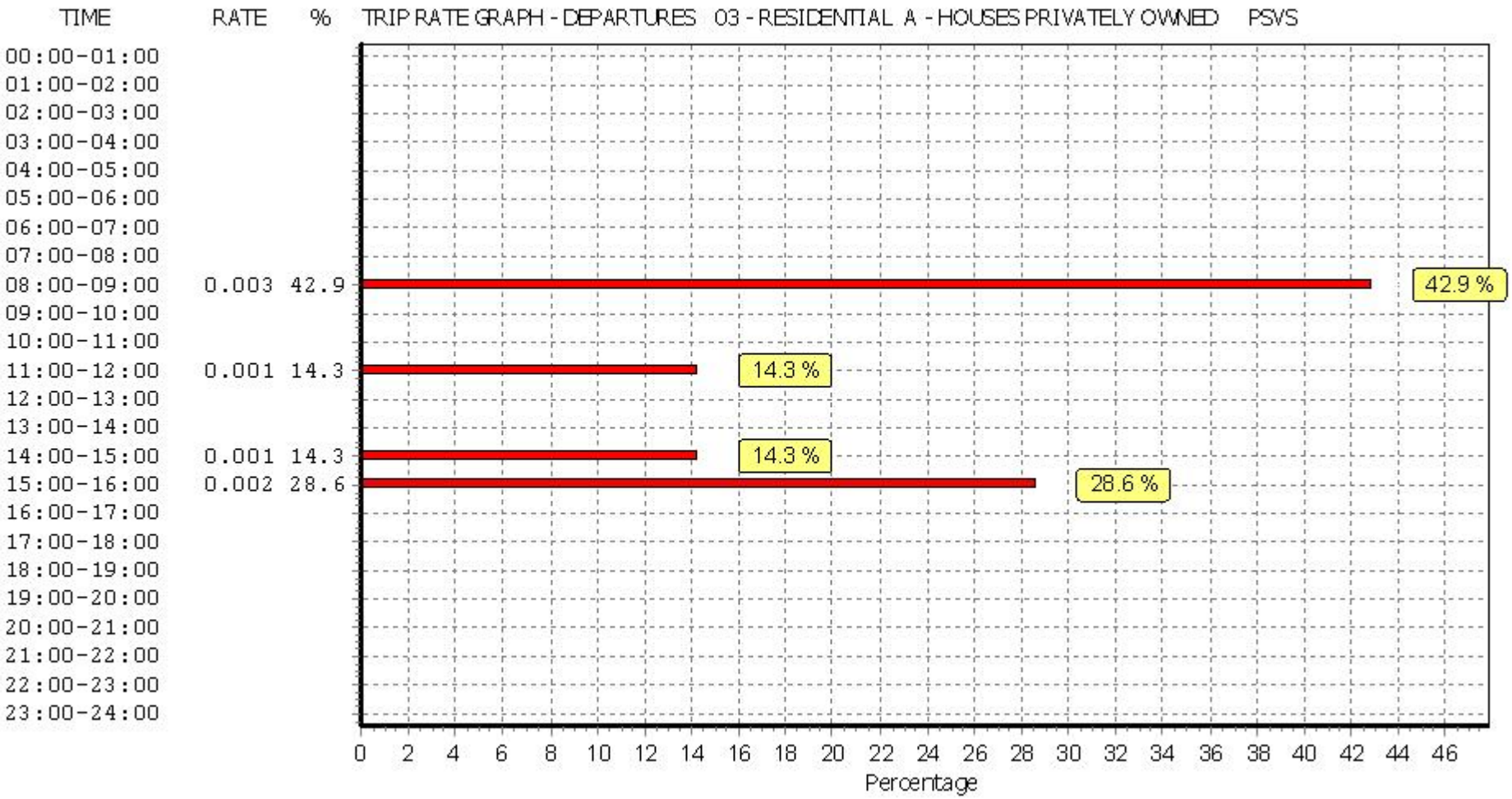

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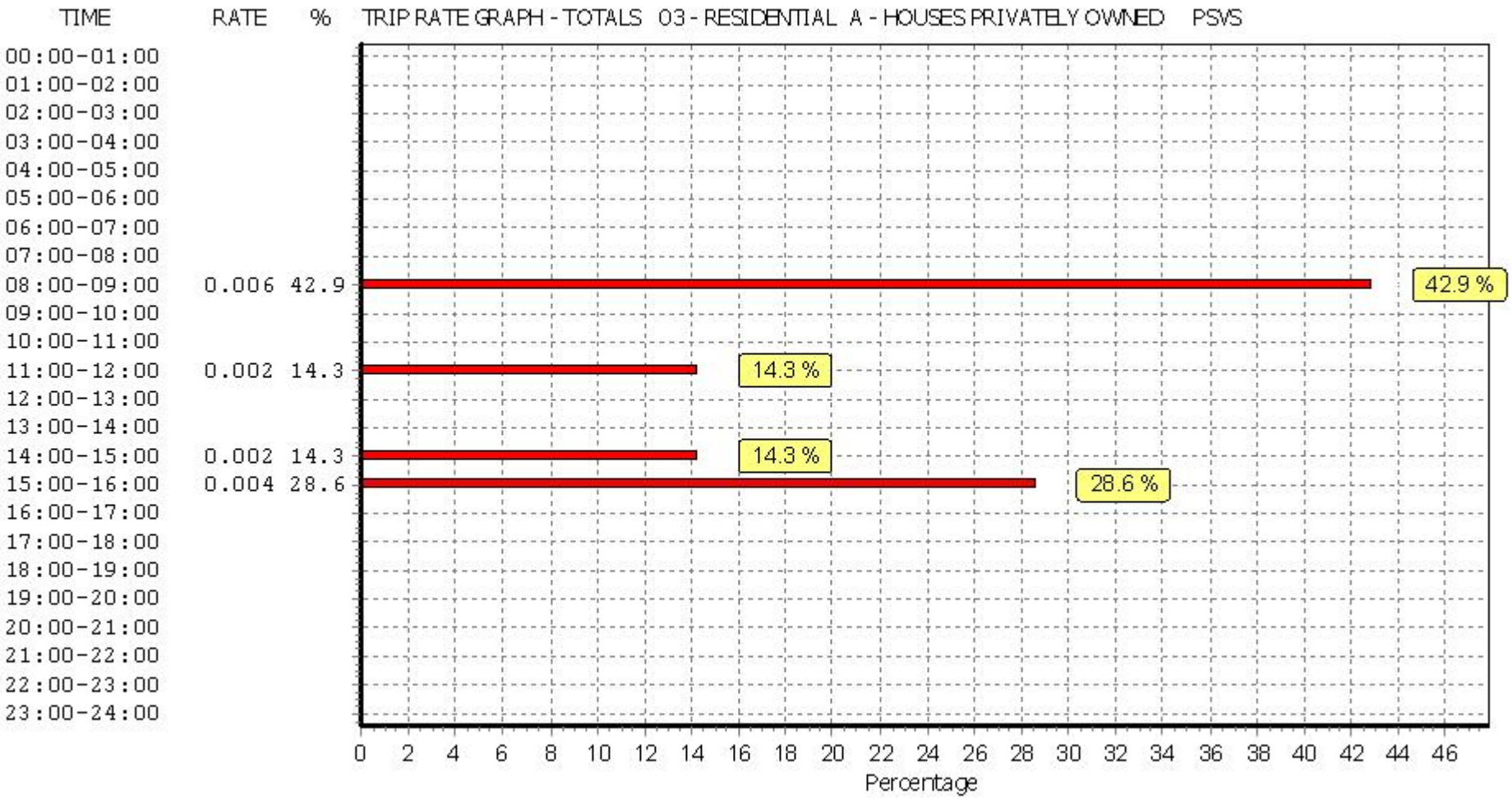

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	66	94	0.002	66	94	0.006	66	94	0.008
08:00 - 09:00	66	94	0.001	66	94	0.008	66	94	0.009
09:00 - 10:00	66	94	0.001	66	94	0.004	66	94	0.005
10:00 - 11:00	66	94	0.002	66	94	0.004	66	94	0.006
11:00 - 12:00	66	94	0.003	66	94	0.002	66	94	0.005
12:00 - 13:00	66	94	0.003	66	94	0.003	66	94	0.006
13:00 - 14:00	66	94	0.004	66	94	0.004	66	94	0.008
14:00 - 15:00	66	94	0.003	66	94	0.002	66	94	0.005
15:00 - 16:00	66	94	0.005	66	94	0.003	66	94	0.008
16:00 - 17:00	66	94	0.008	66	94	0.005	66	94	0.013
17:00 - 18:00	66	94	0.008	66	94	0.006	66	94	0.014
18:00 - 19:00	66	94	0.005	66	94	0.003	66	94	0.008
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.050			0.095

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

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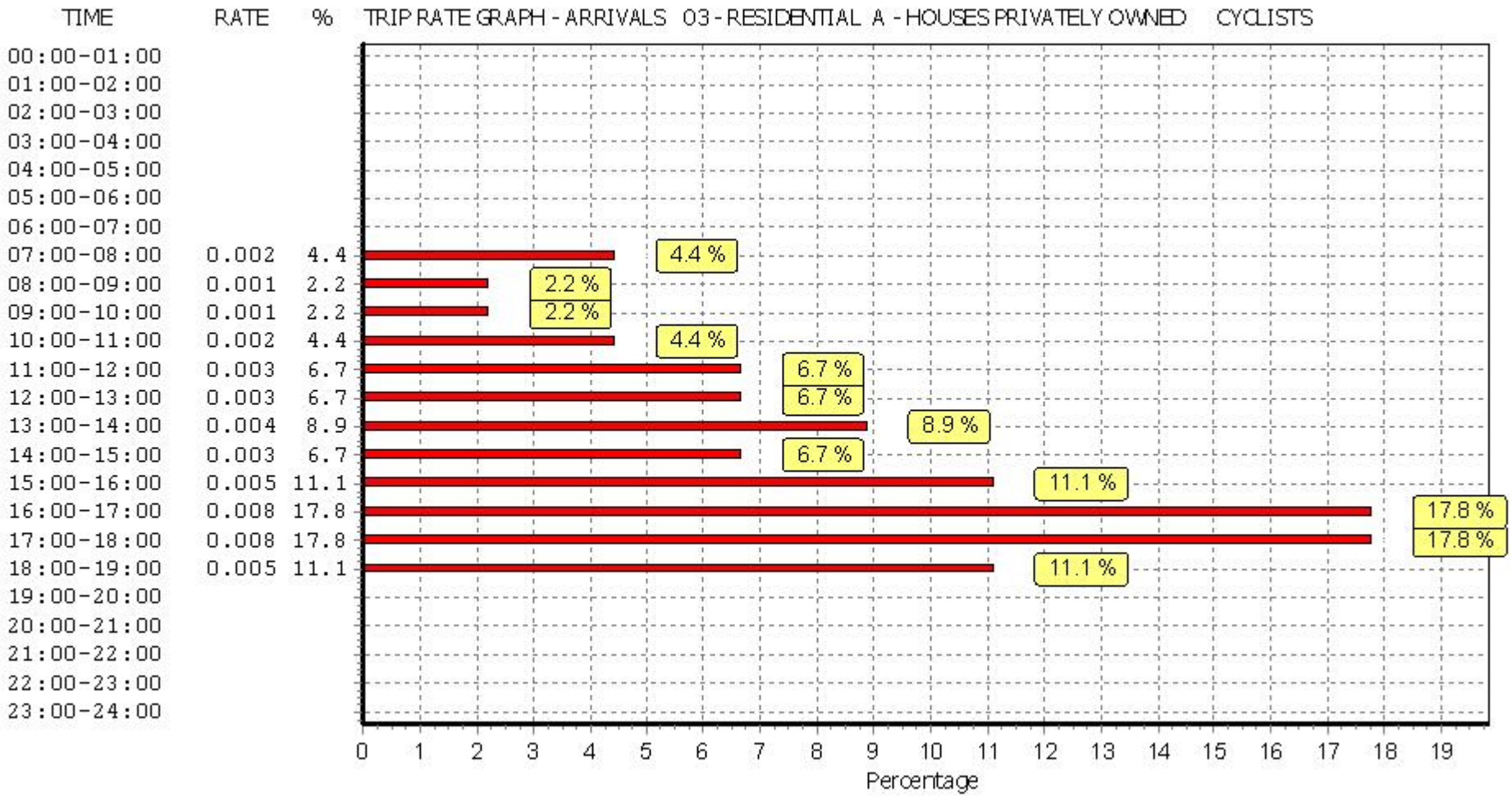
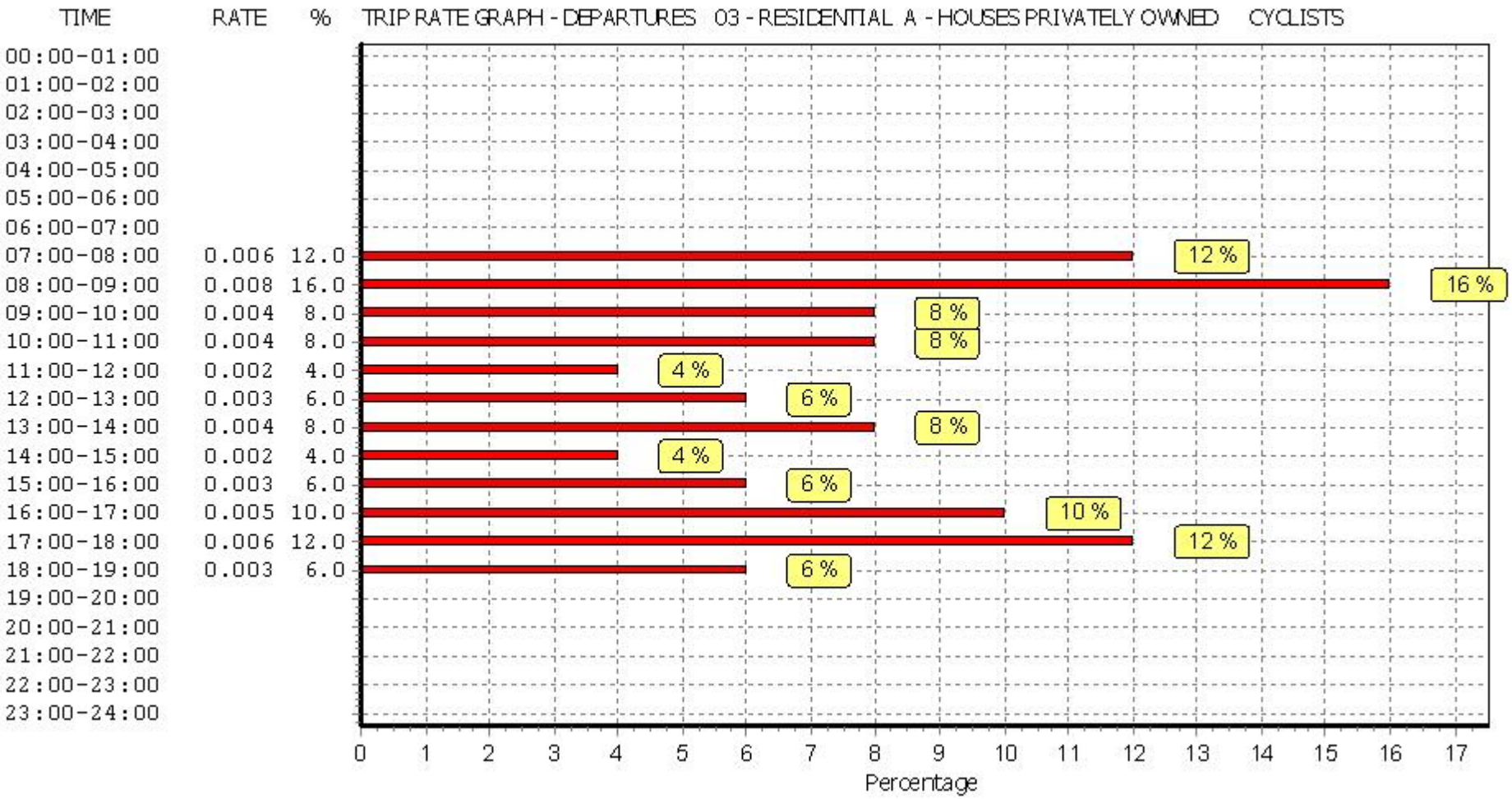


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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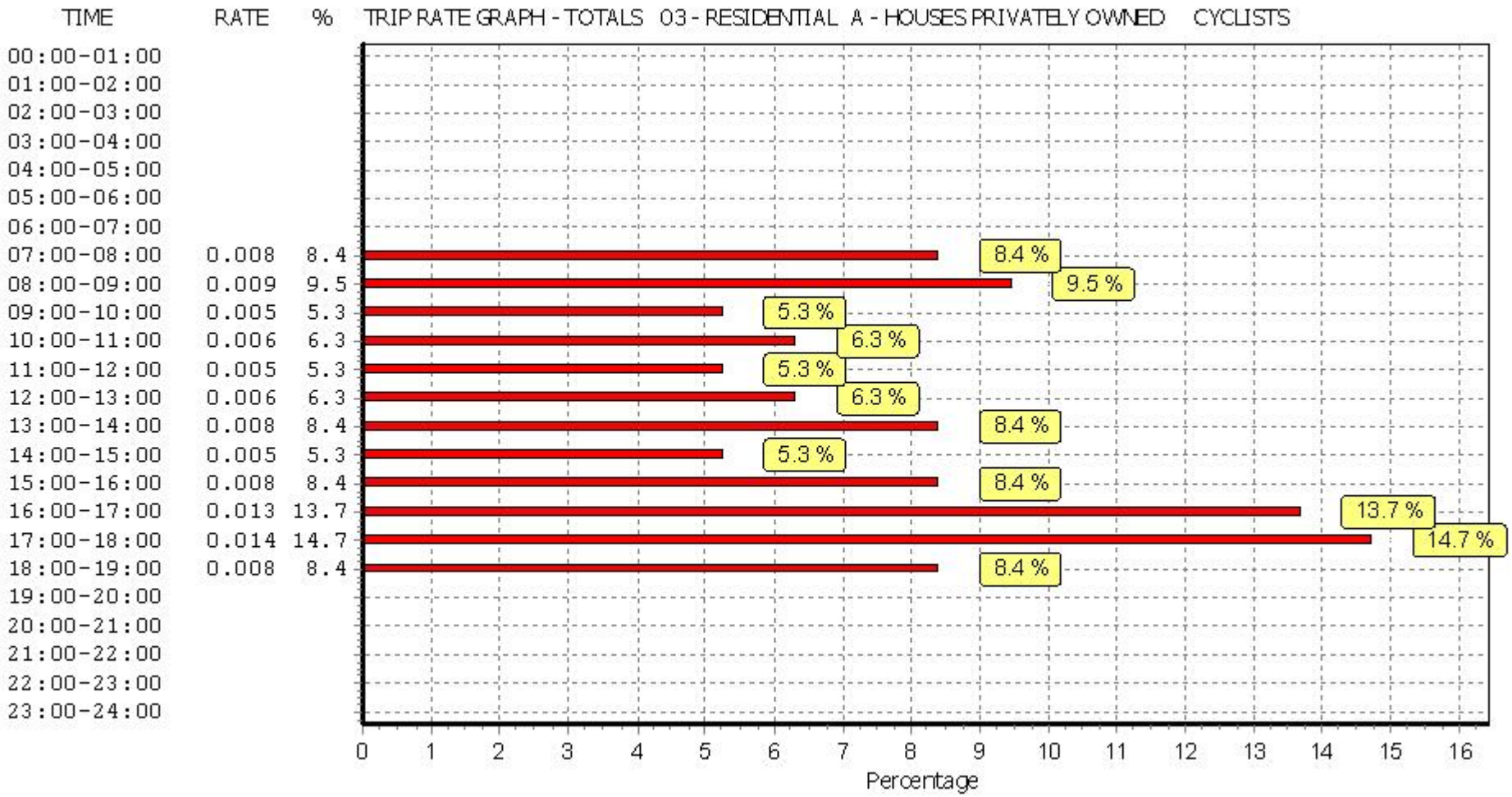

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-638801-190812-0808

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
12	CONNAUGHT		
	RO	ROSCOMMON	1 days
14	LEINSTER		
	LU	LOUTH	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 259 to 2200 (units: sqm)
Range Selected by User: 75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 12/07/18

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

Selected survey days:

Tuesday	1 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	1
Retail Zone	2
Village	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

A3	5 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	2 days

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

Population within 5 miles:

5,000 or Less	1 days
25,001 to 50,000	3 days
75,001 to 100,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days
2.1 to 2.5	1 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	4 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1 AN-06-B-02 FRANKIE & BENNY'S ANTRIM
HILSBOROUGH ROAD
LISBURN

Edge of Town
Retail Zone
Total Gross floor area: 275 sqm
Survey date: FRIDAY *19/06/15* *Survey Type: MANUAL*

2 EN-06-B-01 ITALIAN RESTAURANT ENFIELD
CHASE SIDE
ENFIELD

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 370 sqm
Survey date: TUESDAY *17/11/15* *Survey Type: MANUAL*

3 LU-06-B-02 RESTAURANT LOUTH
DONORE ROAD
DROGHEDA
LAGAVOOREN
Edge of Town
No Sub Category
Total Gross floor area: 2200 sqm
Survey date: FRIDAY *19/06/15* *Survey Type: MANUAL*

4 RO-06-B-01 IRISH RESTAURANT ROSCOMMON
MAIN STREET
TULSK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 736 sqm
Survey date: FRIDAY *27/04/18* *Survey Type: MANUAL*

5 ST-06-B-01 RESTAURANT STAFFORDSHIRE
STONE ROAD
STOKE-ON-TRENT
TRENTHAM
Edge of Town
Retail Zone
Total Gross floor area: 259 sqm
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.270	1	370	0.270
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	911	0.658	3	911	0.293	3	911	0.951
11:00 - 12:00	5	768	1.276	5	768	1.042	5	768	2.318
12:00 - 13:00	5	768	3.099	5	768	1.615	5	768	4.714
13:00 - 14:00	5	768	2.760	5	768	2.656	5	768	5.416
14:00 - 15:00	5	768	1.536	5	768	2.370	5	768	3.906
15:00 - 16:00	5	768	1.042	5	768	1.589	5	768	2.631
16:00 - 17:00	5	768	1.302	5	768	1.016	5	768	2.318
17:00 - 18:00	5	768	2.266	5	768	1.224	5	768	3.490
18:00 - 19:00	5	768	2.943	5	768	2.422	5	768	5.365
19:00 - 20:00	5	768	2.839	5	768	2.839	5	768	5.678
20:00 - 21:00	5	768	1.484	5	768	2.292	5	768	3.776
21:00 - 22:00	5	768	1.432	5	768	1.719	5	768	3.151
22:00 - 23:00	5	768	0.833	5	768	1.354	5	768	2.187
23:00 - 24:00	5	768	0.182	5	768	0.938	5	768	1.120
Total Rates:			23.652			23.639			47.291

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

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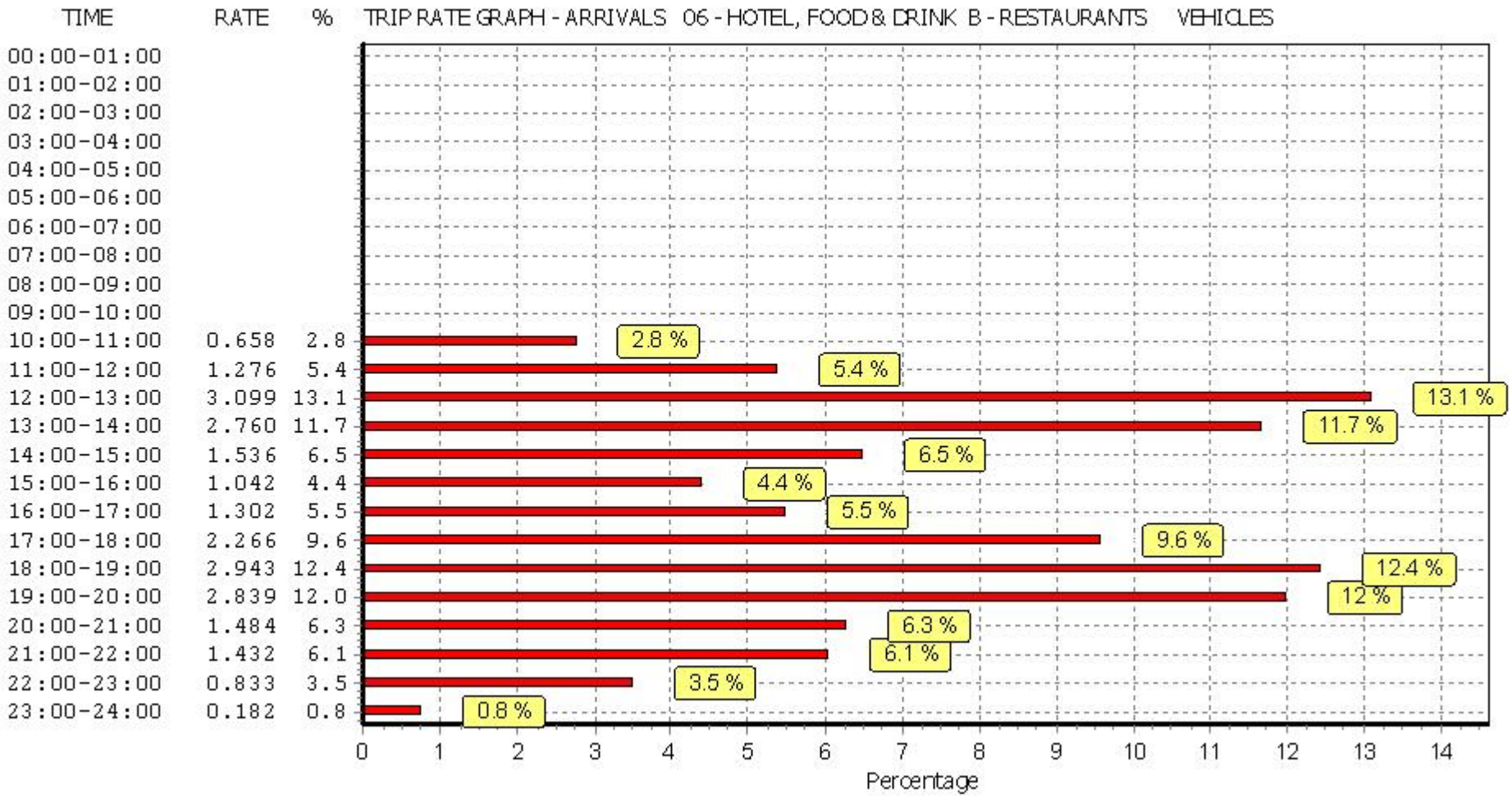
The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

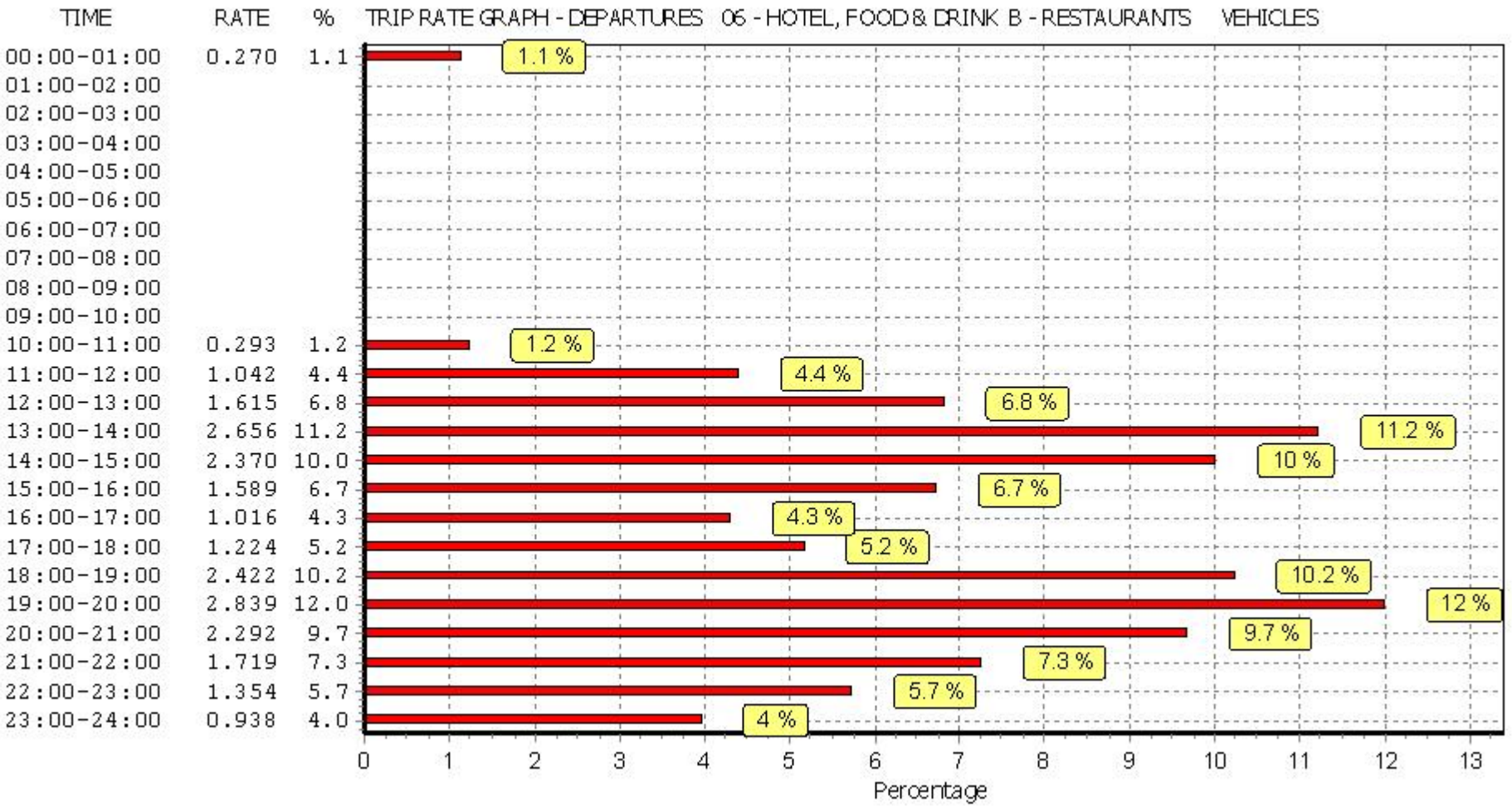
Parameter summary

Trip rate parameter range selected:	259 - 2200 (units: sqm)
Survey date date range:	01/01/11 - 12/07/18
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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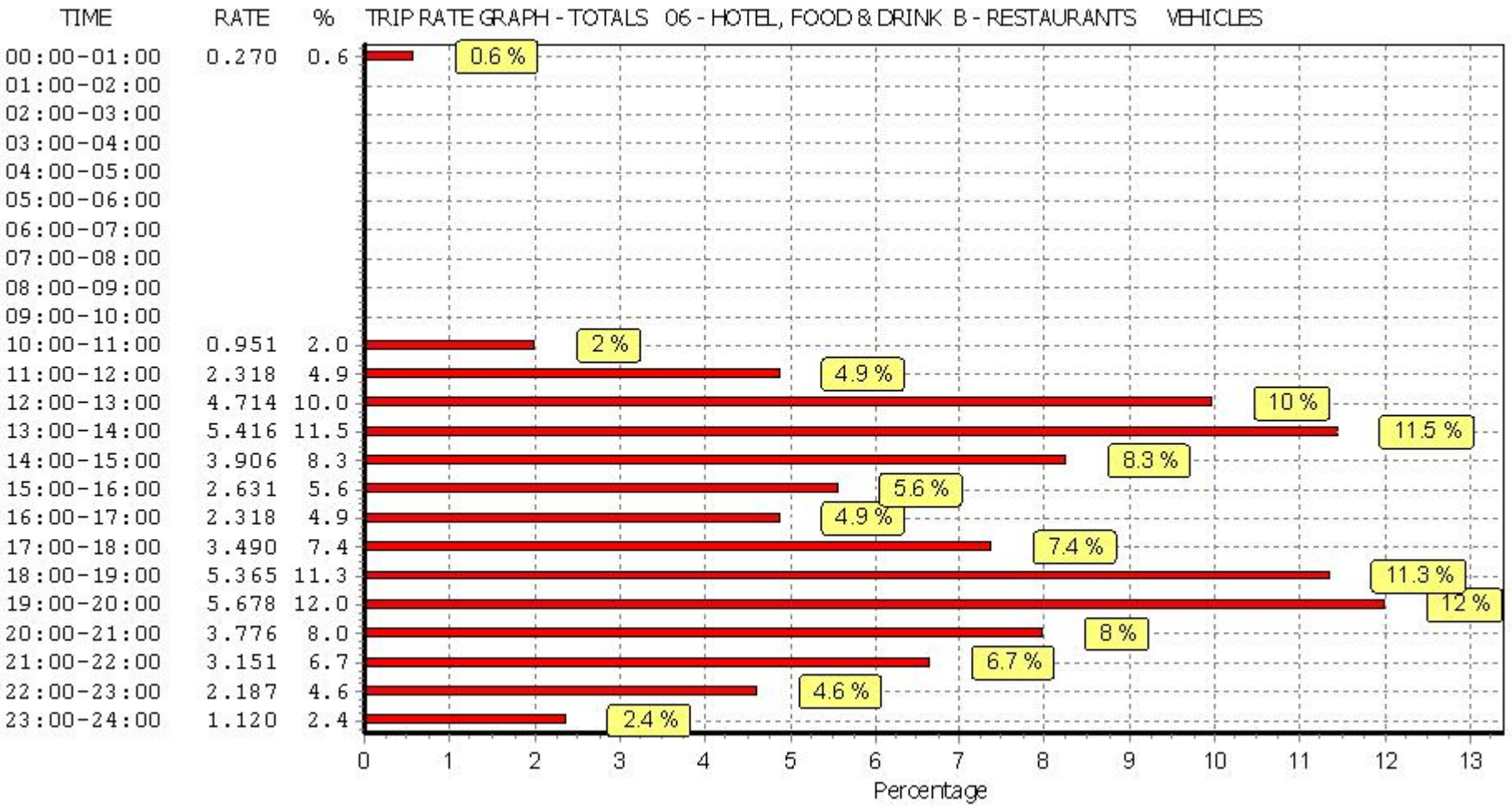

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.000	1	370	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	911	0.110	3	911	0.110	3	911	0.220
11:00 - 12:00	5	768	0.078	5	768	0.078	5	768	0.156
12:00 - 13:00	5	768	0.104	5	768	0.078	5	768	0.182
13:00 - 14:00	5	768	0.078	5	768	0.104	5	768	0.182
14:00 - 15:00	5	768	0.052	5	768	0.052	5	768	0.104
15:00 - 16:00	5	768	0.104	5	768	0.104	5	768	0.208
16:00 - 17:00	5	768	0.026	5	768	0.026	5	768	0.052
17:00 - 18:00	5	768	0.104	5	768	0.104	5	768	0.208
18:00 - 19:00	5	768	0.156	5	768	0.130	5	768	0.286
19:00 - 20:00	5	768	0.234	5	768	0.260	5	768	0.494
20:00 - 21:00	5	768	0.156	5	768	0.156	5	768	0.312
21:00 - 22:00	5	768	0.052	5	768	0.052	5	768	0.104
22:00 - 23:00	5	768	0.052	5	768	0.052	5	768	0.104
23:00 - 24:00	5	768	0.130	5	768	0.130	5	768	0.260
Total Rates:			1.436			1.436			2.872

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

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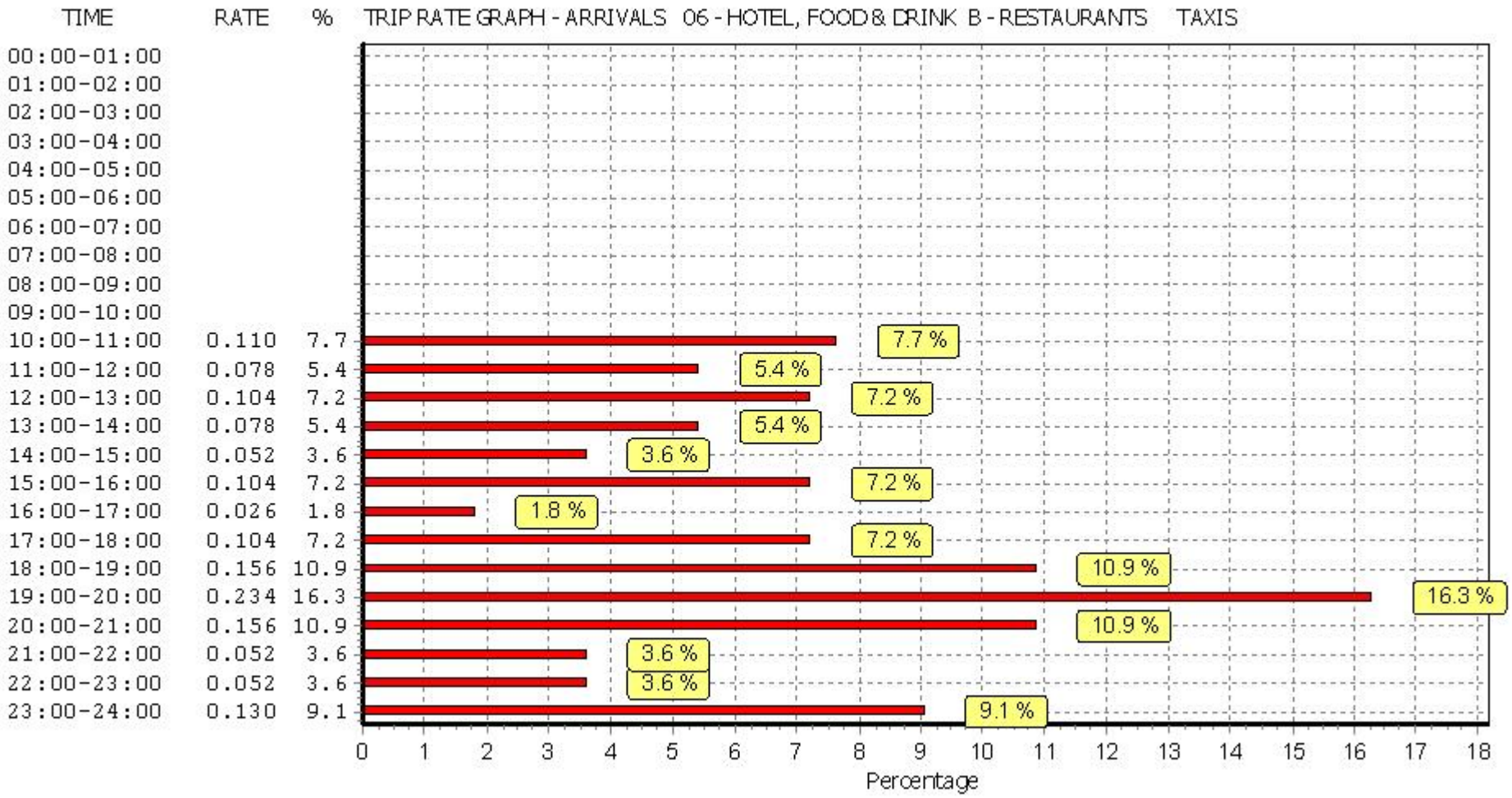

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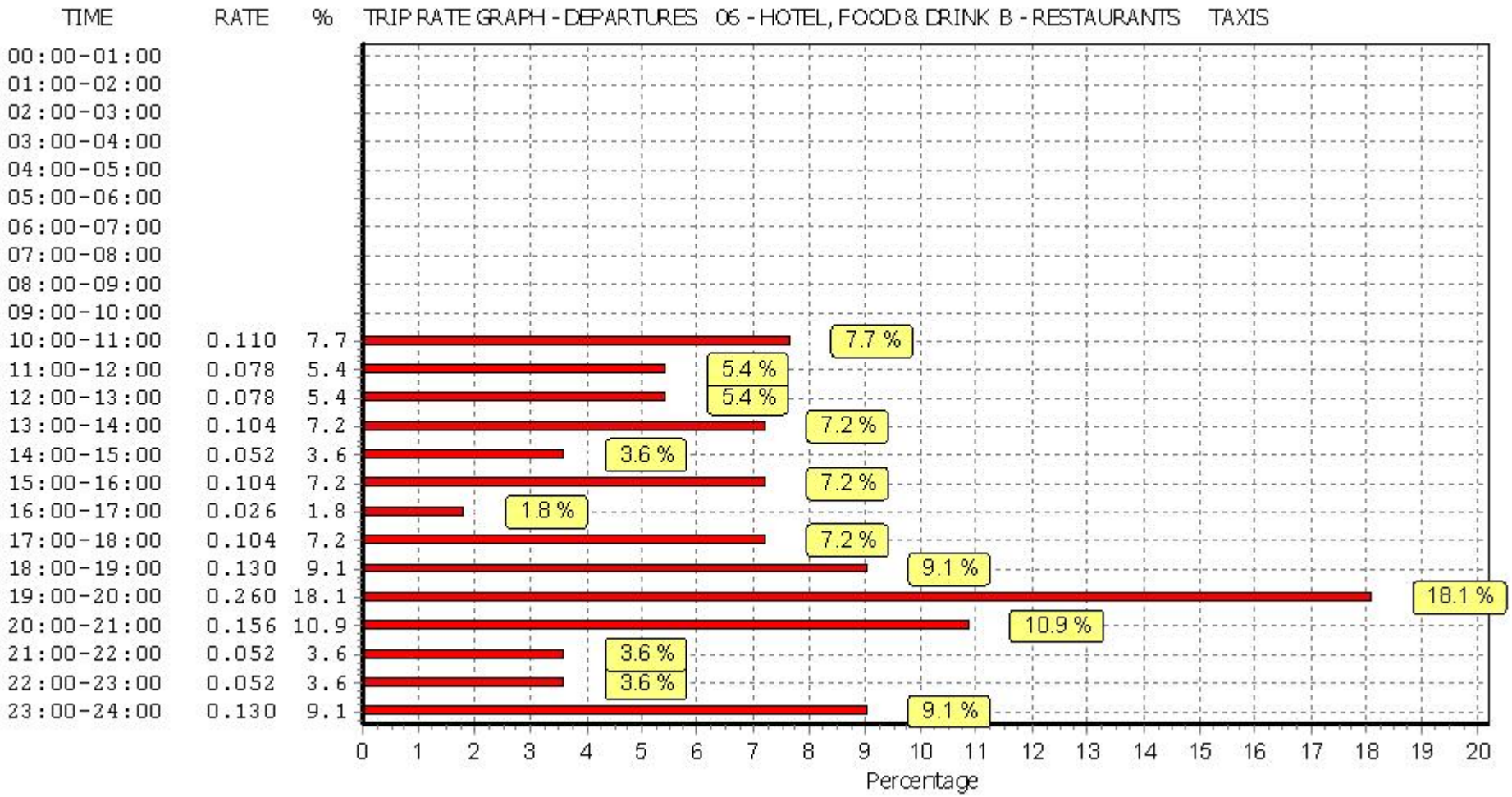

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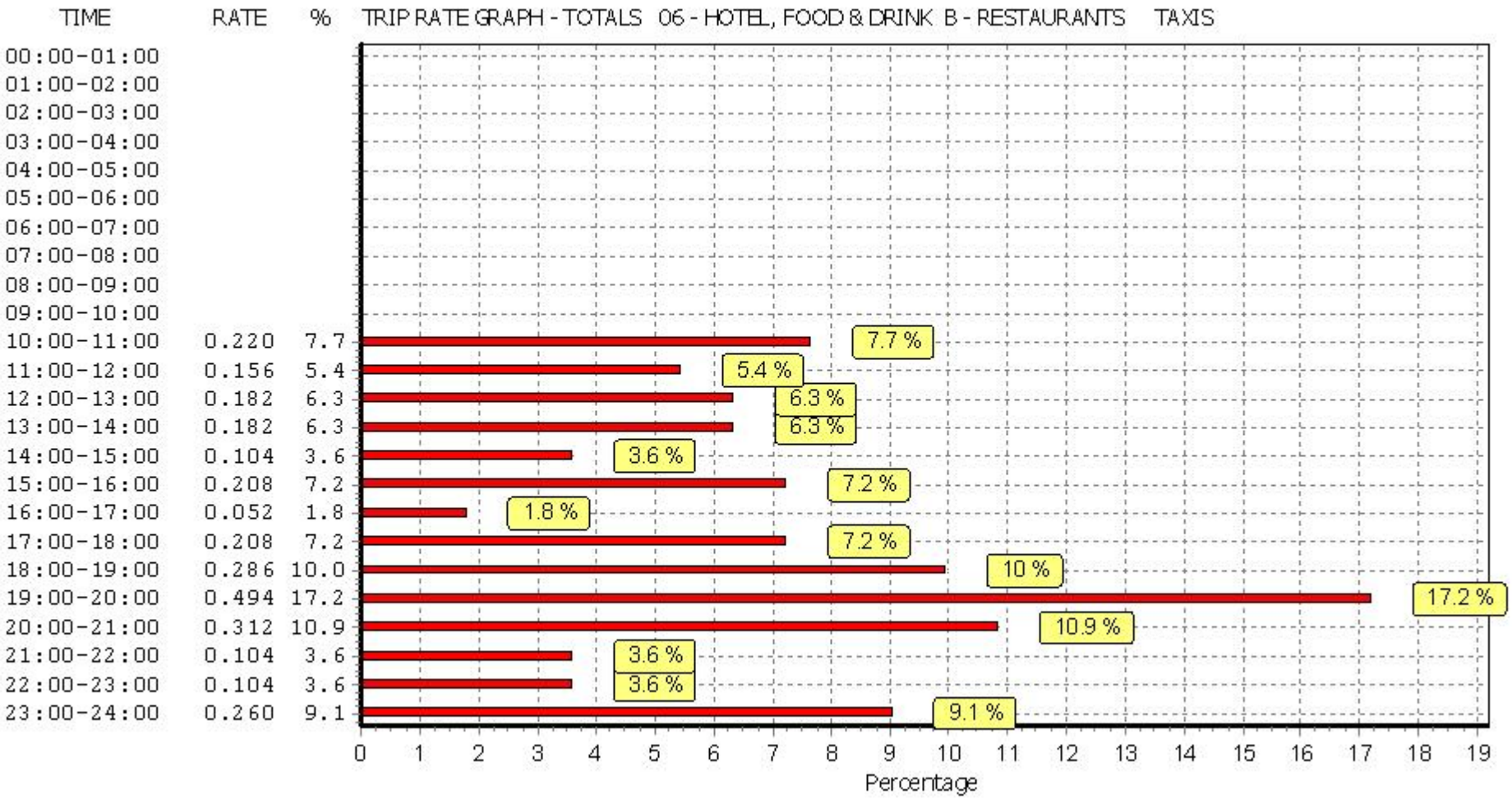

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.000	1	370	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	911	0.000	3	911	0.000	3	911	0.000
11:00 - 12:00	5	768	0.078	5	768	0.078	5	768	0.156
12:00 - 13:00	5	768	0.026	5	768	0.052	5	768	0.078
13:00 - 14:00	5	768	0.052	5	768	0.052	5	768	0.104
14:00 - 15:00	5	768	0.026	5	768	0.000	5	768	0.026
15:00 - 16:00	5	768	0.000	5	768	0.026	5	768	0.026
16:00 - 17:00	5	768	0.052	5	768	0.052	5	768	0.104
17:00 - 18:00	5	768	0.026	5	768	0.026	5	768	0.052
18:00 - 19:00	5	768	0.026	5	768	0.000	5	768	0.026
19:00 - 20:00	5	768	0.000	5	768	0.026	5	768	0.026
20:00 - 21:00	5	768	0.000	5	768	0.000	5	768	0.000
21:00 - 22:00	5	768	0.000	5	768	0.000	5	768	0.000
22:00 - 23:00	5	768	0.000	5	768	0.000	5	768	0.000
23:00 - 24:00	5	768	0.000	5	768	0.000	5	768	0.000
Total Rates:			0.286			0.312			0.598

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

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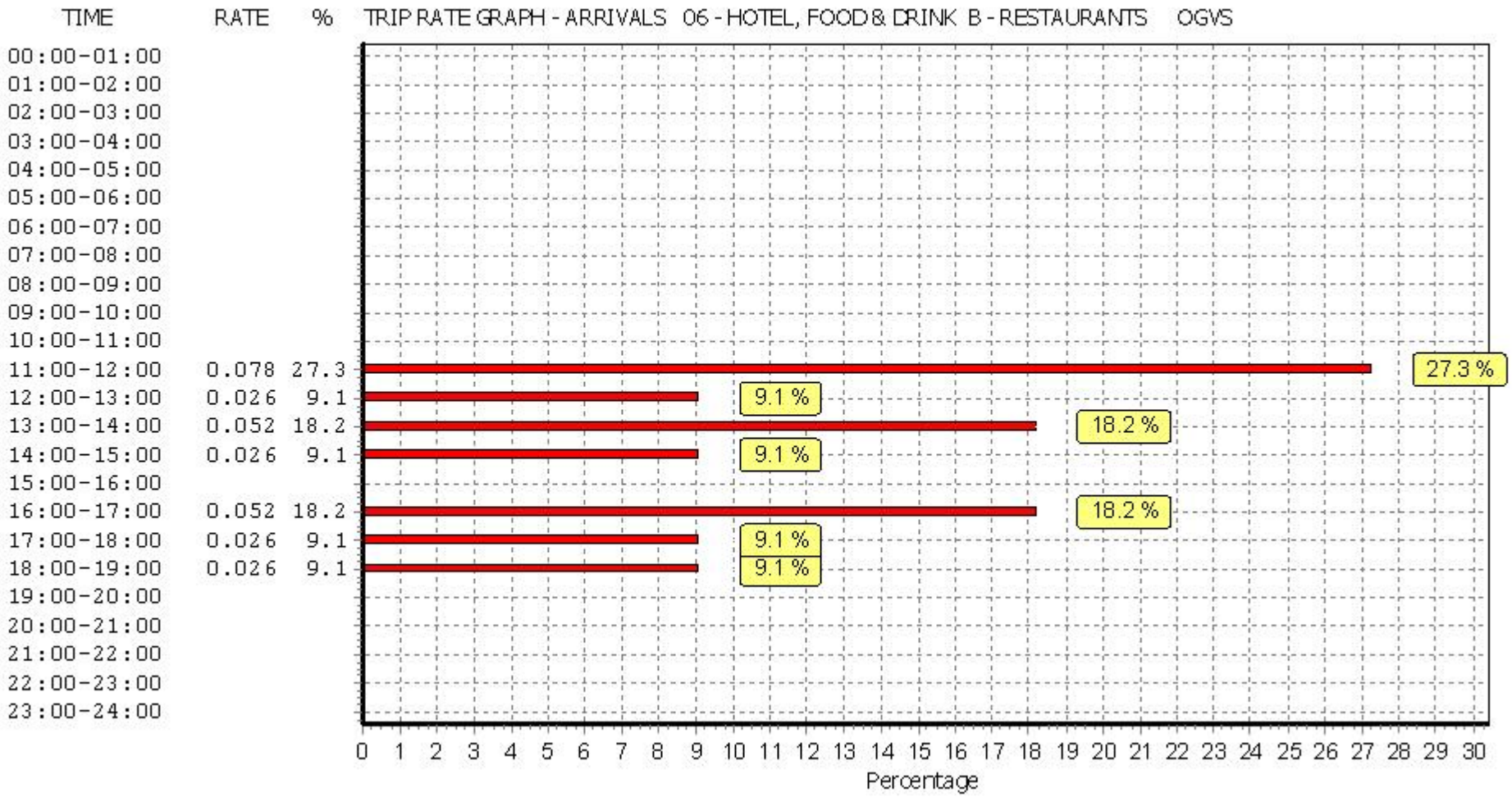

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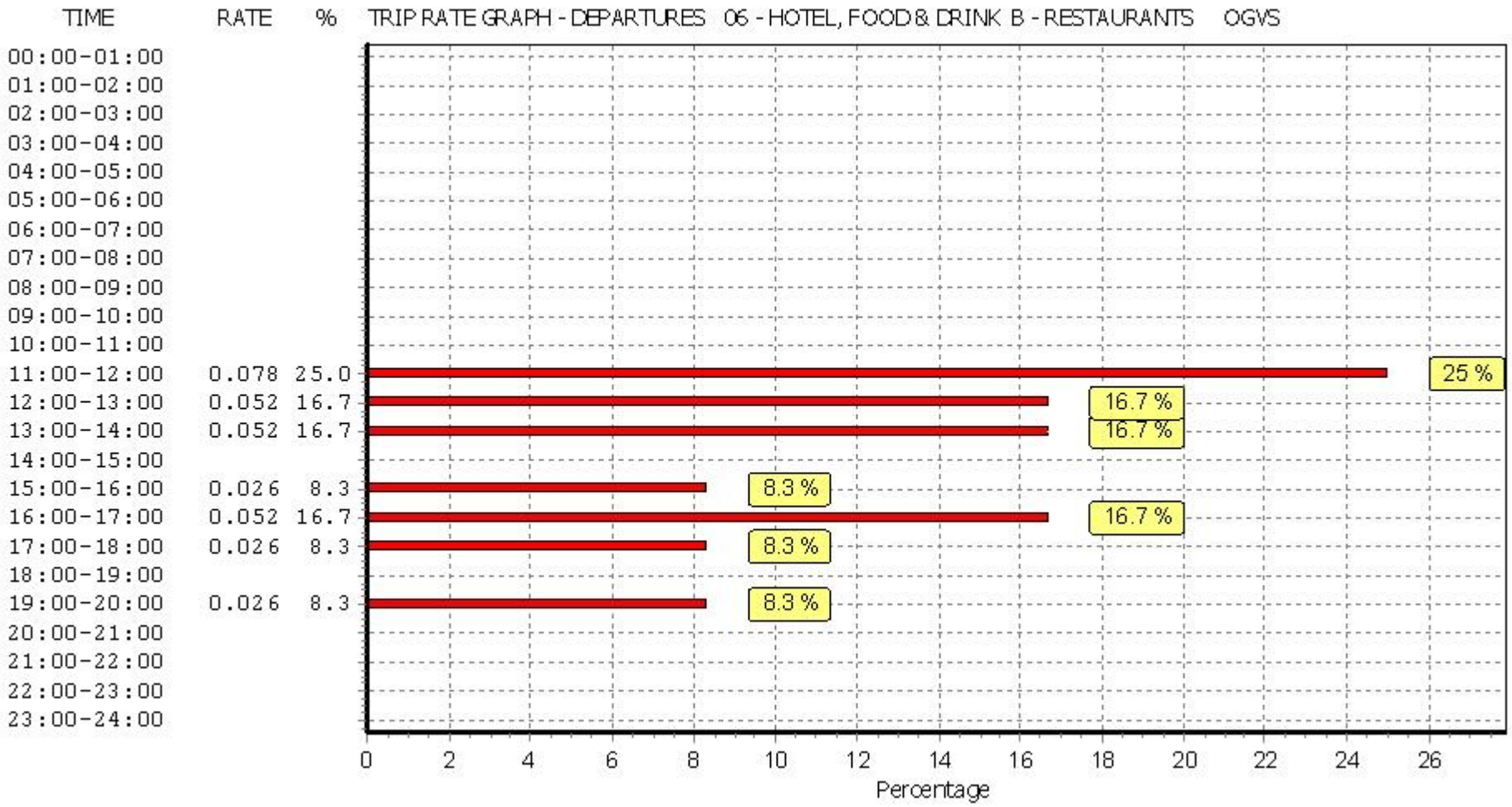

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.000	1	370	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	911	0.000	3	911	0.000	3	911	0.000
11:00 - 12:00	5	768	0.052	5	768	0.000	5	768	0.052
12:00 - 13:00	5	768	0.000	5	768	0.000	5	768	0.000
13:00 - 14:00	5	768	0.000	5	768	0.000	5	768	0.000
14:00 - 15:00	5	768	0.000	5	768	0.026	5	768	0.026
15:00 - 16:00	5	768	0.000	5	768	0.000	5	768	0.000
16:00 - 17:00	5	768	0.052	5	768	0.000	5	768	0.052
17:00 - 18:00	5	768	0.026	5	768	0.000	5	768	0.026
18:00 - 19:00	5	768	0.000	5	768	0.000	5	768	0.000
19:00 - 20:00	5	768	0.000	5	768	0.000	5	768	0.000
20:00 - 21:00	5	768	0.000	5	768	0.000	5	768	0.000
21:00 - 22:00	5	768	0.000	5	768	0.026	5	768	0.026
22:00 - 23:00	5	768	0.000	5	768	0.026	5	768	0.026
23:00 - 24:00	5	768	0.000	5	768	0.052	5	768	0.052
Total Rates:			0.130			0.130			0.260

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

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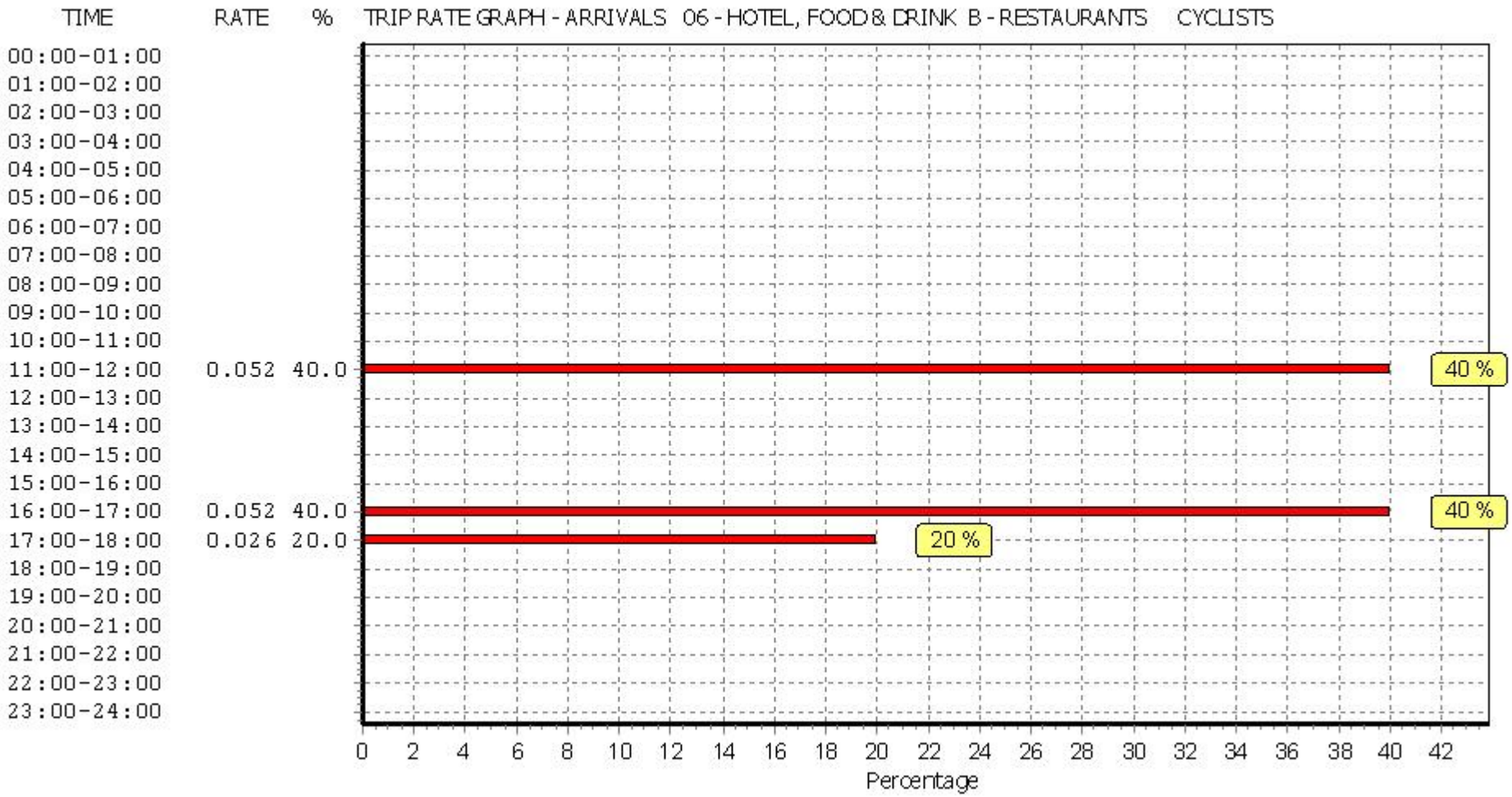

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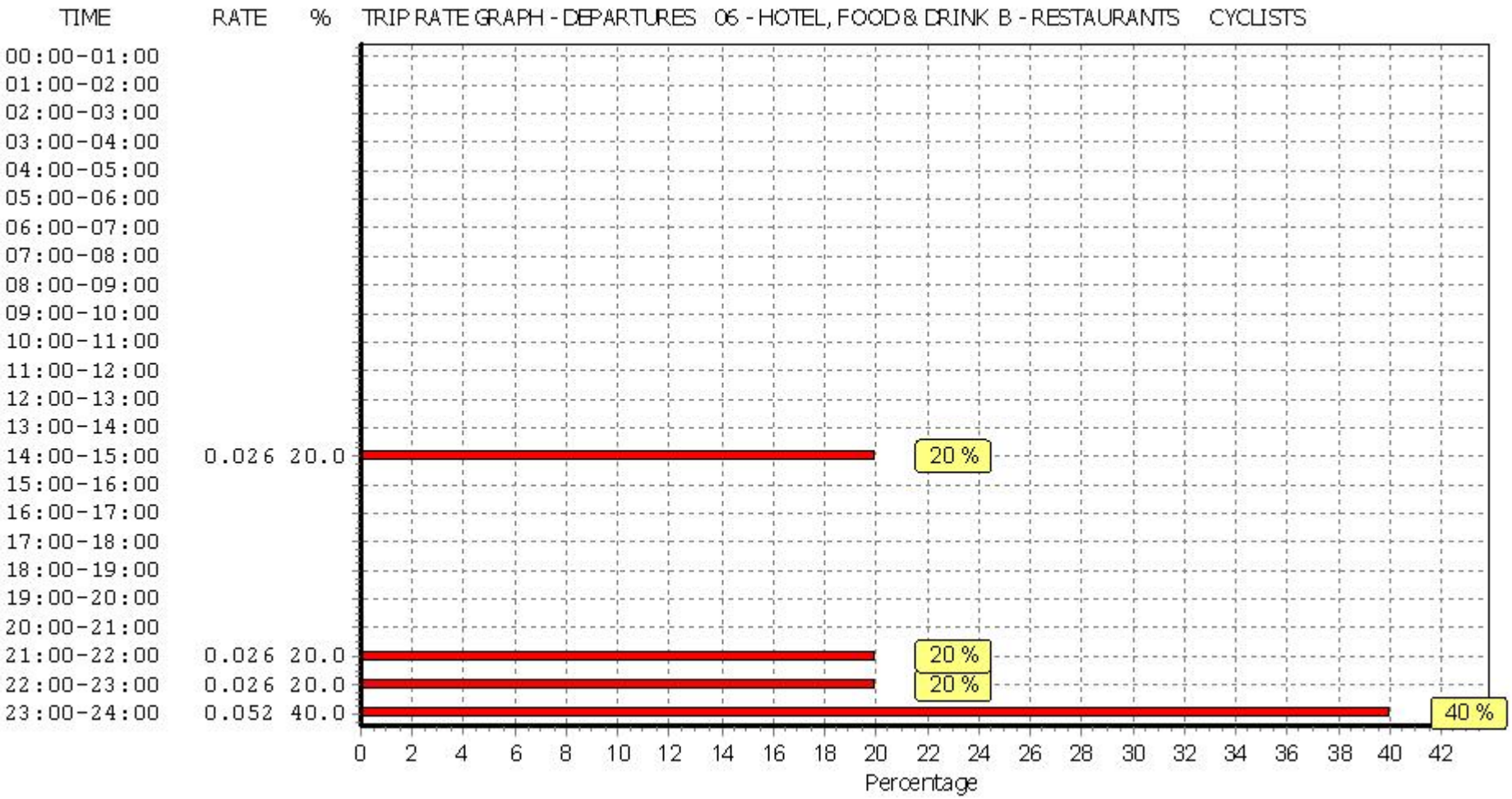

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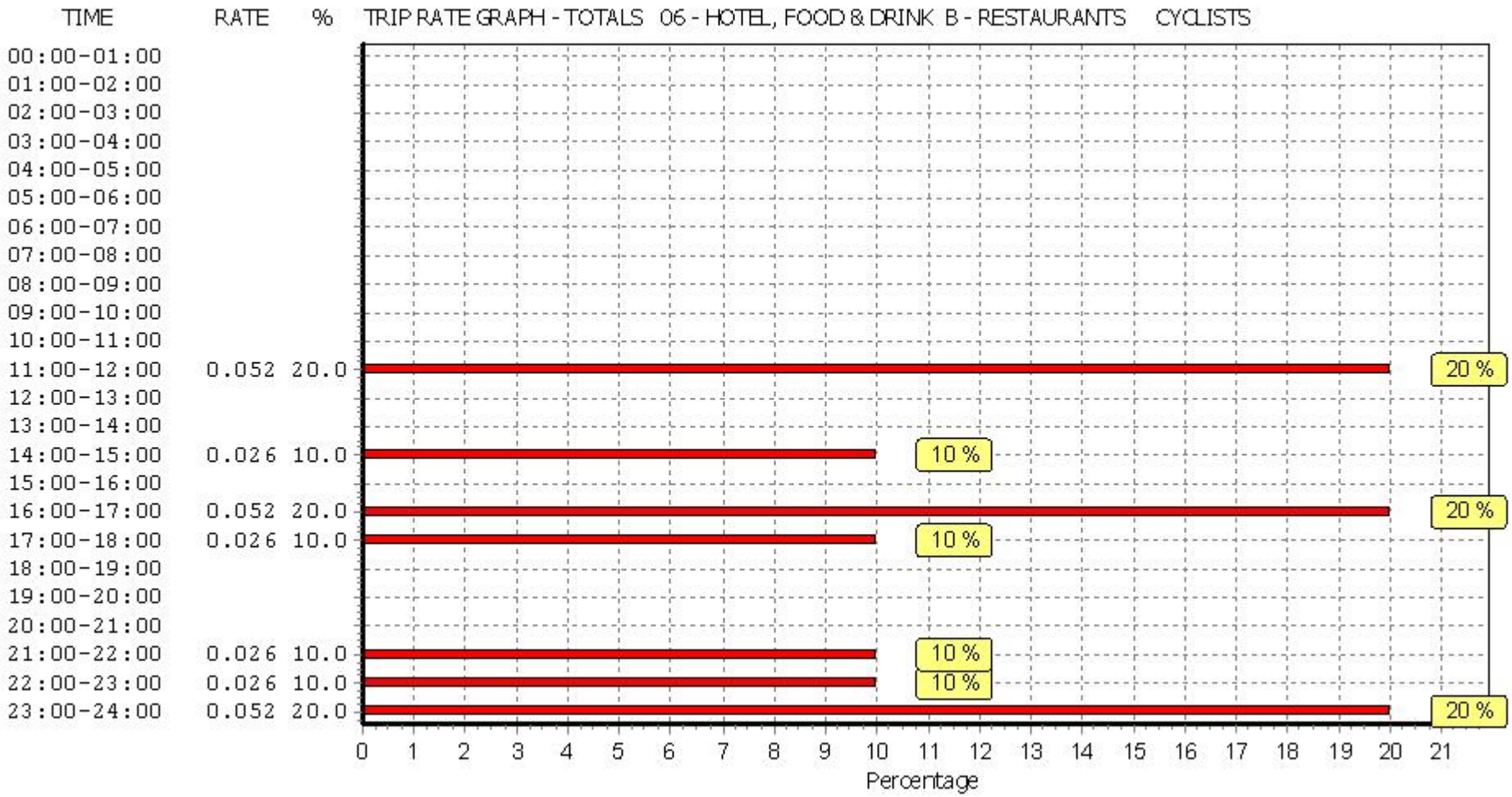

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.270	1	370	0.270
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	911	0.293	3	911	0.110	3	911	0.403
11:00 - 12:00	5	768	0.677	5	768	0.625	5	768	1.302
12:00 - 13:00	5	768	1.693	5	768	1.068	5	768	2.761
13:00 - 14:00	5	768	1.432	5	768	1.536	5	768	2.968
14:00 - 15:00	5	768	0.807	5	768	1.068	5	768	1.875
15:00 - 16:00	5	768	0.703	5	768	0.938	5	768	1.641
16:00 - 17:00	5	768	0.911	5	768	0.599	5	768	1.510
17:00 - 18:00	5	768	1.328	5	768	0.781	5	768	2.109
18:00 - 19:00	5	768	1.719	5	768	1.536	5	768	3.255
19:00 - 20:00	5	768	1.510	5	768	1.458	5	768	2.968
20:00 - 21:00	5	768	0.651	5	768	1.146	5	768	1.797
21:00 - 22:00	5	768	0.781	5	768	1.120	5	768	1.901
22:00 - 23:00	5	768	0.339	5	768	0.599	5	768	0.938
23:00 - 24:00	5	768	0.026	5	768	0.260	5	768	0.286
Total Rates:			12.870			13.114			25.984

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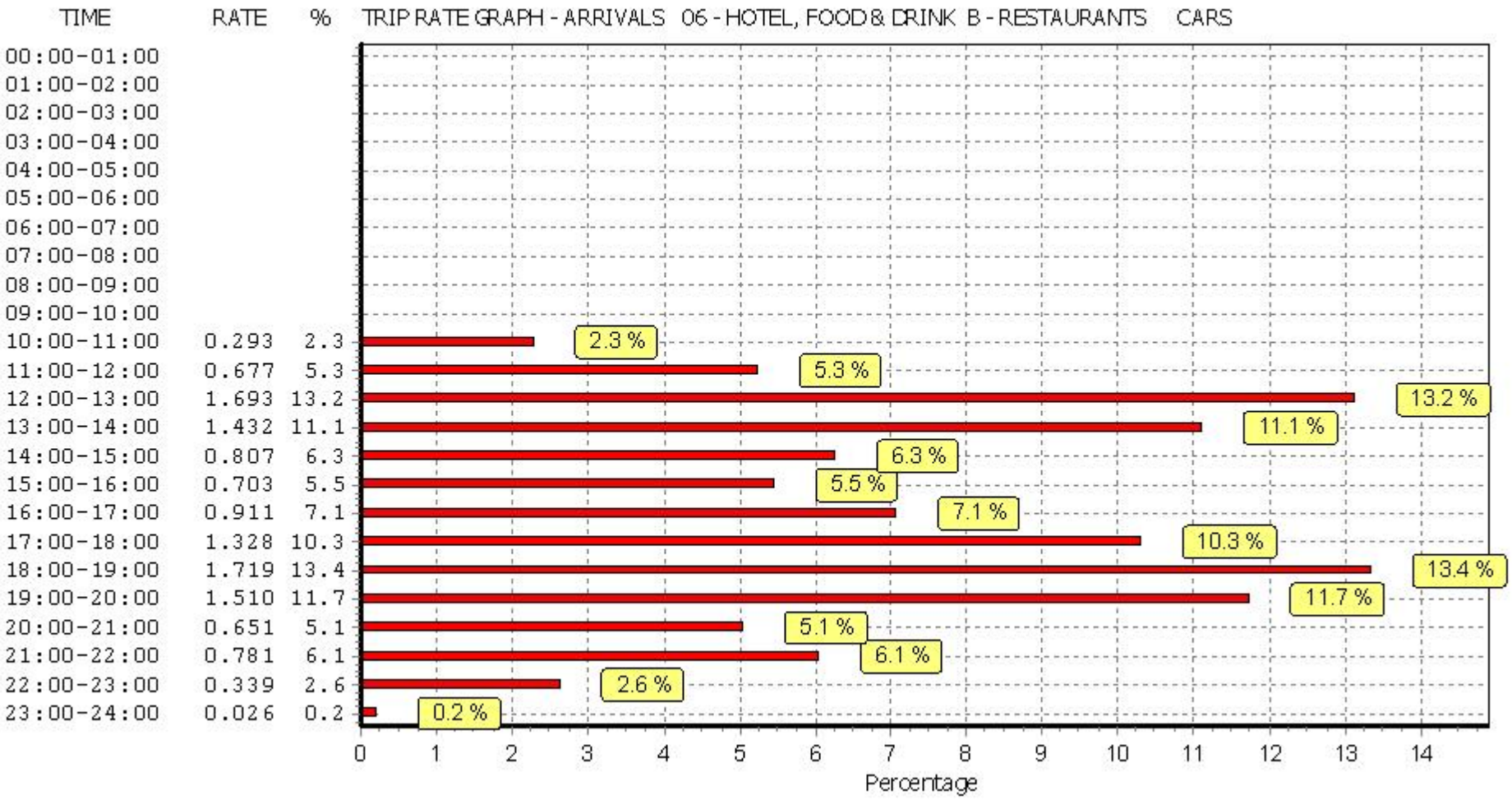

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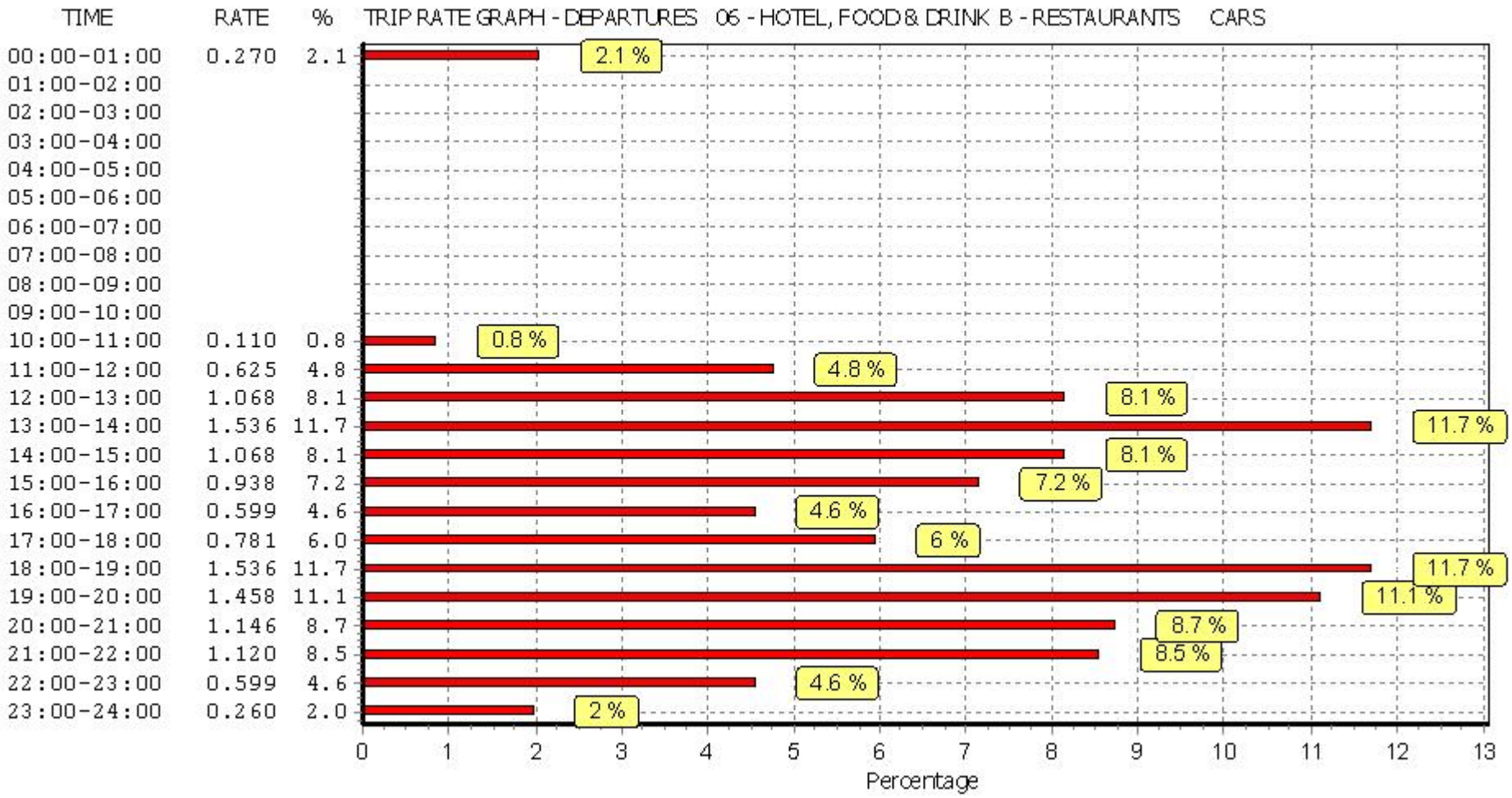

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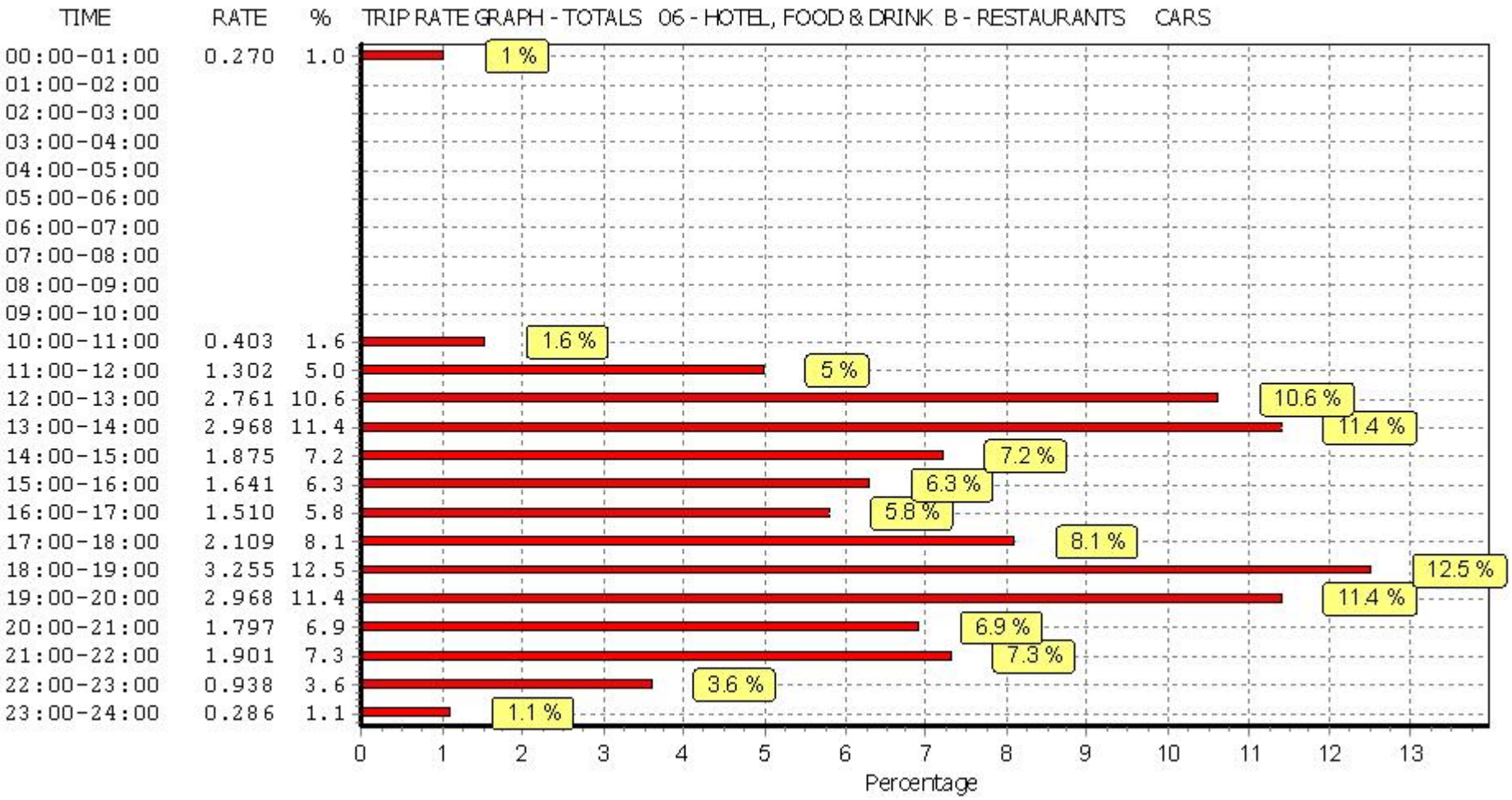

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.000	1	370	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	911	0.110	3	911	0.073	3	911	0.183
11:00 - 12:00	5	768	0.130	5	768	0.078	5	768	0.208
12:00 - 13:00	5	768	0.130	5	768	0.104	5	768	0.234
13:00 - 14:00	5	768	0.078	5	768	0.156	5	768	0.234
14:00 - 15:00	5	768	0.156	5	768	0.104	5	768	0.260
15:00 - 16:00	5	768	0.000	5	768	0.078	5	768	0.078
16:00 - 17:00	5	768	0.104	5	768	0.052	5	768	0.156
17:00 - 18:00	5	768	0.078	5	768	0.130	5	768	0.208
18:00 - 19:00	5	768	0.052	5	768	0.078	5	768	0.130
19:00 - 20:00	5	768	0.104	5	768	0.052	5	768	0.156
20:00 - 21:00	5	768	0.000	5	768	0.052	5	768	0.052
21:00 - 22:00	5	768	0.026	5	768	0.000	5	768	0.026
22:00 - 23:00	5	768	0.000	5	768	0.000	5	768	0.000
23:00 - 24:00	5	768	0.000	5	768	0.000	5	768	0.000
Total Rates:			0.968			0.957			1.925

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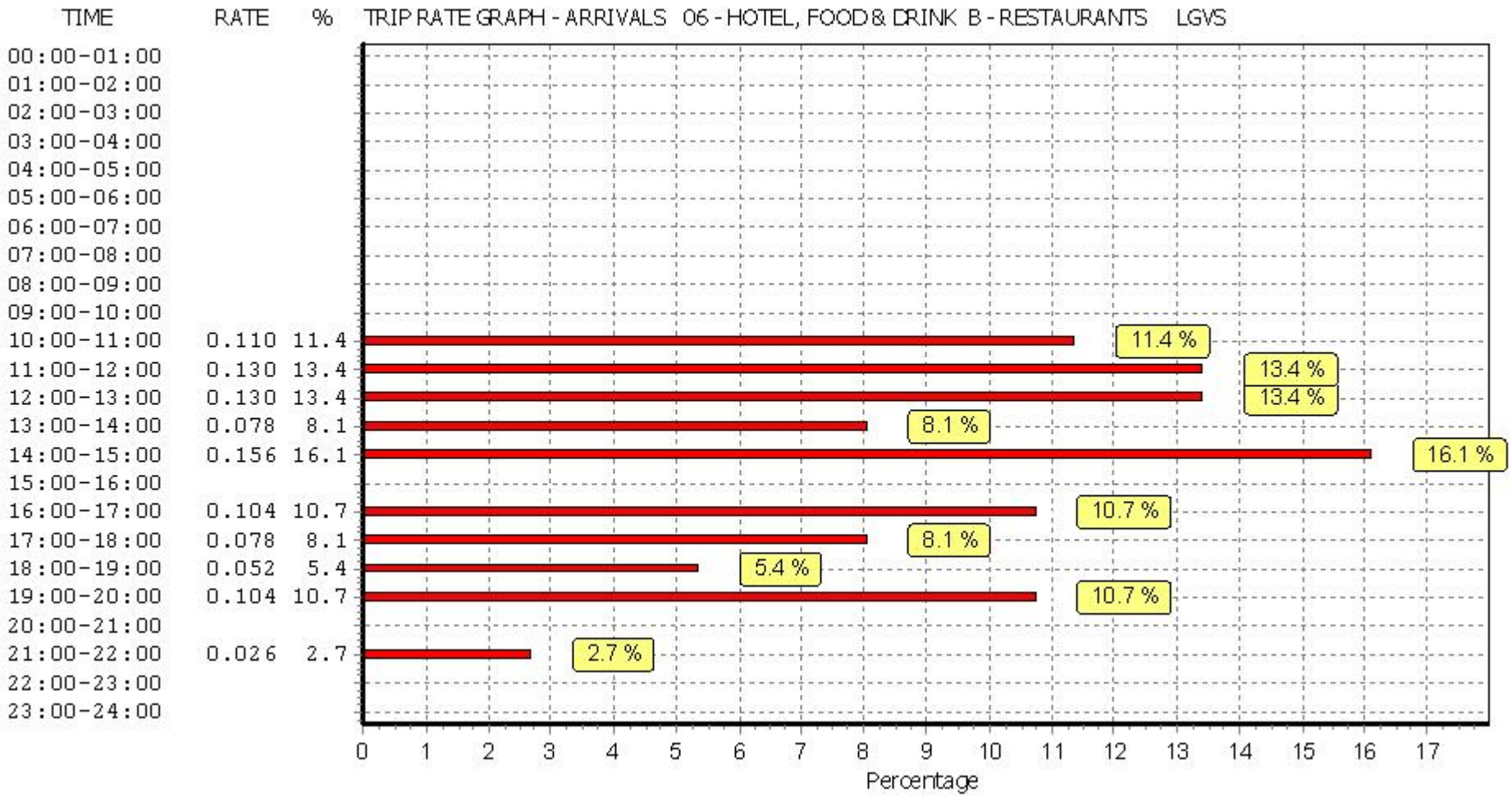

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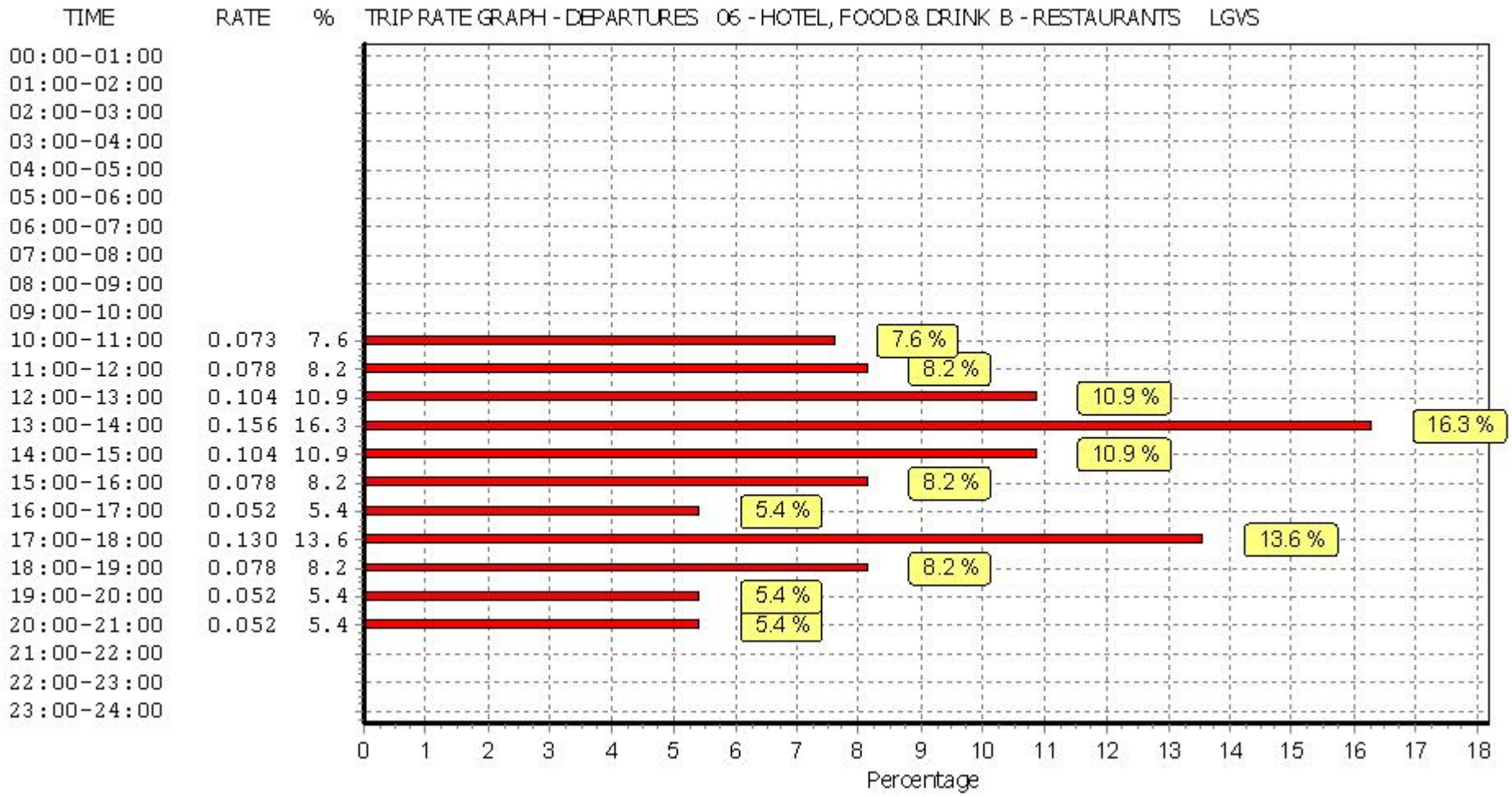

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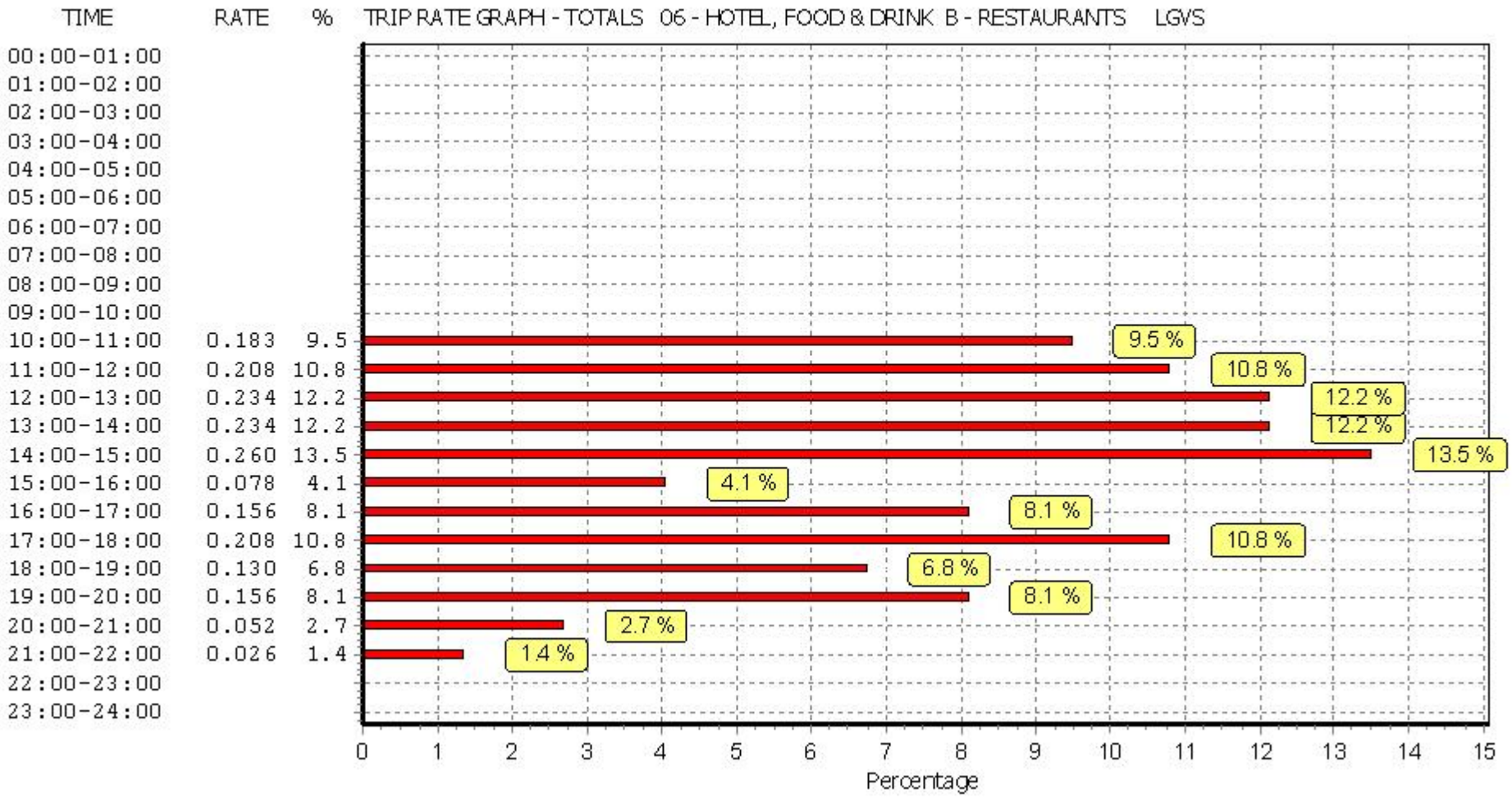

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	370	0.000	1	370	0.000	1	370	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	911	0.000	3	911	0.000	3	911	0.000
11:00 - 12:00	5	768	0.000	5	768	0.000	5	768	0.000
12:00 - 13:00	5	768	0.026	5	768	0.000	5	768	0.026
13:00 - 14:00	5	768	0.026	5	768	0.026	5	768	0.052
14:00 - 15:00	5	768	0.000	5	768	0.026	5	768	0.026
15:00 - 16:00	5	768	0.026	5	768	0.000	5	768	0.026
16:00 - 17:00	5	768	0.000	5	768	0.026	5	768	0.026
17:00 - 18:00	5	768	0.052	5	768	0.026	5	768	0.078
18:00 - 19:00	5	768	0.052	5	768	0.026	5	768	0.078
19:00 - 20:00	5	768	0.052	5	768	0.052	5	768	0.104
20:00 - 21:00	5	768	0.052	5	768	0.026	5	768	0.078
21:00 - 22:00	5	768	0.000	5	768	0.026	5	768	0.026
22:00 - 23:00	5	768	0.026	5	768	0.052	5	768	0.078
23:00 - 24:00	5	768	0.000	5	768	0.052	5	768	0.052
Total Rates:			0.312			0.338			0.650

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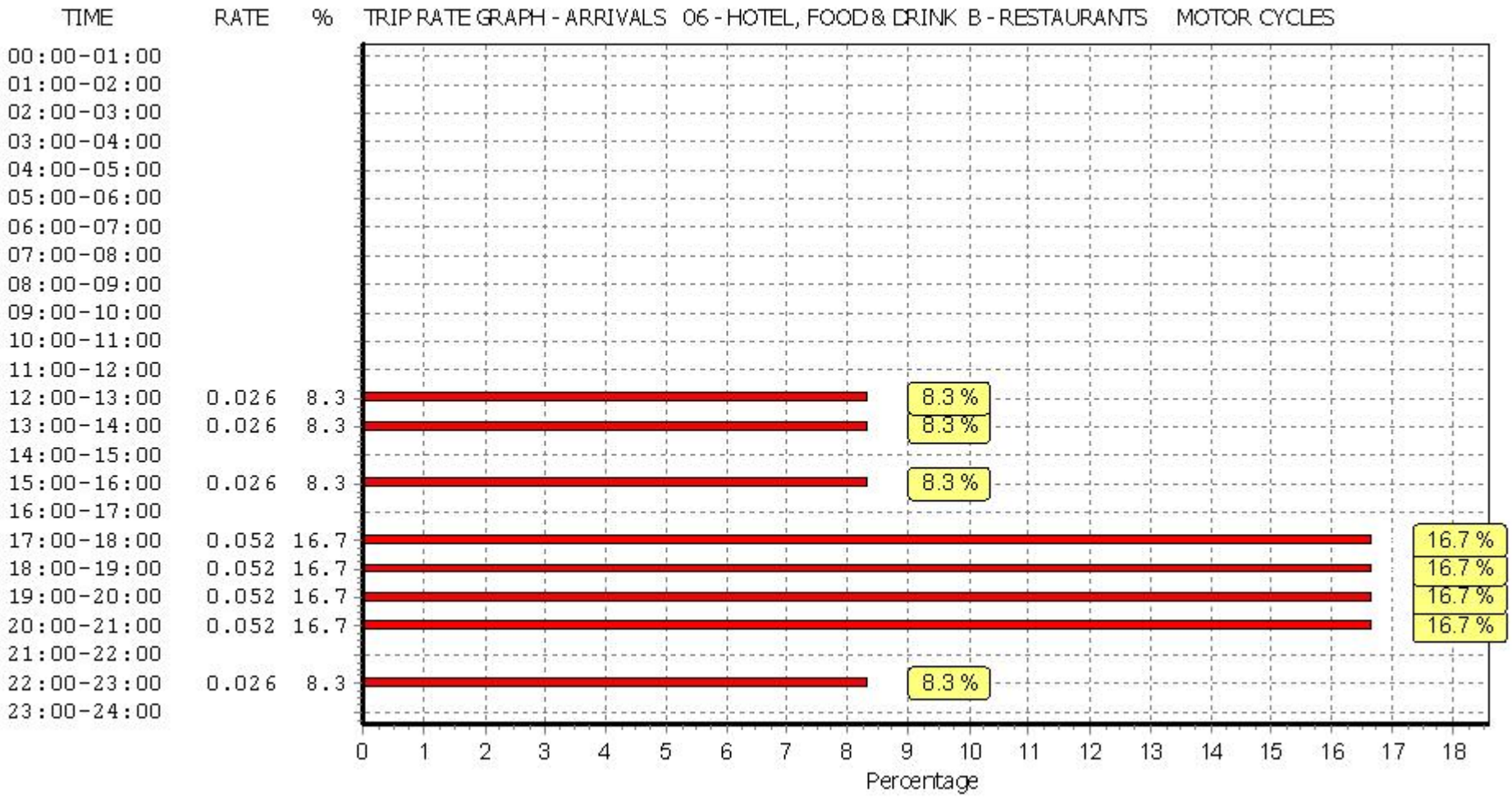

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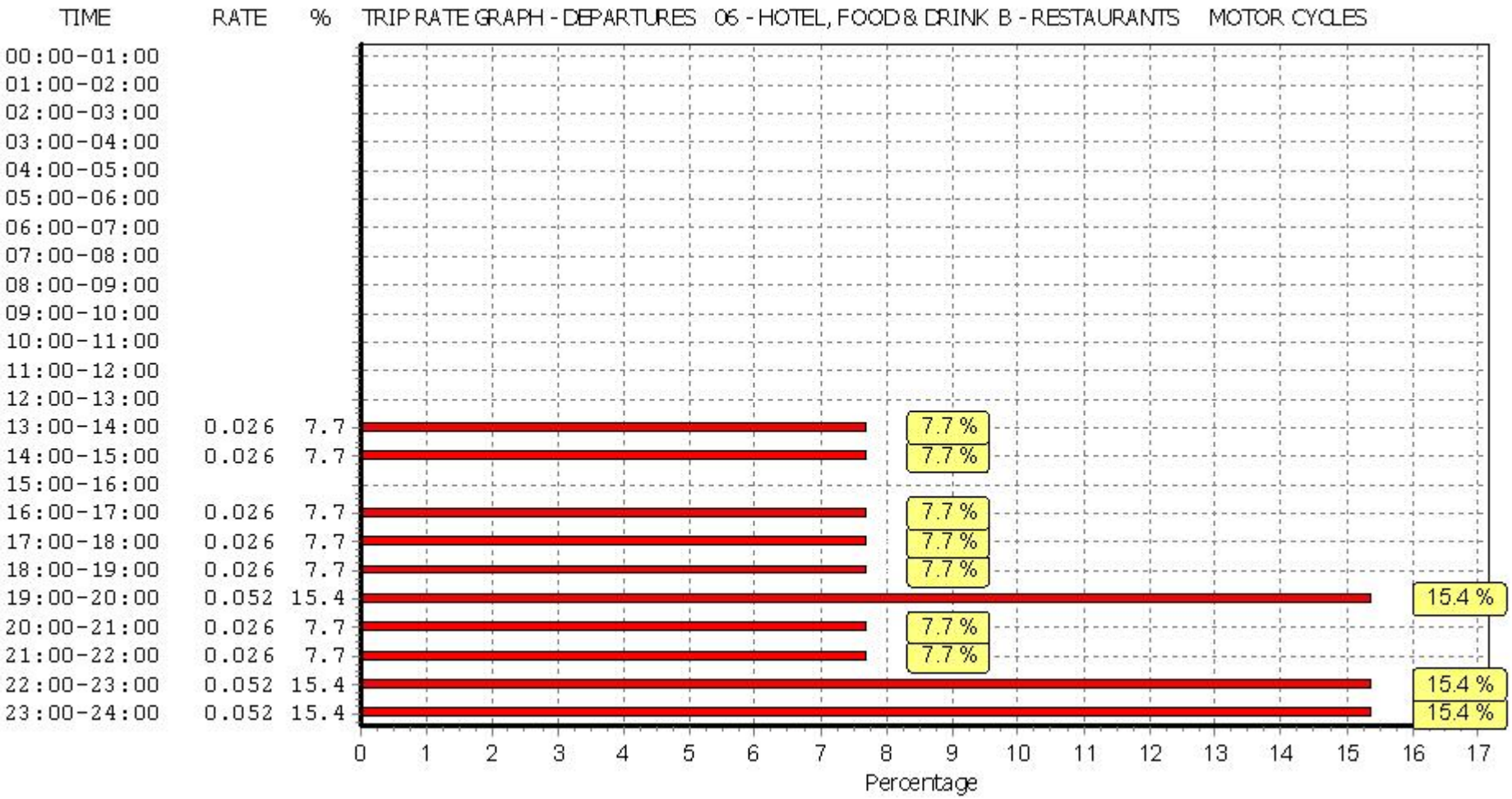

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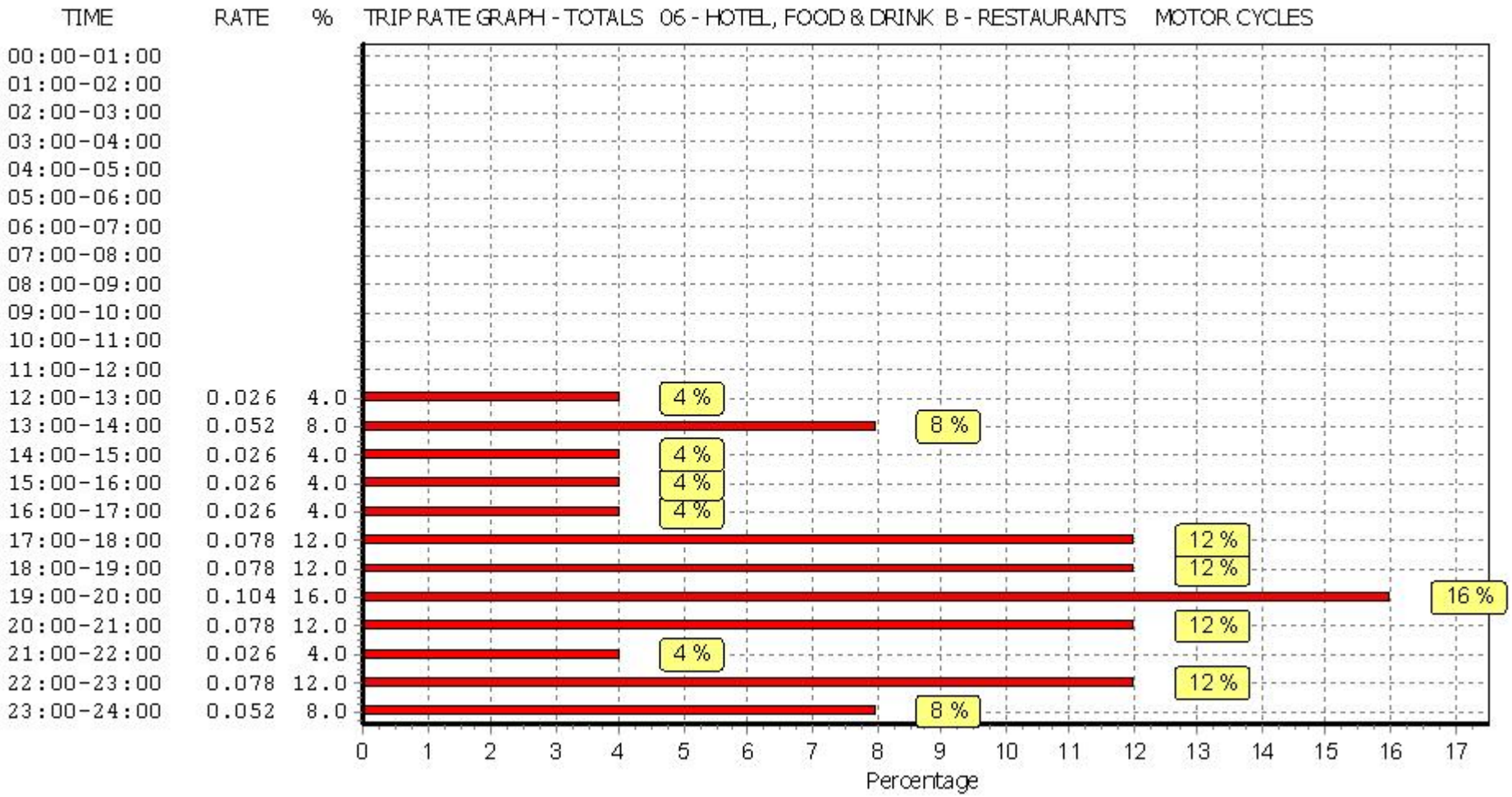

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Calculation Reference: AUDIT-638801-190812-0857

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
09	NORTH		
	DH	DURHAM	2 days
10	WALES		
	CO	CONWY	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	MG	MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 186 to 39230 (units: sqm)
Range Selected by User: 178 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 14/03/19

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	3 days
Thursday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	3
Development Zone	1
Residential Zone	1
Out of Town	1
High Street	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

B1	9 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	2 days
No	7 days

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

PTAL Rating:

No PTAL Present	9 days

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

LIST OF SITES relevant to selection parameters

1 AN-02-A-05 OFFICES ANTRIM
LISBURN ROAD
BELFAST
BALMORAL
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 270 sqm
Survey date: TUESDAY 11/10/16 Survey Type: MANUAL

2 CO-02-A-01 GOVERNMENT OFFICES CONWY
NARROW LANE
LLANDUDNO JUNCTION

Edge of Town
Commercial Zone
Total Gross floor area: 6186 sqm
Survey date: WEDNESDAY 28/03/18 Survey Type: MANUAL

3 DH-02-A-02 CONSTRUCTION COMPANY DURHAM
DURHAM ROAD
NEAR DURHAM
BOWBURN
Edge of Town
Industrial Zone
Total Gross floor area: 2000 sqm
Survey date: TUESDAY 27/11/12 Survey Type: MANUAL

4 DH-02-A-03 ENGINEERING COMPANY DURHAM
ALDERMAN BEST WAY
DARLINGTON

Edge of Town
No Sub Category
Total Gross floor area: 3530 sqm
Survey date: THURSDAY 18/10/18 Survey Type: MANUAL

5 ES-02-A-09 HOUSING COMPANY EAST SUSSEX
THE SIDINGS
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 186 sqm
Survey date: WEDNESDAY 19/12/12 Survey Type: MANUAL

6 KC-02-A-07 KCC HIGHWAYS REG. KENT
KAVELIN WAY
ASHFORD
HENWOOD IND. ESTATE
Edge of Town
Commercial Zone
Total Gross floor area: 2525 sqm
Survey date: MONDAY 05/12/11 Survey Type: MANUAL

7 MG-02-A-02 OFFICES MONAGHAN
ARMAGH ROAD
MONAGHAN

Edge of Town
Out of Town
Total Gross floor area: 3205 sqm
Survey date: WEDNESDAY 16/11/16 Survey Type: MANUAL

8 SC-02-A-16 BANK OF AMERICA SURREY
STANHOPE ROAD
CAMBERLEY

Edge of Town
Commercial Zone
Total Gross floor area: 39230 sqm
Survey date: TUESDAY 10/05/11 Survey Type: MANUAL

9 WL-02-A-01 PET INSURANCE COMPANY WILTSHIRE
THE CRESCENT
AMESBURY
SUNRISE WAY
Edge of Town
Development Zone
Total Gross floor area: 2500 sqm
Survey date: TUESDAY 18/09/18 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	6626	0.089	9	6626	0.015	9	6626	0.104
07:30 - 08:00	9	6626	0.158	9	6626	0.034	9	6626	0.192
08:00 - 08:30	9	6626	0.309	9	6626	0.022	9	6626	0.331
08:30 - 09:00	9	6626	0.356	9	6626	0.010	9	6626	0.366
09:00 - 09:30	9	6626	0.406	9	6626	0.035	9	6626	0.441
09:30 - 10:00	9	6626	0.154	9	6626	0.039	9	6626	0.193
10:00 - 10:30	9	6626	0.114	9	6626	0.045	9	6626	0.159
10:30 - 11:00	9	6626	0.080	9	6626	0.035	9	6626	0.115
11:00 - 11:30	9	6626	0.055	9	6626	0.039	9	6626	0.094
11:30 - 12:00	9	6626	0.050	9	6626	0.042	9	6626	0.092
12:00 - 12:30	9	6626	0.064	9	6626	0.087	9	6626	0.151
12:30 - 13:00	9	6626	0.101	9	6626	0.122	9	6626	0.223
13:00 - 13:30	9	6626	0.119	9	6626	0.106	9	6626	0.225
13:30 - 14:00	9	6626	0.124	9	6626	0.070	9	6626	0.194
14:00 - 14:30	9	6626	0.084	9	6626	0.064	9	6626	0.148
14:30 - 15:00	9	6626	0.070	9	6626	0.075	9	6626	0.145
15:00 - 15:30	9	6626	0.060	9	6626	0.099	9	6626	0.159
15:30 - 16:00	9	6626	0.039	9	6626	0.089	9	6626	0.128
16:00 - 16:30	9	6626	0.052	9	6626	0.195	9	6626	0.247
16:30 - 17:00	9	6626	0.037	9	6626	0.257	9	6626	0.294
17:00 - 17:30	9	6626	0.032	9	6626	0.490	9	6626	0.522
17:30 - 18:00	9	6626	0.020	9	6626	0.300	9	6626	0.320
18:00 - 18:30	9	6626	0.012	9	6626	0.238	9	6626	0.250
18:30 - 19:00	9	6626	0.010	9	6626	0.082	9	6626	0.092
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.595			2.590			5.185

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

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

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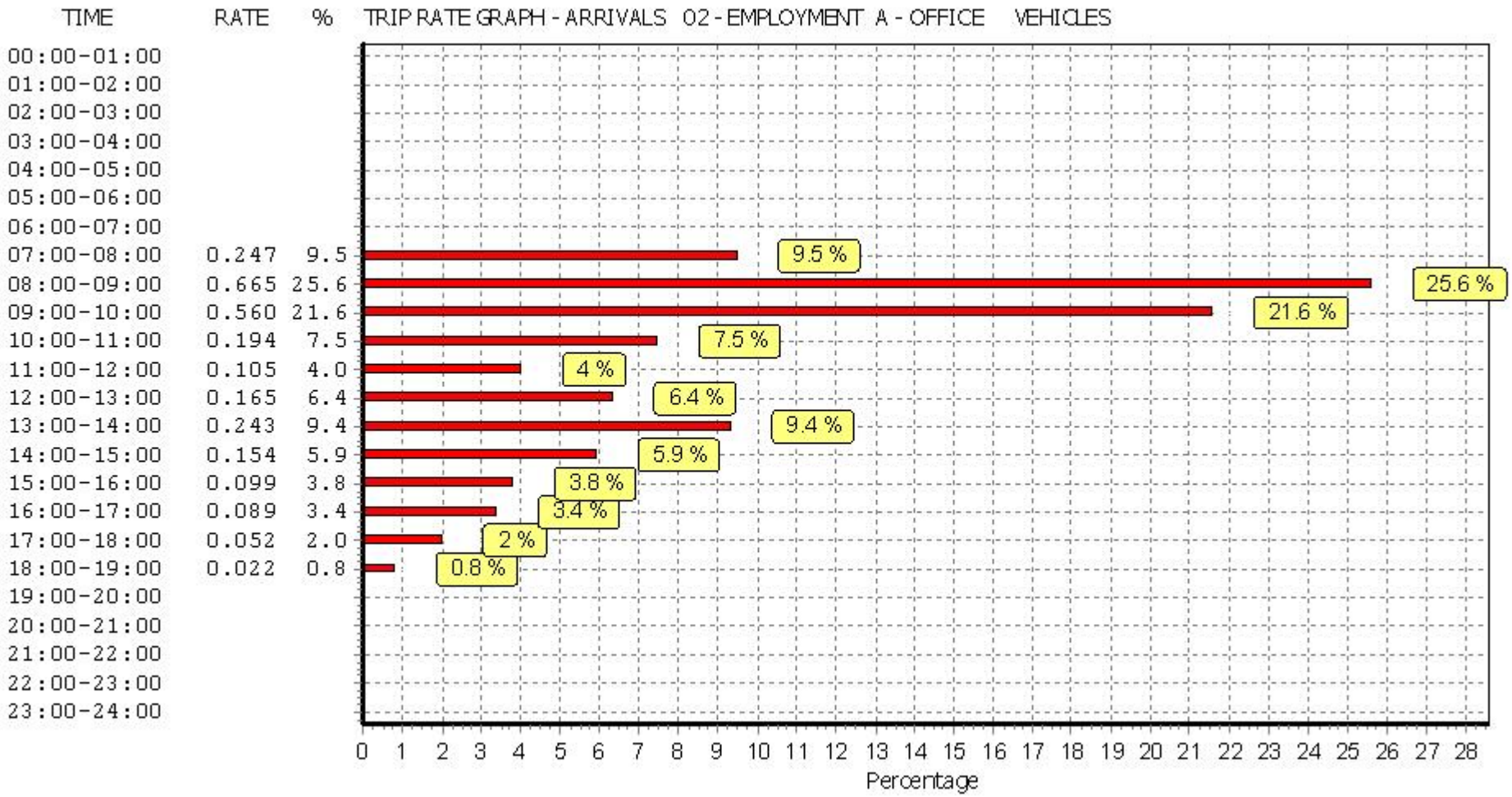
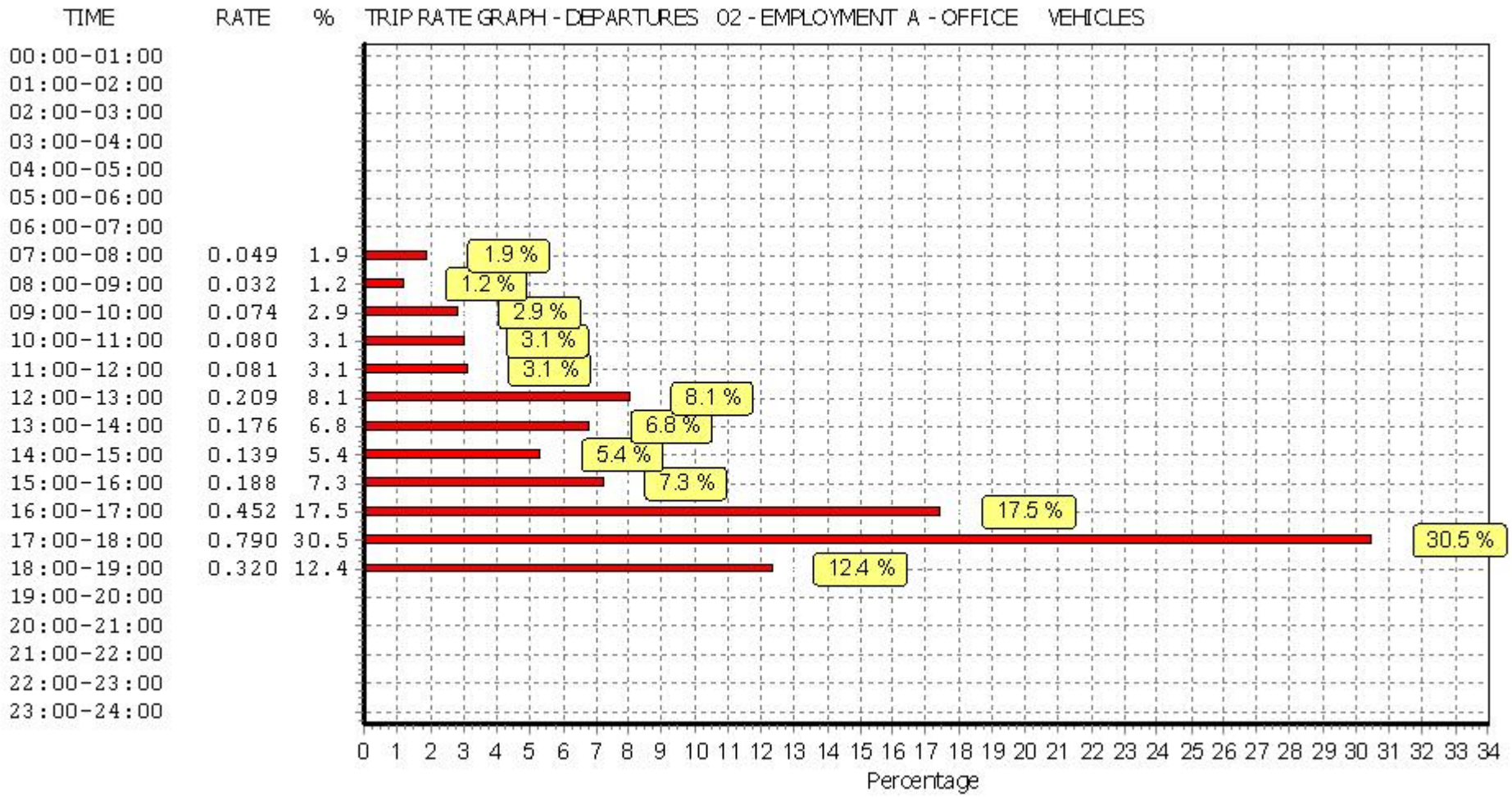
Parameter summary

Trip rate parameter range selected:	186 - 39230 (units: sqm)
Survey date date range:	01/01/11 - 14/03/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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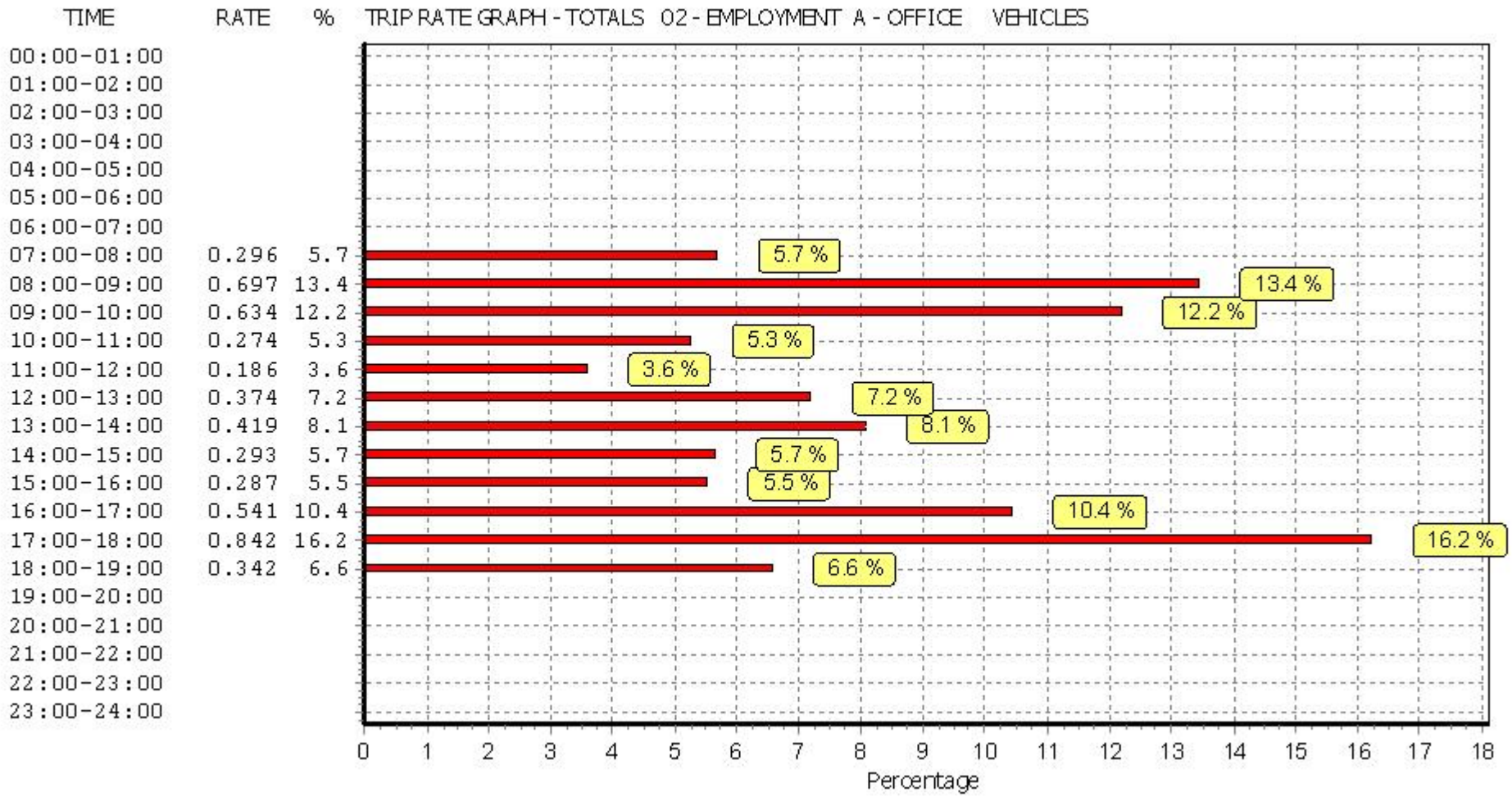

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	6626	0.000	9	6626	0.000	9	6626	0.000
07:30 - 08:00	9	6626	0.000	9	6626	0.000	9	6626	0.000
08:00 - 08:30	9	6626	0.002	9	6626	0.000	9	6626	0.002
08:30 - 09:00	9	6626	0.000	9	6626	0.000	9	6626	0.000
09:00 - 09:30	9	6626	0.000	9	6626	0.000	9	6626	0.000
09:30 - 10:00	9	6626	0.003	9	6626	0.003	9	6626	0.006
10:00 - 10:30	9	6626	0.002	9	6626	0.002	9	6626	0.004
10:30 - 11:00	9	6626	0.000	9	6626	0.003	9	6626	0.003
11:00 - 11:30	9	6626	0.003	9	6626	0.002	9	6626	0.005
11:30 - 12:00	9	6626	0.002	9	6626	0.002	9	6626	0.004
12:00 - 12:30	9	6626	0.000	9	6626	0.000	9	6626	0.000
12:30 - 13:00	9	6626	0.002	9	6626	0.002	9	6626	0.004
13:00 - 13:30	9	6626	0.002	9	6626	0.002	9	6626	0.004
13:30 - 14:00	9	6626	0.002	9	6626	0.002	9	6626	0.004
14:00 - 14:30	9	6626	0.002	9	6626	0.003	9	6626	0.005
14:30 - 15:00	9	6626	0.003	9	6626	0.002	9	6626	0.005
15:00 - 15:30	9	6626	0.002	9	6626	0.002	9	6626	0.004
15:30 - 16:00	9	6626	0.000	9	6626	0.000	9	6626	0.000
16:00 - 16:30	9	6626	0.000	9	6626	0.000	9	6626	0.000
16:30 - 17:00	9	6626	0.002	9	6626	0.002	9	6626	0.004
17:00 - 17:30	9	6626	0.003	9	6626	0.003	9	6626	0.006
17:30 - 18:00	9	6626	0.002	9	6626	0.002	9	6626	0.004
18:00 - 18:30	9	6626	0.002	9	6626	0.002	9	6626	0.004
18:30 - 19:00	9	6626	0.000	9	6626	0.000	9	6626	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.034			0.034			0.068

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

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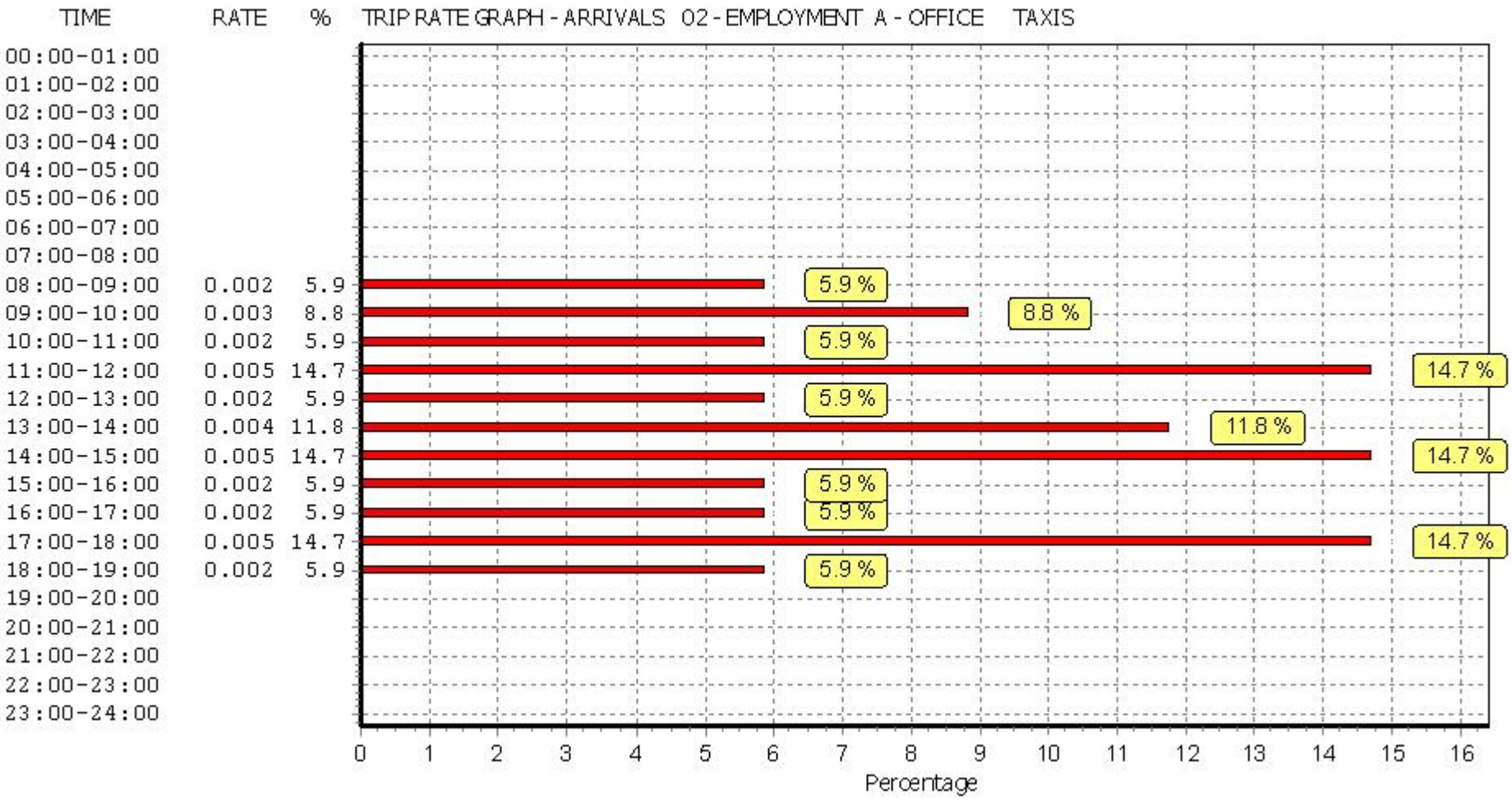
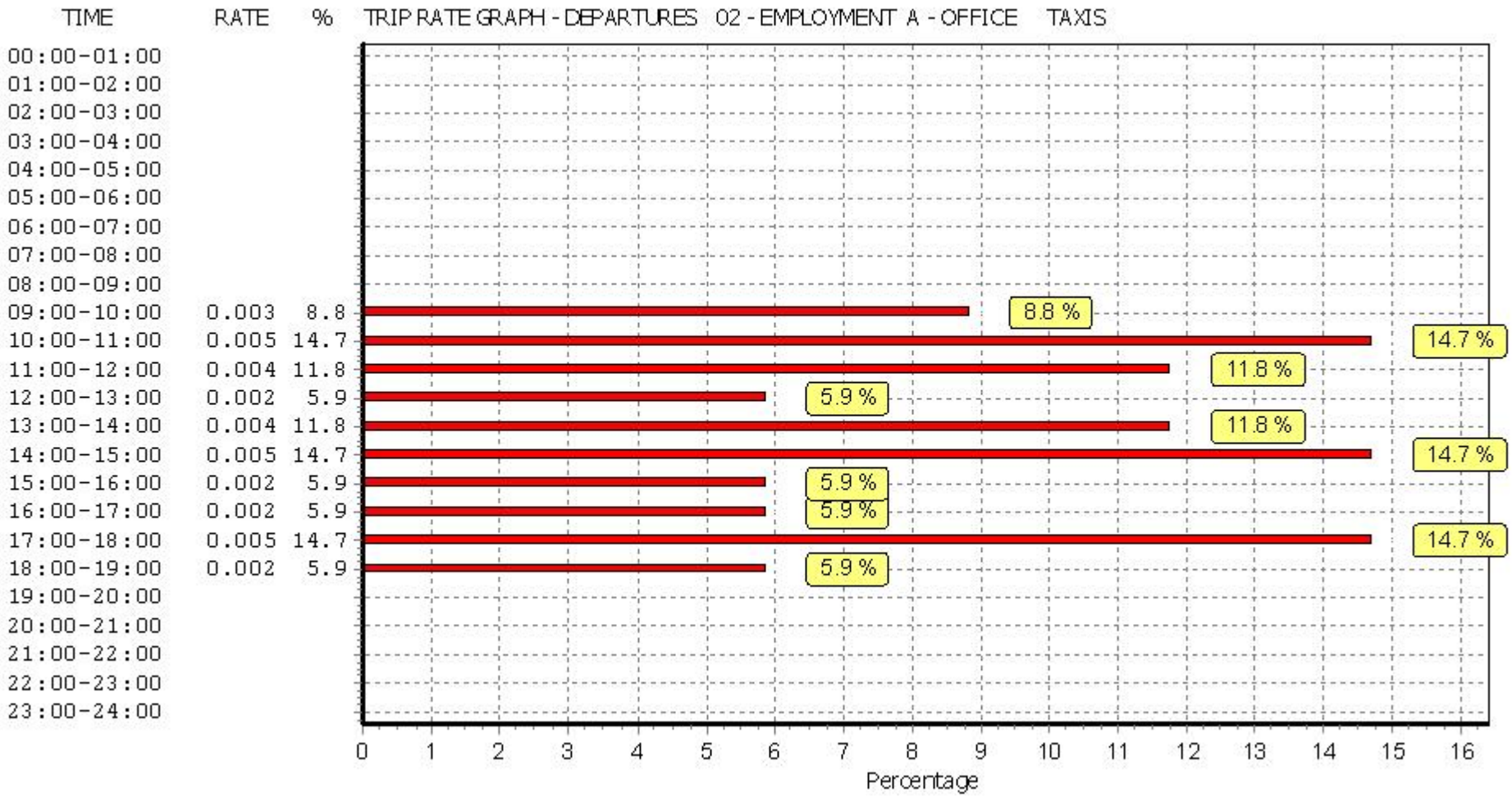


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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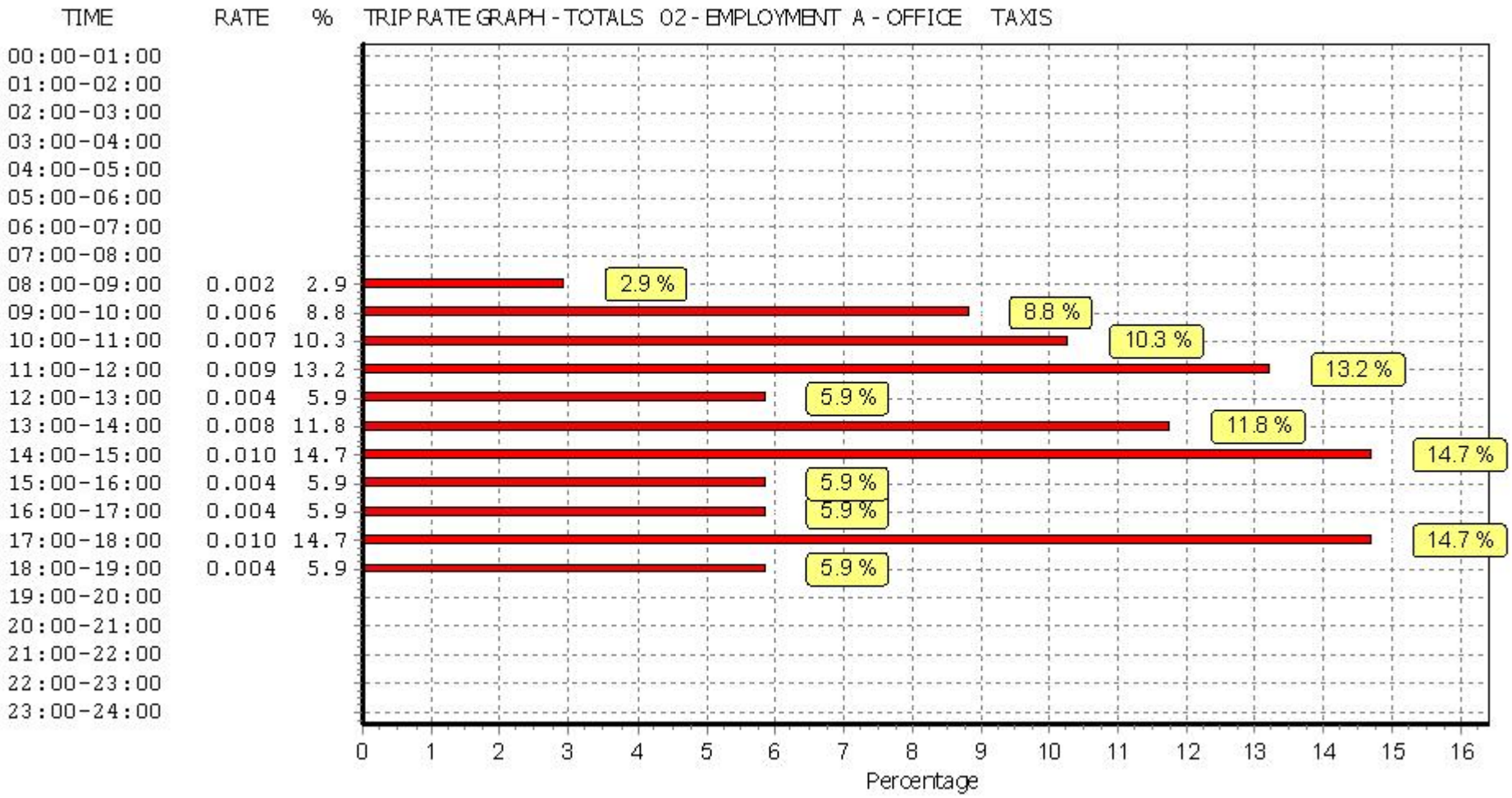

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	6626	0.002	9	6626	0.000	9	6626	0.002
07:30 - 08:00	9	6626	0.002	9	6626	0.003	9	6626	0.005
08:00 - 08:30	9	6626	0.000	9	6626	0.000	9	6626	0.000
08:30 - 09:00	9	6626	0.003	9	6626	0.000	9	6626	0.003
09:00 - 09:30	9	6626	0.002	9	6626	0.005	9	6626	0.007
09:30 - 10:00	9	6626	0.002	9	6626	0.000	9	6626	0.002
10:00 - 10:30	9	6626	0.000	9	6626	0.000	9	6626	0.000
10:30 - 11:00	9	6626	0.002	9	6626	0.000	9	6626	0.002
11:00 - 11:30	9	6626	0.003	9	6626	0.003	9	6626	0.006
11:30 - 12:00	9	6626	0.000	9	6626	0.002	9	6626	0.002
12:00 - 12:30	9	6626	0.000	9	6626	0.000	9	6626	0.000
12:30 - 13:00	9	6626	0.000	9	6626	0.000	9	6626	0.000
13:00 - 13:30	9	6626	0.002	9	6626	0.003	9	6626	0.005
13:30 - 14:00	9	6626	0.000	9	6626	0.000	9	6626	0.000
14:00 - 14:30	9	6626	0.002	9	6626	0.000	9	6626	0.002
14:30 - 15:00	9	6626	0.000	9	6626	0.000	9	6626	0.000
15:00 - 15:30	9	6626	0.003	9	6626	0.002	9	6626	0.005
15:30 - 16:00	9	6626	0.005	9	6626	0.003	9	6626	0.008
16:00 - 16:30	9	6626	0.007	9	6626	0.005	9	6626	0.012
16:30 - 17:00	9	6626	0.000	9	6626	0.002	9	6626	0.002
17:00 - 17:30	9	6626	0.000	9	6626	0.003	9	6626	0.003
17:30 - 18:00	9	6626	0.000	9	6626	0.000	9	6626	0.000
18:00 - 18:30	9	6626	0.000	9	6626	0.000	9	6626	0.000
18:30 - 19:00	9	6626	0.000	9	6626	0.000	9	6626	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.035			0.031			0.066

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

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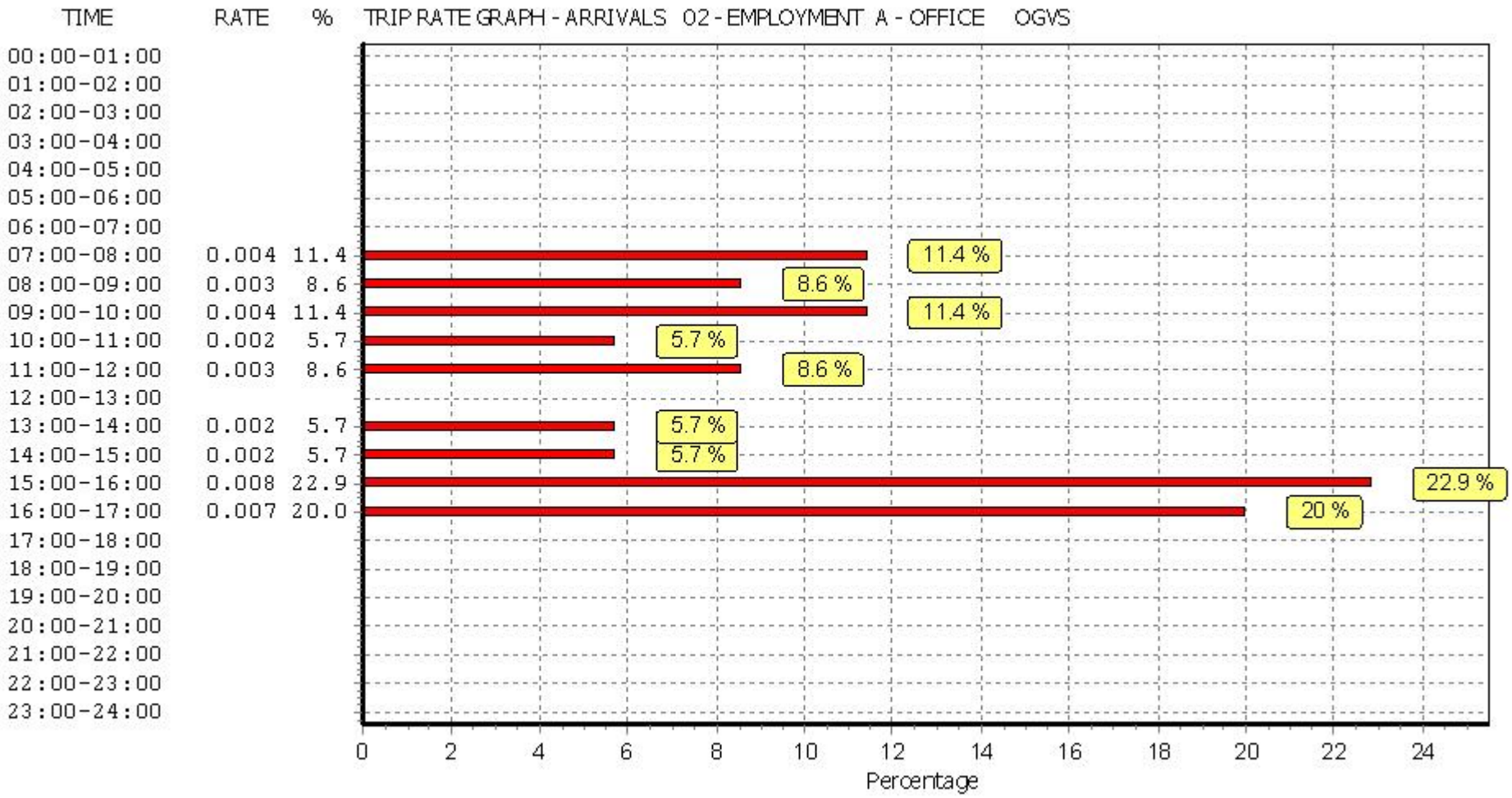

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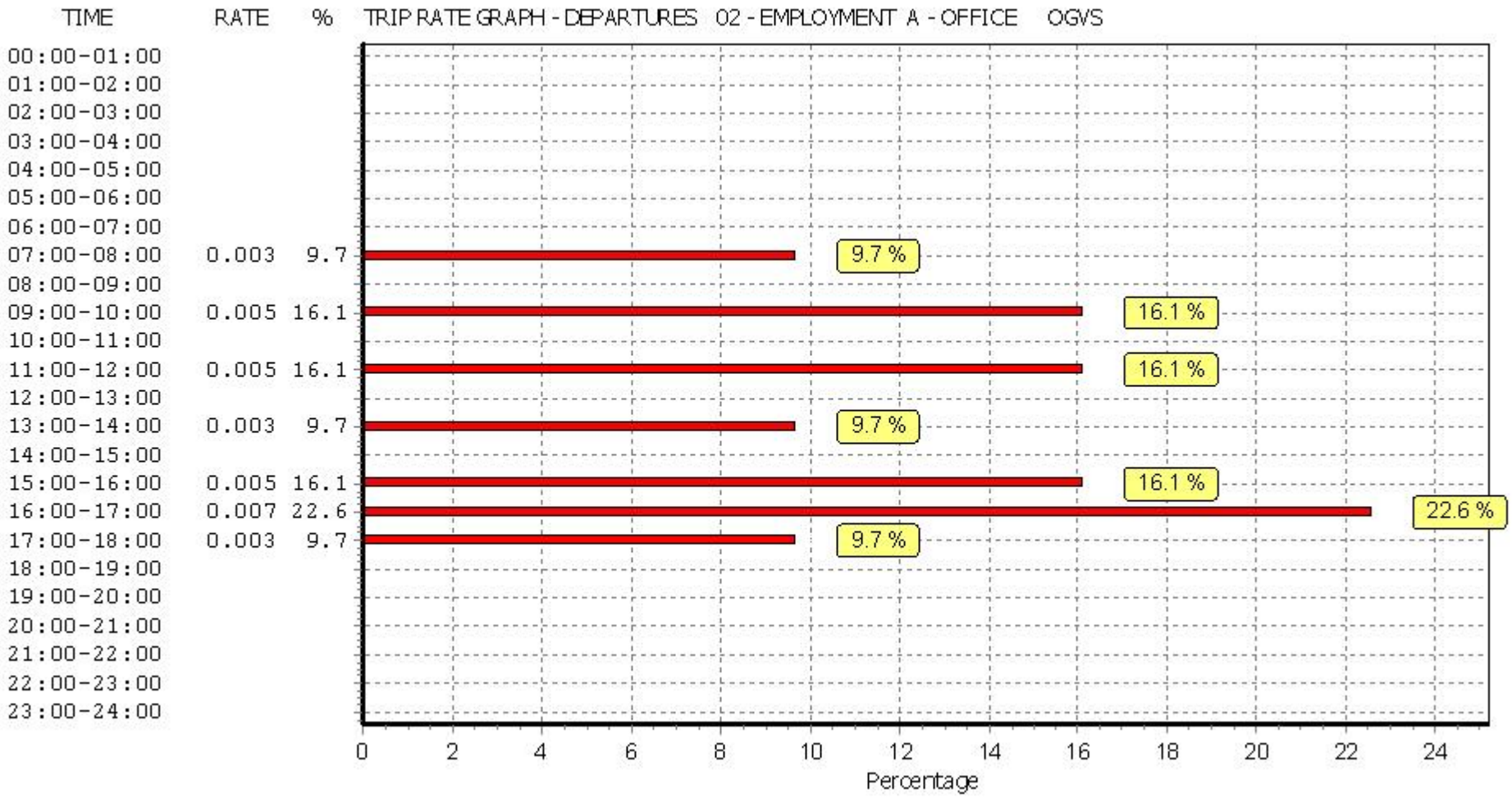

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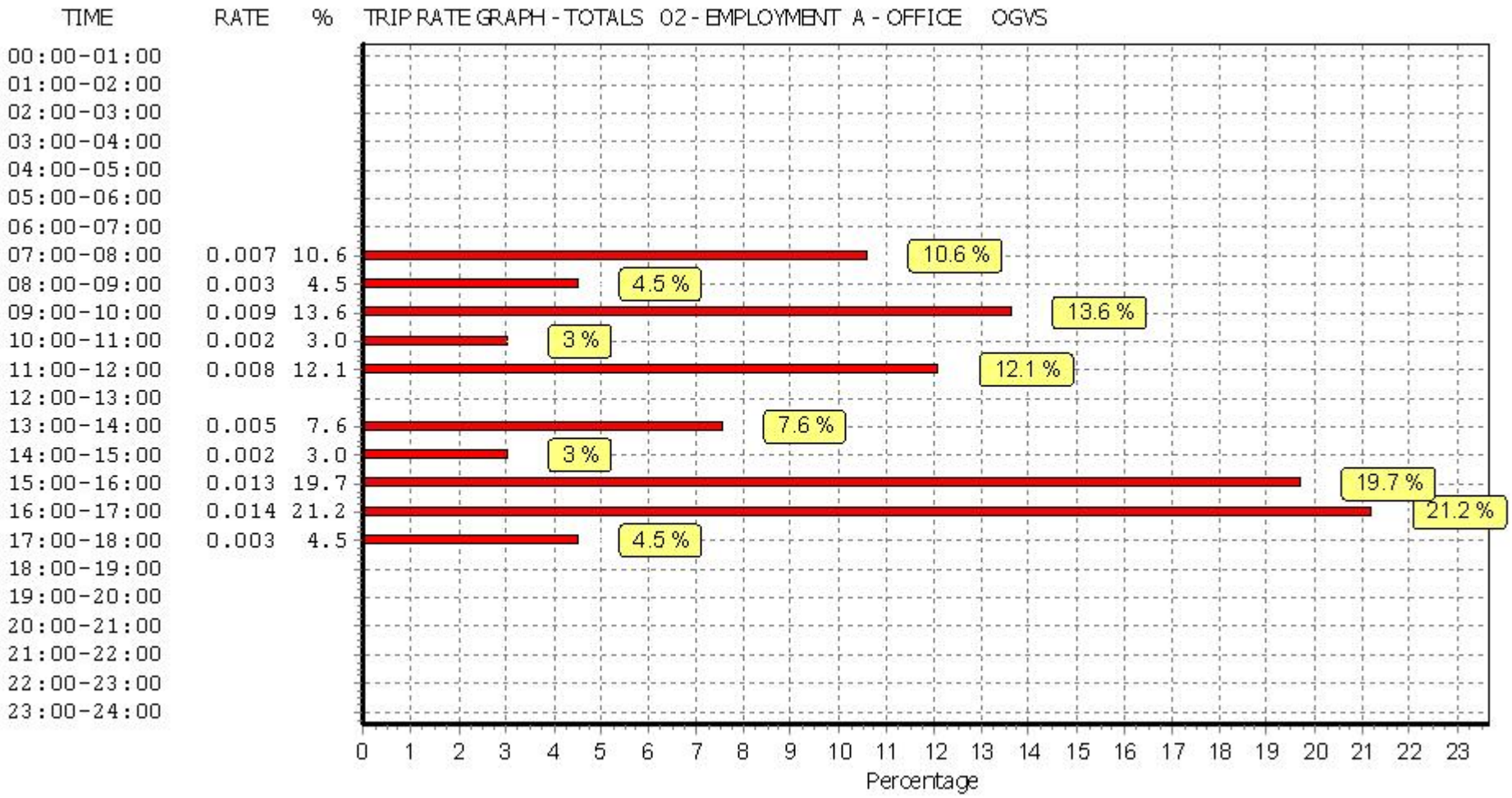

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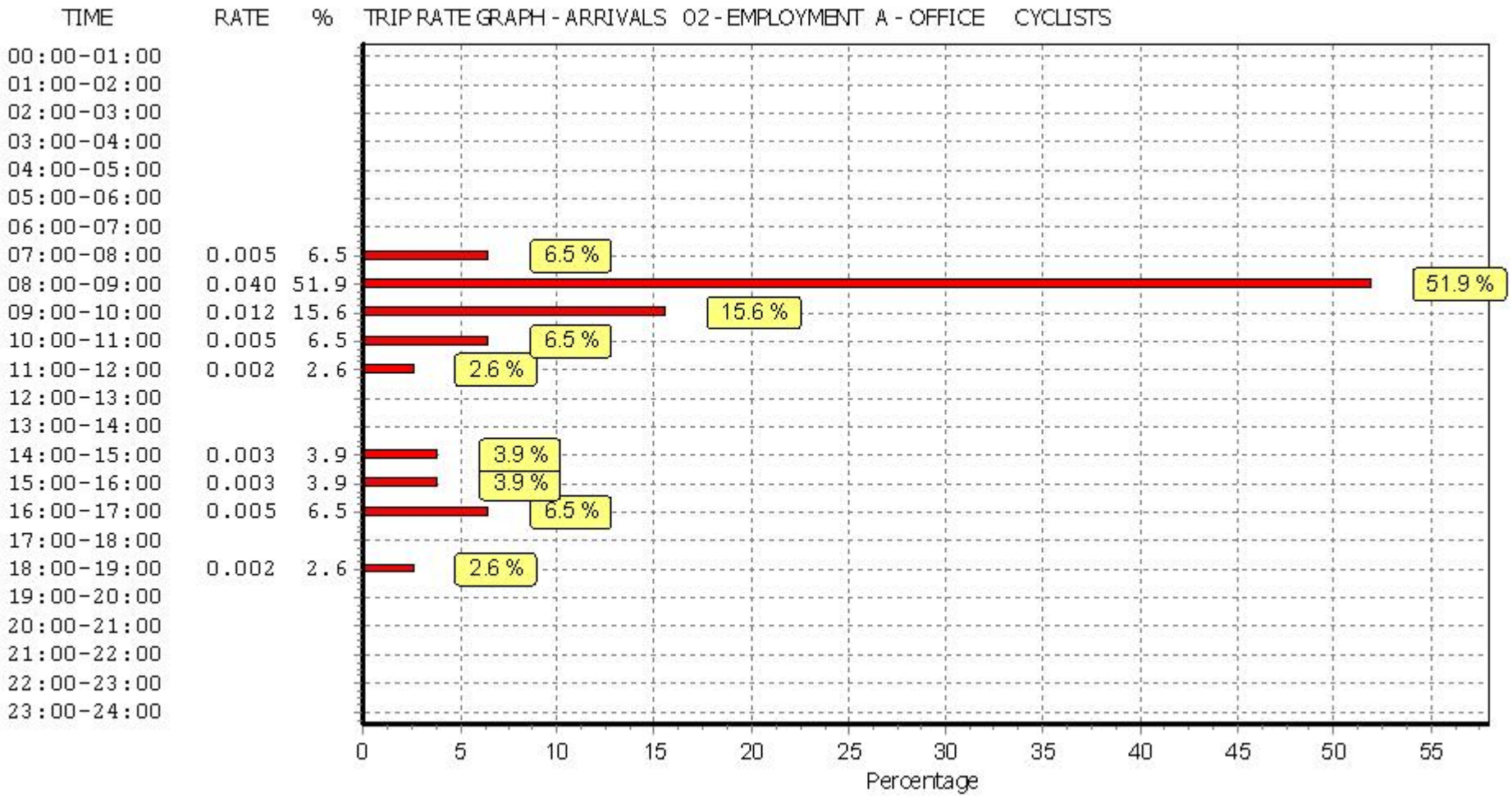
TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

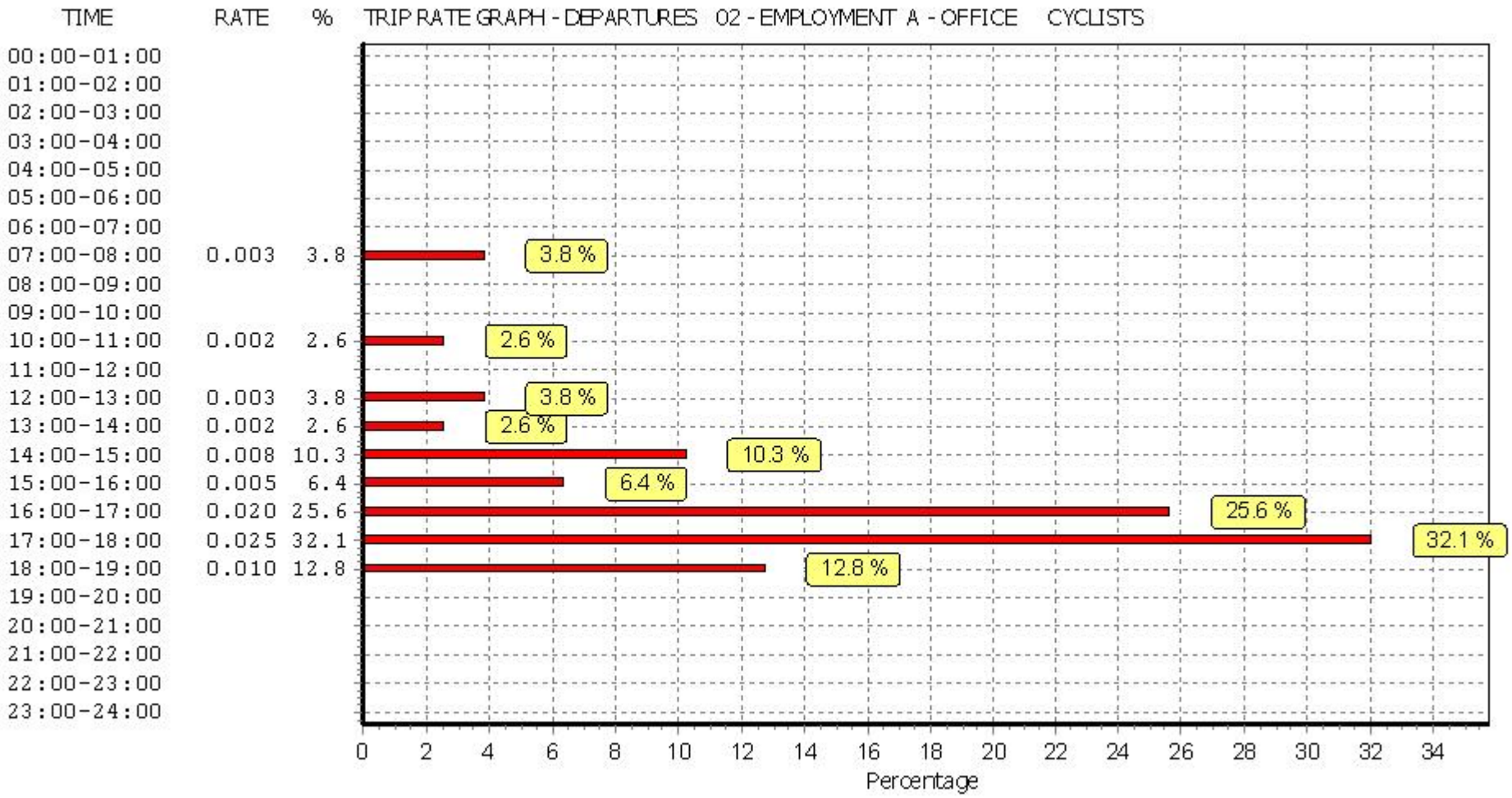
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	6626	0.000	9	6626	0.000	9	6626	0.000
07:30 - 08:00	9	6626	0.005	9	6626	0.003	9	6626	0.008
08:00 - 08:30	9	6626	0.013	9	6626	0.000	9	6626	0.013
08:30 - 09:00	9	6626	0.027	9	6626	0.000	9	6626	0.027
09:00 - 09:30	9	6626	0.007	9	6626	0.000	9	6626	0.007
09:30 - 10:00	9	6626	0.005	9	6626	0.000	9	6626	0.005
10:00 - 10:30	9	6626	0.002	9	6626	0.000	9	6626	0.002
10:30 - 11:00	9	6626	0.003	9	6626	0.002	9	6626	0.005
11:00 - 11:30	9	6626	0.002	9	6626	0.000	9	6626	0.002
11:30 - 12:00	9	6626	0.000	9	6626	0.000	9	6626	0.000
12:00 - 12:30	9	6626	0.000	9	6626	0.003	9	6626	0.003
12:30 - 13:00	9	6626	0.000	9	6626	0.000	9	6626	0.000
13:00 - 13:30	9	6626	0.000	9	6626	0.002	9	6626	0.002
13:30 - 14:00	9	6626	0.000	9	6626	0.000	9	6626	0.000
14:00 - 14:30	9	6626	0.000	9	6626	0.003	9	6626	0.003
14:30 - 15:00	9	6626	0.003	9	6626	0.005	9	6626	0.008
15:00 - 15:30	9	6626	0.000	9	6626	0.002	9	6626	0.002
15:30 - 16:00	9	6626	0.003	9	6626	0.003	9	6626	0.006
16:00 - 16:30	9	6626	0.005	9	6626	0.002	9	6626	0.007
16:30 - 17:00	9	6626	0.000	9	6626	0.018	9	6626	0.018
17:00 - 17:30	9	6626	0.000	9	6626	0.012	9	6626	0.012
17:30 - 18:00	9	6626	0.000	9	6626	0.013	9	6626	0.013
18:00 - 18:30	9	6626	0.002	9	6626	0.010	9	6626	0.012
18:30 - 19:00	9	6626	0.000	9	6626	0.000	9	6626	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.077			0.078			0.155

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

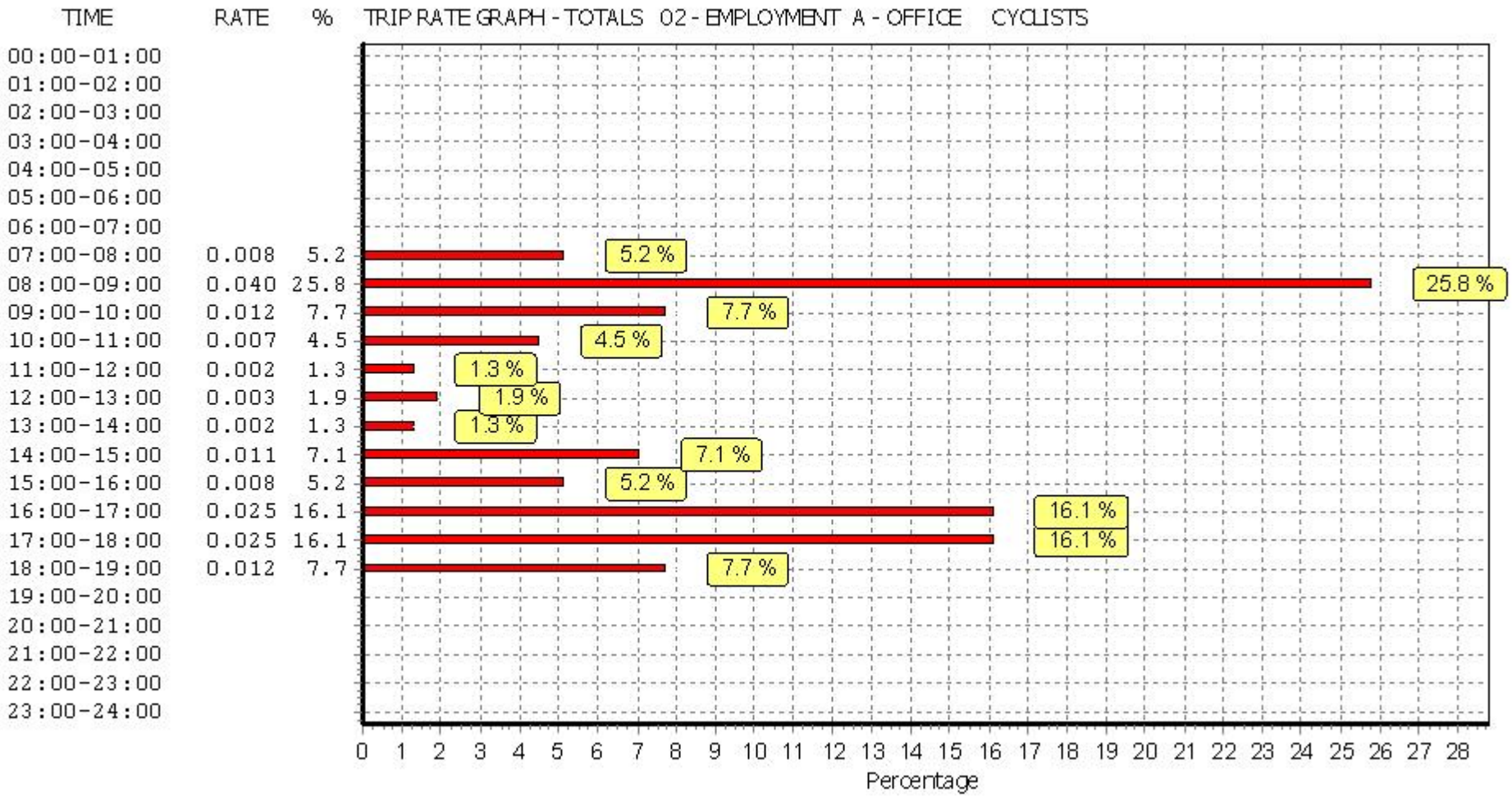
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

APPENDIX D

PICADY Output Files

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.0.4211 []
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For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: R842 Old Bray Road.j9
Path: G:\2018\p180208\calcs\picady
Report generation date: 15/09/2021 15:00:07

»Do Nothing - DN2023, AM
»Do Nothing - DN2023, PM
»Do Nothing - DN2028, AM
»Do Nothing - DN2028, PM
»Do Nothing - DN2038, AM
»Do Nothing - DN2038, PM
»Do Something - DS2023, AM
»Do Something - DS2023, PM
»Do Something - DS2028, AM
»Do Something - DS2028, PM
»Do Something - DS2038, AM
»Do Something - DS2038, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Do Nothing - DN2023							
Stream B-AC	0.0	9.67	0.03	A	0.0	9.11	0.01	A
Stream C-AB	0.1	5.79	0.06	A	0.0	5.45	0.01	A
Stream C-A								
Stream A-B								
Stream A-C								
	Do Nothing - DN2028							
Stream B-AC	0.0	9.95	0.03	A	0.0	9.33	0.01	A
Stream C-AB	0.1	5.75	0.07	A	0.0	5.40	0.02	A
Stream C-A								
Stream A-B								
Stream A-C								
	Do Nothing - DN2038							
Stream B-AC	0.0	10.21	0.04	B	0.0	9.30	0.02	A
Stream C-AB	0.2	5.72	0.08	A	0.0	5.34	0.02	A
Stream C-A								
Stream A-B								
Stream A-C								

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Do Something - DS2023							
Stream B-AC	0.0	10.04	0.03	B	0.0	9.37	0.01	A
Stream C-AB	0.1	5.79	0.06	A	0.0	5.32	0.01	A
Stream C-A								
Stream A-B								
Stream A-C								
	Do Something - DS2028							
Stream B-AC	0.0	10.34	0.04	B	0.0	9.62	0.01	A
Stream C-AB	0.1	5.76	0.07	A	0.0	5.27	0.02	A
Stream C-A								
Stream A-B								
Stream A-C								
	Do Something - DS2038							
Stream B-AC	0.0	10.63	0.04	B	0.0	9.57	0.02	A
Stream C-AB	0.2	5.73	0.08	A	0.0	5.22	0.02	A
Stream C-A								
Stream A-B								
Stream A-C								

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

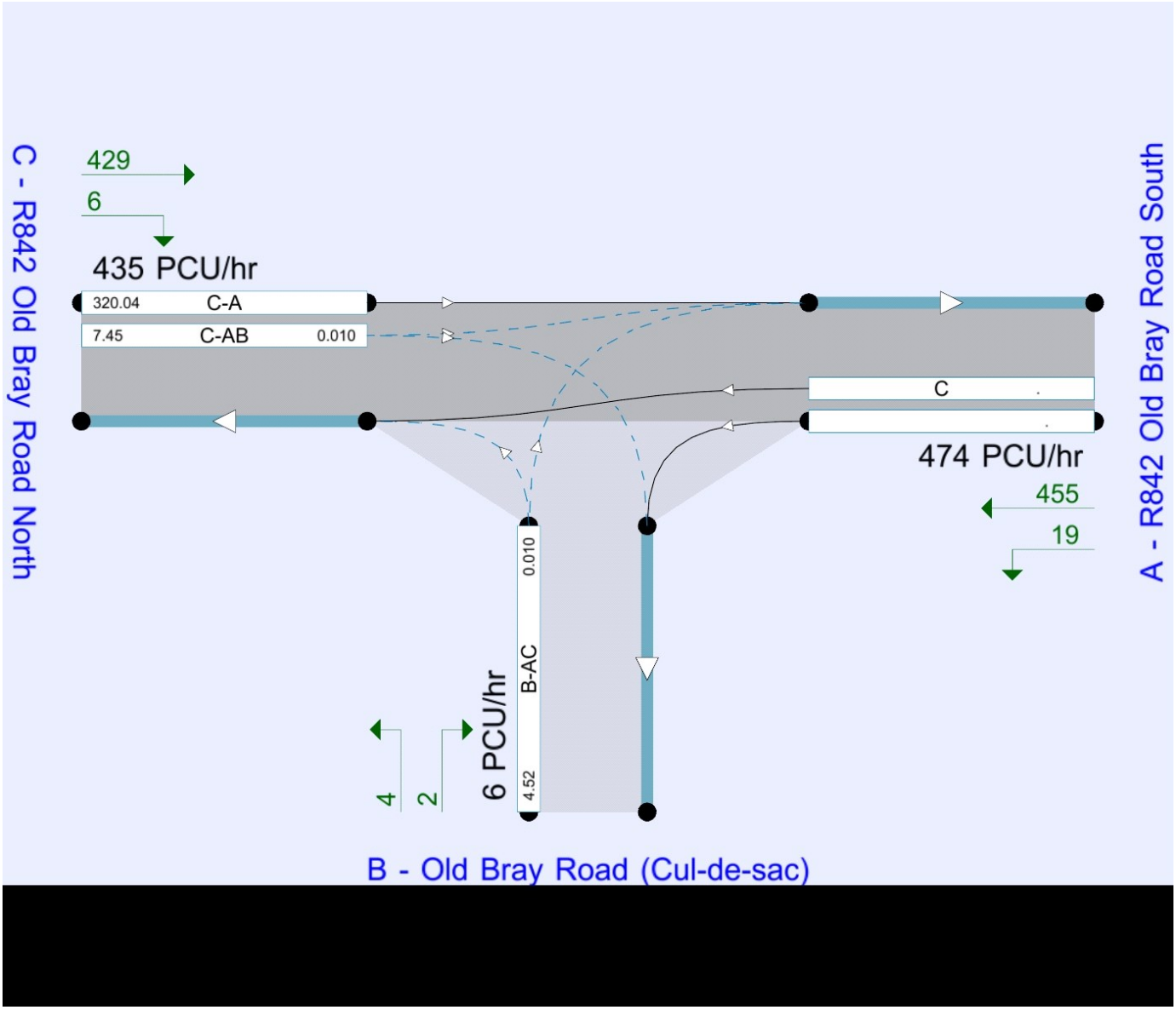
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	07/02/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	HEADOFFICE"gendyh
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
DN2023	AM	ONE HOUR	08:00	09:30	15	✓
DN2023	PM	ONE HOUR	16:00	17:30	15	✓
DS2023	AM	ONE HOUR	08:00	09:30	15	✓
DS2023	PM	ONE HOUR	16:00	17:30	15	✓
DN2028	AM	ONE HOUR	08:00	09:30	15	✓
DN2028	PM	ONE HOUR	16:00	17:30	15	✓
DS2028	AM	ONE HOUR	08:00	09:30	15	✓
DS2028	PM	ONE HOUR	16:00	17:30	15	✓
DN2038	AM	ONE HOUR	08:00	09:30	15	✓
DN2038	PM	ONE HOUR	16:00	17:30	15	✓
DS2038	AM	ONE HOUR	08:00	09:30	15	✓
DS2038	PM	ONE HOUR	16:00	17:30	15	✓

Do Nothing - DN2023, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Old Bray Road (Cul-de-sac)		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Old Bray Road (Cul-de-sac)	One lane	2.50	49	49

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
1	B-A	491.764	0.086	0.217	0.136	0.309
1	B-C	622.006	0.091	0.231	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D1	DN2023	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	358.00	100.000
B - Old Bray Road (Cul-de-sac)		ONE HOUR	✓	11.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	304.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	20.000	338.000
	B - Old Bray Road (Cul-de-sac)	6.000	0.000	5.000
	C - R842 Old Bray Road North	279.000	25.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.06	0.94
	B - Old Bray Road (Cul-de-sac)	0.55	0.00	0.45
	C - R842 Old Bray Road North	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Old Bray Road (Cul-de-sac)	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Old Bray Road (Cul-de-sac)	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	9.67	0.0	A	10.09	15.14
C-AB	0.06	5.79	0.1	A	34.92	52.38
C-A					244.04	366.06
A-B					18.35	27.53
A-C					310.15	465.23

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8.28	8.28	2.07	0.00	460.98	0.018	8.20	0.0	0.0	8.745	A
C-AB	26.26	26.26	6.57	0.00	710.71	0.037	26.04	0.0	0.1	5.782	A
C-A	202.60	202.60	50.65	0.00			202.60				
A-B	15.06	15.06	3.76	0.00			15.06				
A-C	254.46	254.46	63.62	0.00			254.46				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.89	9.89	2.47	0.00	444.60	0.022	9.87	0.0	0.0	9.109	A
C-AB	33.52	33.52	8.38	0.00	726.92	0.046	33.45	0.1	0.1	5.712	A
C-A	239.77	239.77	59.94	0.00			239.77				
A-B	17.98	17.98	4.49	0.00			17.98				
A-C	303.86	303.86	75.96	0.00			303.86				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	12.11	12.11	3.03	0.00	421.79	0.029	12.08	0.0	0.0	9.665	A
C-AB	44.88	44.88	11.22	0.00	749.52	0.060	44.75	0.1	0.1	5.621	A
C-A	289.83	289.83	72.46	0.00			289.83				
A-B	22.02	22.02	5.51	0.00			22.02				
A-C	372.14	372.14	93.04	0.00			372.14				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	12.11	12.11	3.03	0.00	421.77	0.029	12.11	0.0	0.0	9.666	A
C-AB	44.92	44.92	11.23	0.00	749.56	0.060	44.92	0.1	0.1	5.621	A
C-A	289.79	289.79	72.45	0.00			289.79				
A-B	22.02	22.02	5.51	0.00			22.02				
A-C	372.14	372.14	93.04	0.00			372.14				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.89	9.89	2.47	0.00	444.57	0.022	9.92	0.0	0.0	9.110	A
C-AB	33.57	33.57	8.39	0.00	726.99	0.046	33.70	0.1	0.1	5.716	A
C-A	239.72	239.72	59.93	0.00			239.72				
A-B	17.98	17.98	4.49	0.00			17.98				
A-C	303.86	303.86	75.96	0.00			303.86				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8.28	8.28	2.07	0.00	460.92	0.018	8.30	0.0	0.0	8.750	A
C-AB	26.34	26.34	6.59	0.00	710.77	0.037	26.42	0.1	0.1	5.789	A
C-A	202.52	202.52	50.63	0.00			202.52				
A-B	15.06	15.06	3.76	0.00			15.06				
A-C	254.46	254.46	63.62	0.00			254.46				

Do Nothing - DN2023, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Old Bray Road (Cul-de-sac)		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Old Bray Road (Cul-de-sac)	One lane	2.50	49	49

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
1	B-A	491.764	0.086	0.217	0.136	0.309
1	B-C	622.006	0.091	0.231	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D2	DN2023	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	380.00	100.000
B - Old Bray Road (Cul-de-sac)		ONE HOUR	✓	5.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	333.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	16.000	364.000
	B - Old Bray Road (Cul-de-sac)	2.000	0.000	3.000
	C - R842 Old Bray Road North	328.000	5.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.04	0.96
	B - Old Bray Road (Cul-de-sac)	0.40	0.00	0.60
	C - R842 Old Bray Road North	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Old Bray Road (Cul-de-sac)	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Old Bray Road (Cul-de-sac)	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	9.11	0.0	A	4.59	6.88
C-AB	0.01	5.45	0.0	A	7.46	11.18
C-A					298.11	447.17
A-B					14.68	22.02
A-C					334.01	501.02

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	3.76	3.76	0.94	0.00	479.76	0.008	3.73	0.0	0.0	8.319	A
C-AB	5.54	5.54	1.39	0.00	731.56	0.008	5.51	0.0	0.0	5.453	A
C-A	245.16	245.16	61.29	0.00			245.16				
A-B	12.05	12.05	3.01	0.00			12.05				
A-C	274.04	274.04	68.51	0.00			274.04				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	4.49	4.49	1.12	0.00	463.33	0.010	4.49	0.0	0.0	8.630	A
C-AB	7.14	7.14	1.78	0.00	751.74	0.010	7.13	0.0	0.0	5.317	A
C-A	292.22	292.22	73.06	0.00			292.22				
A-B	14.38	14.38	3.60	0.00			14.38				
A-C	327.23	327.23	81.81	0.00			327.23				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	5.51	5.51	1.38	0.00	440.36	0.013	5.49	0.0	0.0	9.106	A
C-AB	9.67	9.67	2.42	0.00	779.69	0.012	9.66	0.0	0.0	5.142	A
C-A	356.97	356.97	89.24	0.00			356.97				
A-B	17.62	17.62	4.40	0.00			17.62				
A-C	400.77	400.77	100.19	0.00			400.77				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	5.51	5.51	1.38	0.00	440.35	0.013	5.50	0.0	0.0	9.106	A
C-AB	9.68	9.68	2.42	0.00	779.70	0.012	9.68	0.0	0.0	5.144	A
C-A	356.96	356.96	89.24	0.00			356.96				
A-B	17.62	17.62	4.40	0.00			17.62				
A-C	400.77	400.77	100.19	0.00			400.77				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	4.49	4.49	1.12	0.00	463.32	0.010	4.51	0.0	0.0	8.632	A
C-AB	7.15	7.15	1.79	0.00	751.75	0.010	7.16	0.0	0.0	5.318	A
C-A	292.21	292.21	73.05	0.00			292.21				
A-B	14.38	14.38	3.60	0.00			14.38				
A-C	327.23	327.23	81.81	0.00			327.23				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	3.76	3.76	0.94	0.00	479.75	0.008	3.77	0.0	0.0	8.319	A
C-AB	5.56	5.56	1.39	0.00	731.58	0.008	5.57	0.0	0.0	5.454	A
C-A	245.14	245.14	61.29	0.00			245.14				
A-B	12.05	12.05	3.01	0.00			12.05				
A-C	274.04	274.04	68.51	0.00			274.04				

Do Nothing - DN2028, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Old Bray Road (Cul-de-sac)		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Old Bray Road (Cul-de-sac)	One lane	2.50	49	49

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
1	B-A	491.764	0.086	0.217	0.136	0.309
1	B-C	622.006	0.091	0.231	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DN2028	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	388.00	100.000
B - Old Bray Road (Cul-de-sac)		ONE HOUR	✓	13.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	330.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	22.000	366.000
	B - Old Bray Road (Cul-de-sac)	7.000	0.000	6.000
	C - R842 Old Bray Road North	303.000	27.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.06	0.94
	B - Old Bray Road (Cul-de-sac)	0.54	0.00	0.46
	C - R842 Old Bray Road North	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Old Bray Road (Cul-de-sac)	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Old Bray Road (Cul-de-sac)	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	9.95	0.0	A	11.93	17.89
C-AB	0.07	5.75	0.1	A	39.71	59.56
C-A					263.11	394.66
A-B					20.19	30.28
A-C					335.85	503.77

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.79	9.79	2.45	0.00	455.02	0.022	9.69	0.0	0.0	8.890	A
C-AB	29.18	29.18	7.30	0.00	717.97	0.041	28.93	0.0	0.1	5.746	A
C-A	219.26	219.26	54.81	0.00			219.26				
A-B	16.56	16.56	4.14	0.00			16.56				
A-C	275.54	275.54	68.89	0.00			275.54				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.69	11.69	2.92	0.00	437.24	0.027	11.66	0.0	0.0	9.305	A
C-AB	37.46	37.46	9.36	0.00	735.69	0.051	37.37	0.1	0.1	5.673	A
C-A	259.20	259.20	64.80	0.00			259.20				
A-B	19.78	19.78	4.94	0.00			19.78				
A-C	329.03	329.03	82.26	0.00			329.03				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	14.31	14.31	3.58	0.00	412.44	0.035	14.28	0.0	0.0	9.946	A
C-AB	52.37	52.37	13.09	0.00	765.74	0.068	52.19	0.1	0.1	5.552	A
C-A	310.97	310.97	77.74	0.00			310.97				
A-B	24.22	24.22	6.06	0.00			24.22				
A-C	402.97	402.97	100.74	0.00			402.97				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	14.31	14.31	3.58	0.00	412.41	0.035	14.31	0.0	0.0	9.946	A
C-AB	52.42	52.42	13.11	0.00	765.81	0.068	52.42	0.1	0.1	5.553	A
C-A	310.91	310.91	77.73	0.00			310.91				
A-B	24.22	24.22	6.06	0.00			24.22				
A-C	402.97	402.97	100.74	0.00			402.97				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.69	11.69	2.92	0.00	437.20	0.027	11.72	0.0	0.0	9.309	A
C-AB	37.52	37.52	9.38	0.00	735.78	0.051	37.69	0.1	0.1	5.675	A
C-A	259.14	259.14	64.78	0.00			259.14				
A-B	19.78	19.78	4.94	0.00			19.78				
A-C	329.03	329.03	82.26	0.00			329.03				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.79	9.79	2.45	0.00	454.96	0.022	9.81	0.0	0.0	8.896	A
C-AB	29.28	29.28	7.32	0.00	718.06	0.041	29.37	0.1	0.1	5.751	A
C-A	219.16	219.16	54.79	0.00			219.16				
A-B	16.56	16.56	4.14	0.00			16.56				
A-C	275.54	275.54	68.89	0.00			275.54				

Do Nothing - DN2028, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Old Bray Road (Cul-de-sac)		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Old Bray Road (Cul-de-sac)	One lane	2.50	49	49

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
1	B-A	491.764	0.086	0.217	0.136	0.309
1	B-C	622.006	0.091	0.231	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D6	DN2028	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	411.00	100.000
B - Old Bray Road (Cul-de-sac)		ONE HOUR	✓	5.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	362.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	17.000	394.000
	B - Old Bray Road (Cul-de-sac)	2.000	0.000	3.000
	C - R842 Old Bray Road North	356.000	6.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.04	0.96
	B - Old Bray Road (Cul-de-sac)	0.40	0.00	0.60
	C - R842 Old Bray Road North	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Old Bray Road (Cul-de-sac)	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Old Bray Road (Cul-de-sac)	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	9.33	0.0	A	4.59	6.88
C-AB	0.02	5.40	0.0	A	9.32	13.97
C-A					322.86	484.29
A-B					15.60	23.40
A-C					361.54	542.31

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	3.76	3.76	0.94	0.00	472.68	0.008	3.73	0.0	0.0	8.444	A
C-AB	6.87	6.87	1.72	0.00	740.64	0.009	6.83	0.0	0.0	5.396	A
C-A	265.66	265.66	66.42	0.00			265.66				
A-B	12.80	12.80	3.20	0.00			12.80				
A-C	296.62	296.62	74.16	0.00			296.62				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	4.49	4.49	1.12	0.00	454.79	0.010	4.49	0.0	0.0	8.793	A
C-AB	8.90	8.90	2.23	0.00	762.61	0.012	8.89	0.0	0.0	5.253	A
C-A	316.53	316.53	79.13	0.00			316.53				
A-B	15.28	15.28	3.82	0.00			15.28				
A-C	354.20	354.20	88.55	0.00			354.20				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	5.51	5.51	1.38	0.00	429.74	0.013	5.49	0.0	0.0	9.334	A
C-AB	12.16	12.16	3.04	0.00	792.97	0.015	12.14	0.0	0.0	5.071	A
C-A	386.41	386.41	96.60	0.00			386.41				
A-B	18.72	18.72	4.68	0.00			18.72				
A-C	433.80	433.80	108.45	0.00			433.80				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	5.51	5.51	1.38	0.00	429.74	0.013	5.50	0.0	0.0	9.334	A
C-AB	12.16	12.16	3.04	0.00	792.97	0.015	12.16	0.0	0.0	5.071	A
C-A	386.40	386.40	96.60	0.00			386.40				
A-B	18.72	18.72	4.68	0.00			18.72				
A-C	433.80	433.80	108.45	0.00			433.80				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	4.49	4.49	1.12	0.00	454.79	0.010	4.51	0.0	0.0	8.794	A
C-AB	8.91	8.91	2.23	0.00	762.62	0.012	8.93	0.0	0.0	5.255	A
C-A	316.52	316.52	79.13	0.00			316.52				
A-B	15.28	15.28	3.82	0.00			15.28				
A-C	354.20	354.20	88.55	0.00			354.20				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	3.76	3.76	0.94	0.00	472.68	0.008	3.77	0.0	0.0	8.446	A
C-AB	6.89	6.89	1.72	0.00	740.65	0.009	6.90	0.0	0.0	5.396	A
C-A	265.64	265.64	66.41	0.00			265.64				
A-B	12.80	12.80	3.20	0.00			12.80				
A-C	296.62	296.62	74.16	0.00			296.62				

Do Nothing - DN2038, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Old Bray Road (Cul-de-sac)		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Old Bray Road (Cul-de-sac)	One lane	2.50	49	49

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
1	B-A	491.764	0.086	0.217	0.136	0.309
1	B-C	622.006	0.091	0.231	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D9	DN2038	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	418.00	100.000
B - Old Bray Road (Cul-de-sac)		ONE HOUR	✓	13.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	355.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	24.000	394.000
	B - Old Bray Road (Cul-de-sac)	7.000	0.000	6.000
	C - R842 Old Bray Road North	326.000	29.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.06	0.94
	B - Old Bray Road (Cul-de-sac)	0.54	0.00	0.46
	C - R842 Old Bray Road North	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Old Bray Road (Cul-de-sac)	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Old Bray Road (Cul-de-sac)	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	10.21	0.0	B	11.93	17.89
C-AB	0.08	5.72	0.2	A	44.26	66.39
C-A					281.49	422.24
A-B					22.02	33.03
A-C					361.54	542.31

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.79	9.79	2.45	0.00	448.06	0.022	9.69	0.0	0.0	9.031	A
C-AB	32.21	32.21	8.05	0.00	724.78	0.044	31.93	0.0	0.1	5.715	A
C-A	235.05	235.05	58.76	0.00			235.05				
A-B	18.07	18.07	4.52	0.00			18.07				
A-C	296.62	296.62	74.16	0.00			296.62				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.69	11.69	2.92	0.00	428.84	0.027	11.66	0.0	0.0	9.492	A
C-AB	41.57	41.57	10.39	0.00	743.90	0.056	41.47	0.1	0.1	5.638	A
C-A	277.56	277.56	69.39	0.00			277.56				
A-B	21.58	21.58	5.39	0.00			21.58				
A-C	354.20	354.20	88.55	0.00			354.20				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	14.31	14.31	3.58	0.00	402.01	0.036	14.27	0.0	0.0	10.211	B
C-AB	58.86	58.86	14.71	0.00	777.01	0.076	58.64	0.1	0.1	5.513	A
C-A	332.01	332.01	83.00	0.00			332.01				
A-B	26.42	26.42	6.61	0.00			26.42				
A-C	433.80	433.80	108.45	0.00			433.80				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	14.31	14.31	3.58	0.00	401.97	0.036	14.31	0.0	0.0	10.214	B
C-AB	58.93	58.93	14.73	0.00	777.10	0.076	58.92	0.1	0.2	5.517	A
C-A	331.94	331.94	82.98	0.00			331.94				
A-B	26.42	26.42	6.61	0.00			26.42				
A-C	433.80	433.80	108.45	0.00			433.80				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.69	11.69	2.92	0.00	428.79	0.027	11.72	0.0	0.0	9.497	A
C-AB	41.65	41.65	10.41	0.00	744.02	0.056	41.86	0.2	0.1	5.645	A
C-A	277.48	277.48	69.37	0.00			277.48				
A-B	21.58	21.58	5.39	0.00			21.58				
A-C	354.20	354.20	88.55	0.00			354.20				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.79	9.79	2.45	0.00	447.98	0.022	9.81	0.0	0.0	9.037	A
C-AB	32.33	32.33	8.08	0.00	724.88	0.045	32.44	0.1	0.1	5.720	A
C-A	234.93	234.93	58.73	0.00			234.93				
A-B	18.07	18.07	4.52	0.00			18.07				
A-C	296.62	296.62	74.16	0.00			296.62				

Do Nothing - DN2038, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Old Bray Road (Cul-de-sac)		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Old Bray Road (Cul-de-sac)	One lane	2.50	49	49

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
1	B-A	491.764	0.086	0.217	0.136	0.309
1	B-C	622.006	0.091	0.231	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D10	DN2038	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	443.00	100.000
B - Old Bray Road (Cul-de-sac)		ONE HOUR	✓	6.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	389.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	19.000	424.000
	B - Old Bray Road (Cul-de-sac)	2.000	0.000	4.000
	C - R842 Old Bray Road North	383.000	6.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.04	0.96
	B - Old Bray Road (Cul-de-sac)	0.33	0.00	0.67
	C - R842 Old Bray Road North	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Old Bray Road (Cul-de-sac)	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Old Bray Road (Cul-de-sac)	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	9.30	0.0	A	5.51	8.26
C-AB	0.02	5.34	0.0	A	9.69	14.53
C-A					347.27	520.90
A-B					17.43	26.15
A-C					389.07	583.60

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	4.52	4.52	1.13	0.00	477.56	0.009	4.48	0.0	0.0	8.371	A
C-AB	7.09	7.09	1.77	0.00	749.09	0.009	7.04	0.0	0.0	5.336	A
C-A	285.77	285.77	71.44	0.00			285.77				
A-B	14.30	14.30	3.58	0.00			14.30				
A-C	319.21	319.21	79.80	0.00			319.21				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	5.39	5.39	1.35	0.00	458.76	0.012	5.38	0.0	0.0	8.734	A
C-AB	9.24	9.24	2.31	0.00	772.72	0.012	9.22	0.0	0.0	5.186	A
C-A	340.46	340.46	85.12	0.00			340.46				
A-B	17.08	17.08	4.27	0.00			17.08				
A-C	381.17	381.17	95.29	0.00			381.17				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	6.61	6.61	1.65	0.00	432.37	0.015	6.59	0.0	0.0	9.300	A
C-AB	12.72	12.72	3.18	0.00	805.30	0.016	12.69	0.0	0.0	4.995	A
C-A	415.58	415.58	103.90	0.00			415.58				
A-B	20.92	20.92	5.23	0.00			20.92				
A-C	466.83	466.83	116.71	0.00			466.83				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	6.61	6.61	1.65	0.00	432.36	0.015	6.61	0.0	0.0	9.300	A
C-AB	12.72	12.72	3.18	0.00	805.31	0.016	12.72	0.0	0.0	4.995	A
C-A	415.57	415.57	103.89	0.00			415.57				
A-B	20.92	20.92	5.23	0.00			20.92				
A-C	466.83	466.83	116.71	0.00			466.83				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	5.39	5.39	1.35	0.00	458.75	0.012	5.41	0.0	0.0	8.736	A
C-AB	9.25	9.25	2.31	0.00	772.73	0.012	9.27	0.0	0.0	5.188	A
C-A	340.46	340.46	85.11	0.00			340.46				
A-B	17.08	17.08	4.27	0.00			17.08				
A-C	381.17	381.17	95.29	0.00			381.17				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	4.52	4.52	1.13	0.00	477.55	0.009	4.53	0.0	0.0	8.373	A
C-AB	7.11	7.11	1.78	0.00	749.10	0.009	7.12	0.0	0.0	5.338	A
C-A	285.75	285.75	71.44	0.00			285.75				
A-B	14.30	14.30	3.58	0.00			14.30				
A-C	319.21	319.21	79.80	0.00			319.21				

Do Something - DS2023, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Old Bray Road (Cul-de-sac)		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Old Bray Road (Cul-de-sac)	One lane	2.50	49	49

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
1	B-A	491.764	0.086	0.217	0.136	0.309
1	B-C	622.006	0.091	0.231	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D3	DS2023	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	411.00	100.000
B - Old Bray Road (Cul-de-sac)		ONE HOUR	✓	11.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	321.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	20.000	391.000
	B - Old Bray Road (Cul-de-sac)	6.000	0.000	5.000
	C - R842 Old Bray Road North	296.000	25.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.05	0.95
	B - Old Bray Road (Cul-de-sac)	0.55	0.00	0.45
	C - R842 Old Bray Road North	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Old Bray Road (Cul-de-sac)	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Old Bray Road (Cul-de-sac)	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	10.04	0.0	B	10.09	15.14
C-AB	0.06	5.79	0.1	A	36.00	53.99
C-A					258.56	387.84
A-B					18.35	27.53
A-C					358.79	538.18

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8.28	8.28	2.07	0.00	450.67	0.018	8.20	0.0	0.0	8.949	A
C-AB	26.88	26.88	6.72	0.00	710.94	0.038	26.65	0.0	0.1	5.786	A
C-A	214.79	214.79	53.70	0.00			214.79				
A-B	15.06	15.06	3.76	0.00			15.06				
A-C	294.37	294.37	73.59	0.00			294.37				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.89	9.89	2.47	0.00	432.22	0.023	9.87	0.0	0.0	9.376	A
C-AB	34.49	34.49	8.62	0.00	727.41	0.047	34.41	0.1	0.1	5.714	A
C-A	254.08	254.08	63.52	0.00			254.08				
A-B	17.98	17.98	4.49	0.00			17.98				
A-C	351.50	351.50	87.88	0.00			351.50				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	12.11	12.11	3.03	0.00	406.50	0.030	12.08	0.0	0.0	10.040	B
C-AB	46.52	46.52	11.63	0.00	750.43	0.062	46.38	0.1	0.1	5.625	A
C-A	306.91	306.91	76.73	0.00			306.91				
A-B	22.02	22.02	5.51	0.00			22.02				
A-C	430.50	430.50	107.62	0.00			430.50				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	12.11	12.11	3.03	0.00	406.48	0.030	12.11	0.0	0.0	10.040	B
C-AB	46.57	46.57	11.64	0.00	750.48	0.062	46.56	0.1	0.1	5.627	A
C-A	306.86	306.86	76.72	0.00			306.86				
A-B	22.02	22.02	5.51	0.00			22.02				
A-C	430.50	430.50	107.62	0.00			430.50				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.89	9.89	2.47	0.00	432.19	0.023	9.92	0.0	0.0	9.380	A
C-AB	34.55	34.55	8.64	0.00	727.49	0.047	34.68	0.1	0.1	5.717	A
C-A	254.02	254.02	63.51	0.00			254.02				
A-B	17.98	17.98	4.49	0.00			17.98				
A-C	351.50	351.50	87.88	0.00			351.50				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8.28	8.28	2.07	0.00	450.61	0.018	8.30	0.0	0.0	8.953	A
C-AB	26.97	26.97	6.74	0.00	711.01	0.038	27.05	0.1	0.1	5.793	A
C-A	214.70	214.70	53.67	0.00			214.70				
A-B	15.06	15.06	3.76	0.00			15.06				
A-C	294.37	294.37	73.59	0.00			294.37				

Do Something - DS2023, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Old Bray Road (Cul-de-sac)		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Old Bray Road (Cul-de-sac)	One lane	2.50	49	49

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
1	B-A	491.764	0.086	0.217	0.136	0.309
1	B-C	622.006	0.091	0.231	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D4	DS2023	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	411.00	100.000
B - Old Bray Road (Cul-de-sac)		ONE HOUR	✓	5.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	380.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	16.000	395.000
	B - Old Bray Road (Cul-de-sac)	2.000	0.000	3.000
	C - R842 Old Bray Road North	375.000	5.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.04	0.96
	B - Old Bray Road (Cul-de-sac)	0.40	0.00	0.60
	C - R842 Old Bray Road North	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Old Bray Road (Cul-de-sac)	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Old Bray Road (Cul-de-sac)	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	9.37	0.0	A	4.59	6.88
C-AB	0.01	5.32	0.0	A	7.95	11.92
C-A					340.75	511.12
A-B					14.68	22.02
A-C					362.46	543.69

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	3.76	3.76	0.94	0.00	471.56	0.008	3.73	0.0	0.0	8.464	A
C-AB	5.84	5.84	1.46	0.00	749.94	0.008	5.80	0.0	0.0	5.321	A
C-A	280.25	280.25	70.06	0.00			280.25				
A-B	12.05	12.05	3.01	0.00			12.05				
A-C	297.38	297.38	74.34	0.00			297.38				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	4.49	4.49	1.12	0.00	453.42	0.010	4.49	0.0	0.0	8.820	A
C-AB	7.59	7.59	1.90	0.00	773.60	0.010	7.58	0.0	0.0	5.169	A
C-A	334.03	334.03	83.51	0.00			334.03				
A-B	14.38	14.38	3.60	0.00			14.38				
A-C	355.10	355.10	88.77	0.00			355.10				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	5.51	5.51	1.38	0.00	427.98	0.013	5.49	0.0	0.0	9.372	A
C-AB	10.40	10.40	2.60	0.00	806.18	0.013	10.38	0.0	0.0	4.975	A
C-A	407.99	407.99	102.00	0.00			407.99				
A-B	17.62	17.62	4.40	0.00			17.62				
A-C	434.90	434.90	108.73	0.00			434.90				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	5.51	5.51	1.38	0.00	427.98	0.013	5.50	0.0	0.0	9.372	A
C-AB	10.40	10.40	2.60	0.00	806.18	0.013	10.40	0.0	0.0	4.977	A
C-A	407.98	407.98	102.00	0.00			407.98				
A-B	17.62	17.62	4.40	0.00			17.62				
A-C	434.90	434.90	108.73	0.00			434.90				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	4.49	4.49	1.12	0.00	453.41	0.010	4.51	0.0	0.0	8.821	A
C-AB	7.59	7.59	1.90	0.00	773.61	0.010	7.61	0.0	0.0	5.169	A
C-A	334.02	334.02	83.50	0.00			334.02				
A-B	14.38	14.38	3.60	0.00			14.38				
A-C	355.10	355.10	88.77	0.00			355.10				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	3.76	3.76	0.94	0.00	471.55	0.008	3.77	0.0	0.0	8.466	A
C-AB	5.85	5.85	1.46	0.00	749.96	0.008	5.86	0.0	0.0	5.321	A
C-A	280.23	280.23	70.06	0.00			280.23				
A-B	12.05	12.05	3.01	0.00			12.05				
A-C	297.38	297.38	74.34	0.00			297.38				

Do Something - DS2028, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Old Bray Road (Cul-de-sac)		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Old Bray Road (Cul-de-sac)	One lane	2.50	49	49

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
1	B-A	491.764	0.086	0.217	0.136	0.309
1	B-C	622.006	0.091	0.231	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D7	DS2028	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	441.00	100.000
B - Old Bray Road (Cul-de-sac)		ONE HOUR	✓	13.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	346.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	22.000	419.000
	B - Old Bray Road (Cul-de-sac)	7.000	0.000	6.000
	C - R842 Old Bray Road North	319.000	27.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.05	0.95
	B - Old Bray Road (Cul-de-sac)	0.54	0.00	0.46
	C - R842 Old Bray Road North	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Old Bray Road (Cul-de-sac)	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Old Bray Road (Cul-de-sac)	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	10.34	0.0	B	11.93	17.89
C-AB	0.07	5.76	0.1	A	40.97	61.45
C-A					276.53	414.79
A-B					20.19	30.28
A-C					384.48	576.72

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.79	9.79	2.45	0.00	444.77	0.022	9.69	0.0	0.0	9.099	A
C-AB	29.84	29.84	7.46	0.00	717.78	0.042	29.58	0.0	0.1	5.753	A
C-A	230.64	230.64	57.66	0.00			230.64				
A-B	16.56	16.56	4.14	0.00			16.56				
A-C	315.45	315.45	78.86	0.00			315.45				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.69	11.69	2.92	0.00	424.93	0.028	11.66	0.0	0.0	9.582	A
C-AB	38.51	38.51	9.63	0.00	735.68	0.052	38.41	0.1	0.1	5.681	A
C-A	272.54	272.54	68.14	0.00			272.54				
A-B	19.78	19.78	4.94	0.00			19.78				
A-C	376.67	376.67	94.17	0.00			376.67				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	14.31	14.31	3.58	0.00	397.21	0.036	14.27	0.0	0.0	10.339	B
C-AB	54.43	54.43	13.61	0.00	766.88	0.071	54.24	0.1	0.1	5.557	A
C-A	326.52	326.52	81.63	0.00			326.52				
A-B	24.22	24.22	6.06	0.00			24.22				
A-C	461.33	461.33	115.33	0.00			461.33				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	14.31	14.31	3.58	0.00	397.18	0.036	14.31	0.0	0.0	10.342	B
C-AB	54.50	54.50	13.62	0.00	766.96	0.071	54.49	0.1	0.1	5.562	A
C-A	326.46	326.46	81.61	0.00			326.46				
A-B	24.22	24.22	6.06	0.00			24.22				
A-C	461.33	461.33	115.33	0.00			461.33				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.69	11.69	2.92	0.00	424.88	0.028	11.72	0.0	0.0	9.585	A
C-AB	38.58	38.58	9.64	0.00	735.79	0.052	38.76	0.1	0.1	5.686	A
C-A	272.47	272.47	68.12	0.00			272.47				
A-B	19.78	19.78	4.94	0.00			19.78				
A-C	376.67	376.67	94.17	0.00			376.67				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.79	9.79	2.45	0.00	444.71	0.022	9.81	0.0	0.0	9.107	A
C-AB	29.95	29.95	7.49	0.00	717.87	0.042	30.05	0.1	0.1	5.760	A
C-A	230.54	230.54	57.63	0.00			230.54				
A-B	16.56	16.56	4.14	0.00			16.56				
A-C	315.45	315.45	78.86	0.00			315.45				

Do Something - DS2028, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Old Bray Road (Cul-de-sac)		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Old Bray Road (Cul-de-sac)	One lane	2.50	49	49

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
1	B-A	491.764	0.086	0.217	0.136	0.309
1	B-C	622.006	0.091	0.231	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D8	DS2028	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	442.00	100.000
B - Old Bray Road (Cul-de-sac)		ONE HOUR	✓	5.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	409.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	17.000	425.000
	B - Old Bray Road (Cul-de-sac)	2.000	0.000	3.000
	C - R842 Old Bray Road North	403.000	6.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.04	0.96
	B - Old Bray Road (Cul-de-sac)	0.40	0.00	0.60
	C - R842 Old Bray Road North	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Old Bray Road (Cul-de-sac)	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Old Bray Road (Cul-de-sac)	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	9.62	0.0	A	4.59	6.88
C-AB	0.02	5.27	0.0	A	9.92	14.88
C-A					365.38	548.08
A-B					15.60	23.40
A-C					389.99	584.98

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	3.76	3.76	0.94	0.00	464.45	0.008	3.73	0.0	0.0	8.595	A
C-AB	7.23	7.23	1.81	0.00	758.99	0.010	7.19	0.0	0.0	5.267	A
C-A	300.68	300.68	75.17	0.00			300.68				
A-B	12.80	12.80	3.20	0.00			12.80				
A-C	319.96	319.96	79.99	0.00			319.96				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	4.49	4.49	1.12	0.00	444.82	0.010	4.49	0.0	0.0	8.993	A
C-AB	9.45	9.45	2.36	0.00	784.40	0.012	9.44	0.0	0.0	5.109	A
C-A	358.23	358.23	89.56	0.00			358.23				
A-B	15.28	15.28	3.82	0.00			15.28				
A-C	382.07	382.07	95.52	0.00			382.07				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	5.51	5.51	1.38	0.00	417.25	0.013	5.49	0.0	0.0	9.617	A
C-AB	13.06	13.06	3.26	0.00	819.28	0.016	13.04	0.0	0.0	4.911	A
C-A	437.26	437.26	109.31	0.00			437.26				
A-B	18.72	18.72	4.68	0.00			18.72				
A-C	467.93	467.93	116.98	0.00			467.93				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	5.51	5.51	1.38	0.00	417.25	0.013	5.50	0.0	0.0	9.617	A
C-AB	13.07	13.07	3.27	0.00	819.29	0.016	13.06	0.0	0.0	4.913	A
C-A	437.25	437.25	109.31	0.00			437.25				
A-B	18.72	18.72	4.68	0.00			18.72				
A-C	467.93	467.93	116.98	0.00			467.93				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	4.49	4.49	1.12	0.00	444.81	0.010	4.51	0.0	0.0	8.993	A
C-AB	9.46	9.46	2.37	0.00	784.41	0.012	9.48	0.0	0.0	5.111	A
C-A	358.22	358.22	89.55	0.00			358.22				
A-B	15.28	15.28	3.82	0.00			15.28				
A-C	382.07	382.07	95.52	0.00			382.07				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	3.76	3.76	0.94	0.00	464.44	0.008	3.77	0.0	0.0	8.597	A
C-AB	7.25	7.25	1.81	0.00	759.01	0.010	7.27	0.0	0.0	5.269	A
C-A	300.66	300.66	75.17	0.00			300.66				
A-B	12.80	12.80	3.20	0.00			12.80				
A-C	319.96	319.96	79.99	0.00			319.96				

Do Something - DS2038, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Old Bray Road (Cul-de-sac)		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Old Bray Road (Cul-de-sac)	One lane	2.50	49	49

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
1	B-A	491.764	0.086	0.217	0.136	0.309
1	B-C	622.006	0.091	0.231	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D11	DS2038	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	471.00	100.000
B - Old Bray Road (Cul-de-sac)		ONE HOUR	✓	13.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	371.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	24.000	447.000
	B - Old Bray Road (Cul-de-sac)	7.000	0.000	6.000
	C - R842 Old Bray Road North	342.000	29.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.05	0.95
	B - Old Bray Road (Cul-de-sac)	0.54	0.00	0.46
	C - R842 Old Bray Road North	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Old Bray Road (Cul-de-sac)	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Old Bray Road (Cul-de-sac)	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	10.63	0.0	B	11.93	17.89
C-AB	0.08	5.73	0.2	A	45.69	68.53
C-A					294.75	442.12
A-B					22.02	33.03
A-C					410.18	615.26

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.79	9.79	2.45	0.00	437.78	0.022	9.69	0.0	0.0	9.248	A
C-AB	32.95	32.95	8.24	0.00	724.66	0.045	32.66	0.0	0.1	5.722	A
C-A	246.36	246.36	61.59	0.00			246.36				
A-B	18.07	18.07	4.52	0.00			18.07				
A-C	336.53	336.53	84.13	0.00			336.53				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.69	11.69	2.92	0.00	416.49	0.028	11.66	0.0	0.0	9.782	A
C-AB	42.75	42.75	10.69	0.00	743.98	0.057	42.64	0.1	0.1	5.649	A
C-A	290.77	290.77	72.69	0.00			290.77				
A-B	21.58	21.58	5.39	0.00			21.58				
A-C	401.84	401.84	100.46	0.00			401.84				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	14.31	14.31	3.58	0.00	386.71	0.037	14.27	0.0	0.0	10.631	B
C-AB	61.22	61.22	15.31	0.00	778.36	0.079	60.99	0.1	0.2	5.523	A
C-A	347.26	347.26	86.81	0.00			347.26				
A-B	26.42	26.42	6.61	0.00			26.42				
A-C	492.16	492.16	123.04	0.00			492.16				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	14.31	14.31	3.58	0.00	386.68	0.037	14.31	0.0	0.0	10.634	B
C-AB	61.30	61.30	15.33	0.00	778.46	0.079	61.30	0.2	0.2	5.527	A
C-A	347.18	347.18	86.79	0.00			347.18				
A-B	26.42	26.42	6.61	0.00			26.42				
A-C	492.16	492.16	123.04	0.00			492.16				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.69	11.69	2.92	0.00	416.43	0.028	11.73	0.0	0.0	9.785	A
C-AB	42.84	42.84	10.71	0.00	744.12	0.058	43.06	0.2	0.1	5.654	A
C-A	290.69	290.69	72.67	0.00			290.69				
A-B	21.58	21.58	5.39	0.00			21.58				
A-C	401.84	401.84	100.46	0.00			401.84				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.79	9.79	2.45	0.00	437.71	0.022	9.81	0.0	0.0	9.254	A
C-AB	33.08	33.08	8.27	0.00	724.77	0.046	33.19	0.1	0.1	5.730	A
C-A	246.23	246.23	61.56	0.00			246.23				
A-B	18.07	18.07	4.52	0.00			18.07				
A-C	336.53	336.53	84.13	0.00			336.53				

Do Something - DS2038, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Old Bray Road (Cul-de-sac)		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Old Bray Road (Cul-de-sac)	One lane	2.50	49	49

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
1	B-A	491.764	0.086	0.217	0.136	0.309
1	B-C	622.006	0.091	0.231	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D12	DS2038	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	474.00	100.000
B - Old Bray Road (Cul-de-sac)		ONE HOUR	✓	6.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	435.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	19.000	455.000
	B - Old Bray Road (Cul-de-sac)	2.000	0.000	4.000
	C - R842 Old Bray Road North	429.000	6.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.04	0.96
	B - Old Bray Road (Cul-de-sac)	0.33	0.00	0.67
	C - R842 Old Bray Road North	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Old Bray Road (Cul-de-sac)	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Old Bray Road (Cul-de-sac)	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Old Bray Road (Cul-de-sac)	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	9.57	0.0	A	5.51	8.26
C-AB	0.02	5.22	0.0	A	10.30	15.45
C-A					388.87	583.30
A-B					17.43	26.15
A-C					417.52	626.27

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	4.52	4.52	1.13	0.00	469.67	0.010	4.47	0.0	0.0	8.513	A
C-AB	7.45	7.45	1.86	0.00	766.93	0.010	7.41	0.0	0.0	5.213	A
C-A	320.04	320.04	80.01	0.00			320.04				
A-B	14.30	14.30	3.58	0.00			14.30				
A-C	342.55	342.55	85.64	0.00			342.55				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	5.39	5.39	1.35	0.00	449.19	0.012	5.38	0.0	0.0	8.922	A
C-AB	9.79	9.79	2.45	0.00	793.86	0.012	9.78	0.0	0.0	5.050	A
C-A	381.26	381.26	95.32	0.00			381.26				
A-B	17.08	17.08	4.27	0.00			17.08				
A-C	409.04	409.04	102.26	0.00			409.04				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	6.61	6.61	1.65	0.00	420.34	0.016	6.59	0.0	0.0	9.570	A
C-AB	13.63	13.63	3.41	0.00	830.76	0.016	13.61	0.0	0.0	4.845	A
C-A	465.32	465.32	116.33	0.00			465.32				
A-B	20.92	20.92	5.23	0.00			20.92				
A-C	500.96	500.96	125.24	0.00			500.96				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	6.61	6.61	1.65	0.00	420.34	0.016	6.61	0.0	0.0	9.571	A
C-AB	13.64	13.64	3.41	0.00	830.77	0.016	13.64	0.0	0.0	4.845	A
C-A	465.31	465.31	116.33	0.00			465.31				
A-B	20.92	20.92	5.23	0.00			20.92				
A-C	500.96	500.96	125.24	0.00			500.96				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	5.39	5.39	1.35	0.00	449.18	0.012	5.41	0.0	0.0	8.925	A
C-AB	9.80	9.80	2.45	0.00	793.88	0.012	9.83	0.0	0.0	5.052	A
C-A	381.25	381.25	95.31	0.00			381.25				
A-B	17.08	17.08	4.27	0.00			17.08				
A-C	409.04	409.04	102.26	0.00			409.04				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	4.52	4.52	1.13	0.00	469.66	0.010	4.53	0.0	0.0	8.515	A
C-AB	7.47	7.47	1.87	0.00	766.95	0.010	7.49	0.0	0.0	5.215	A
C-A	320.02	320.02	80.00	0.00			320.02				
A-B	14.30	14.30	3.58	0.00			14.30				
A-C	342.55	342.55	85.64	0.00			342.55				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.0.4211 []
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Filename: Mart Lane.j9
Path: G:\2018\p180208\calcs\picady
Report generation date: 15/09/2021 15:17:10

»Do Nothing - DN2023, AM
»Do Nothing - DN2023, PM
»Do Nothing - DN2028, AM
»Do Nothing - DN2028, PM
»Do Nothing - DN2038, AM
»Do Nothing - DN2038, PM
»Do Something - DS2023, AM
»Do Something - DS2023, PM
»Do Something - DS2028, AM
»Do Something - DS2028, PM
»Do Something - DS2038, AM
»Do Something - DS2038, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Do Nothing - DN2023							
Stream B-AC	0.7	14.47	0.39	B	0.2	12.60	0.18	B
Stream C-AB	0.2	5.99	0.10	A	0.0	5.58	0.03	A
Stream C-A								
Stream A-B								
Stream A-C								
	Do Nothing - DN2028							
Stream B-AC	0.8	15.77	0.43	C	0.3	13.26	0.20	B
Stream C-AB	0.2	5.97	0.11	A	0.1	5.53	0.04	A
Stream C-A								
Stream A-B								
Stream A-C								
	Do Nothing - DN2038							
Stream B-AC	1.0	17.33	0.47	C	0.3	14.00	0.22	B
Stream C-AB	0.3	5.97	0.12	A	0.1	5.48	0.04	A
Stream C-A								
Stream A-B								
Stream A-C								

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Do Something - DS2023							
Stream B-AC	0.7	15.38	0.40	C	0.3	13.23	0.19	B
Stream C-AB	0.2	6.00	0.10	A	0.0	5.45	0.03	A
Stream C-A								
Stream A-B								
Stream A-C								
	Do Something - DS2028							
Stream B-AC	0.9	16.87	0.45	C	0.3	14.07	0.22	B
Stream C-AB	0.2	5.98	0.11	A	0.1	5.40	0.04	A
Stream C-A								
Stream A-B								
Stream A-C								
	Do Something - DS2038							
Stream B-AC	1.0	18.53	0.49	C	0.3	14.90	0.24	B
Stream C-AB	0.3	5.98	0.13	A	0.1	5.35	0.04	A
Stream C-A								
Stream A-B								
Stream A-C								

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

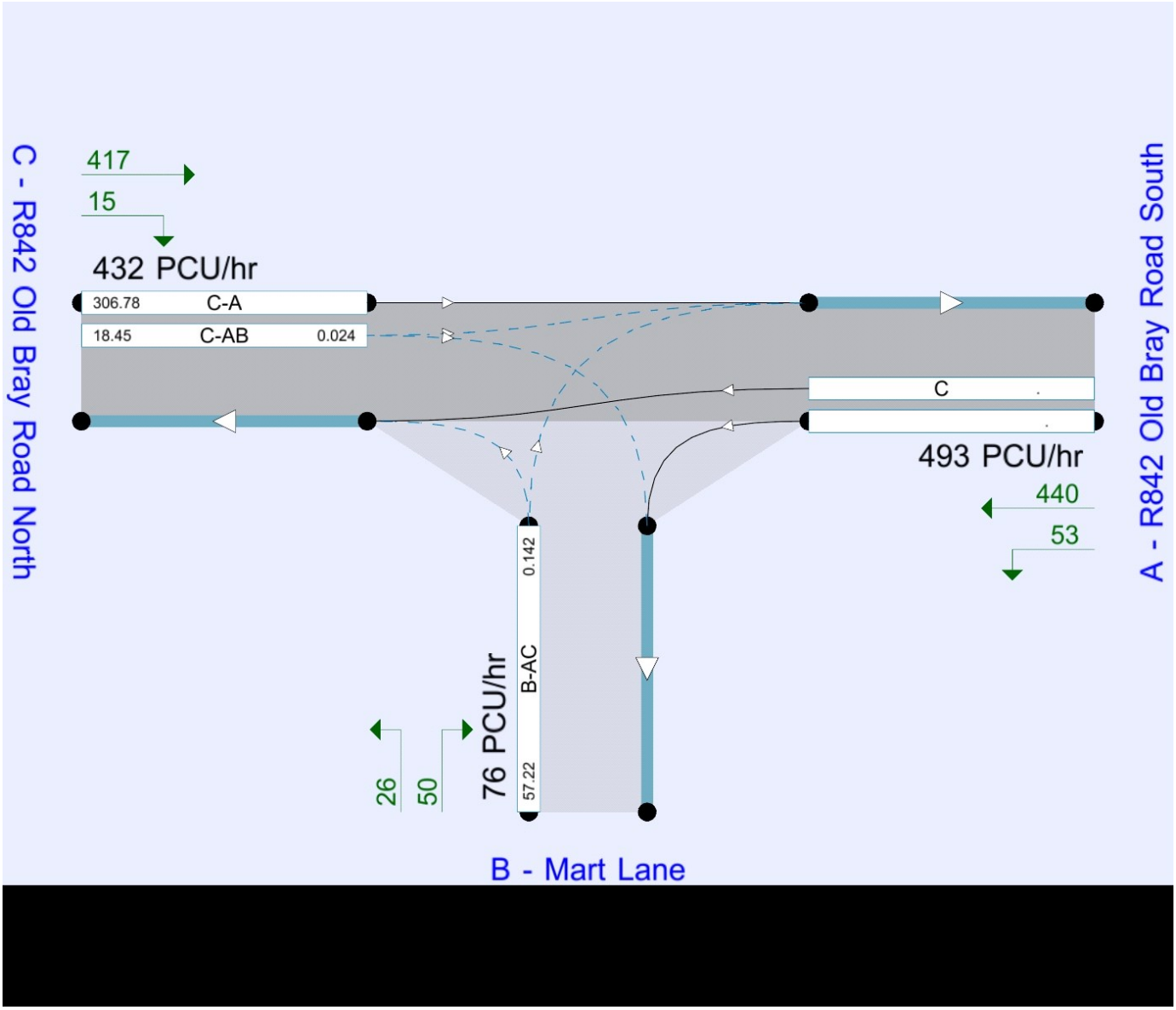
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	07/02/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	HEADOFFICE"gendyh
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
DN2023	AM	ONE HOUR	08:00	09:30	15	✓
DN2023	PM	ONE HOUR	16:00	17:30	15	✓
DS2023	AM	ONE HOUR	08:00	09:30	15	✓
DS2023	PM	ONE HOUR	16:00	17:30	15	✓
DN2028	AM	ONE HOUR	08:00	09:30	15	✓
DN2028	PM	ONE HOUR	16:00	17:30	15	✓
DS2028	AM	ONE HOUR	08:00	09:30	15	✓
DS2028	PM	ONE HOUR	16:00	17:30	15	✓
DN2038	AM	ONE HOUR	08:00	09:30	15	✓
DN2038	PM	ONE HOUR	16:00	17:30	15	✓
DS2038	AM	ONE HOUR	08:00	09:30	15	✓
DS2038	PM	ONE HOUR	16:00	17:30	15	✓

Do Nothing - DN2023, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	3.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Mart Lane		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mart Lane	One lane	2.20	49	49

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
1	B-A	476.215	0.083	0.210	0.132	0.300
1	B-C	602.340	0.088	0.223	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D1	DN2023	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	283.00	100.000
B - Mart Lane		ONE HOUR	✓	157.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	286.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	31.000	252.000
	B - Mart Lane	68.000	0.000	89.000
	C - R842 Old Bray Road North	243.000	43.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.11	0.89
	B - Mart Lane	0.43	0.00	0.57
	C - R842 Old Bray Road North	0.85	0.15	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Mart Lane	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Mart Lane	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.39	14.47	0.7	B	144.07	216.10
C-AB	0.10	5.99	0.2	A	57.27	85.91
C-A					205.17	307.75
A-B					28.45	42.67
A-C					231.24	346.86

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	118.20	118.20	29.55	0.00	476.86	0.248	116.77	0.0	0.4	10.956	B
C-AB	43.18	43.18	10.79	0.00	704.63	0.061	42.76	0.0	0.1	5.981	A
C-A	172.14	172.14	43.03	0.00			172.14				
A-B	23.34	23.34	5.83	0.00			23.34				
A-C	189.72	189.72	47.43	0.00			189.72				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	141.14	141.14	35.28	0.00	464.17	0.304	140.68	0.4	0.5	12.222	B
C-AB	54.62	54.62	13.65	0.00	719.43	0.076	54.49	0.1	0.1	5.959	A
C-A	202.49	202.49	50.62	0.00			202.49				
A-B	27.87	27.87	6.97	0.00			27.87				
A-C	226.54	226.54	56.64	0.00			226.54				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	172.86	172.86	43.22	0.00	446.51	0.387	172.04	0.5	0.7	14.382	B
C-AB	73.89	73.89	18.47	0.00	742.98	0.099	73.66	0.1	0.2	5.921	A
C-A	241.00	241.00	60.25	0.00			241.00				
A-B	34.13	34.13	8.53	0.00			34.13				
A-C	277.46	277.46	69.36	0.00			277.46				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	172.86	172.86	43.22	0.00	446.48	0.387	172.83	0.7	0.7	14.466	B
C-AB	73.95	73.95	18.49	0.00	743.06	0.100	73.94	0.2	0.2	5.925	A
C-A	240.94	240.94	60.24	0.00			240.94				
A-B	34.13	34.13	8.53	0.00			34.13				
A-C	277.46	277.46	69.36	0.00			277.46				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	141.14	141.14	35.28	0.00	464.12	0.304	141.93	0.7	0.5	12.322	B
C-AB	54.69	54.69	13.67	0.00	719.55	0.076	54.91	0.2	0.1	5.962	A
C-A	202.42	202.42	50.60	0.00			202.42				
A-B	27.87	27.87	6.97	0.00			27.87				
A-C	226.54	226.54	56.64	0.00			226.54				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	118.20	118.20	29.55	0.00	476.77	0.248	118.68	0.5	0.4	11.073	B
C-AB	43.31	43.31	10.83	0.00	704.74	0.061	43.45	0.1	0.1	5.991	A
C-A	172.00	172.00	43.00	0.00			172.00				
A-B	23.34	23.34	5.83	0.00			23.34				
A-C	189.72	189.72	47.43	0.00			189.72				

Do Nothing - DN2023, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Mart Lane		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mart Lane	One lane	2.20	49	49

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
1	B-A	476.215	0.083	0.210	0.132	0.300
1	B-C	602.340	0.088	0.223	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D2	DN2023	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	396.00	100.000
B - Mart Lane		ONE HOUR	✓	64.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	331.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	45.000	351.000
	B - Mart Lane	42.000	0.000	22.000
	C - R842 Old Bray Road North	318.000	13.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.11	0.89
	B - Mart Lane	0.66	0.00	0.34
	C - R842 Old Bray Road North	0.96	0.04	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Mart Lane	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Mart Lane	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	12.60	0.2	B	58.73	88.09
C-AB	0.03	5.58	0.0	A	19.20	28.80
C-A					284.53	426.80
A-B					41.29	61.94
A-C					322.08	483.13

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	48.18	48.18	12.05	0.00	425.99	0.113	47.63	0.0	0.1	10.452	B
C-AB	14.29	14.29	3.57	0.00	724.18	0.020	14.18	0.0	0.0	5.577	A
C-A	234.91	234.91	58.73	0.00			234.91				
A-B	33.88	33.88	8.47	0.00			33.88				
A-C	264.25	264.25	66.06	0.00			264.25				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	57.53	57.53	14.38	0.00	408.77	0.141	57.38	0.1	0.2	11.265	B
C-AB	18.39	18.39	4.60	0.00	743.06	0.025	18.35	0.0	0.0	5.463	A
C-A	279.18	279.18	69.79	0.00			279.18				
A-B	40.45	40.45	10.11	0.00			40.45				
A-C	315.54	315.54	78.89	0.00			315.54				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	70.47	70.47	17.62	0.00	384.80	0.183	70.21	0.2	0.2	12.577	B
C-AB	24.89	24.89	6.22	0.00	769.30	0.032	24.84	0.0	0.0	5.319	A
C-A	339.55	339.55	84.89	0.00			339.55				
A-B	49.55	49.55	12.39	0.00			49.55				
A-C	386.46	386.46	96.61	0.00			386.46				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	70.47	70.47	17.62	0.00	384.79	0.183	70.46	0.2	0.2	12.597	B
C-AB	24.91	24.91	6.23	0.00	769.32	0.032	24.91	0.0	0.0	5.319	A
C-A	339.53	339.53	84.88	0.00			339.53				
A-B	49.55	49.55	12.39	0.00			49.55				
A-C	386.46	386.46	96.61	0.00			386.46				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	57.53	57.53	14.38	0.00	408.76	0.141	57.78	0.2	0.2	11.292	B
C-AB	18.41	18.41	4.60	0.00	743.09	0.025	18.46	0.0	0.0	5.465	A
C-A	279.15	279.15	69.79	0.00			279.15				
A-B	40.45	40.45	10.11	0.00			40.45				
A-C	315.54	315.54	78.89	0.00			315.54				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	48.18	48.18	12.05	0.00	425.96	0.113	48.34	0.2	0.1	10.492	B
C-AB	14.33	14.33	3.58	0.00	724.21	0.020	14.36	0.0	0.0	5.580	A
C-A	234.87	234.87	58.72	0.00			234.87				
A-B	33.88	33.88	8.47	0.00			33.88				
A-C	264.25	264.25	66.06	0.00			264.25				

Do Nothing - DN2028, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	3.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Mart Lane		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mart Lane	One lane	2.20	49	49

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
1	B-A	476.215	0.083	0.210	0.132	0.300
1	B-C	602.340	0.088	0.223	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DN2028	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	307.00	100.000
B - Mart Lane		ONE HOUR	✓	170.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	309.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	34.000	273.000
	B - Mart Lane	74.000	0.000	96.000
	C - R842 Old Bray Road North	263.000	46.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.11	0.89
	B - Mart Lane	0.44	0.00	0.56
	C - R842 Old Bray Road North	0.85	0.15	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Mart Lane	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Mart Lane	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.43	15.77	0.8	C	155.99	233.99
C-AB	0.11	5.97	0.2	A	63.22	94.83
C-A					220.32	330.49
A-B					31.20	46.80
A-C					250.51	375.76

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	127.98	127.98	32.00	0.00	471.17	0.272	126.37	0.0	0.4	11.434	B
C-AB	47.29	47.29	11.82	0.00	710.75	0.067	46.82	0.0	0.1	5.963	A
C-A	185.34	185.34	46.34	0.00			185.34				
A-B	25.60	25.60	6.40	0.00			25.60				
A-C	205.53	205.53	51.38	0.00			205.53				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	152.83	152.83	38.21	0.00	457.37	0.334	152.27	0.4	0.5	12.954	B
C-AB	60.09	60.09	15.02	0.00	726.82	0.083	59.95	0.1	0.2	5.942	A
C-A	217.69	217.69	54.42	0.00			217.69				
A-B	30.57	30.57	7.64	0.00			30.57				
A-C	245.42	245.42	61.36	0.00			245.42				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	187.17	187.17	46.79	0.00	438.13	0.427	186.15	0.5	0.8	15.648	C
C-AB	82.11	82.11	20.53	0.00	752.80	0.109	81.85	0.2	0.2	5.907	A
C-A	258.10	258.10	64.53	0.00			258.10				
A-B	37.43	37.43	9.36	0.00			37.43				
A-C	300.58	300.58	75.14	0.00			300.58				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	187.17	187.17	46.79	0.00	438.09	0.427	187.13	0.8	0.8	15.770	C
C-AB	82.19	82.19	20.55	0.00	752.90	0.109	82.18	0.2	0.2	5.911	A
C-A	258.03	258.03	64.51	0.00			258.03				
A-B	37.43	37.43	9.36	0.00			37.43				
A-C	300.58	300.58	75.14	0.00			300.58				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	152.83	152.83	38.21	0.00	457.31	0.334	153.81	0.8	0.6	13.091	B
C-AB	60.19	60.19	15.05	0.00	726.96	0.083	60.44	0.2	0.2	5.947	A
C-A	217.60	217.60	54.40	0.00			217.60				
A-B	30.57	30.57	7.64	0.00			30.57				
A-C	245.42	245.42	61.36	0.00			245.42				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	127.98	127.98	32.00	0.00	471.07	0.272	128.57	0.6	0.4	11.581	B
C-AB	47.45	47.45	11.86	0.00	710.88	0.067	47.60	0.2	0.1	5.974	A
C-A	185.18	185.18	46.30	0.00			185.18				
A-B	25.60	25.60	6.40	0.00			25.60				
A-C	205.53	205.53	51.38	0.00			205.53				

Do Nothing - DN2028, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Mart Lane		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mart Lane	One lane	2.20	49	49

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
1	B-A	476.215	0.083	0.210	0.132	0.300
1	B-C	602.340	0.088	0.223	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D6	DN2028	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	429.00	100.000
B - Mart Lane		ONE HOUR	✓	69.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	358.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	49.000	380.000
	B - Mart Lane	45.000	0.000	24.000
	C - R842 Old Bray Road North	344.000	14.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.11	0.89
	B - Mart Lane	0.65	0.00	0.35
	C - R842 Old Bray Road North	0.96	0.04	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Mart Lane	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Mart Lane	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	13.26	0.3	B	63.32	94.97
C-AB	0.04	5.53	0.1	A	21.49	32.24
C-A					307.01	460.52
A-B					44.96	67.44
A-C					348.69	523.04

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	51.95	51.95	12.99	0.00	419.27	0.124	51.33	0.0	0.2	10.746	B
C-AB	15.87	15.87	3.97	0.00	732.01	0.022	15.75	0.0	0.0	5.529	A
C-A	253.66	253.66	63.41	0.00			253.66				
A-B	36.89	36.89	9.22	0.00			36.89				
A-C	286.08	286.08	71.52	0.00			286.08				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	62.03	62.03	15.51	0.00	400.59	0.155	61.85	0.2	0.2	11.684	B
C-AB	20.54	20.54	5.13	0.00	752.48	0.027	20.50	0.0	0.0	5.409	A
C-A	301.30	301.30	75.32	0.00			301.30				
A-B	44.05	44.05	11.01	0.00			44.05				
A-C	341.61	341.61	85.40	0.00			341.61				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	75.97	75.97	18.99	0.00	374.55	0.203	75.66	0.2	0.3	13.236	B
C-AB	28.02	28.02	7.01	0.00	780.88	0.036	27.96	0.0	0.1	5.259	A
C-A	366.14	366.14	91.54	0.00			366.14				
A-B	53.95	53.95	13.49	0.00			53.95				
A-C	418.39	418.39	104.60	0.00			418.39				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	75.97	75.97	18.99	0.00	374.54	0.203	75.96	0.3	0.3	13.262	B
C-AB	28.04	28.04	7.01	0.00	780.90	0.036	28.04	0.1	0.1	5.262	A
C-A	366.12	366.12	91.53	0.00			366.12				
A-B	53.95	53.95	13.49	0.00			53.95				
A-C	418.39	418.39	104.60	0.00			418.39				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	62.03	62.03	15.51	0.00	400.57	0.155	62.32	0.3	0.2	11.719	B
C-AB	20.57	20.57	5.14	0.00	752.52	0.027	20.63	0.1	0.0	5.413	A
C-A	301.27	301.27	75.32	0.00			301.27				
A-B	44.05	44.05	11.01	0.00			44.05				
A-C	341.61	341.61	85.40	0.00			341.61				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	51.95	51.95	12.99	0.00	419.24	0.124	52.13	0.2	0.2	10.792	B
C-AB	15.91	15.91	3.98	0.00	732.05	0.022	15.95	0.0	0.0	5.529	A
C-A	253.61	253.61	63.40	0.00			253.61				
A-B	36.89	36.89	9.22	0.00			36.89				
A-C	286.08	286.08	71.52	0.00			286.08				

Do Nothing - DN2038, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	4.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Mart Lane		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mart Lane	One lane	2.20	49	49

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
1	B-A	476.215	0.083	0.210	0.132	0.300
1	B-C	602.340	0.088	0.223	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D9	DN2038	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	329.00	100.000
B - Mart Lane		ONE HOUR	✓	183.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	333.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	36.000	293.000
	B - Mart Lane	80.000	0.000	103.000
	C - R842 Old Bray Road North	283.000	50.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.11	0.89
	B - Mart Lane	0.44	0.00	0.56
	C - R842 Old Bray Road North	0.85	0.15	0.00

Vehicle Mix

Heavy Vehicle proportion

	To			
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Mart Lane	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

	To			
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Mart Lane	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.47	17.33	1.0	C	167.92	251.89
C-AB	0.12	5.97	0.3	A	71.37	107.05
C-A					234.20	351.30
A-B					33.03	49.55
A-C					268.86	403.29

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	137.77	137.77	34.44	0.00	465.60	0.296	135.96	0.0	0.5	11.949	B
C-AB	52.61	52.61	13.15	0.00	717.21	0.073	52.08	0.0	0.1	5.953	A
C-A	198.09	198.09	49.52	0.00			198.09				
A-B	27.10	27.10	6.78	0.00			27.10				
A-C	220.59	220.59	55.15	0.00			220.59				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	164.51	164.51	41.13	0.00	450.68	0.365	163.85	0.5	0.6	13.772	B
C-AB	68.59	68.59	17.15	0.00	737.18	0.093	68.40	0.1	0.2	5.925	A
C-A	230.77	230.77	57.69	0.00			230.77				
A-B	32.36	32.36	8.09	0.00			32.36				
A-C	263.40	263.40	65.85	0.00			263.40				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	201.49	201.49	50.37	0.00	429.86	0.469	200.20	0.6	0.9	17.143	C
C-AB	92.70	92.70	23.17	0.00	763.18	0.121	92.40	0.2	0.3	5.907	A
C-A	273.94	273.94	68.49	0.00			273.94				
A-B	39.64	39.64	9.91	0.00			39.64				
A-C	322.60	322.60	80.65	0.00			322.60				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	201.49	201.49	50.37	0.00	429.82	0.469	201.43	0.9	1.0	17.325	C
C-AB	92.79	92.79	23.20	0.00	763.29	0.122	92.78	0.3	0.3	5.912	A
C-A	273.85	273.85	68.46	0.00			273.85				
A-B	39.64	39.64	9.91	0.00			39.64				
A-C	322.60	322.60	80.65	0.00			322.60				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	164.51	164.51	41.13	0.00	450.61	0.365	165.74	1.0	0.6	13.960	B
C-AB	68.71	68.71	17.18	0.00	737.36	0.093	68.99	0.3	0.2	5.933	A
C-A	230.65	230.65	57.66	0.00			230.65				
A-B	32.36	32.36	8.09	0.00			32.36				
A-C	263.40	263.40	65.85	0.00			263.40				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	137.77	137.77	34.44	0.00	465.48	0.296	138.48	0.6	0.5	12.138	B
C-AB	52.80	52.80	13.20	0.00	717.37	0.074	52.99	0.2	0.1	5.967	A
C-A	197.90	197.90	49.47	0.00			197.90				
A-B	27.10	27.10	6.78	0.00			27.10				
A-C	220.59	220.59	55.15	0.00			220.59				

Do Nothing - DN2038, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Mart Lane		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mart Lane	One lane	2.20	49	49

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
1	B-A	476.215	0.083	0.210	0.132	0.300
1	B-C	602.340	0.088	0.223	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D10	DN2038	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	461.00	100.000
B - Mart Lane		ONE HOUR	✓	74.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	385.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	52.000	409.000
	B - Mart Lane	48.000	0.000	26.000
	C - R842 Old Bray Road North	370.000	15.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.11	0.89
	B - Mart Lane	0.65	0.00	0.35
	C - R842 Old Bray Road North	0.96	0.04	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Mart Lane	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Mart Lane	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	14.00	0.3	B	67.90	101.86
C-AB	0.04	5.48	0.1	A	23.93	35.89
C-A					329.35	494.03
A-B					47.72	71.57
A-C					375.31	562.96

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	55.71	55.71	13.93	0.00	412.52	0.135	55.03	0.0	0.2	11.056	B
C-AB	17.53	17.53	4.38	0.00	740.02	0.024	17.40	0.0	0.0	5.480	A
C-A	272.32	272.32	68.08	0.00			272.32				
A-B	39.15	39.15	9.79	0.00			39.15				
A-C	307.92	307.92	76.98	0.00			307.92				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	66.52	66.52	16.63	0.00	392.39	0.170	66.32	0.2	0.2	12.137	B
C-AB	22.82	22.82	5.71	0.00	762.10	0.030	22.78	0.0	0.0	5.356	A
C-A	323.29	323.29	80.82	0.00			323.29				
A-B	46.75	46.75	11.69	0.00			46.75				
A-C	367.68	367.68	91.92	0.00			367.68				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	81.48	81.48	20.37	0.00	364.29	0.224	81.12	0.2	0.3	13.965	B
C-AB	31.38	31.38	7.85	0.00	792.65	0.040	31.31	0.0	0.1	5.201	A
C-A	392.51	392.51	98.13	0.00			392.51				
A-B	57.25	57.25	14.31	0.00			57.25				
A-C	450.32	450.32	112.58	0.00			450.32				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	81.48	81.48	20.37	0.00	364.27	0.224	81.46	0.3	0.3	14.002	B
C-AB	31.41	31.41	7.85	0.00	792.68	0.040	31.40	0.1	0.1	5.202	A
C-A	392.49	392.49	98.12	0.00			392.49				
A-B	57.25	57.25	14.31	0.00			57.25				
A-C	450.32	450.32	112.58	0.00			450.32				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	66.52	66.52	16.63	0.00	392.37	0.170	66.87	0.3	0.2	12.178	B
C-AB	22.85	22.85	5.71	0.00	762.14	0.030	22.92	0.1	0.0	5.357	A
C-A	323.25	323.25	80.81	0.00			323.25				
A-B	46.75	46.75	11.69	0.00			46.75				
A-C	367.68	367.68	91.92	0.00			367.68				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	55.71	55.71	13.93	0.00	412.49	0.135	55.93	0.2	0.2	11.114	B
C-AB	17.58	17.58	4.40	0.00	740.07	0.024	17.63	0.0	0.0	5.481	A
C-A	272.26	272.26	68.07	0.00			272.26				
A-B	39.15	39.15	9.79	0.00			39.15				
A-C	307.92	307.92	76.98	0.00			307.92				

Do Something - DS2023, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	3.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Mart Lane		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mart Lane	One lane	2.20	49	49

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
1	B-A	476.215	0.083	0.210	0.132	0.300
1	B-C	602.340	0.088	0.223	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D3	DS2023	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	337.00	100.000
B - Mart Lane		ONE HOUR	✓	158.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	303.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	33.000	304.000
	B - Mart Lane	69.000	0.000	89.000
	C - R842 Old Bray Road North	260.000	43.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.10	0.90
	B - Mart Lane	0.44	0.00	0.56
	C - R842 Old Bray Road North	0.86	0.14	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Mart Lane	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Mart Lane	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.40	15.38	0.7	C	144.98	217.48
C-AB	0.10	6.00	0.2	A	59.09	88.64
C-A					218.94	328.42
A-B					30.28	45.42
A-C					278.96	418.43

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	118.95	118.95	29.74	0.00	466.45	0.255	117.47	0.0	0.4	11.301	B
C-AB	44.17	44.17	11.04	0.00	704.54	0.063	43.73	0.0	0.1	5.991	A
C-A	183.94	183.94	45.98	0.00			183.94				
A-B	24.84	24.84	6.21	0.00			24.84				
A-C	228.87	228.87	57.22	0.00			228.87				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	142.04	142.04	35.51	0.00	451.76	0.314	141.54	0.4	0.5	12.744	B
C-AB	56.17	56.17	14.04	0.00	719.54	0.078	56.02	0.1	0.1	5.972	A
C-A	216.22	216.22	54.06	0.00			216.22				
A-B	29.67	29.67	7.42	0.00			29.67				
A-C	273.29	273.29	68.32	0.00			273.29				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	173.96	173.96	43.49	0.00	431.30	0.403	173.04	0.5	0.7	15.277	C
C-AB	76.79	76.79	19.20	0.00	744.03	0.103	76.54	0.1	0.2	5.935	A
C-A	256.82	256.82	64.21	0.00			256.82				
A-B	36.33	36.33	9.08	0.00			36.33				
A-C	334.71	334.71	83.68	0.00			334.71				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	173.96	173.96	43.49	0.00	431.26	0.403	173.92	0.7	0.7	15.383	C
C-AB	76.86	76.86	19.21	0.00	744.12	0.103	76.85	0.2	0.2	5.939	A
C-A	256.75	256.75	64.19	0.00			256.75				
A-B	36.33	36.33	9.08	0.00			36.33				
A-C	334.71	334.71	83.68	0.00			334.71				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	142.04	142.04	35.51	0.00	451.71	0.314	142.91	0.7	0.5	12.860	B
C-AB	56.25	56.25	14.06	0.00	719.67	0.078	56.49	0.2	0.2	5.976	A
C-A	216.14	216.14	54.03	0.00			216.14				
A-B	29.67	29.67	7.42	0.00			29.67				
A-C	273.29	273.29	68.32	0.00			273.29				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	118.95	118.95	29.74	0.00	466.36	0.255	119.48	0.5	0.4	11.435	B
C-AB	44.33	44.33	11.08	0.00	704.67	0.063	44.47	0.2	0.1	6.004	A
C-A	183.79	183.79	45.95	0.00			183.79				
A-B	24.84	24.84	6.21	0.00			24.84				
A-C	228.87	228.87	57.22	0.00			228.87				

Do Something - DS2023, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Mart Lane		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mart Lane	One lane	2.20	49	49

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
1	B-A	476.215	0.083	0.210	0.132	0.300
1	B-C	602.340	0.088	0.223	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D4	DS2023	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	428.00	100.000
B - Mart Lane		ONE HOUR	✓	65.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	377.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	46.000	382.000
	B - Mart Lane	43.000	0.000	22.000
	C - R842 Old Bray Road North	364.000	13.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.11	0.89
	B - Mart Lane	0.66	0.00	0.34
	C - R842 Old Bray Road North	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Mart Lane	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Mart Lane	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	13.23	0.3	B	59.65	89.47
C-AB	0.03	5.45	0.0	A	20.46	30.68
C-A					325.49	488.23
A-B					42.21	63.32
A-C					350.53	525.79

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	48.94	48.94	12.23	0.00	416.39	0.118	48.36	0.0	0.1	10.744	B
C-AB	15.04	15.04	3.76	0.00	742.01	0.020	14.93	0.0	0.0	5.446	A
C-A	268.79	268.79	67.20	0.00			268.79				
A-B	34.63	34.63	8.66	0.00			34.63				
A-C	287.59	287.59	71.90	0.00			287.59				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	58.43	58.43	14.61	0.00	397.34	0.147	58.26	0.1	0.2	11.672	B
C-AB	19.53	19.53	4.88	0.00	764.31	0.026	19.50	0.0	0.0	5.316	A
C-A	319.39	319.39	79.85	0.00			319.39				
A-B	41.35	41.35	10.34	0.00			41.35				
A-C	343.41	343.41	85.85	0.00			343.41				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	71.57	71.57	17.89	0.00	370.79	0.193	71.28	0.2	0.3	13.206	B
C-AB	26.75	26.75	6.69	0.00	795.12	0.034	26.70	0.0	0.0	5.153	A
C-A	388.33	388.33	97.08	0.00			388.33				
A-B	50.65	50.65	12.66	0.00			50.65				
A-C	420.59	420.59	105.15	0.00			420.59				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	71.57	71.57	17.89	0.00	370.78	0.193	71.56	0.3	0.3	13.233	B
C-AB	26.77	26.77	6.69	0.00	795.14	0.034	26.77	0.0	0.0	5.153	A
C-A	388.31	388.31	97.08	0.00			388.31				
A-B	50.65	50.65	12.66	0.00			50.65				
A-C	420.59	420.59	105.15	0.00			420.59				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	58.43	58.43	14.61	0.00	397.33	0.147	58.71	0.3	0.2	11.703	B
C-AB	19.55	19.55	4.89	0.00	764.35	0.026	19.61	0.0	0.0	5.319	A
C-A	319.36	319.36	79.84	0.00			319.36				
A-B	41.35	41.35	10.34	0.00			41.35				
A-C	343.41	343.41	85.85	0.00			343.41				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	48.94	48.94	12.23	0.00	416.36	0.118	49.11	0.2	0.1	10.789	B
C-AB	15.08	15.08	3.77	0.00	742.05	0.020	15.12	0.0	0.0	5.447	A
C-A	268.74	268.74	67.19	0.00			268.74				
A-B	34.63	34.63	8.66	0.00			34.63				
A-C	287.59	287.59	71.90	0.00			287.59				

Do Something - DS2028, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	3.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Mart Lane		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mart Lane	One lane	2.20	49	49

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
1	B-A	476.215	0.083	0.210	0.132	0.300
1	B-C	602.340	0.088	0.223	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D7	DS2028	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	361.00	100.000
B - Mart Lane		ONE HOUR	✓	171.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	326.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	36.000	325.000
	B - Mart Lane	75.000	0.000	96.000
	C - R842 Old Bray Road North	280.000	46.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.10	0.90
	B - Mart Lane	0.44	0.00	0.56
	C - R842 Old Bray Road North	0.86	0.14	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Mart Lane	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Mart Lane	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.45	16.87	0.9	C	156.91	235.37
C-AB	0.11	5.98	0.2	A	65.69	98.53
C-A					233.46	350.18
A-B					33.03	49.55
A-C					298.23	447.34

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	128.74	128.74	32.18	0.00	460.78	0.279	127.06	0.0	0.4	11.809	B
C-AB	48.39	48.39	12.10	0.00	710.73	0.068	47.90	0.0	0.1	5.973	A
C-A	197.04	197.04	49.26	0.00			197.04				
A-B	27.10	27.10	6.78	0.00			27.10				
A-C	244.68	244.68	61.17	0.00			244.68				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	153.73	153.73	38.43	0.00	444.96	0.345	153.13	0.4	0.6	13.540	B
C-AB	63.10	63.10	15.78	0.00	729.54	0.086	62.93	0.1	0.2	5.942	A
C-A	229.97	229.97	57.49	0.00			229.97				
A-B	32.36	32.36	8.09	0.00			32.36				
A-C	292.17	292.17	73.04	0.00			292.17				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	188.27	188.27	47.07	0.00	422.90	0.445	187.12	0.6	0.9	16.712	C
C-AB	85.38	85.38	21.35	0.00	754.06	0.113	85.10	0.2	0.2	5.925	A
C-A	273.55	273.55	68.39	0.00			273.55				
A-B	39.64	39.64	9.91	0.00			39.64				
A-C	357.83	357.83	89.46	0.00			357.83				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	188.27	188.27	47.07	0.00	422.86	0.445	188.22	0.9	0.9	16.867	C
C-AB	85.47	85.47	21.37	0.00	754.17	0.113	85.46	0.2	0.2	5.928	A
C-A	273.46	273.46	68.37	0.00			273.46				
A-B	39.64	39.64	9.91	0.00			39.64				
A-C	357.83	357.83	89.46	0.00			357.83				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	153.73	153.73	38.43	0.00	444.90	0.346	154.83	0.9	0.6	13.705	B
C-AB	63.22	63.22	15.80	0.00	729.72	0.087	63.49	0.2	0.2	5.952	A
C-A	229.85	229.85	57.46	0.00			229.85				
A-B	32.36	32.36	8.09	0.00			32.36				
A-C	292.17	292.17	73.04	0.00			292.17				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	128.74	128.74	32.18	0.00	460.67	0.279	129.37	0.6	0.4	11.978	B
C-AB	48.57	48.57	12.14	0.00	710.89	0.068	48.75	0.2	0.1	5.984	A
C-A	196.86	196.86	49.22	0.00			196.86				
A-B	27.10	27.10	6.78	0.00			27.10				
A-C	244.68	244.68	61.17	0.00			244.68				

Do Something - DS2028, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Mart Lane		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mart Lane	One lane	2.20	49	49

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
1	B-A	476.215	0.083	0.210	0.132	0.300
1	B-C	602.340	0.088	0.223	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D8	DS2028	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	461.00	100.000
B - Mart Lane		ONE HOUR	✓	71.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	405.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	50.000	411.000
	B - Mart Lane	47.000	0.000	24.000
	C - R842 Old Bray Road North	391.000	14.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.11	0.89
	B - Mart Lane	0.66	0.00	0.34
	C - R842 Old Bray Road North	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Mart Lane	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Mart Lane	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	14.07	0.3	B	65.15	97.73
C-AB	0.04	5.40	0.1	A	22.91	34.37
C-A					348.72	523.08
A-B					45.88	68.82
A-C					377.14	565.71

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	53.45	53.45	13.36	0.00	408.92	0.131	52.80	0.0	0.2	11.100	B
C-AB	16.71	16.71	4.18	0.00	750.33	0.022	16.59	0.0	0.0	5.397	A
C-A	288.19	288.19	72.05	0.00			288.19				
A-B	37.64	37.64	9.41	0.00			37.64				
A-C	309.42	309.42	77.36	0.00			309.42				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	63.83	63.83	15.96	0.00	388.37	0.164	63.63	0.2	0.2	12.186	B
C-AB	21.83	21.83	5.46	0.00	774.28	0.028	21.79	0.0	0.0	5.262	A
C-A	342.25	342.25	85.56	0.00			342.25				
A-B	44.95	44.95	11.24	0.00			44.95				
A-C	369.48	369.48	92.37	0.00			369.48				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	78.17	78.17	19.54	0.00	359.67	0.217	77.83	0.2	0.3	14.033	B
C-AB	30.14	30.14	7.54	0.00	807.28	0.037	30.08	0.0	0.1	5.095	A
C-A	415.77	415.77	103.94	0.00			415.77				
A-B	55.05	55.05	13.76	0.00			55.05				
A-C	452.52	452.52	113.13	0.00			452.52				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	78.17	78.17	19.54	0.00	359.66	0.217	78.16	0.3	0.3	14.067	B
C-AB	30.17	30.17	7.54	0.00	807.31	0.037	30.16	0.1	0.1	5.097	A
C-A	415.75	415.75	103.94	0.00			415.75				
A-B	55.05	55.05	13.76	0.00			55.05				
A-C	452.52	452.52	113.13	0.00			452.52				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	63.83	63.83	15.96	0.00	388.35	0.164	64.16	0.3	0.2	12.227	B
C-AB	21.86	21.86	5.47	0.00	774.32	0.028	21.93	0.1	0.0	5.263	A
C-A	342.22	342.22	85.56	0.00			342.22				
A-B	44.95	44.95	11.24	0.00			44.95				
A-C	369.48	369.48	92.37	0.00			369.48				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	53.45	53.45	13.36	0.00	408.89	0.131	53.66	0.2	0.2	11.153	B
C-AB	16.77	16.77	4.19	0.00	750.38	0.022	16.81	0.0	0.0	5.398	A
C-A	288.14	288.14	72.03	0.00			288.14				
A-B	37.64	37.64	9.41	0.00			37.64				
A-C	309.42	309.42	77.36	0.00			309.42				

Do Something - DS2038, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	4.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Mart Lane		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mart Lane	One lane	2.20	49	49

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
1	B-A	476.215	0.083	0.210	0.132	0.300
1	B-C	602.340	0.088	0.223	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D11	DS2038	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	384.00	100.000
B - Mart Lane		ONE HOUR	✓	183.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	350.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	38.000	346.000
	B - Mart Lane	80.000	0.000	103.000
	C - R842 Old Bray Road North	300.000	50.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.10	0.90
	B - Mart Lane	0.44	0.00	0.56
	C - R842 Old Bray Road North	0.86	0.14	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Mart Lane	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Mart Lane	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.49	18.53	1.0	C	167.92	251.89
C-AB	0.13	5.98	0.3	A	73.77	110.65
C-A					247.40	371.10
A-B					34.87	52.30
A-C					317.50	476.24

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	137.77	137.77	34.44	0.00	455.55	0.302	135.90	0.0	0.5	12.319	B
C-AB	53.85	53.85	13.46	0.00	717.10	0.075	53.29	0.0	0.1	5.965	A
C-A	209.65	209.65	52.41	0.00			209.65				
A-B	28.61	28.61	7.15	0.00			28.61				
A-C	260.49	260.49	65.12	0.00			260.49				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	164.51	164.51	41.13	0.00	438.60	0.375	163.80	0.5	0.6	14.370	B
C-AB	70.76	70.76	17.69	0.00	737.75	0.096	70.56	0.1	0.2	5.940	A
C-A	243.88	243.88	60.97	0.00			243.88				
A-B	34.16	34.16	8.54	0.00			34.16				
A-C	311.05	311.05	77.76	0.00			311.05				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	201.49	201.49	50.37	0.00	414.91	0.486	200.06	0.6	1.0	18.304	C
C-AB	96.46	96.46	24.12	0.00	764.41	0.126	96.13	0.2	0.3	5.932	A
C-A	288.89	288.89	72.22	0.00			288.89				
A-B	41.84	41.84	10.46	0.00			41.84				
A-C	380.95	380.95	95.24	0.00			380.95				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	201.49	201.49	50.37	0.00	414.86	0.486	201.41	1.0	1.0	18.535	C
C-AB	96.57	96.57	24.14	0.00	764.54	0.126	96.56	0.3	0.3	5.938	A
C-A	288.78	288.78	72.20	0.00			288.78				
A-B	41.84	41.84	10.46	0.00			41.84				
A-C	380.95	380.95	95.24	0.00			380.95				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	164.51	164.51	41.13	0.00	438.53	0.375	165.88	1.0	0.7	14.596	B
C-AB	70.90	70.90	17.72	0.00	737.96	0.096	71.22	0.3	0.2	5.949	A
C-A	243.74	243.74	60.94	0.00			243.74				
A-B	34.16	34.16	8.54	0.00			34.16				
A-C	311.05	311.05	77.76	0.00			311.05				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	137.77	137.77	34.44	0.00	455.43	0.303	138.53	0.7	0.5	12.528	B
C-AB	54.06	54.06	13.52	0.00	717.29	0.075	54.27	0.2	0.1	5.979	A
C-A	209.43	209.43	52.36	0.00			209.43				
A-B	28.61	28.61	7.15	0.00			28.61				
A-C	260.49	260.49	65.12	0.00			260.49				

Do Something - DS2038, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road South		Major
B	Mart Lane		Minor
C	R842 Old Bray Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road North	7.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mart Lane	One lane	2.20	49	49

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
1	B-A	476.215	0.083	0.210	0.132	0.300
1	B-C	602.340	0.088	0.223	-	-
1	C-B	631.874	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D12	DS2038	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road South		ONE HOUR	✓	493.00	100.000
B - Mart Lane		ONE HOUR	✓	76.00	100.000
C - R842 Old Bray Road North		ONE HOUR	✓	432.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.000	53.000	440.000
	B - Mart Lane	50.000	0.000	26.000
	C - R842 Old Bray Road North	417.000	15.000	0.000

Proportions

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	0.00	0.11	0.89
	B - Mart Lane	0.66	0.00	0.34
	C - R842 Old Bray Road North	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	10	10	10
	B - Mart Lane	10	10	10
	C - R842 Old Bray Road North	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road South	B - Mart Lane	C - R842 Old Bray Road North
From	A - R842 Old Bray Road South	1.100	1.100	1.100
	B - Mart Lane	1.100	1.100	1.100
	C - R842 Old Bray Road North	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.24	14.90	0.3	B	69.74	104.61
C-AB	0.04	5.35	0.1	A	25.50	38.25
C-A					370.91	556.37
A-B					48.63	72.95
A-C					403.75	605.63

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	57.22	57.22	14.30	0.00	402.22	0.142	56.50	0.0	0.2	11.432	B
C-AB	18.45	18.45	4.61	0.00	758.33	0.024	18.32	0.0	0.0	5.351	A
C-A	306.78	306.78	76.69	0.00			306.78				
A-B	39.90	39.90	9.98	0.00			39.90				
A-C	331.26	331.26	82.81	0.00			331.26				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	68.32	68.32	17.08	0.00	380.19	0.180	68.09	0.2	0.2	12.679	B
C-AB	24.25	24.25	6.06	0.00	783.84	0.031	24.20	0.0	0.0	5.212	A
C-A	364.11	364.11	91.03	0.00			364.11				
A-B	47.65	47.65	11.91	0.00			47.65				
A-C	395.55	395.55	98.89	0.00			395.55				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	83.68	83.68	20.92	0.00	349.40	0.239	83.27	0.2	0.3	14.855	B
C-AB	33.73	33.73	8.43	0.00	818.91	0.041	33.65	0.0	0.1	5.042	A
C-A	441.91	441.91	110.48	0.00			441.91				
A-B	58.35	58.35	14.59	0.00			58.35				
A-C	484.45	484.45	121.11	0.00			484.45				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	83.68	83.68	20.92	0.00	349.39	0.240	83.66	0.3	0.3	14.899	B
C-AB	33.76	33.76	8.44	0.00	818.94	0.041	33.75	0.1	0.1	5.043	A
C-A	441.88	441.88	110.47	0.00			441.88				
A-B	58.35	58.35	14.59	0.00			58.35				
A-C	484.45	484.45	121.11	0.00			484.45				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	68.32	68.32	17.08	0.00	380.17	0.180	68.71	0.3	0.2	12.729	B
C-AB	24.28	24.28	6.07	0.00	783.89	0.031	24.36	0.1	0.0	5.214	A
C-A	364.08	364.08	91.02	0.00			364.08				
A-B	47.65	47.65	11.91	0.00			47.65				
A-C	395.55	395.55	98.89	0.00			395.55				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	57.22	57.22	14.30	0.00	402.19	0.142	57.46	0.2	0.2	11.494	B
C-AB	18.52	18.52	4.63	0.00	758.38	0.024	18.56	0.0	0.0	5.352	A
C-A	306.71	306.71	76.68	0.00			306.71				
A-B	39.90	39.90	9.98	0.00			39.90				
A-C	331.26	331.26	82.81	0.00			331.26				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.0.4211 []
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Filename: Site Access.j9
Path: G:\2018\p180208\calcs\picady\Site Access
Report generation date: 15/09/2021 15:51:50

»Do Nothing - DN2023, AM
»Do Nothing - DN2023, PM
»Do Nothing - DN2028, AM
»Do Nothing - DN2028, PM
»Do Nothing - DN2038, AM
»Do Nothing - DN2038, PM
»Do Something - DS2023, AM
»Do Something - DS2023, PM
»Do Something - DS2028, AM
»Do Something - DS2028, PM
»Do Something - DS2038, AM
»Do Something - DS2038, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Do Nothing - DN2023							
Stream B-AC	0.0	7.08	0.02	A	0.1	9.56	0.06	A
Stream C-AB	0.1	5.51	0.05	A	0.0	5.31	0.03	A
Stream C-A								
Stream A-B								
Stream A-C								
	Do Nothing - DN2028							
Stream B-AC	0.0	7.19	0.03	A	0.1	9.93	0.07	A
Stream C-AB	0.1	5.46	0.05	A	0.0	5.25	0.03	A
Stream C-A								
Stream A-B								
Stream A-C								
	Do Nothing - DN2038							
Stream B-AC	0.0	7.29	0.03	A	0.1	10.18	0.07	B
Stream C-AB	0.1	5.41	0.06	A	0.0	5.18	0.03	A
Stream C-A								
Stream A-B								
Stream A-C								

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Do Something - DS2023							
Stream B-AC	0.3	11.88	0.24	B	0.3	12.27	0.20	B
Stream C-AB	0.1	5.60	0.07	A	0.2	5.58	0.09	A
Stream C-A								
Stream A-B								
Stream A-C								
	Do Something - DS2028							
Stream B-AC	0.4	12.29	0.25	B	0.3	12.87	0.21	B
Stream C-AB	0.2	5.55	0.08	A	0.2	5.52	0.10	A
Stream C-A								
Stream A-B								
Stream A-C								
	Do Something - DS2038							
Stream B-AC	0.4	12.72	0.25	B	0.3	13.51	0.22	B
Stream C-AB	0.2	5.51	0.09	A	0.3	5.46	0.11	A
Stream C-A								
Stream A-B								
Stream A-C								

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

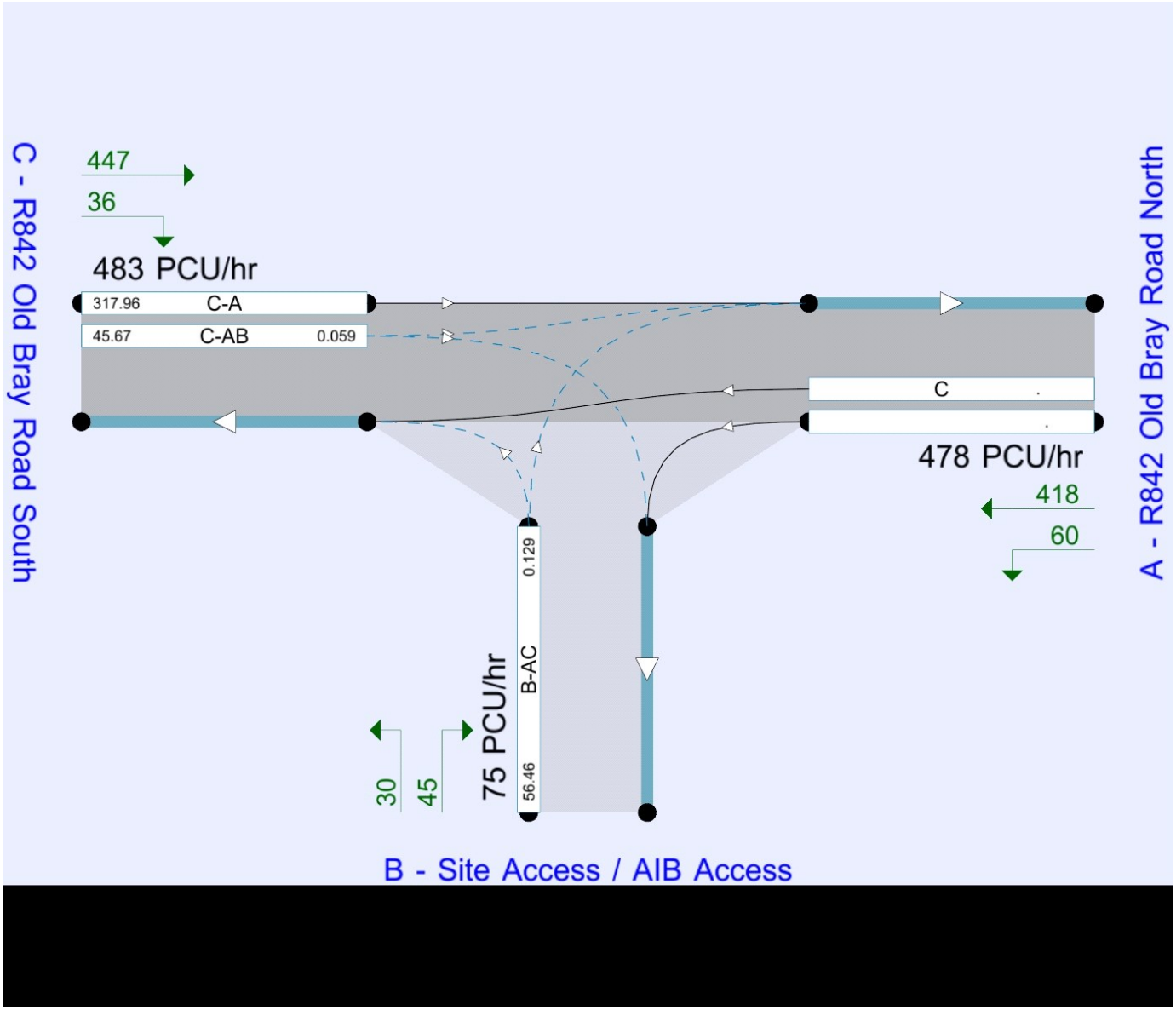
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	07/02/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	HEADOFFICE"gendyh
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
DN2023	AM	ONE HOUR	08:00	09:30	15	✓
DN2023	PM	ONE HOUR	16:00	17:30	15	✓
DS2023	AM	ONE HOUR	08:00	09:30	15	✓
DS2023	PM	ONE HOUR	16:00	17:30	15	✓
DN2028	AM	ONE HOUR	08:00	09:30	15	✓
DN2028	PM	ONE HOUR	16:00	17:30	15	✓
DS2028	AM	ONE HOUR	08:00	09:30	15	✓
DS2028	PM	ONE HOUR	16:00	17:30	15	✓
DN2038	AM	ONE HOUR	08:00	09:30	15	✓
DN2038	PM	ONE HOUR	16:00	17:30	15	✓
DS2038	AM	ONE HOUR	08:00	09:30	15	✓
DS2038	PM	ONE HOUR	16:00	17:30	15	✓

Do Nothing - DN2023, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road North		Major
B	Site Access / AIB Access		Minor
C	R842 Old Bray Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road South	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access / AIB Access	One lane	3.00	49	49

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
1	B-A	517.678	0.094	0.238	0.150	0.340
1	B-C	654.784	0.100	0.254	-	-
1	C-B	631.874	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D1	DN2023	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road North		ONE HOUR	✓	305.00	100.000
B - Site Access / AIB Access		ONE HOUR	✓	13.00	100.000
C - R842 Old Bray Road South		ONE HOUR	✓	348.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.000	21.000	284.000
	B - Site Access / AIB Access	0.000	0.000	13.000
	C - R842 Old Bray Road South	328.000	20.000	0.000

Proportions

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.00	0.07	0.93
	B - Site Access / AIB Access	0.00	0.00	1.00
	C - R842 Old Bray Road South	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	10	10	10
	B - Site Access / AIB Access	10	10	10
	C - R842 Old Bray Road South	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	1.100	1.100	1.100
	B - Site Access / AIB Access	1.100	1.100	1.100
	C - R842 Old Bray Road South	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	7.08	0.0	A	11.93	17.89
C-AB	0.05	5.51	0.1	A	29.55	44.32
C-A					289.78	434.68
A-B					19.27	28.90
A-C					260.60	390.91

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.79	9.79	2.45	0.00	598.95	0.016	9.71	0.0	0.0	6.720	A
C-AB	22.04	22.04	5.51	0.00	740.89	0.030	21.87	0.0	0.0	5.508	A
C-A	239.96	239.96	59.99	0.00			239.96				
A-B	15.81	15.81	3.95	0.00			15.81				
A-C	213.81	213.81	53.45	0.00			213.81				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.69	11.69	2.92	0.00	588.12	0.020	11.67	0.0	0.0	6.869	A
C-AB	28.32	28.32	7.08	0.00	762.57	0.037	28.26	0.0	0.1	5.392	A
C-A	284.53	284.53	71.13	0.00			284.53				
A-B	18.88	18.88	4.72	0.00			18.88				
A-C	255.31	255.31	63.83	0.00			255.31				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	14.31	14.31	3.58	0.00	573.13	0.025	14.29	0.0	0.0	7.085	A
C-AB	38.22	38.22	9.55	0.00	792.43	0.048	38.12	0.1	0.1	5.252	A
C-A	344.94	344.94	86.23	0.00			344.94				
A-B	23.12	23.12	5.78	0.00			23.12				
A-C	312.69	312.69	78.17	0.00			312.69				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	14.31	14.31	3.58	0.00	573.13	0.025	14.31	0.0	0.0	7.085	A
C-AB	38.25	38.25	9.56	0.00	792.46	0.048	38.24	0.1	0.1	5.253	A
C-A	344.91	344.91	86.23	0.00			344.91				
A-B	23.12	23.12	5.78	0.00			23.12				
A-C	312.69	312.69	78.17	0.00			312.69				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.69	11.69	2.92	0.00	588.12	0.020	11.71	0.0	0.0	6.872	A
C-AB	28.36	28.36	7.09	0.00	762.62	0.037	28.45	0.1	0.1	5.394	A
C-A	284.49	284.49	71.12	0.00			284.49				
A-B	18.88	18.88	4.72	0.00			18.88				
A-C	255.31	255.31	63.83	0.00			255.31				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	9.79	9.79	2.45	0.00	598.95	0.016	9.80	0.0	0.0	6.723	A
C-AB	22.10	22.10	5.53	0.00	740.94	0.030	22.16	0.1	0.0	5.509	A
C-A	239.89	239.89	59.97	0.00			239.89				
A-B	15.81	15.81	3.95	0.00			15.81				
A-C	213.81	213.81	53.45	0.00			213.81				

Do Nothing - DN2023, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road North		Major
B	Site Access / AIB Access		Minor
C	R842 Old Bray Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road South	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access / AIB Access	One lane	3.00	49	49

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
1	B-A	517.678	0.094	0.238	0.150	0.340
1	B-C	654.784	0.100	0.254	-	-
1	C-B	631.874	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D2	DN2023	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road North		ONE HOUR	✓	369.00	100.000
B - Site Access / AIB Access		ONE HOUR	✓	24.00	100.000
C - R842 Old Bray Road South		ONE HOUR	✓	395.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.000	10.000	359.000
	B - Site Access / AIB Access	11.000	0.000	13.000
	C - R842 Old Bray Road South	384.000	11.000	0.000

Proportions

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.00	0.03	0.97
	B - Site Access / AIB Access	0.46	0.00	0.54
	C - R842 Old Bray Road South	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	10	10	10
	B - Site Access / AIB Access	10	10	10
	C - R842 Old Bray Road South	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	1.100	1.100	1.100
	B - Site Access / AIB Access	1.100	1.100	1.100
	C - R842 Old Bray Road South	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	9.56	0.1	A	22.02	33.03
C-AB	0.03	5.31	0.0	A	17.59	26.39
C-A					344.87	517.30
A-B					9.18	13.76
A-C					329.42	494.14

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	18.07	18.07	4.52	0.00	487.09	0.037	17.90	0.0	0.0	8.437	A
C-AB	12.92	12.92	3.23	0.00	758.08	0.017	12.83	0.0	0.0	5.313	A
C-A	284.45	284.45	71.11	0.00			284.45				
A-B	7.53	7.53	1.88	0.00			7.53				
A-C	270.27	270.27	67.57	0.00			270.27				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	21.58	21.58	5.39	0.00	467.69	0.046	21.53	0.0	0.1	8.874	A
C-AB	16.80	16.80	4.20	0.00	783.11	0.021	16.77	0.0	0.0	5.167	A
C-A	338.30	338.30	84.57	0.00			338.30				
A-B	8.99	8.99	2.25	0.00			8.99				
A-C	322.73	322.73	80.68	0.00			322.73				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	26.42	26.42	6.61	0.00	440.48	0.060	26.36	0.1	0.1	9.561	A
C-AB	23.02	23.02	5.76	0.00	817.44	0.028	22.98	0.0	0.0	4.984	A
C-A	411.88	411.88	102.97	0.00			411.88				
A-B	11.01	11.01	2.75	0.00			11.01				
A-C	395.27	395.27	98.82	0.00			395.27				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	26.42	26.42	6.61	0.00	440.47	0.060	26.42	0.1	0.1	9.563	A
C-AB	23.04	23.04	5.76	0.00	817.46	0.028	23.04	0.0	0.0	4.986	A
C-A	411.87	411.87	102.97	0.00			411.87				
A-B	11.01	11.01	2.75	0.00			11.01				
A-C	395.27	395.27	98.82	0.00			395.27				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	21.58	21.58	5.39	0.00	467.68	0.046	21.64	0.1	0.1	8.880	A
C-AB	16.82	16.82	4.20	0.00	783.14	0.021	16.86	0.0	0.0	5.167	A
C-A	338.28	338.28	84.57	0.00			338.28				
A-B	8.99	8.99	2.25	0.00			8.99				
A-C	322.73	322.73	80.68	0.00			322.73				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	18.07	18.07	4.52	0.00	487.07	0.037	18.11	0.1	0.0	8.444	A
C-AB	12.96	12.96	3.24	0.00	758.11	0.017	12.99	0.0	0.0	5.314	A
C-A	284.42	284.42	71.10	0.00			284.42				
A-B	7.53	7.53	1.88	0.00			7.53				
A-C	270.27	270.27	67.57	0.00			270.27				

Do Nothing - DN2028, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road North		Major
B	Site Access / AIB Access		Minor
C	R842 Old Bray Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road South	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access / AIB Access	One lane	3.00	49	49

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
1	B-A	517.678	0.094	0.238	0.150	0.340
1	B-C	654.784	0.100	0.254	-	-
1	C-B	631.874	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D5	DN2028	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road North		ONE HOUR	✓	331.00	100.000
B - Site Access / AIB Access		ONE HOUR	✓	14.00	100.000
C - R842 Old Bray Road South		ONE HOUR	✓	378.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.000	23.000	308.000
	B - Site Access / AIB Access	0.000	0.000	14.000
	C - R842 Old Bray Road South	356.000	22.000	0.000

Proportions

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.00	0.07	0.93
	B - Site Access / AIB Access	0.00	0.00	1.00
	C - R842 Old Bray Road South	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	10	10	10
	B - Site Access / AIB Access	10	10	10
	C - R842 Old Bray Road South	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	1.100	1.100	1.100
	B - Site Access / AIB Access	1.100	1.100	1.100
	C - R842 Old Bray Road South	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	7.19	0.0	A	12.85	19.27
C-AB	0.05	5.46	0.1	A	33.79	50.69
C-A					313.07	469.60
A-B					21.11	31.66
A-C					282.63	423.94

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	10.54	10.54	2.63	0.00	594.22	0.018	10.46	0.0	0.0	6.783	A
C-AB	25.01	25.01	6.25	0.00	750.42	0.033	24.82	0.0	0.0	5.456	A
C-A	259.56	259.56	64.89	0.00			259.56				
A-B	17.32	17.32	4.33	0.00			17.32				
A-C	231.88	231.88	57.97	0.00			231.88				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	12.59	12.59	3.15	0.00	582.46	0.022	12.57	0.0	0.0	6.948	A
C-AB	32.33	32.33	8.08	0.00	773.94	0.042	32.26	0.0	0.1	5.341	A
C-A	307.49	307.49	76.87	0.00			307.49				
A-B	20.68	20.68	5.17	0.00			20.68				
A-C	276.89	276.89	69.22	0.00			276.89				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	15.41	15.41	3.85	0.00	566.21	0.027	15.39	0.0	0.0	7.188	A
C-AB	43.95	43.95	10.99	0.00	806.25	0.055	43.84	0.1	0.1	5.194	A
C-A	372.23	372.23	93.06	0.00			372.23				
A-B	25.32	25.32	6.33	0.00			25.32				
A-C	339.11	339.11	84.78	0.00			339.11				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	15.41	15.41	3.85	0.00	566.21	0.027	15.41	0.0	0.0	7.188	A
C-AB	43.99	43.99	11.00	0.00	806.29	0.055	43.99	0.1	0.1	5.197	A
C-A	372.20	372.20	93.05	0.00			372.20				
A-B	25.32	25.32	6.33	0.00			25.32				
A-C	339.11	339.11	84.78	0.00			339.11				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	12.59	12.59	3.15	0.00	582.46	0.022	12.61	0.0	0.0	6.951	A
C-AB	32.38	32.38	8.09	0.00	774.01	0.042	32.49	0.1	0.1	5.343	A
C-A	307.44	307.44	76.86	0.00			307.44				
A-B	20.68	20.68	5.17	0.00			20.68				
A-C	276.89	276.89	69.22	0.00			276.89				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	10.54	10.54	2.63	0.00	594.22	0.018	10.56	0.0	0.0	6.786	A
C-AB	25.10	25.10	6.27	0.00	750.48	0.033	25.16	0.1	0.0	5.462	A
C-A	259.48	259.48	64.87	0.00			259.48				
A-B	17.32	17.32	4.33	0.00			17.32				
A-C	231.88	231.88	57.97	0.00			231.88				

Do Nothing - DN2028, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road North		Major
B	Site Access / AIB Access		Minor
C	R842 Old Bray Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road South	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access / AIB Access	One lane	3.00	49	49

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
1	B-A	517.678	0.094	0.238	0.150	0.340
1	B-C	654.784	0.100	0.254	-	-
1	C-B	631.874	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D6	DN2028	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road North		ONE HOUR	✓	399.00	100.000
B - Site Access / AIB Access		ONE HOUR	✓	26.00	100.000
C - R842 Old Bray Road South		ONE HOUR	✓	428.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.000	10.000	389.000
	B - Site Access / AIB Access	12.000	0.000	14.000
	C - R842 Old Bray Road South	416.000	12.000	0.000

Proportions

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.00	0.03	0.97
	B - Site Access / AIB Access	0.46	0.00	0.54
	C - R842 Old Bray Road South	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	10	10	10
	B - Site Access / AIB Access	10	10	10
	C - R842 Old Bray Road South	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	1.100	1.100	1.100
	B - Site Access / AIB Access	1.100	1.100	1.100
	C - R842 Old Bray Road South	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	9.93	0.1	A	23.86	35.79
C-AB	0.03	5.25	0.0	A	20.05	30.08
C-A					372.69	559.03
A-B					9.18	13.76
A-C					356.95	535.43

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	19.57	19.57	4.89	0.00	478.25	0.041	19.39	0.0	0.0	8.623	A
C-AB	14.61	14.61	3.65	0.00	768.94	0.019	14.51	0.0	0.0	5.249	A
C-A	307.61	307.61	76.90	0.00			307.61				
A-B	7.53	7.53	1.88	0.00			7.53				
A-C	292.86	292.86	73.21	0.00			292.86				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	23.37	23.37	5.84	0.00	457.09	0.051	23.32	0.0	0.1	9.128	A
C-AB	19.11	19.11	4.78	0.00	796.02	0.024	19.08	0.0	0.0	5.096	A
C-A	365.65	365.65	91.41	0.00			365.65				
A-B	8.99	8.99	2.25	0.00			8.99				
A-C	349.70	349.70	87.43	0.00			349.70				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	28.63	28.63	7.16	0.00	427.35	0.067	28.55	0.1	0.1	9.926	A
C-AB	26.40	26.40	6.60	0.00	833.03	0.032	26.35	0.0	0.0	4.908	A
C-A	444.83	444.83	111.21	0.00			444.83				
A-B	11.01	11.01	2.75	0.00			11.01				
A-C	428.30	428.30	107.07	0.00			428.30				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	28.63	28.63	7.16	0.00	427.34	0.067	28.62	0.1	0.1	9.931	A
C-AB	26.42	26.42	6.61	0.00	833.05	0.032	26.42	0.0	0.0	4.909	A
C-A	444.81	444.81	111.20	0.00			444.81				
A-B	11.01	11.01	2.75	0.00			11.01				
A-C	428.30	428.30	107.07	0.00			428.30				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	23.37	23.37	5.84	0.00	457.08	0.051	23.45	0.1	0.1	9.135	A
C-AB	19.13	19.13	4.78	0.00	796.05	0.024	19.18	0.0	0.0	5.099	A
C-A	365.63	365.63	91.41	0.00			365.63				
A-B	8.99	8.99	2.25	0.00			8.99				
A-C	349.70	349.70	87.43	0.00			349.70				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	19.57	19.57	4.89	0.00	478.22	0.041	19.62	0.1	0.0	8.637	A
C-AB	14.65	14.65	3.66	0.00	768.98	0.019	14.68	0.0	0.0	5.249	A
C-A	307.57	307.57	76.89	0.00			307.57				
A-B	7.53	7.53	1.88	0.00			7.53				
A-C	292.86	292.86	73.21	0.00			292.86				

Do Nothing - DN2038, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road North		Major
B	Site Access / AIB Access		Minor
C	R842 Old Bray Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road South	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access / AIB Access	One lane	3.00	49	49

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
1	B-A	517.678	0.094	0.238	0.150	0.340
1	B-C	654.784	0.100	0.254	-	-
1	C-B	631.874	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D9	DN2038	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road North		ONE HOUR	✓	356.00	100.000
B - Site Access / AIB Access		ONE HOUR	✓	15.00	100.000
C - R842 Old Bray Road South		ONE HOUR	✓	407.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.000	25.000	331.000
	B - Site Access / AIB Access	0.000	0.000	15.000
	C - R842 Old Bray Road South	383.000	24.000	0.000

Proportions

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.00	0.07	0.93
	B - Site Access / AIB Access	0.00	0.00	1.00
	C - R842 Old Bray Road South	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	10	10	10
	B - Site Access / AIB Access	10	10	10
	C - R842 Old Bray Road South	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	1.100	1.100	1.100
	B - Site Access / AIB Access	1.100	1.100	1.100
	C - R842 Old Bray Road South	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	7.29	0.0	A	13.76	20.65
C-AB	0.06	5.41	0.1	A	39.22	58.83
C-A					334.25	501.38
A-B					22.94	34.41
A-C					303.73	455.60

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.29	11.29	2.82	0.00	589.67	0.019	11.21	0.0	0.0	6.845	A
C-AB	28.12	28.12	7.03	0.00	759.62	0.037	27.90	0.0	0.1	5.410	A
C-A	278.29	278.29	69.57	0.00			278.29				
A-B	18.82	18.82	4.71	0.00			18.82				
A-C	249.19	249.19	62.30	0.00			249.19				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	13.48	13.48	3.37	0.00	577.04	0.023	13.47	0.0	0.0	7.025	A
C-AB	36.54	36.54	9.14	0.00	784.90	0.047	36.46	0.1	0.1	5.293	A
C-A	329.34	329.34	82.34	0.00			329.34				
A-B	22.47	22.47	5.62	0.00			22.47				
A-C	297.56	297.56	74.39	0.00			297.56				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	16.52	16.52	4.13	0.00	559.56	0.030	16.49	0.0	0.0	7.291	A
C-AB	52.88	52.88	13.22	0.00	829.21	0.064	52.72	0.1	0.1	5.100	A
C-A	395.23	395.23	98.81	0.00			395.23				
A-B	27.53	27.53	6.88	0.00			27.53				
A-C	364.44	364.44	91.11	0.00			364.44				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	16.52	16.52	4.13	0.00	559.56	0.030	16.51	0.0	0.0	7.291	A
C-AB	52.94	52.94	13.23	0.00	829.29	0.064	52.93	0.1	0.1	5.104	A
C-A	395.18	395.18	98.79	0.00			395.18				
A-B	27.53	27.53	6.88	0.00			27.53				
A-C	364.44	364.44	91.11	0.00			364.44				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	13.48	13.48	3.37	0.00	577.04	0.023	13.51	0.0	0.0	7.026	A
C-AB	36.61	36.61	9.15	0.00	785.00	0.047	36.77	0.1	0.1	5.296	A
C-A	329.28	329.28	82.32	0.00			329.28				
A-B	22.47	22.47	5.62	0.00			22.47				
A-C	297.56	297.56	74.39	0.00			297.56				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.29	11.29	2.82	0.00	589.67	0.019	11.31	0.0	0.0	6.846	A
C-AB	28.22	28.22	7.06	0.00	759.70	0.037	28.30	0.1	0.1	5.415	A
C-A	278.19	278.19	69.55	0.00			278.19				
A-B	18.82	18.82	4.71	0.00			18.82				
A-C	249.19	249.19	62.30	0.00			249.19				

Do Nothing - DN2038, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Do Nothing	✓	✓	D1,D2,D5,D6,D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road North		Major
B	Site Access / AIB Access		Minor
C	R842 Old Bray Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road South	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access / AIB Access	One lane	3.00	49	49

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
1	B-A	517.678	0.094	0.238	0.150	0.340
1	B-C	654.784	0.100	0.254	-	-
1	C-B	631.874	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D10	DN2038	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road North		ONE HOUR	✓	429.00	100.000
B - Site Access / AIB Access		ONE HOUR	✓	27.00	100.000
C - R842 Old Bray Road South		ONE HOUR	✓	459.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.000	11.000	418.000
	B - Site Access / AIB Access	12.000	0.000	15.000
	C - R842 Old Bray Road South	447.000	12.000	0.000

Proportions

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.00	0.03	0.97
	B - Site Access / AIB Access	0.44	0.00	0.56
	C - R842 Old Bray Road South	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	10	10	10
	B - Site Access / AIB Access	10	10	10
	C - R842 Old Bray Road South	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	1.100	1.100	1.100
	B - Site Access / AIB Access	1.100	1.100	1.100
	C - R842 Old Bray Road South	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	10.18	0.1	B	24.78	37.16
C-AB	0.03	5.18	0.0	A	20.92	31.39
C-A					400.26	600.39
A-B					10.09	15.14
A-C					383.56	575.35

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	20.33	20.33	5.08	0.00	473.47	0.043	20.13	0.0	0.0	8.731	A
C-AB	15.12	15.12	3.78	0.00	779.31	0.019	15.02	0.0	0.0	5.181	A
C-A	330.44	330.44	82.61	0.00			330.44				
A-B	8.28	8.28	2.07	0.00			8.28				
A-C	314.69	314.69	78.67	0.00			314.69				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	24.27	24.27	6.07	0.00	450.78	0.054	24.22	0.0	0.1	9.282	A
C-AB	19.90	19.90	4.97	0.00	808.31	0.025	19.86	0.0	0.0	5.022	A
C-A	392.74	392.74	98.18	0.00			392.74				
A-B	9.89	9.89	2.47	0.00			9.89				
A-C	375.77	375.77	93.94	0.00			375.77				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	29.73	29.73	7.43	0.00	418.80	0.071	29.64	0.1	0.1	10.173	B
C-AB	27.71	27.71	6.93	0.00	847.82	0.033	27.65	0.0	0.0	4.828	A
C-A	477.66	477.66	119.41	0.00			477.66				
A-B	12.11	12.11	3.03	0.00			12.11				
A-C	460.23	460.23	115.06	0.00			460.23				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	29.73	29.73	7.43	0.00	418.80	0.071	29.73	0.1	0.1	10.177	B
C-AB	27.73	27.73	6.93	0.00	847.84	0.033	27.73	0.0	0.0	4.830	A
C-A	477.64	477.64	119.41	0.00			477.64				
A-B	12.11	12.11	3.03	0.00			12.11				
A-C	460.23	460.23	115.06	0.00			460.23				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	24.27	24.27	6.07	0.00	450.77	0.054	24.35	0.1	0.1	9.288	A
C-AB	19.92	19.92	4.98	0.00	808.34	0.025	19.98	0.0	0.0	5.023	A
C-A	392.71	392.71	98.18	0.00			392.71				
A-B	9.89	9.89	2.47	0.00			9.89				
A-C	375.77	375.77	93.94	0.00			375.77				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	20.33	20.33	5.08	0.00	473.45	0.043	20.38	0.1	0.0	8.741	A
C-AB	15.17	15.17	3.79	0.00	779.35	0.019	15.20	0.0	0.0	5.184	A
C-A	330.39	330.39	82.60	0.00			330.39				
A-B	8.28	8.28	2.07	0.00			8.28				
A-C	314.69	314.69	78.67	0.00			314.69				

Do Something - DS2023, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road North		Major
B	Site Access / AIB Access		Minor
C	R842 Old Bray Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road South	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access / AIB Access	One lane	3.00	49	49

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
1	B-A	517.678	0.094	0.238	0.150	0.340
1	B-C	654.784	0.100	0.254	-	-
1	C-B	631.874	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D3	DS2023	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road North		ONE HOUR	✓	322.00	100.000
B - Site Access / AIB Access		ONE HOUR	✓	94.00	100.000
C - R842 Old Bray Road South		ONE HOUR	✓	356.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.000	38.000	284.000
	B - Site Access / AIB Access	55.000	0.000	39.000
	C - R842 Old Bray Road South	328.000	28.000	0.000

Proportions

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.00	0.12	0.88
	B - Site Access / AIB Access	0.59	0.00	0.41
	C - R842 Old Bray Road South	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	10	10	10
	B - Site Access / AIB Access	10	10	10
	C - R842 Old Bray Road South	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	1.100	1.100	1.100
	B - Site Access / AIB Access	1.100	1.100	1.100
	C - R842 Old Bray Road South	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.24	11.88	0.3	B	86.26	129.38
C-AB	0.07	5.60	0.1	A	42.26	63.39
C-A					284.41	426.62
A-B					34.87	52.30
A-C					260.60	390.91

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	70.77	70.77	17.69	0.00	478.95	0.148	70.01	0.0	0.2	9.666	A
C-AB	30.91	30.91	7.73	0.00	738.18	0.042	30.65	0.0	0.1	5.596	A
C-A	237.11	237.11	59.28	0.00			237.11				
A-B	28.61	28.61	7.15	0.00			28.61				
A-C	213.81	213.81	53.45	0.00			213.81				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	84.50	84.50	21.13	0.00	461.40	0.183	84.28	0.2	0.2	10.493	B
C-AB	39.76	39.76	9.94	0.00	759.45	0.052	39.67	0.1	0.1	5.502	A
C-A	280.28	280.28	70.07	0.00			280.28				
A-B	34.16	34.16	8.54	0.00			34.16				
A-C	255.31	255.31	63.83	0.00			255.31				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	103.50	103.50	25.87	0.00	436.92	0.237	103.13	0.2	0.3	11.850	B
C-AB	55.99	55.99	14.00	0.00	795.31	0.070	55.81	0.1	0.1	5.358	A
C-A	335.97	335.97	83.99	0.00			335.97				
A-B	41.84	41.84	10.46	0.00			41.84				
A-C	312.69	312.69	78.17	0.00			312.69				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	103.50	103.50	25.87	0.00	436.89	0.237	103.48	0.3	0.3	11.877	B
C-AB	56.05	56.05	14.01	0.00	795.39	0.070	56.05	0.1	0.1	5.358	A
C-A	335.91	335.91	83.98	0.00			335.91				
A-B	41.84	41.84	10.46	0.00			41.84				
A-C	312.69	312.69	78.17	0.00			312.69				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	84.50	84.50	21.13	0.00	461.35	0.183	84.86	0.3	0.3	10.527	B
C-AB	39.83	39.83	9.96	0.00	759.55	0.052	40.00	0.1	0.1	5.506	A
C-A	280.21	280.21	70.05	0.00			280.21				
A-B	34.16	34.16	8.54	0.00			34.16				
A-C	255.31	255.31	63.83	0.00			255.31				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	70.77	70.77	17.69	0.00	478.88	0.148	71.00	0.2	0.2	9.715	A
C-AB	31.01	31.01	7.75	0.00	738.26	0.042	31.11	0.1	0.1	5.603	A
C-A	237.00	237.00	59.25	0.00			237.00				
A-B	28.61	28.61	7.15	0.00			28.61				
A-C	213.81	213.81	53.45	0.00			213.81				

Do Something - DS2023, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road North		Major
B	Site Access / AIB Access		Minor
C	R842 Old Bray Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road South	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access / AIB Access	One lane	3.00	49	49

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
1	B-A	517.678	0.094	0.238	0.150	0.340
1	B-C	654.784	0.100	0.254	-	-
1	C-B	631.874	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D4	DS2023	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road North		ONE HOUR	✓	417.00	100.000
B - Site Access / AIB Access		ONE HOUR	✓	71.00	100.000
C - R842 Old Bray Road South		ONE HOUR	✓	418.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.000	58.000	359.000
	B - Site Access / AIB Access	43.000	0.000	28.000
	C - R842 Old Bray Road South	384.000	34.000	0.000

Proportions

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.00	0.14	0.86
	B - Site Access / AIB Access	0.61	0.00	0.39
	C - R842 Old Bray Road South	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	10	10	10
	B - Site Access / AIB Access	10	10	10
	C - R842 Old Bray Road South	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	1.100	1.100	1.100
	B - Site Access / AIB Access	1.100	1.100	1.100
	C - R842 Old Bray Road South	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	12.27	0.3	B	65.15	97.73
C-AB	0.09	5.58	0.2	A	57.04	85.56
C-A					326.53	489.79
A-B					53.22	79.83
A-C					329.42	494.14

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	53.45	53.45	13.36	0.00	453.93	0.118	52.87	0.0	0.1	9.860	A
C-AB	40.18	40.18	10.04	0.00	750.62	0.054	39.81	0.0	0.1	5.571	A
C-A	274.51	274.51	68.63	0.00			274.51				
A-B	43.67	43.67	10.92	0.00			43.67				
A-C	270.27	270.27	67.57	0.00			270.27				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	63.83	63.83	15.96	0.00	431.81	0.148	63.65	0.1	0.2	10.752	B
C-AB	54.44	54.44	13.61	0.00	780.44	0.070	54.27	0.1	0.1	5.454	A
C-A	321.34	321.34	80.33	0.00			321.34				
A-B	52.14	52.14	13.04	0.00			52.14				
A-C	322.73	322.73	80.68	0.00			322.73				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	78.17	78.17	19.54	0.00	400.86	0.195	77.88	0.2	0.3	12.249	B
C-AB	76.29	76.29	19.07	0.00	817.41	0.093	76.00	0.1	0.2	5.345	A
C-A	383.94	383.94	95.98	0.00			383.94				
A-B	63.86	63.86	15.96	0.00			63.86				
A-C	395.27	395.27	98.82	0.00			395.27				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	78.17	78.17	19.54	0.00	400.81	0.195	78.16	0.3	0.3	12.273	B
C-AB	76.40	76.40	19.10	0.00	817.54	0.093	76.39	0.2	0.2	5.347	A
C-A	383.83	383.83	95.96	0.00			383.83				
A-B	63.86	63.86	15.96	0.00			63.86				
A-C	395.27	395.27	98.82	0.00			395.27				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	63.83	63.83	15.96	0.00	431.72	0.148	64.11	0.3	0.2	10.782	B
C-AB	54.57	54.57	13.64	0.00	780.63	0.070	54.86	0.2	0.1	5.460	A
C-A	321.20	321.20	80.30	0.00			321.20				
A-B	52.14	52.14	13.04	0.00			52.14				
A-C	322.73	322.73	80.68	0.00			322.73				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	53.45	53.45	13.36	0.00	453.82	0.118	53.63	0.2	0.1	9.901	A
C-AB	40.35	40.35	10.09	0.00	750.78	0.054	40.52	0.1	0.1	5.580	A
C-A	274.34	274.34	68.58	0.00			274.34				
A-B	43.67	43.67	10.92	0.00			43.67				
A-C	270.27	270.27	67.57	0.00			270.27				

Do Something - DS2028, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road North		Major
B	Site Access / AIB Access		Minor
C	R842 Old Bray Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road South	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access / AIB Access	One lane	3.00	49	49

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
1	B-A	517.678	0.094	0.238	0.150	0.340
1	B-C	654.784	0.100	0.254	-	-
1	C-B	631.874	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D7	DS2028	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road North		ONE HOUR	✓	348.00	100.000
B - Site Access / AIB Access		ONE HOUR	✓	95.00	100.000
C - R842 Old Bray Road South		ONE HOUR	✓	386.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.000	40.000	308.000
	B - Site Access / AIB Access	55.000	0.000	40.000
	C - R842 Old Bray Road South	356.000	30.000	0.000

Proportions

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.00	0.11	0.89
	B - Site Access / AIB Access	0.58	0.00	0.42
	C - R842 Old Bray Road South	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	10	10	10
	B - Site Access / AIB Access	10	10	10
	C - R842 Old Bray Road South	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	1.100	1.100	1.100
	B - Site Access / AIB Access	1.100	1.100	1.100
	C - R842 Old Bray Road South	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	12.29	0.4	B	87.17	130.76
C-AB	0.08	5.55	0.2	A	47.24	70.86
C-A					306.96	460.44
A-B					36.70	55.06
A-C					282.63	423.94

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	71.52	71.52	17.88	0.00	472.51	0.151	70.75	0.0	0.2	9.838	A
C-AB	34.18	34.18	8.54	0.00	747.74	0.046	33.88	0.0	0.1	5.546	A
C-A	256.43	256.43	64.11	0.00			256.43				
A-B	30.11	30.11	7.53	0.00			30.11				
A-C	231.88	231.88	57.97	0.00			231.88				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	85.40	85.40	21.35	0.00	453.46	0.188	85.17	0.2	0.3	10.746	B
C-AB	44.22	44.22	11.05	0.00	770.87	0.057	44.11	0.1	0.1	5.451	A
C-A	302.79	302.79	75.70	0.00			302.79				
A-B	35.96	35.96	8.99	0.00			35.96				
A-C	276.89	276.89	69.22	0.00			276.89				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	104.60	104.60	26.15	0.00	426.83	0.245	104.20	0.3	0.4	12.259	B
C-AB	63.18	63.18	15.80	0.00	810.75	0.078	62.96	0.1	0.2	5.299	A
C-A	361.81	361.81	90.45	0.00			361.81				
A-B	44.04	44.04	11.01	0.00			44.04				
A-C	339.11	339.11	84.78	0.00			339.11				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	104.60	104.60	26.15	0.00	426.80	0.245	104.58	0.4	0.4	12.289	B
C-AB	63.26	63.26	15.81	0.00	810.84	0.078	63.25	0.2	0.2	5.300	A
C-A	361.73	361.73	90.43	0.00			361.73				
A-B	44.04	44.04	11.01	0.00			44.04				
A-C	339.11	339.11	84.78	0.00			339.11				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	85.40	85.40	21.35	0.00	453.40	0.188	85.78	0.4	0.3	10.782	B
C-AB	44.30	44.30	11.08	0.00	771.00	0.057	44.52	0.2	0.1	5.456	A
C-A	302.70	302.70	75.68	0.00			302.70				
A-B	35.96	35.96	8.99	0.00			35.96				
A-C	276.89	276.89	69.22	0.00			276.89				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	71.52	71.52	17.88	0.00	472.43	0.151	71.76	0.3	0.2	9.889	A
C-AB	34.30	34.30	8.58	0.00	747.85	0.046	34.41	0.1	0.1	5.554	A
C-A	256.30	256.30	64.07	0.00			256.30				
A-B	30.11	30.11	7.53	0.00			30.11				
A-C	231.88	231.88	57.97	0.00			231.88				

Do Something - DS2028, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road North		Major
B	Site Access / AIB Access		Minor
C	R842 Old Bray Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road South	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access / AIB Access	One lane	3.00	49	49

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
1	B-A	517.678	0.094	0.238	0.150	0.340
1	B-C	654.784	0.100	0.254	-	-
1	C-B	631.874	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D8	DS2028	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road North		ONE HOUR	✓	448.00	100.000
B - Site Access / AIB Access		ONE HOUR	✓	73.00	100.000
C - R842 Old Bray Road South		ONE HOUR	✓	451.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.000	59.000	389.000
	B - Site Access / AIB Access	44.000	0.000	29.000
	C - R842 Old Bray Road South	416.000	35.000	0.000

Proportions

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.00	0.13	0.87
	B - Site Access / AIB Access	0.60	0.00	0.40
	C - R842 Old Bray Road South	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	10	10	10
	B - Site Access / AIB Access	10	10	10
	C - R842 Old Bray Road South	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	1.100	1.100	1.100
	B - Site Access / AIB Access	1.100	1.100	1.100
	C - R842 Old Bray Road South	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	12.87	0.3	B	66.99	100.48
C-AB	0.10	5.52	0.2	A	61.80	92.70
C-A					352.04	528.07
A-B					54.14	81.21
A-C					356.95	535.43

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	54.96	54.96	13.74	0.00	445.62	0.123	54.35	0.0	0.2	10.106	B
C-AB	42.88	42.88	10.72	0.00	761.44	0.056	42.49	0.0	0.1	5.508	A
C-A	296.65	296.65	74.16	0.00			296.65				
A-B	44.42	44.42	11.10	0.00			44.42				
A-C	292.86	292.86	73.21	0.00			292.86				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	65.63	65.63	16.41	0.00	421.69	0.156	65.44	0.2	0.2	11.110	B
C-AB	58.86	58.86	14.71	0.00	794.68	0.074	58.67	0.1	0.1	5.381	A
C-A	346.58	346.58	86.65	0.00			346.58				
A-B	53.04	53.04	13.26	0.00			53.04				
A-C	349.70	349.70	87.43	0.00			349.70				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	80.37	80.37	20.09	0.00	388.14	0.207	80.04	0.2	0.3	12.838	B
C-AB	83.42	83.42	20.85	0.00	835.22	0.100	83.08	0.1	0.2	5.268	A
C-A	413.14	413.14	103.29	0.00			413.14				
A-B	64.96	64.96	16.24	0.00			64.96				
A-C	428.30	428.30	107.07	0.00			428.30				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	80.37	80.37	20.09	0.00	388.08	0.207	80.36	0.3	0.3	12.868	B
C-AB	83.55	83.55	20.89	0.00	835.37	0.100	83.54	0.2	0.2	5.274	A
C-A	413.01	413.01	103.25	0.00			413.01				
A-B	64.96	64.96	16.24	0.00			64.96				
A-C	428.30	428.30	107.07	0.00			428.30				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	65.63	65.63	16.41	0.00	421.59	0.156	65.94	0.3	0.2	11.146	B
C-AB	59.02	59.02	14.76	0.00	794.92	0.074	59.34	0.2	0.1	5.388	A
C-A	346.42	346.42	86.60	0.00			346.42				
A-B	53.04	53.04	13.26	0.00			53.04				
A-C	349.70	349.70	87.43	0.00			349.70				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	54.96	54.96	13.74	0.00	445.50	0.123	55.15	0.2	0.2	10.151	B
C-AB	43.08	43.08	10.77	0.00	761.62	0.057	43.28	0.1	0.1	5.517	A
C-A	296.45	296.45	74.11	0.00			296.45				
A-B	44.42	44.42	11.10	0.00			44.42				
A-C	292.86	292.86	73.21	0.00			292.86				

Do Something - DS2038, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road North		Major
B	Site Access / AIB Access		Minor
C	R842 Old Bray Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road South	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access / AIB Access	One lane	3.00	49	49

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
1	B-A	517.678	0.094	0.238	0.150	0.340
1	B-C	654.784	0.100	0.254	-	-
1	C-B	631.874	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D11	DS2038	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road North		ONE HOUR	✓	373.00	100.000
B - Site Access / AIB Access		ONE HOUR	✓	96.00	100.000
C - R842 Old Bray Road South		ONE HOUR	✓	415.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.000	42.000	331.000
	B - Site Access / AIB Access	55.000	0.000	41.000
	C - R842 Old Bray Road South	383.000	32.000	0.000

Proportions

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.00	0.11	0.89
	B - Site Access / AIB Access	0.57	0.00	0.43
	C - R842 Old Bray Road South	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	10	10	10
	B - Site Access / AIB Access	10	10	10
	C - R842 Old Bray Road South	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	1.100	1.100	1.100
	B - Site Access / AIB Access	1.100	1.100	1.100
	C - R842 Old Bray Road South	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	12.72	0.4	B	88.09	132.14
C-AB	0.09	5.51	0.2	A	53.12	79.68
C-A					327.69	491.53
A-B					38.54	57.81
A-C					303.73	455.60

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	72.27	72.27	18.07	0.00	466.33	0.155	71.48	0.0	0.2	10.009	B
C-AB	37.57	37.57	9.39	0.00	756.97	0.050	37.24	0.0	0.1	5.501	A
C-A	274.86	274.86	68.72	0.00			274.86				
A-B	31.62	31.62	7.90	0.00			31.62				
A-C	249.19	249.19	62.30	0.00			249.19				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	86.30	86.30	21.58	0.00	445.81	0.194	86.06	0.2	0.3	10.999	B
C-AB	50.76	50.76	12.69	0.00	787.65	0.064	50.62	0.1	0.1	5.373	A
C-A	322.32	322.32	80.58	0.00			322.32				
A-B	37.76	37.76	9.44	0.00			37.76				
A-C	297.56	297.56	74.39	0.00			297.56				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	105.70	105.70	26.42	0.00	417.10	0.253	105.27	0.3	0.4	12.681	B
C-AB	70.85	70.85	17.71	0.00	825.75	0.086	70.60	0.1	0.2	5.246	A
C-A	386.07	386.07	96.52	0.00			386.07				
A-B	46.24	46.24	11.56	0.00			46.24				
A-C	364.44	364.44	91.11	0.00			364.44				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	105.70	105.70	26.42	0.00	417.06	0.253	105.68	0.4	0.4	12.717	B
C-AB	70.94	70.94	17.74	0.00	825.86	0.086	70.94	0.2	0.2	5.249	A
C-A	385.98	385.98	96.50	0.00			385.98				
A-B	46.24	46.24	11.56	0.00			46.24				
A-C	364.44	364.44	91.11	0.00			364.44				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	86.30	86.30	21.58	0.00	445.75	0.194	86.71	0.4	0.3	11.041	B
C-AB	50.88	50.88	12.72	0.00	787.82	0.065	51.12	0.2	0.1	5.381	A
C-A	322.20	322.20	80.55	0.00			322.20				
A-B	37.76	37.76	9.44	0.00			37.76				
A-C	297.56	297.56	74.39	0.00			297.56				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	72.27	72.27	18.07	0.00	466.23	0.155	72.53	0.3	0.2	10.064	B
C-AB	37.73	37.73	9.43	0.00	757.11	0.050	37.87	0.1	0.1	5.510	A
C-A	274.71	274.71	68.68	0.00			274.71				
A-B	31.62	31.62	7.90	0.00			31.62				
A-C	249.19	249.19	62.30	0.00			249.19				

Do Something - DS2038, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Do Something	✓	✓	D3,D4,D7,D8,D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R842 Old Bray Road North		Major
B	Site Access / AIB Access		Minor
C	R842 Old Bray Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R842 Old Bray Road South	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access / AIB Access	One lane	3.00	49	49

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
1	B-A	517.678	0.094	0.238	0.150	0.340
1	B-C	654.784	0.100	0.254	-	-
1	C-B	631.874	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D12	DS2038	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - R842 Old Bray Road North		ONE HOUR	✓	478.00	100.000
B - Site Access / AIB Access		ONE HOUR	✓	75.00	100.000
C - R842 Old Bray Road South		ONE HOUR	✓	483.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.000	60.000	418.000
	B - Site Access / AIB Access	45.000	0.000	30.000
	C - R842 Old Bray Road South	447.000	36.000	0.000

Proportions

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	0.00	0.13	0.87
	B - Site Access / AIB Access	0.60	0.00	0.40
	C - R842 Old Bray Road South	0.93	0.07	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	10	10	10
	B - Site Access / AIB Access	10	10	10
	C - R842 Old Bray Road South	10	10	10

Average PCU Per Veh

		To		
		A - R842 Old Bray Road North	B - Site Access / AIB Access	C - R842 Old Bray Road South
From	A - R842 Old Bray Road North	1.100	1.100	1.100
	B - Site Access / AIB Access	1.100	1.100	1.100
	C - R842 Old Bray Road South	1.100	1.100	1.100

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	13.51	0.3	B	68.82	103.23
C-AB	0.11	5.46	0.3	A	66.80	100.21
C-A					376.41	564.61
A-B					55.06	82.59
A-C					383.56	575.35

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	56.46	56.46	14.12	0.00	437.55	0.129	55.82	0.0	0.2	10.356	B
C-AB	45.67	45.67	11.42	0.00	771.92	0.059	45.25	0.0	0.1	5.449	A
C-A	317.96	317.96	79.49	0.00			317.96				
A-B	45.17	45.17	11.29	0.00			45.17				
A-C	314.69	314.69	78.67	0.00			314.69				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	67.42	67.42	16.86	0.00	411.83	0.164	67.22	0.2	0.2	11.483	B
C-AB	63.49	63.49	15.87	0.00	808.59	0.079	63.27	0.1	0.2	5.314	A
C-A	370.72	370.72	92.68	0.00			370.72				
A-B	53.94	53.94	13.48	0.00			53.94				
A-C	375.77	375.77	93.94	0.00			375.77				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	82.58	82.58	20.64	0.00	375.72	0.220	82.21	0.2	0.3	13.473	B
C-AB	90.97	90.97	22.74	0.00	852.56	0.107	90.59	0.2	0.3	5.200	A
C-A	440.83	440.83	110.21	0.00			440.83				
A-B	66.06	66.06	16.52	0.00			66.06				
A-C	460.23	460.23	115.06	0.00			460.23				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	82.58	82.58	20.64	0.00	375.65	0.220	82.57	0.3	0.3	13.511	B
C-AB	91.13	91.13	22.78	0.00	852.74	0.107	91.12	0.3	0.3	5.207	A
C-A	440.66	440.66	110.17	0.00			440.66				
A-B	66.06	66.06	16.52	0.00			66.06				
A-C	460.23	460.23	115.06	0.00			460.23				

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	67.42	67.42	16.86	0.00	411.73	0.164	67.78	0.3	0.2	11.526	B
C-AB	63.68	63.68	15.92	0.00	808.87	0.079	64.05	0.3	0.2	5.324	A
C-A	370.53	370.53	92.63	0.00			370.53				
A-B	53.94	53.94	13.48	0.00			53.94				
A-C	375.77	375.77	93.94	0.00			375.77				

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	56.46	56.46	14.12	0.00	437.42	0.129	56.68	0.2	0.2	10.408	B
C-AB	45.90	45.90	11.47	0.00	772.12	0.059	46.11	0.2	0.1	5.457	A
C-A	317.73	317.73	79.43	0.00			317.73				
A-B	45.17	45.17	11.29	0.00			45.17				
A-C	314.69	314.69	78.67	0.00			314.69				