



Traffic and Transport Assessment

Proposed Strategic Housing Development at Auburn, Malahide Road

April 2022

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Comments

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1. Introduction

1.1 Introduction

This Traffic and Transport Assessment (TTA) has been prepared by Waterman Moylan to accompany a planning application to An Bord Pleanála for a proposed Strategic Housing Development (SHD) in lands around Auburn House in Malahide, Co. Dublin.

1.2 Development Description

The proposed development will consist of the preservation and protection of the existing Protected Structure of Auburn House and its stables as 1 no. residential dwelling; the conversion of the existing stables of Auburn House to provide for storage space for the main Auburn House and the construction of 368 no. new residential dwelling units (comprising 87 no. houses, 239 no. apartments & 42 no. duplex units) for an overall total of 369 no. residential units, including Auburn House.

The development shall consist of 135 no. 1-bedroom apartments and duplex apartments, 138 no. 2-bedroom apartments and duplex apartments, 8 no. 3-bedroom apartments and duplex apartments, 47 no. 3-bedroom houses, 34 no. 4-bedroom houses, 6 no. 5-bedroom houses and the existing 11-bedroom Auburn House along with 1 no. childcare facility and 1 no. ancillary resident facility.

The breakdown of the proposed development is set out in the Schedule of Accommodation below:

Description	1-Bed	2-Bed	3-Bed	4-Bed	5-Bed or more	Total
Houses (<i>including Auburn house</i>)	-	-	47	34	7	88
Apartments	109	124	6	-	-	239
Duplexes	26	14	2	-	-	42
Total	135	138	55	34	7	369

Table 1 | *Schedule of Accommodation*

The proposed development shall also provide landscaped public open space, car parking and all associated ancillary site development infrastructure including foul and surface water drainage, internal roads, cycle paths and footpaths, and boundary walls and fences. Vehicular access to the proposed development is to be via a new entrance at the R107 Malahide Road/Dublin Road entrance, with the existing entrance to Auburn House acting as a pedestrian/cyclist entrance and access to existing properties outside the application site, there will be a secondary entrance comprising modifications of the existing vehicular entrance off Carey's Lane to the south west of the development, the closure of the existing vehicular entrance to Little Auburn, the provision of 4 no. ESB substations, 1 no. new foul pumping station, public lighting; proposed foul sewer works along Back Road and Kinsealy Lane and all associated engineering and site works necessary to facilitate the development. The building heights range from 2 storey to 5 storey buildings with balconies or terraces being provided to the apartments and duplex units.

1.3 Scope

This TTA is a comprehensive review of all the potential transport impacts of the overall development, including a detailed assessment of the transportation systems provided and the impact of the proposed development on the surrounding environment and transportation network.

1.4 Standards

This Traffic and Transport Assessment has been prepared in accordance with the requirements of the Traffic and Transport Assessment Guidelines published by National Roads Authority in May 2014.

1.5 Threshold for Transport Assessment

Section 2.1 of the Traffic and Transport Assessment Guidelines (May 2014) requires submission of a Transport Assessment where a proposed development meets one or more of the following criteria:

- 1- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road;
- 2- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive;
- 3- Residential development in excess of 200 dwellings;
- 4- Retail and leisure development in excess of 1,000sqm;
- 5- Office, education and hospital development in excess of 2,500sqm;
- 6- Industrial development in excess of 5,000sqm;
- 7- Distribution and warehousing in excess of 10,000sqm.

In the case of the subject development, thresholds No. 1 and 3 are exceeded.

1.6 Contents of the Transport Assessment

In compliance with Section 3.3 of the Traffic and Transport Assessment Guidelines (May 2014), the contents of this TTA include:

- Description of the existing and proposed traffic/transportation conditions including information on the current traffic, critical junctions, pedestrians, cycle and public transport facilities;
- A description of the proposed development;
- The traffic and transportation implications of the development including consideration of trip generation/attraction, modal split and trip distribution;
- The time periods applicable to the TTA;
- The impact of the development on the surrounding road network including analysis of junction's capacity;
- Description and analysis of committed/potential future developments in the area;
- Description of car and cycle parking requirements and proposals;
- Review of the historical data related to road safety.

1.7 Location of Development

The site is located between the existing Abington residential development and the Malahide Road. The existing site entrance is from the Malahide Road, adjacent to the Malahide Road/Back Road junction.

The subject lands form the western, northern, and eastern boundaries of Auburn House, an eighteenth century three-storey mansion located within a wooded demesne. Malahide Castle is approximately 900m north-east of the site.



Figure 1 | Site Location (Source: Google Maps).

1.8 Methodology

The methodology for the preparation of this Traffic and Transport Assessment included: -

- Descriptions of the proposed and committed/potential future developments.
- Descriptions of the receiving environment including roads and junctions, public transport, cycle facilities and pedestrian facilities.
- Description of existing travel characteristics including traffic and public transport surveys.
- Descriptions of future/proposed transportation improvements to roads, junctions, public transport, cycle and pedestrian facilities.
- Calculation of trip generation and distribution for proposed and committed/potential future developments.
- Determination of future traffic movements in 2026, 2031 and 2041 (refer to Section 1.9 below).
- Determination of transportation impact on roads, junctions, and public transport systems.

1.9 Programme

It is expected that construction of the proposed development will commence in 2023 for completion in 2026.

1.10 Assessment Years

The years that have been assessed within this TTA are the following:

Base Year : 2022

Opening Year (With / Without Development) : 2026

Opening Year + 5 Years Forecast (With / Without Development) : 2031

Opening Year + 15 Years Forecast (With / Without Development): 2041

These assessment years are in line with the 'Transport Assessment Guidelines (May 2014)'.

Details of each assessment year is presented later in this report.

2. Policy Framework

2.1 Fingal Development Plan (2017 – 2023)

The Fingal Development Plan (2017 – 2023) sets out the policies and objectives for the development of the County for the period of 2017 to 2023. The Plan seeks to improve and expand in a sustainable manner the social, economic, cultural and environments assets of the county. In the perspective of the subject development site and the proposed residential scheme some pertinent policies include:

2.1.1 Strategic Policy

“Seek the development of a high quality public transport system throughout the County and linking to adjoining counties, including the development of the indicative route for New Metro North and Light Rail Corridor, improvements to railway infrastructure including the DART Expansion Programme, Quality Bus Corridors (QBCs) and Bus Rapid Transit (BRT) systems, together with enhanced facilities for walking and cycling.”

“Promote, improve and develop a well-connected national, regional and local road and public transport infrastructure system, geared to meet the needs of the County and the Region, and providing for all road users, prioritising walking, cycling and public transport.”

2.1.2 Integrated Land Use and Transportation

“Objective MT05: Integrate land use with transportation by allowing higher density development along higher capacity public transport corridors.”

2.1.3 Parking

“Objective MT08: Control on-street parking in the interests of the viability, vitality and amenity of commercial centres by maximising the supply of short stay parking for shoppers, while providing appropriate levels of long-term parking within a reasonable distance for employees.”

2.1.4 Walking and Cycling

“Objective MT13: Promote walking and cycling as efficient, health, and environmentally-friendly modes of transport by securing the development of a network of direct, comfortable, convenient and safe cycle routes and footpaths, particularly in urban areas.”

“Objective MT19: Design roads and promote the design of roads, including cycle infrastructure, in line with the Principals of Sustainable Safety in a manner consistent with the National Cycle Manual and the Design Manual for Urban Roads and Streets.”

“Objective MT22: Improve pedestrian and cycle connectivity to stations and other public transport interchanges.”

2.1.5 Traffic Calming

“Objective MT37: Implement traffic calming on particular roads and in appropriate areas of the County, especially residential areas, to reduce vehicle speeds in the interests of road safety and residential amenity. Ensure that where appropriate, traffic calming is included as a pre-condition as part of the development of all new estates or extensions to existing estates.”

2.1.6 Road Construction and Improvement Measures

“Objective MT40: Implement a programme of road construction and improvement works closely integrated with existing and planned land uses, taking into account both car and non-car modes of transport whilst promoting road safety as a high priority. Major road construction and improvement works will include an appraisal of environmental impacts.”

2.1.7 Green Infrastructure and Planning

“Objective GI18: Require all Local Area Plans to protect, enhance, provide and manage green infrastructure in an integrated and coherent manner addressing the five GI themes set out in the Development Plan – Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Architectural Heritage, and Landscape.”

“Objective GI20: Require all new development to contribute to the protection and enhancement of existing green infrastructure and the delivery of new green infrastructure, as appropriate.”

2.1.8 Malahide Development Plan Objectives

“Objective MALAHIDE 11: Prepare and/or implement the following Masterplans during the lifetime of this Plan:

- Streamstown Masterplan (see Map Sheet 9, MP 9.A)
- Broomfield Masterplan (see Map Sheet 9, MP 9.B)”

The proposed development falls within the Streamstown Masterplan.

2.1.9 Streamstown Masterplan

“The main elements to be included in the Streamstown Masterplan are provided below:

- Facilitate low density residential development reflective of the character of the area.
- Protect and preserve trees, woodlands and hedgerows within the Masterplan area.
- Preserve the tree lined approach to Malahide along the Dublin Road.
- Facilitate high quality sustainable development that protects and enhances the sensitive historic and natural setting of Auburn House and integrates new development with the conservation and preservation of the Protected Structure, its curtilage and protected trees.
- Retain visual corridors to/from Auburn House through the establishment of a visual buffer to the east of Auburn House.
- The area for development north of Auburn House is considered sensitive development zone, whereby a maximum ridge height of 6m should be applied.
- Provide for a pedestrian / cycle route along Auburn House Avenue to Malahide Road.
- Ensure pedestrian connectivity between Auburn House Avenue and Abington / Gaybrook.Castleheath.
- The lands will be the subject of a detailed flood risk assessment.”

3. Receiving Environment

3.1 Existing Roads and Junctions

3.1.1 Roads

Main vehicular access to the proposed development will be provided from south-east via a new access at the R107 Malahide Road / Back Road priority-controlled T-junction, which is proposed to be upgraded to a four-armed signalised junction with the western arm forming the Site Access Road. A secondary vehicular access is proposed off Carey's Lane to the west which will be accessed via Streamstown Lane.

R107 Malahide Road is a regional road in north Dublin which runs for approximately 10.5km from Fairview to Malahide. The speed limit along the R107 adjacent to the site is 60kph. This road is approximately 700m in length from the priority-controlled junction with Back Road through to a signalised junction with R106 Swords Road. Along this section, R107 Malahide Road comprises a carriageway of c. 7.5m wide with a narrow footpath provided on the western side and no cycle lanes.

Back Road is a single carriageway road running west-east for approximately 1.8km from the priority junction with R107 Malahide Road through to a priority junction with R124 The Hill. This road, which crosses the railway line via an existing bridge, currently comprises a carriageway of approximately 7.30m with footpaths running along both sides of the road for the majority of its length.

Carey's Lane is a local road running north-south for approximately 230m from the south-western boundary of the site through to a priority junction with Streamstown Lane. This road, which will provide vehicular access to the site, currently comprises a carriageway of approximately 5.50m with footpaths running along the eastern side.

Streamstown Lane is a single carriageway road located to the south of the subject site. This road is approximately 780m in length from the priority junction with R107 through to a priority junction with Feltrim Road. Along Streamstown Lane, an unconnected network of footpaths is provided with no pedestrian crossing points available. No cycle lanes are provided.

Feltrim Road is a single carriageway road located to the south of the subject site. This road is approximately 2.6km in length from the priority junction with R107 through to a three-way Roundabout connecting to Mountgory Way. The speed limit along Feltrim Road is 60kph. The road is c. 7.5m wide single carriageway with footpath on the north side of the road for the majority of its length and a narrow path on both sides of the road at some sections.

3.1.2 Junctions

The primary junctions on the road network surrounding the subject development site are:

- **Junction A (Existing Priority-controlled T-junction):** R107 Malahide Road / Back Road;
- **Junction B (Existing Priority-controlled T-junction):** Feltrim Road / Streamstown Lane.

An upgraded layout for Junction A - which will provide direct access to the proposed development site, is proposed under the subject application. Details of the proposed scheme is presented later in Section 4.1.1.

The existing road layout in the area surrounding the proposed development site is illustrated in Figure 2.

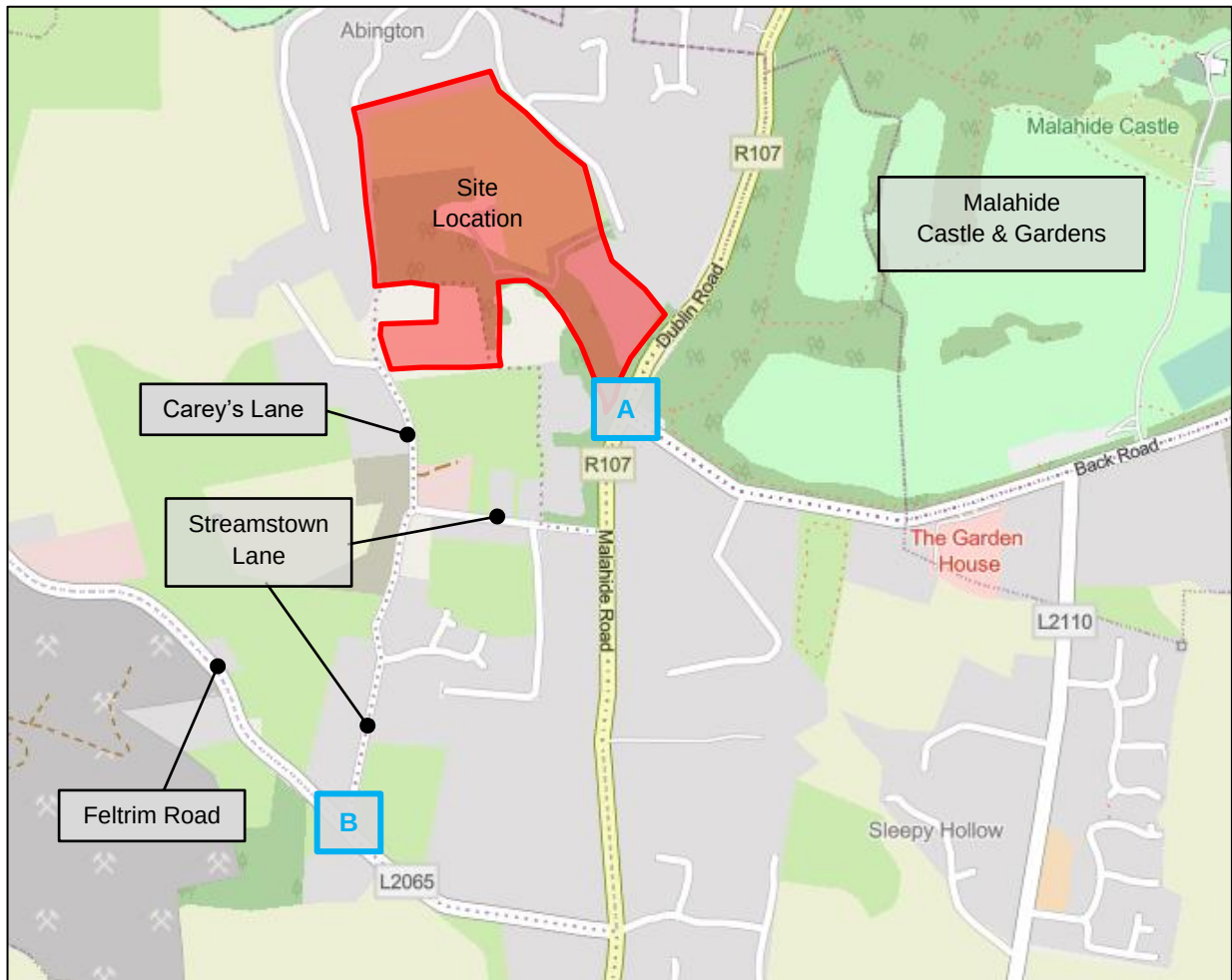


Figure 2 | Existing Road Network Map.

3.2 Existing Public Transport

3.2.1 Dublin Bus

The subject site is directly served by a public bus service. The closest bus stops are located on R107 Malahide Road just north of the junction with Back Road, being the Bus Stops No. 3579 (northbound) and No. 3645 (southbound). The subject bus stops are served by the Bus Route 42. This route is operated by Dublin Bus and runs from Talbot Street in Dublin City Centre through Malahide to Sand's Hotel in Portmarnock. A summary of Dublin Bus Route 42 frequency is presented in Table 2. The location of the subject bus stops in relation to the proposed development site is illustrated in Figure 3.

Route No.	From	To	Weekday Frequency	Saturday Frequency	Sunday Frequency
42	Talbot Street	Sand's Hotel (Portmarnock)	Every 15 to 30 minutes	Every 15 to 30 minutes	Every 30 to 60 minutes
42	Sand's Hotel (Portmarnock)	Talbot Street	Every 20 to 25 minutes	Every 15 to 30 minutes	Every 30 to 60 minutes

Table 2 | Dublin Bus Route 42 – Weekday and Weekend Frequency.



Figure 3 | Location of Closest Bus Stops.

Travel time from the subject bus stop on R107 Malahide Road (southbound) to Talbot Street in Dublin City Centre is approximately 32 minutes. On the opposite direction, the travel time from the subject bus stop on R107 Malahide Road (Northbound) to Malahide Centre is approximately 11 minutes, and to Sand's Hotel in Portmarnock is approximately 22 minutes.

The proposed internal layout includes pathways and pedestrian crossings throughout the site leading to the subject bus stops just outside the site. From the centre point of the site, it is approximately 400m (5-minute walk) to these bus stops.

The internal layout of the proposed development will provide pedestrian pathways on both sides of the road, often separated by a grass bank. All footpaths for the proposed development will be provided in accordance with Section 4.3.1 of the DMURS which suggests that a minimum 1.8m footpath should be provided.

3.2.2 Rail

The closest train station (Malahide) is located off R106 Dublin Road approximately 2.0km (24-minute walk/6-minute cycling) northeast of the existing site access off R107 Malahide Road – Refer to Figures 4 and 5. Walking access from the subject site access to the Malahide Station is via R107 Malahide Road and R106 Dublin Road. Along the route to the station, a narrow footpath, directly adjacent to the carriageway, is provided on the western side of R107 Malahide Road. On the R106 Dublin Road, a wider footpath is provided along the western side of the carriageway and on both sides of the road from Yellow Walls Road up until the Malahide Station. No cycle lanes are provided along the route.

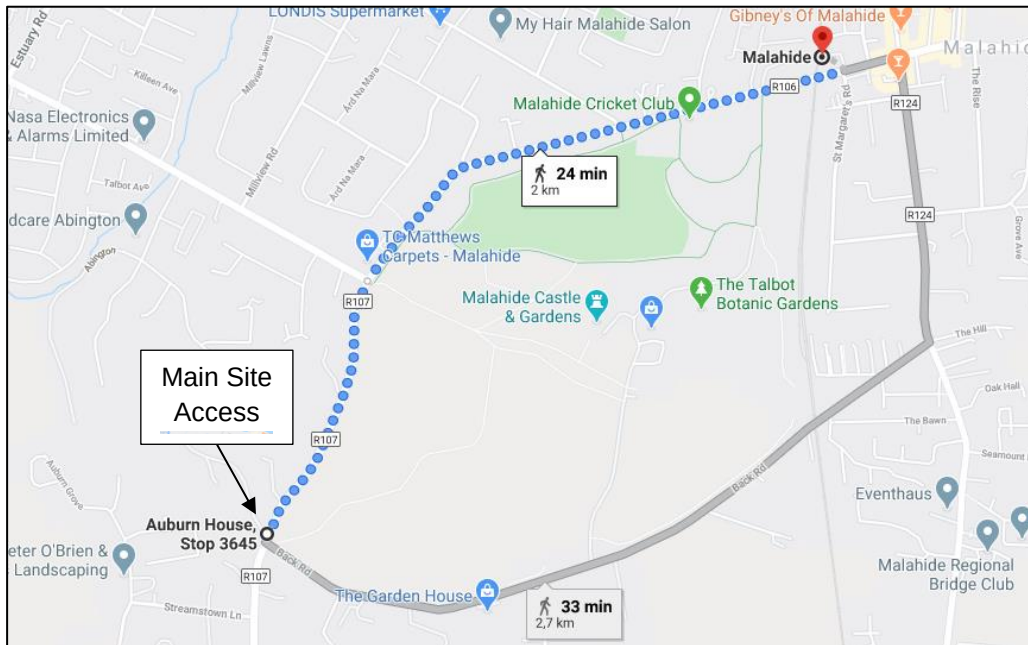


Figure 4 | Walking Route to Malahide Station.

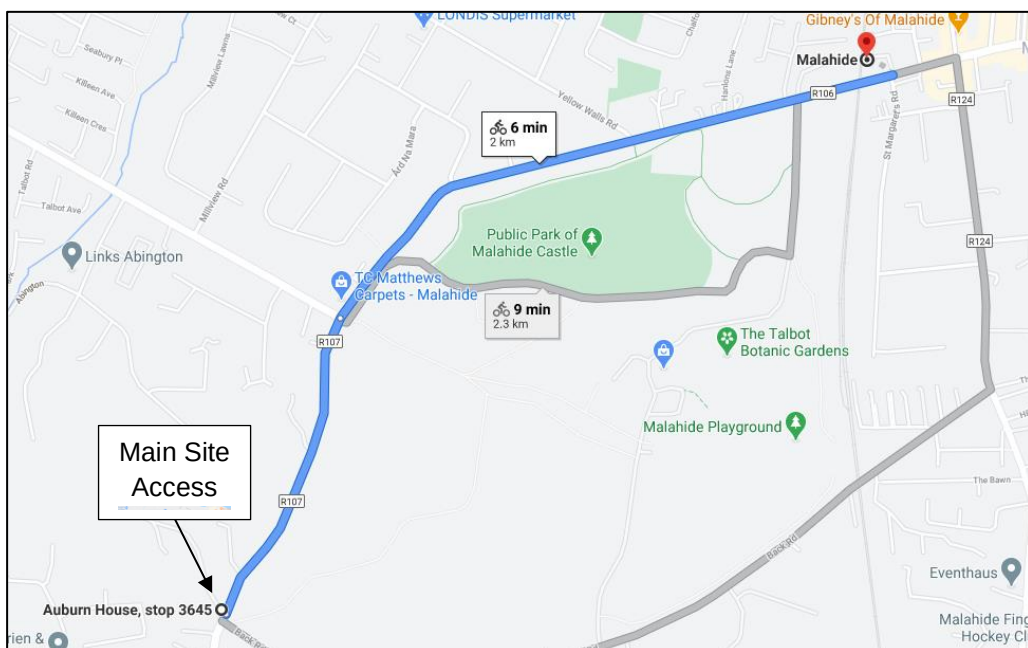


Figure 5 | Cycling Route to Malahide Station.

The Malahide Station is served by Commuter Rail and DART services.

The Commuter Rail service through Malahide Station serves all stations from Dundalk through Dublin City Centre to Gorey. The service operates at 3 – 4 services per hour in both directions on weekdays.

The DART service through Malahide Station serves all station from Malahide through Dublin City Centre to Bray and Greystones. On weekdays, this service operates at a 20-minute frequency in both directions and at 40-to-60-minute frequency in both directions on weekends.

3.2.3 Car Sharing (GoCar)

The closest GoCar vehicles are located at Malahide Centre and at Ard Na Mara off Yellow Walls Road. See Figure 6. At the time of writing in this TTA one vehicle is provided at each GoCar station, except for the Bridgefield Car Park Station which provides two.



Figure 6 | Location of GoCar Stations (Source: www.gocar.ie)

3.3 Existing Cycle Facilities

3.3.1 Greater Dublin Area Cycle Network Plan

In accordance with Existing Facilities Maps - Sheet E9 within the Greater Dublin Area Cycle Network Plan, Malahide town currently does not comprise any cycle tracks or cycle lane facilities. See Figure 7.



Figure 7 | Existing Facilities Map – Sheet E9, Extracted from GDA Cycle Network Plan.

3.3.2 Bike Parking

Sheltered bike parking is available at Malahide Station with 70 no. bike spaces provided. Alternatively, bikelocker.ie offer 20 no. additional bike lockers to rent. This existing bike parking at Malahide Station currently provides the opportunity for residents living in the surrounding area to commute to their destination (place of work, school, college, etc.) by a cycle-train combined travel and to shift away from the private car usage.

3.3.3 Bleeper Bike

Bleeper Bike scheme is Ireland's first stationless bike sharing scheme widely used in Dublin City. Stationless bikes are equipped with a smart lock fixed that controls usage of the bike by communicating with the app. Bleeper Bikes do not require custom build docking bays, however they must be parked at designated bike racks.

Three designated bike racks are provided at Malahide centre. The location of these racks is illustrated in Figure 8 below. The purple zone shown is a dedicated area where users will be able to find available Bleeper Bikes to use.

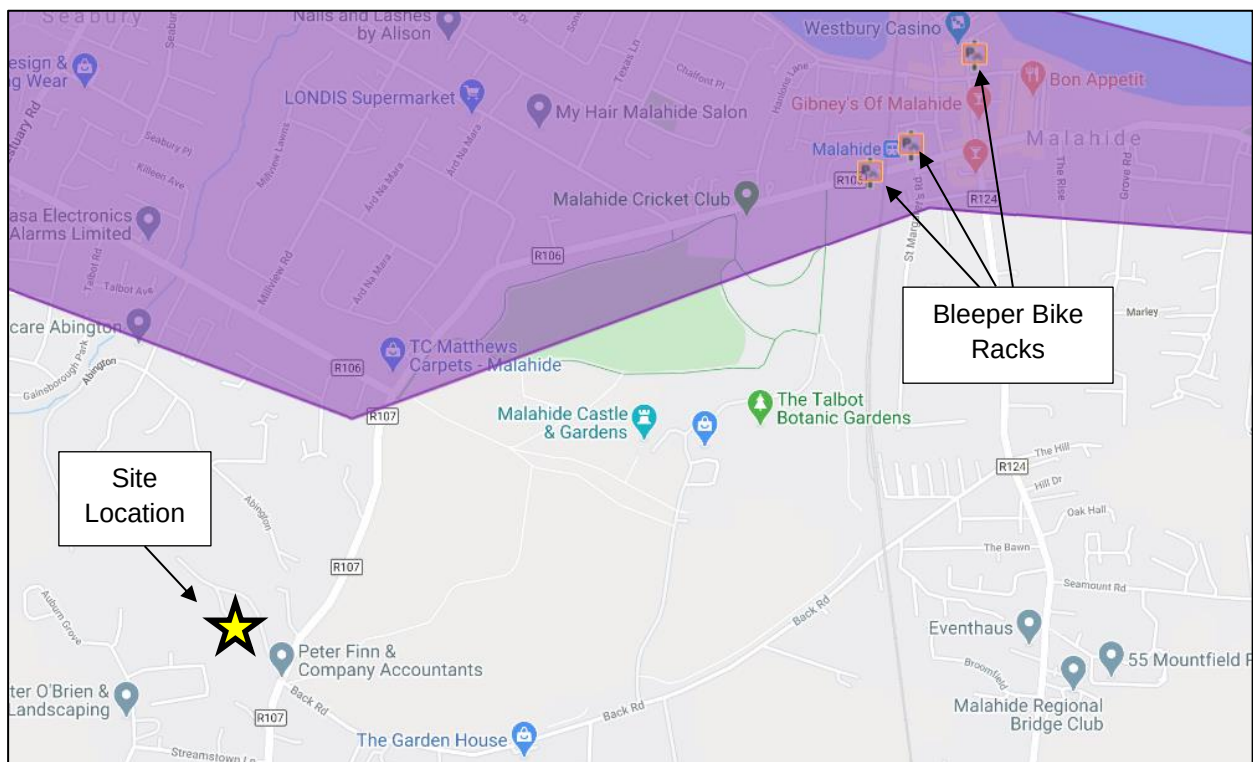


Figure 8 | Bleeper Bike Designated Racks at Malahide.

3.4 Existing Pedestrian Facilities

The existing pedestrian facilities in the surrounding area comprise a network of footpaths linking the various neighbourhoods to each other, to the existing schools, to the Malahide train station and village, to the Malahide Castle and Gardens and to the surrounding public network.

4. Transportation Improvements

4.1 Roads and Junctions

4.1.1 R107 Malahide Road / Back Road Junction Upgrade Scheme

As part of subject development works, it is proposed to upgrade the existing R107 Malahide Road / Back Road priority-controlled T-junction to a four-armed signalised junction. The additional fourth arm (western approach) of the proposed layout will form the main vehicular access to the subject development site.

The proposed scheme comprises of:

- Construction of the fourth arm of the junction to provide controlled access to the proposed development site;
- Installation of a new traffic signal infrastructure with 4 normal traffic phases and 1 pedestrian phase;
- Provision of dedicated pedestrian crossings with dropped kerbs and tactile paving on Back Road (E) and R107 Malahide Road (N) approaches;
- Reconfiguration of the Back Road (E) approach to include a dedicated right-turning pocket lane;
- Reconfiguration of the R107 Malahide Road (S) approach to include a dedicated right-turning pocket lane;
- Improvements to the existing footpaths northeast, southwest and southeast of the junction;
- Provision of advanced stop lines for cyclists on the southern, eastern and northern approaches.
- Provision of MOVA control with loop detectors as per Fingal County Council requirements.

The proposed upgrade layout for this junction can be seen in Waterman Moylan Drawing No. 19-020-P110 accompanying the documentation package.

An assessment of other access options from the Malahide Road was carried out and is presented within an accompanying report by Downey Planning.

4.2 Public Transport

4.2.1 DART+ Programme

Malahide Station is part of the northern route of the DART railway network. The DART+ Programme aims to improve current rail services across Dublin City and Greater Dublin, by modernising and providing an electrified and more frequent and reliable rail service, enhancing capacity on the rail corridor. As part of the programme, the rail service between Drogheda and Dublin City Centre (via Malahide) is planned to be electrified with higher frequency. New rail frequency on Malahide has not been confirmed at the time of writing, however, significant increase in capacity is expected by purchase of new rolling stock. Improvements to the northern route are expected to be in place before 2031, with the new rolling stock expected to come into service by late 2022.

4.2.2 Bus Connects

The Bus Connects project currently being promoted by the National Transport Authority aims to deliver a much-enhanced bus service to the Greater Dublin Area (GDA). The proposed route which will directly serve the subject development via R107 Malahide Road is the **Secondary Radial Routes 20** – See Figure 9. A summary of the frequency of this proposed route is presented in Table 3.

In addition to the above-mentioned route, the surrounding area will also be served by the **Secondary Radial Route 21** and the **Peak Times Route X78**. The closest bus stops served by these routes will be located on R106 Swords Road to the north of the site and Feltrim Road to the south. A summary of the frequency of these routes is shown in Table 3.

Route No.	From	To	AM Weekday Frequency (07:00 to 09:00)	PM Weekday Frequency (17:00 to 19:00)
20	Malahide	City Centre	Every 30 minutes	Every 30 minutes
21	Swords Business Park	City Centre	Every 30 minutes	Every 30 minutes
X78	Malahide	UCD	2 Buses at 07:00	1 Bus at 16:00 1 Bus at 17:00

Table 3 | Bus Connects Routes 20, 21 and X78 - AM and PM Weekday Frequency.

For routes 20 and 21, the frequency of buses on weekends is 30-minutes except for hours between 06:00 – 08:00 which have a 60-minute frequency.

The nearest bus stops for Bus Route 20 are located just outside the Malahide Road site access point. As illustrated in Figure 3 previously, these stops are c. 5-minute walk from the centre of the proposed development site.



Figure 9 | Bus Connects Routes Map.

4.3 GoCar

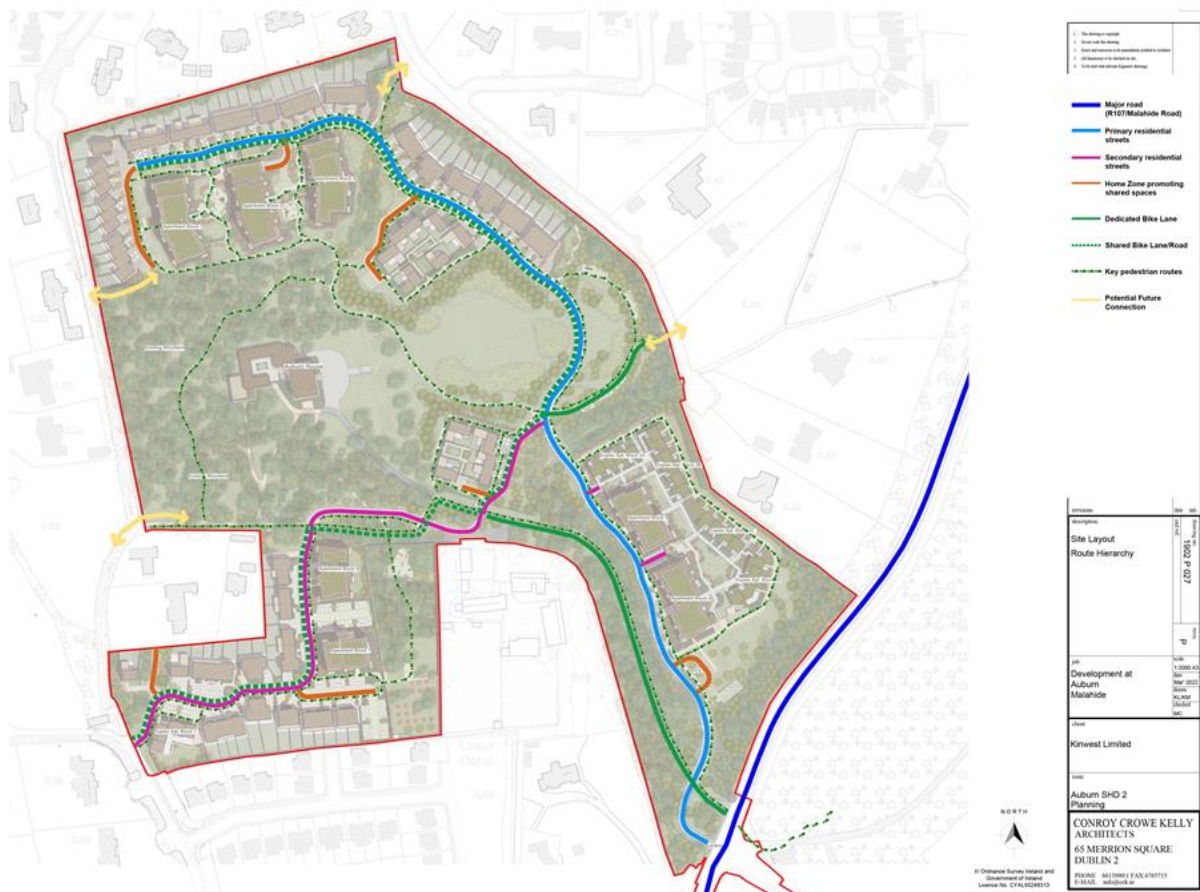
It is expected that GoCar will provide 4-6 shared car club vehicles in the proposed SHD scheme. A letter to confirm GoCar's intention to provide these new car club vehicles is included in Appendix A.

4.4 Pedestrians

Additional pedestrian facilities, such as renovated footpaths and new dedicated pedestrian crossings will be provided on R107 Malahide Road / Back Road junction prior to the construction of the proposed development.

There will be toucan crossings provided at the junction with R107 Malahide Road / Back Road which connect to the pedestrian/cycle network along Malahide Road, Back Road and within the Malahide Castle grounds. This provides safe passage walking from the proposed development into Malahide town Centre and the DART station.

The internal layout of the site will include an interconnect network of footpaths. These footpaths will include greenways into the existing woodlands surround Auburn House and also connect to the site access point at Carey's Lane via a pathway alongside the road. The internal layout can be seen in the Conroy Crowe Kelly Architect's drawing 1902 P027 accompanying the documentation package (see extract below).



A green route footpath will be used as another site access point connecting to the site entrance at R107 Malahide Road. This will bring pedestrians and cyclist on a dedicated path into the middle of the site. Following pre-planning consultation with Fingal County Council and An Bord Pleanála, additional routes have been brought to the boundary with Abington for possible future connectivity.

4.5 Cycle

As noted above in Section 4.4, the existing Auburn driveway will act as a dedicated pedestrian / cycle route from the Malahide Road, into the middle of the proposed Auburn development. From this point there are off road and on road option to Careys Lane and to the rest of the proposed development and to the boundary with Abington for possible future connectivity. Refer to accompanying Conroy Crowe Kelly Architect's drawing 1902 P027 for the Route Hierarchy through the proposed development.

Additional cycle facilities are also proposed as part of the main signalised junction on Malahide Road. Refer to Waterman Moylan drawing 19-020-P110.

Proposals for the Greater Dublin Area Cycle Network Plan were published by the National Transport Authority in December 2013. The plan sets out a vision and a strategy for the construction and/or designation of a comprehensive network of cycling routes throughout the Greater Dublin Area (Counties Dublin, Meath, Kildare and Wicklow).

An extract from Sheet N9 (Proposed Cycle Network Swords & Malahide) is reproduced in Figure 10 below.

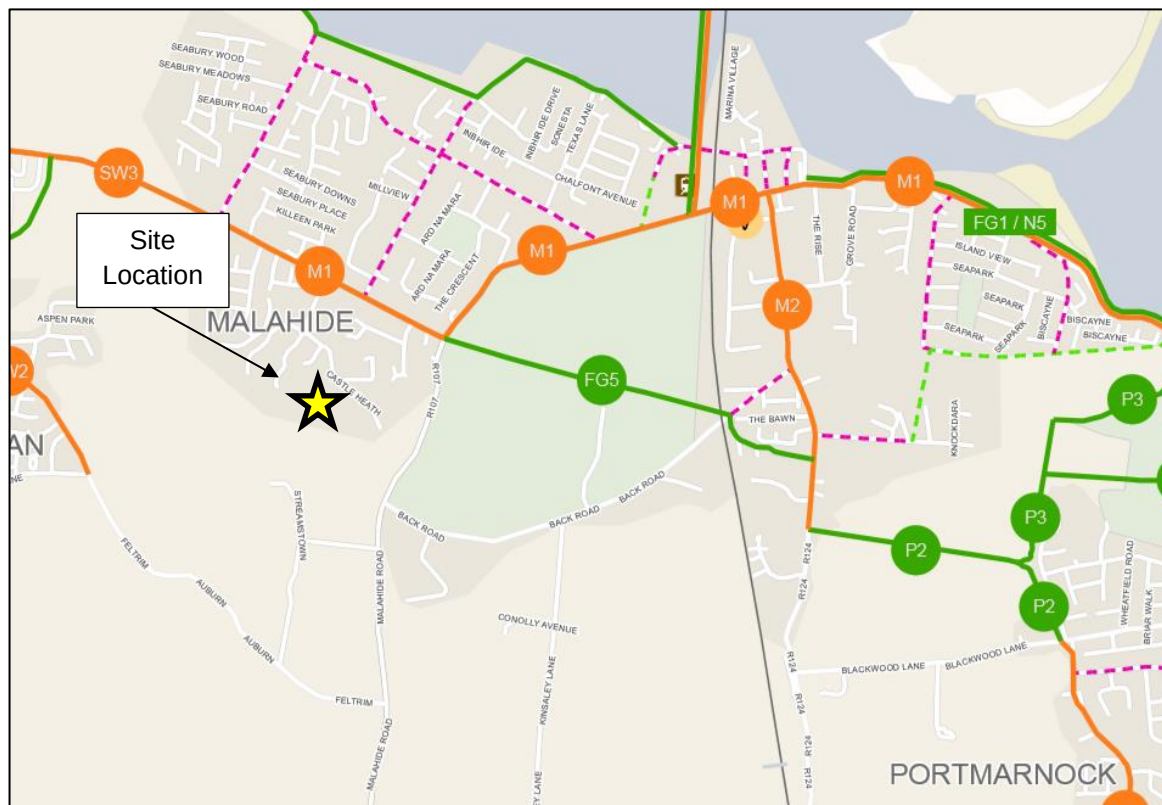


Figure 10 | Proposed Cycle Network Upgrades.

As can be seen from above, no cycle lanes are proposed on R107 Malahide Road and Back Road under the Cycle Network Plan. However, as previously described in Section 4.1.1, as part of the subject development works, it is proposed to provide advanced stop lines for cyclists on the southern, northern and eastern approaches of the proposed signalised junction between R107 Malahide Road / Back Road to provide with a safe area for cyclists in front of vehicular queues and help them position themselves correctly for their right/left turning movements.

5. Proposed Development at Streamstown Masterplan

5.1 Description

The development proposed as part of the subject application will be located on the northern portion of Streamstown Masterplan and will comprise of:

- The preservation and protection of the existing Protected Structure of Auburn House as 1 no. residential dwelling;
- 87 no. Houses;
- 239 no. Apartments;
- 42 no. Duplexes;
- A 173sqm childcare facility at ground floor of Apartment Block 4.

Detailed breakdown of the proposed residential units was provided in Table 4.

The overall proposed development is programmed to be fully constructed and occupied by 2026.

Description		1-Bed	2-Bed	3-Bed	4-Bed	5-Bed or more	Total
Houses <i>(including Auburn House)</i>		-	-	47	34	7	88 Houses
Apartments	Block 1	26	20	-	-	-	46
	Block 2	26	21	2	-	-	49
	Block 3	22	20	-	-	-	42
	Block 4	10	17	1	-	-	28
	Block 5	6	22	-	-	-	28
	Block 6	5	14	2	-	-	21
	Block 7	14	10	1	-	-	25
Duplexes	Block 1	1	3	2	-	-	6
	Block 2A	6	2	-	-	-	8
	Block 2B	8	3	-	-	-	11
	Block 2C	7	2	-	-	-	9
	Block 2D	4	4	-	-	-	8
Total		135	138	55	34	7	369 Units

Table 4 | Schedule of Accommodation

5.2 Pedestrian and Cyclist Infrastructure

All footpaths for the proposed development will be provided in accordance with Section 4.3.1 of the DMURS which suggests that a minimum 1.8m footpath should be provided. The proposed internal pedestrian facility

will connect to existing/planned facilities in the vicinity of the site and will provide a good quality and safe/secure network for pedestrians.

The proposed development includes a pathway around the site and woodlands surround Auburn House. This pathway will link up to the junction between Malahide Road and Back Road. The proposed development includes upgrading this junction to a signalised 4-armed junction. The upgrades include 3 sets of Toucan crossings for both pedestrians and cyclists which connect the proposed pathway to the existing pathways along Back Road and Malahide Road. The pathways along Back Road connect to the Malahide Castle and gardens which has a large network of pathways for pedestrians and cyclists connecting to Malahide Town and Malahide Train Station.

As part of the proposed development works, advanced stop lines for cyclists will be provided on the signalised junction between R107 Malahide Road and Back Road. These advanced stop lines will provide with a safe area for cyclists in front of vehicular queues and help them position themselves correctly for their right/left turning movements.

5.3 Site Access Points

The proposed development will benefit from two vehicular access points. To the southeast of the site, R107 Malahide Road / Back Road priority-controlled T-junction is proposed to be upgraded to a four-armed signalised junction with the western arm forming the primary access to the site. A secondary access is proposed from west of the site via Carey's Lane leading to Streamstown Lane and Feltrim Road.

In addition to the two site access described above – which will be used by all modes of transport, pedestrians and cyclists will also benefit from a green route across the site leading to R107 Malahide Road just north of the proposed vehicular access point to the site. There will be toucan crossing incorporated to the proposed R107 Malahide Road / Back Road junction, connecting the proposed development to existing footpaths on both Malahide Road and Back Road.

A detailed report on all site access points considered was created by Downy Planning accompanies this planning application. This report details all site access options discussed and the impacts of each access point.

The location of the abovementioned site access points is shown in Figure 11 below.

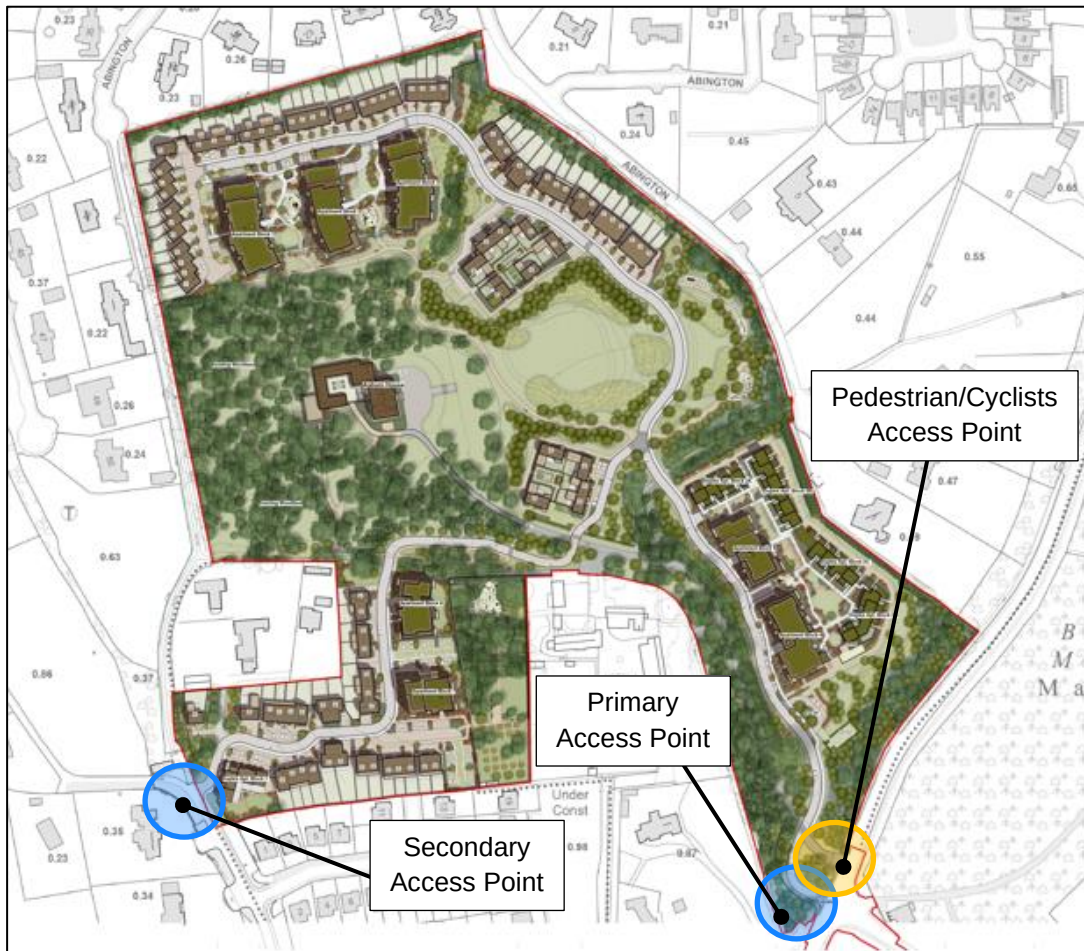


Figure 11 | Proposed Site Access Points.

5.4 Access to Undercroft Parking for Apartments

Each apartment block will comprise an undercroft parking. Apartment Blocks 1, 2 and 3 will share a single undercroft parking that will be accessed under Apartment Block 2 as shown on Waterman Moylan Drg No's 19-020-101. Apartment Block 8 will have undercroft parking accessed to the north of the block as shown on Waterman Moylan Drg No 19-020-P102. Apartment Blocks 4 and 5 will have a shared undercroft parking space. This is accessed between both apartment blocks as shown in Waterman Moylan Drg No's 19-020-P101-P103.

5.5 Access to Refuse Vehicles/Fire Tenders

The proposed development will be accessible for refuse vehicles/fire tenders. Turning path layout for refuse vehicle and fire tender are shown on Waterman Moylan Drg No's 19-020-P140 and 19-120-P141 accompanying the subject application.

6. Site Accessibility

This section describes the accessibility of the proposed development site for pedestrians and cyclists. It is clear that high quality and extensive provision of walking and cycling facilities are key elements to support in the reduction of the private car usage.

6.1 Walking Accessibility

The national Transport Authority (NTA), formerly the Dublin Transport Office, have published the document “The Route to Sustainable Commuting” which describes acceptable walking distances for pedestrians without mobility impairment. This document states that 4,000m or approximately 50 minutes is the preferred maximum walking distance.

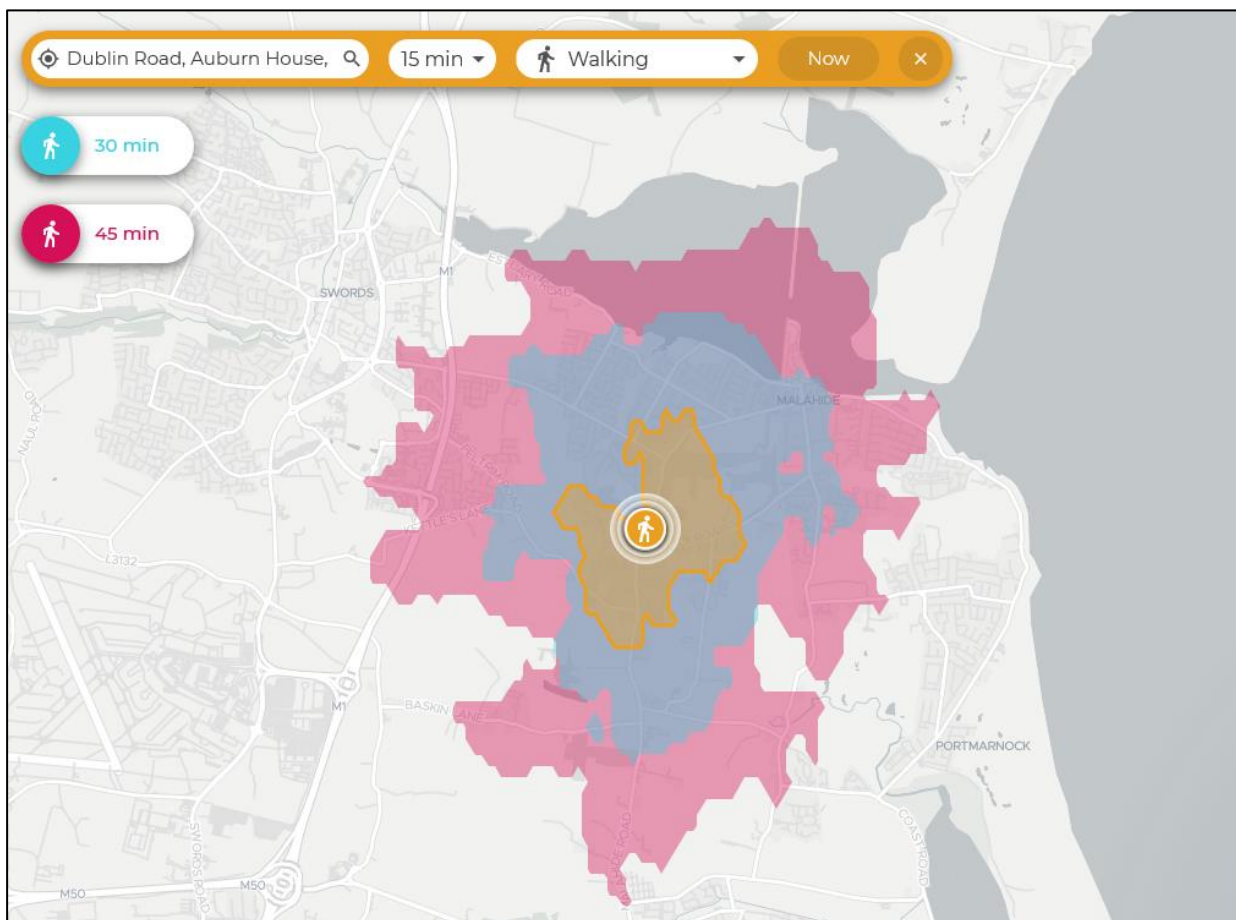


Figure 12 | Walking Catchments from the Site.

As illustrated in Figure 12, walkable distance from the development would allow residents to walk to Malahide Centre (northeast of the site), where currently comprises a number of facilities of all types, including leisure, retail and commercial developments within a walking time of approximately 30-45 minutes. The Malahide Rail Station is also reachable within the time range of 30-45 minutes and is currently a good option for those residents wishing to commute to Dublin City Centre.

A network of inter-connected footpaths is provided along the entire route from the subject site towards the Malahide Centre.

6.2 Cycling Accessibility

As per walking, the NTA document “The Route to Sustainable Commuting” mentioned above also describes acceptable cycling distances for cyclists without mobility impairment. According to this document, 10Km is the maximum distance people will travel by bike. There are a large number of commercial and employment areas within 10km or c.50min bike ride from the site. As show in Figure 13, those travelling by bike from the proposed development site could reach Malahide Centre within 15-minute cycling, Dublin Airport within 30-minute cycling and Dublin City Centre (North side) within 45-minute cycling.

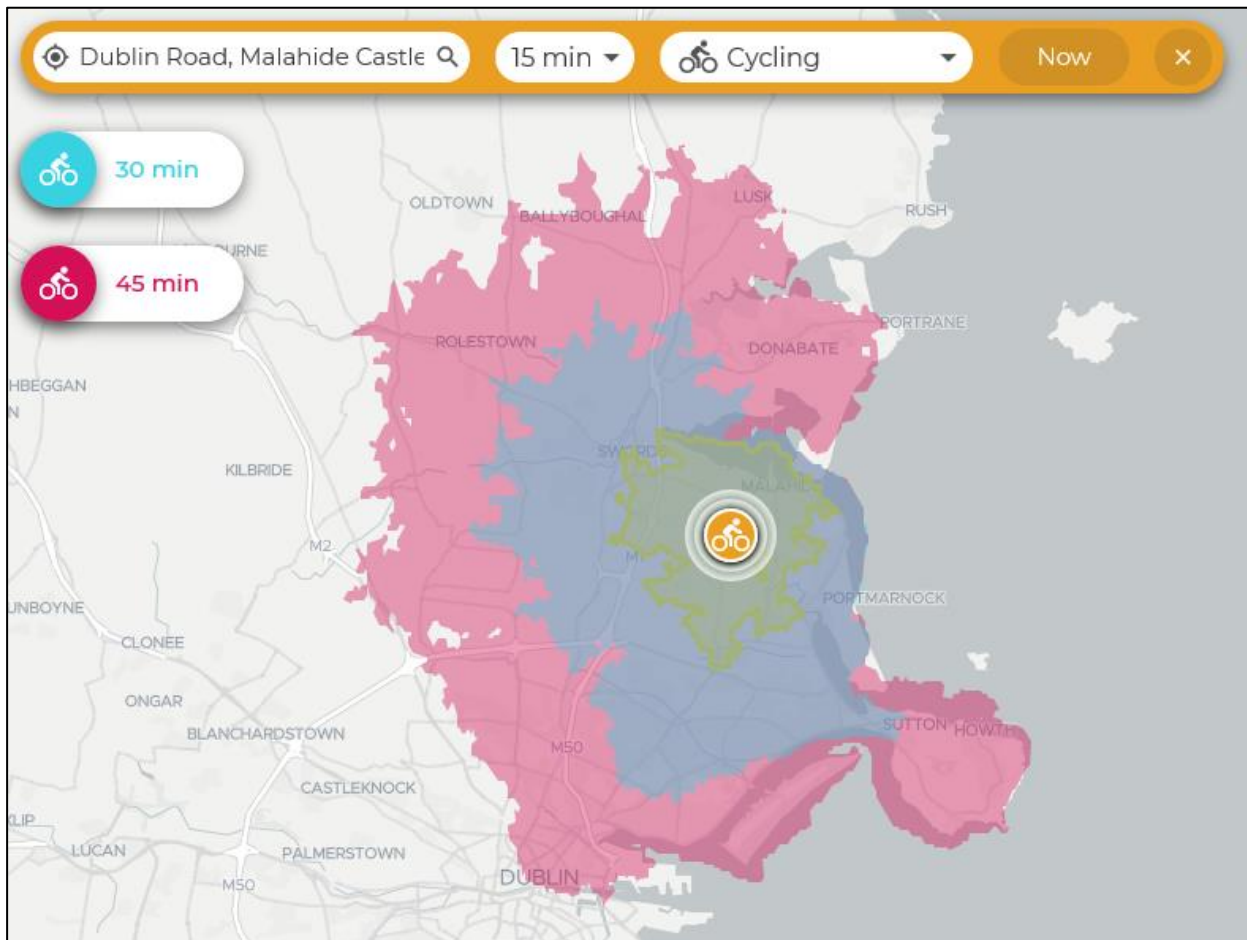


Figure 13 | Cycle Catchments from the Site.

7. Broomfield Masterplan

In order to provide a robust and conservative assessment of the transportation network in the local area, the Broomfield Masterplan (to the east of the subject development site) was also analysed with regards to trip generation and distribution, to determine the cumulative impacts of the subject development and other proposed developments in the vicinity of the site. The location of Broomfield Masterplan is illustrated in Figure 14 – extracted from Fingal Development Plan (FDP), Sheet No. 9.

7.1 Description

In the Fingal Development Plan 2017 – 2023, Broomfield Masterplan falls within the zoning objective type of:

“RA – Residential Area: provide for new residential communities subject to the provision of the necessary social and physical infrastructure.

Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.”

At the time of writing in 2021, Phase 1 of Broomfield Masterplan, approved under Planning References F13A/0459 and F13A/0460, is under construction.

7.2 Phase 1 (Planning. Ref’s. F13A/0459 and F13A/0460)

The under-construction Phase 1 development of Broomfield Masterplan comprises of a total of 149 residential units (61 dwelling under Planning Reference F13A/0459 and 88 dwellings under Planning Reference F13A/0460). Phase 1 is assumed to be fully developed and occupied by 2026 (Opening year of Proposed Development).

7.3 Future Phases

The subsequent phases of Broomfield Masterplan are estimated to comprise approximately 500 residential units. For the purpose of this TTA, it was assumed that the last phase of Broomfield Masterplan will be fully completed and occupied by 2031.

7.4 Overall Broomfield Masterplan Development

The overall Broomfield Masterplan development expected to be fully completed and occupied by 2031 is presented in Table 4.

Phase	Total Residential Units Houses + Apartments
Phase 1 (Under Construction)	149
Future Phases (Future Applications)	500
Overall Broomfield Masterplan	649

Table 5 | Overall Broomfield Masterplan Development 2031.

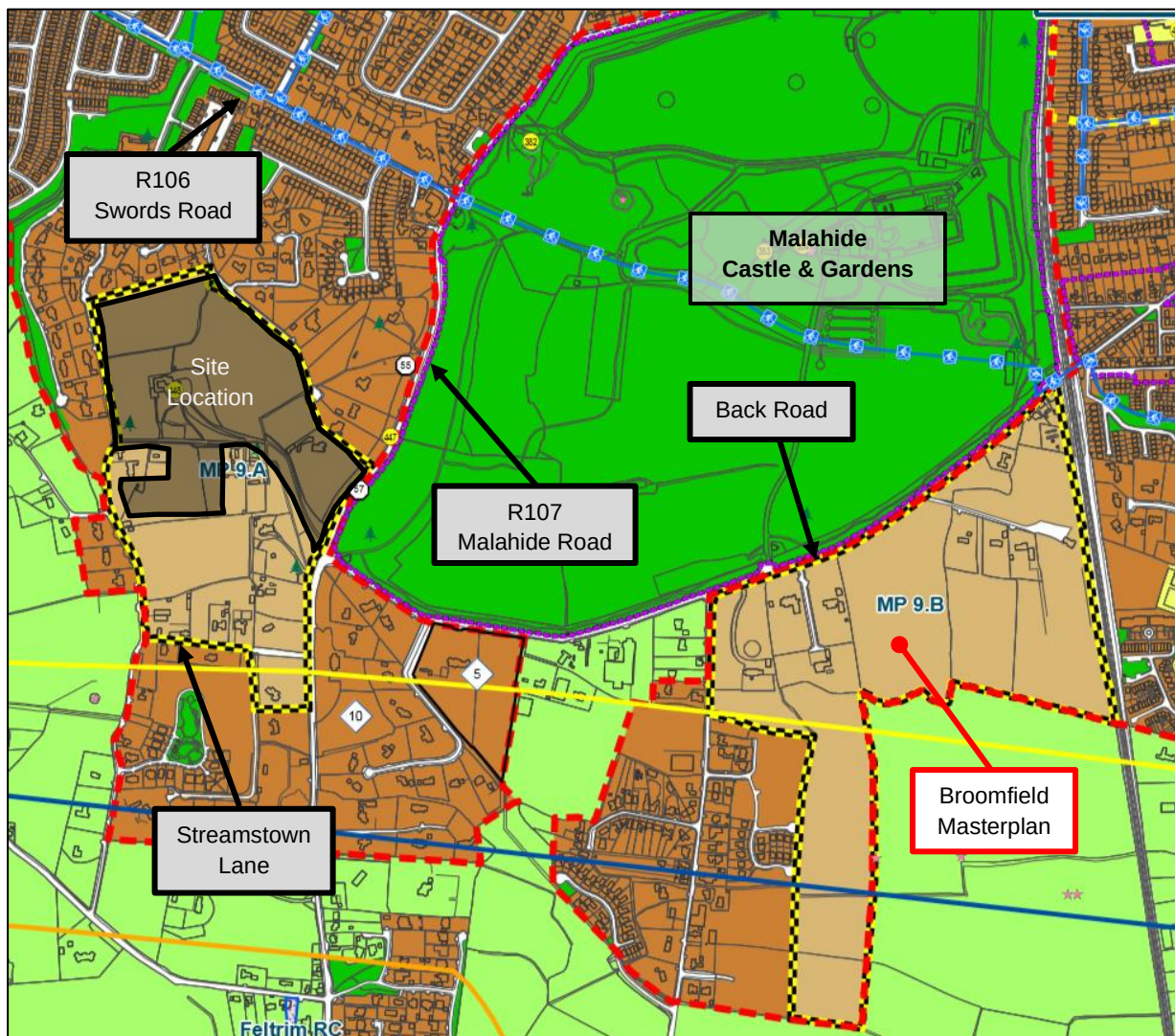


Figure 14 | Location Map for Broomfield Masterplan – Extracted from Fingal Dev. Plan - Sheet 9.

8. Traffic Surveys

In order to identify the volumes of traffic movements at key points on the road network surrounding the subject site, three sets of classified turning movement traffic counts were commissioned.

A manual classified traffic survey was carried out by 'IDASO' on Wednesday 18th September 2021 at one priority-controlled T-junction over a period of 24 hours. The junction surveyed was:

- **Junction 1 (Priority T-junction):** R107 Malahide Road / Back Road.

A second manual classified traffic survey was carried out by 'Traffinomics' on Tuesday 21st January 2020 at one priority-controlled T-junction over a period of 24 hours. The junction surveyed was:

- **Junction 2 (Priority T-junction):** Carrey's Lane / Streamstown Lane.

An additional manual classified traffic survey was carried out by 'IDASO' on Tuesday 24th November 2020 at two priority-controlled T-junctions over a period of 24 hours (as requested by Fingal County Council Transportation Department). The junctions surveyed were:

- **Junction 3 (Priority T-junction):** R107 Malahide Road / Streamstown Lane.
- **Junction 4 (Priority T-junction):** Feltrim Road / Streamstown Lane.



Figure 15 | Location of Surveyed Junctions.

As described above, the survey carried out by 'IDASO' for Junction 3 and Junction 4 was undertaken in November 2020. At that time, the country was at Lockdown Level 5 to restrict the spread of COVID-19 and as a result, the traffic flows surveyed for these junctions were considered not representative of a normal traffic day.

In order to account for the traffic reduction due to Lockdown Level 5 and identify typical traffic flows of a normal day, the surveyed flows for Junctions 3 and 4 have been factored up. To assist with the factoring

up exercise, a one-page document named 'COVID-19 – Junction Turning Count Comparison' has been provided by 'IDASO'. This document provides data of total vehicle flows surveyed at a random junction in the GDA (North Side) during each level of COVID-19 restriction (from April 2020 to November 2020) and compares them against the Pre COVID-19 scenario in February 2020. The random surveyed junction is the intersection between Oscar Traynor Road (R104), Malahide Road (R107) and Tonlegee Road (R107) in Coolock.

The results of the comparison exercise carried out by 'IDASO' identified that in November 2020 (during Level 5 restrictions), the volume of traffic getting through the surveyed junction was 14% lower when compared to the Pre COVID-19 scenario in February 2020. Based on that, the vehicle flows surveyed on Junctions 3 and 4 have been increased by a 14% factor.

It is acknowledged that the random junction is located in a distinct area in terms of traffic level and the identified traffic patterns may not be precisely representative of Junctions 3 and 4 patterns. However, given the lack of specific information for the subject junctions in this regard, the use of the patterns identified for the random junction was considered reasonable to extrapolated typical day volumes on Junctions 3 and 4.

The surveys identified different peak hours for all four junctions. For the purpose of this Traffic and Transport Assessment the assumed peak hours are 08h00 - 09h00 in the AM and 18h00 – 19h00 in the PM, being the most common among them. The AM and PM peak hour surveyed volumes are illustrated in Figure 16. The factored volumes for Junctions 3 and 4 are shown later in Figure 20 – Section 11.1.

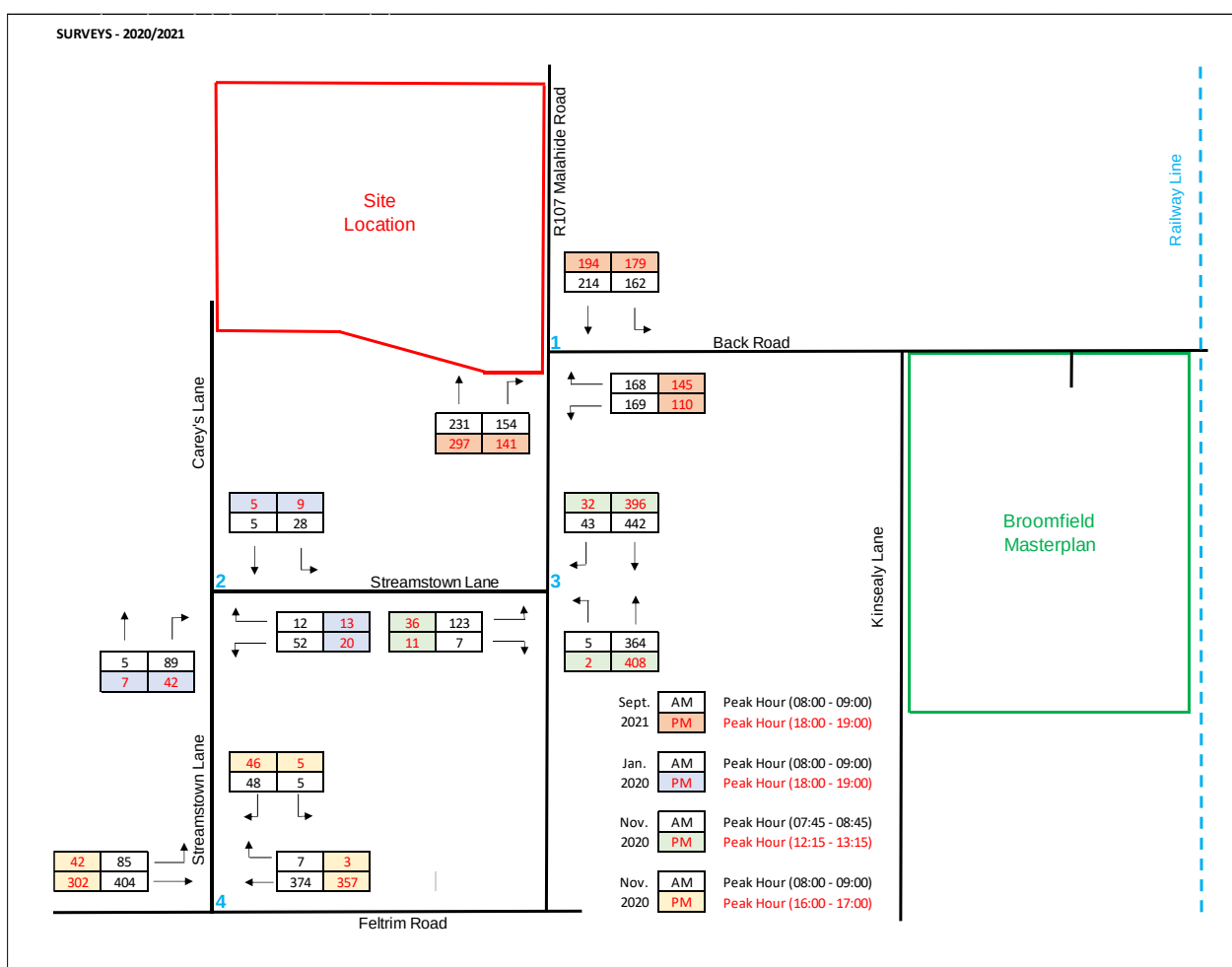


Figure 16 | Surveyed Flows 2020 & 2021.

9. Trip Generation

9.1 TRICS Car Trip Rates

In order to assess the likely impact of the traffic generation arising from the proposed development, TRICS software has been consulted. TRICS is the national standard of trip generation and analysis in Ireland. It is a database system which allows users to identify representative trip rates and to establish potential levels of trip generation for a wide variety of developments.

Full car trip rates, which were sourced from the TRICS Database version 7.8.3, have been provided in Appendix C and are summarised in Table 5 below.

Land Use Category	AM (08:00 – 09:00)		PM (18:00 – 19:00)	
	Trip Rates IN	Trip Rates OUT	Trip Rates IN	Trip Rates OUT
Houses / Duplexes	0.103	0.477	0.483	0.255
Flats (Apartments)	0.021	0.357	0.314	0.107

Table 6 | TRICS Car Trip Rates.

Fingal County Council raised a concern in relation to the use of TRICS trip rates for Flats as opposed to Apartments. This concern was noted and a new consultation of TRICS Database was undertaken. In this consultation it was observed that, as per Figure 17 below, the 'apartment' typology of use is not an option for selection, and it appears that TRICS recognises flats and apartments as being the same.

Figure 17 | Land Use Selection – TRICS Database System.

As previously mentioned in Section 7, in order to undertake a robust assessment of the road network surrounding the subject site, as part of this TTA the Broomfield Masterplan was also considered in terms of trip generation and distribution.

For the purpose of the subject assessment, it was assumed that the overall Broomfield Masterplan would be developed and operational by 2031 (Opening Year of Proposed Development + 5 Years). Broomfield Phase 1 is currently under construction.

As it is unsure at this point how many houses, apartments and duplexes will be delivered as part of the potential future development in Broomfield Masterplan, for the purpose of calculation, additional TRICS trip rates for Mixed Residential developments (Flats and Houses) were generated from TRICS database. Full TRICS report is included in Appendix C and summarised in Table 6.

Land Use Category	AM Peak Hour		PM Peak Hour	
	IN	OUT	IN	OUT
Mixed Residential (Flats and Houses)	0.093	0.290	0.266	0.124

Table 7 | TRICS Car Trip Rates – Mixed Residential Development

9.2 Peak Hour Car Trip Generation

9.2.1 2026 (Opening Year of Proposed Development)

Trip generation calculation for the assessment year of 2026 (Opening Year of Proposed Development at Streamstown Masterplan) is presented below. As described earlier in Section 5.1 and 7.4 of this report, it is expected that, by 2026, the following new developments will be in place:

- Proposed Development at Streamstown Masterplan (Subject Application) comprising a total of 369 residential units.
- Under-construction Phase 1 of Broomfield Masterplan (Reg. Refs. F13A/0459 and F13A/0460) comprising a total of 149 residential units.

Proposed Development at Streamstown Masterplan (Subject Application)

The calculated car trips for the proposed development at the Streamstown Masterplan in 2026 is presented in Table 12. These have been based on:

- A proposed development of 239 no. Apartments and 130 no. Houses / Duplexes.
- The car trip rates from Table 5.

As presented previously in this report, in addition to the 369 residential units proposed, as part of the subject development a Childcare Facility with 173sqm of area is also proposed in the scheme. However, given the size of this facility and the number of residential units proposed, it is assumed that the proposed Childcare Facility will primarily serve the proposed development's resident and in general will attract non-primary trips. Therefore, no additional car trips have been assumed for the Childcare Facility.

Proposed Development at Streamstown Masterplan	Units	AM Peak Hour		PM Peak Hour	
		Car Trips In	Car Trips Out	Car Trips In	Car Trips Out
Houses/Duplexes	130	12	38	35	16
Apartments	239	22	69	65	30
Total	369	34	107	100	46

Table 8 | AM&PM Car Trip Generation – Proposed Development at Streamstown Masterplan.

From above, it can be seen that, in the Opening Year of 2026, the proposed development at Streamstown Masterplan is expected to generate a total of 141 car trips during the AM peak hour (34 inbound and 107 outbound) and a total of 146 car trips during the PM hour (100 inbound and 46 outbound).

Under-construction Phase 1 of Broomfield Masterplan (Reg. Ref's F13A/0459 and F13A/0460)

The permission for the under-construction Phase 1 of Broomfield Masterplan provided for the construction of a total of 149 no. houses (61 no. houses under Planning Reference F13A/0459 and 88 no. houses under Planning Reference F13A/0460).

The AM and PM peak hour car trip generation to/from the under-construction Phase 1 of Broomfield – extracted from the Traffic Impact Assessment approved under Planning Reference F13A/0459, is presented in Table 8 below.

Phase 1 of Broomfield Masterplan	AM Peak Hour		PM Peak Hour	
	Car Trips In	Car Trips Out	Car Trips In	Car Trips Out
149 no. residential units	20	41	42	22

Table 9 | AM&PM Car Trip Generation – Under-construction Broomfield Phase 1.

As can be seen from the above, based on the TIA approved under Planning Reference F13A/0459, the under-construction Phase 1 of Broomfield Masterplan is expected to generate a total of 61 car trips during the AM peak hour (20 inbound and 41 outbound) and a total of 64 car trips during the PM peak hour (42 inbound and 22 outbound).

9.2.2 2031 (Opening Year of Proposed Development + 5 Years)

Car trip generation calculation for the assessment year of 2031 (Opening Year of Proposed Development + 5 Years) is presented below. It is expected that, in 2031, the following new developments will be in place:

- Proposed Development at Streamstown Masterplan (Subject Application) comprising 369 residential units – as per 2026.
- Broomfield Masterplan Phase 1 (Reg. Refs. F13A/0459 and F13A/0460) comprising a total of 149 residential units – as per 2026.
- Broomfield Masterplan Subsequent Phases (Potential Future Development) comprising a total of c. 500 residential units.

Subsequent Phases of Broomfield Masterplan (Potential Future Development)

The calculated car trips for the potential future development of the subsequent phases of Broomfield Masterplan is presented in Table 9. These have been based on:

- A future residential development comprising of c. 500 residential units.
- The car trip rates from Table 6.

	AM Peak Hour	PM Peak Hour

Subsequent Phases of Broomfield Masterplan	Car Trips In	Car Trips Out	Car Trips In	Car Trips Out
c. 500 no. residential units	47	145	133	62

Table 10 | AM&PM Car Trip Generation – Potential Future Development at Broomfield.

As can be seen from the above, for the future assessment year of 2031, the potential future residential development in Broomfield Masterplan is estimated to generate a total of 192 car trips during the AM peak hour (47 inbound and 145 outbound) and a total of 195 car trips during the PM peak hour (133 inbound and 62 outbound).

9.2.3 Summary of Peak Hour Car Trip Generation

Table 10 below shows a summary of the car trips estimated to be generated by the under-construction, proposed and potential future developments at Streamstown and Broomfield Masterplans in 2026 and 2031.

Development	No. units	Year	AM Peak Hour		PM Peak Hour	
			Car Trips In	Car Trips Out	Car Trips In	Car Trips Out
Proposed Development at Streamstown Masterplan (Subject Application)	369	2026	34	107	100	46
Phase 1 of Broomfield Masterplan (Under-construction)	149	2026	20	41	42	22
Subsequent Phases of Broomfield Masterplan (Potential Future)	500	2031	47	145	133	62

Table 11 | Summary of Peak Hour Car Trip Generation – 2026 and 2031.

10. Trip Distribution

10.1 Proposed Development at Streamstown Masterplan

In order to determine the amount of new car trips expected to travel through each surveyed junction in the vicinity of the proposed development site, the calculated car trips for the proposed development at Streamstown Masterplan presented in Table 10, have been distributed.

The estimated traffic to/from the proposed development has been divided between the following two proposed vehicle access points:

- **Access Point 1:** Proposed western arm of the proposed signalised junction between R107 Malahide Road and Back Road.
- **Access Point 2:** Proposed vehicular access via Carey's Lane.

Given its location providing more direct access to R107 Malahide Road, Access Point 1 is assumed to serve the majority of the proposed development trips (80%), whilst the Access Point 2 is assumed to serve the remaining 20%.

Generally, based on the location of the subject vehicular access points and the proposed development in relation to regional roads, to M1 motorway and to major employment and commercial centres, the estimated development car trips are assumed to have the following origin/destination distribution characteristics:

- 45% to/from south along R107 Malahide Road;
- 20% to/from north along R107 Malahide Road;
- 20% to/from east along Back Road;
- 10% to/from west along Feltrim Road via Streamstown Lane;
- 5% to/from east along Feltrim Road via Streamstown Lane;
- 15% to/from along Feltrim Road via Malahide Road;

The distribution percentage of the car trips for the AM and PM peak hour is detailed in Figure 18 below and the corresponding AM & PM peak hour traffic flows, based on the assumed distribution, are presented in Figure 21 – Section 11.2.

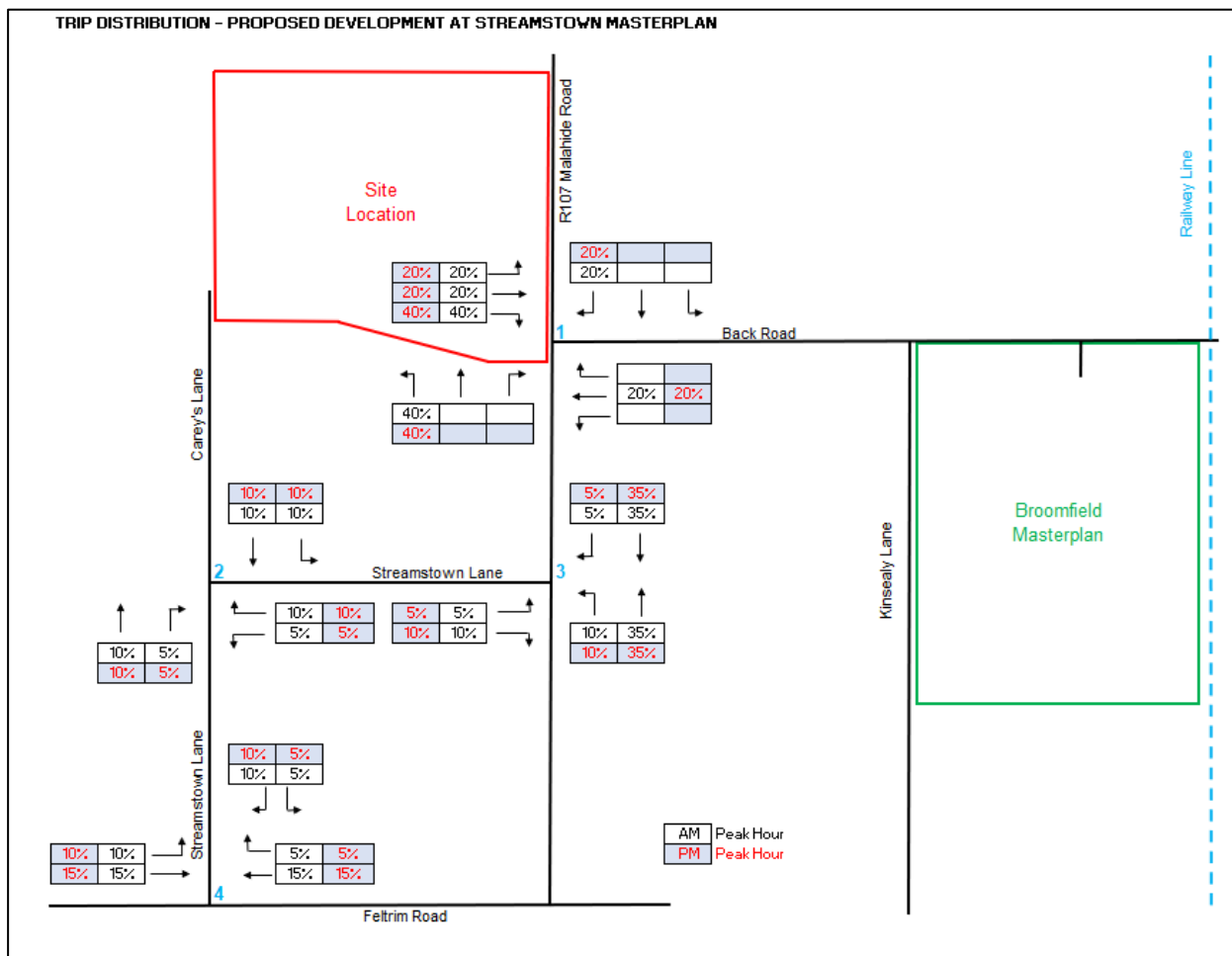


Figure 18 | Car Trip Distribution AM & PM Peak Hours – Prop. Dev. At Streamstown Masterplan.

10.2 Broomfield Masterplan

Similarly, with the objective to establish the amount of new car trips expected to travel through each surveyed junction, the calculated car trips for the Broomfield Masterplan development (under-construction Phase 1 in 2026 and potential future development in 2031), presented in Table 15, have been distributed.

The distribution percentage of the car trips for the AM and PM peak hour is detailed in Figure 19 and the corresponding AM & PM peak hour traffic flows, based on the assumed distribution, are presented in Section 11.3 - Figure 22 for the under-construction Phase 1 in 2026, and in Section 11.4 – Figure 23 for the potential future development in 2031. In summary, car trip distribution for Broomfield Masterplan developments was assumed as follows:

- 30% to/from east along Back Road towards R124 The Hill;
- 70% to/from west along Back Road towards R107 Malahide Road, of which:
 - 10% to/from south along Kinsealy Lane;
 - 20% to/from north along R107 Malahide Road;
 - 30% to/from south along R107 Malahide Road;
 - 10% to/from west along Streamstown Lane and Feltrim Road.

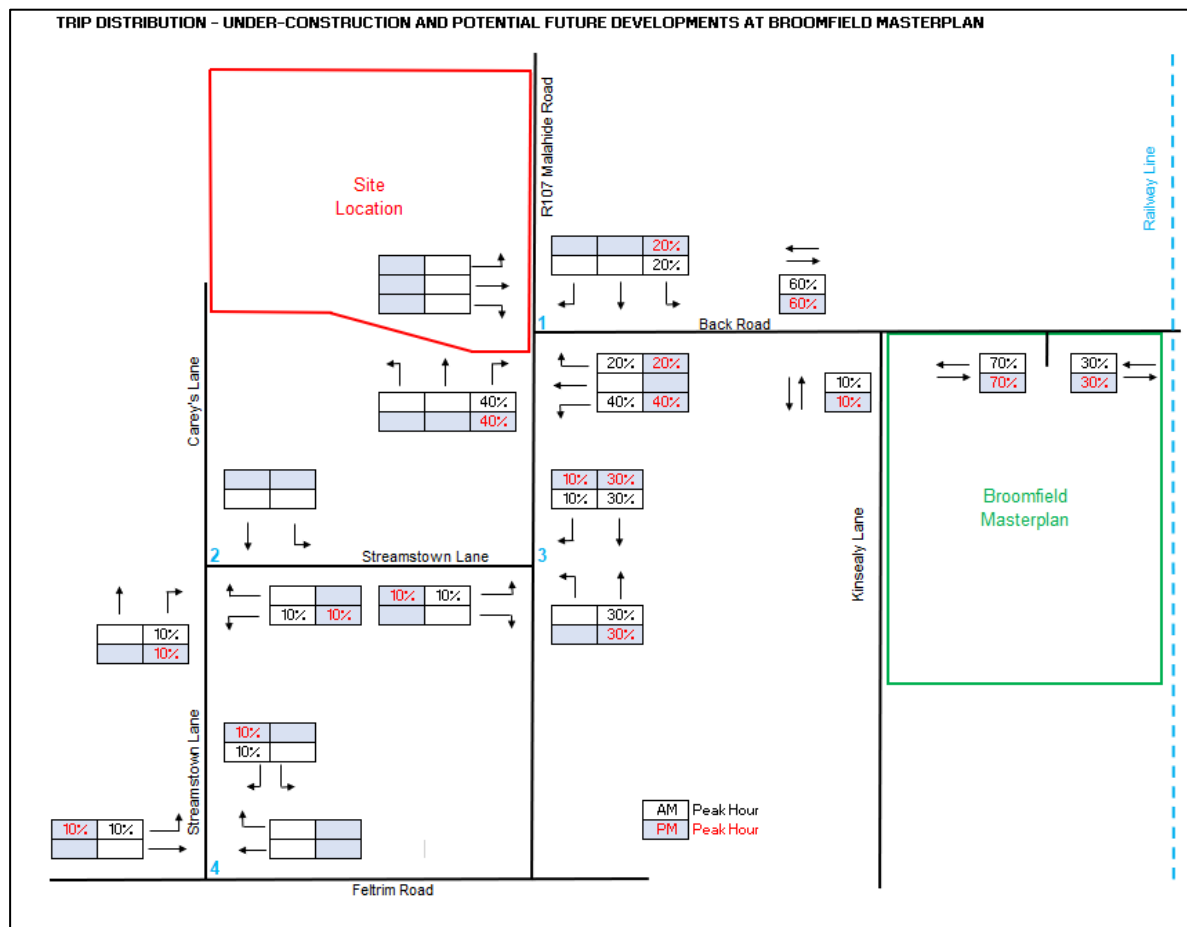


Figure 19 | Car Trip Distribution AM & PM Peak Hours – Prop. Dev. at Broomfield Masterplan.

11. Forecast Traffic

11.1 Base Year – 2022

For the purpose of establishing the baseline year of 2022, the 2020/2021 peak hour flows of Junction 1, 2, 3 and 4 presented in Figure 16 have been factored up and the results are presented in Figure 20 below.

The background traffic growth used to factor up the 2020 surveyed traffic movements is in accordance with the 'Table 6.1: Link-Based Growth Rates: Metropolitan Area Annual Growth Rates' within the TII Publications – Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections (May 2019). This is:

- 1.049 (Central Growth) growth factor from 2020 to 2022.
- 1.0162 (Central Growth) growth factor from 2021 to 2022.

As previously mentioned in Section 8, due to travel restrictions that were in place when Junctions 3 and 4 were surveyed in November 2020, both junctions' flows were factored up by 14% to account for COVID-19 restrictions.

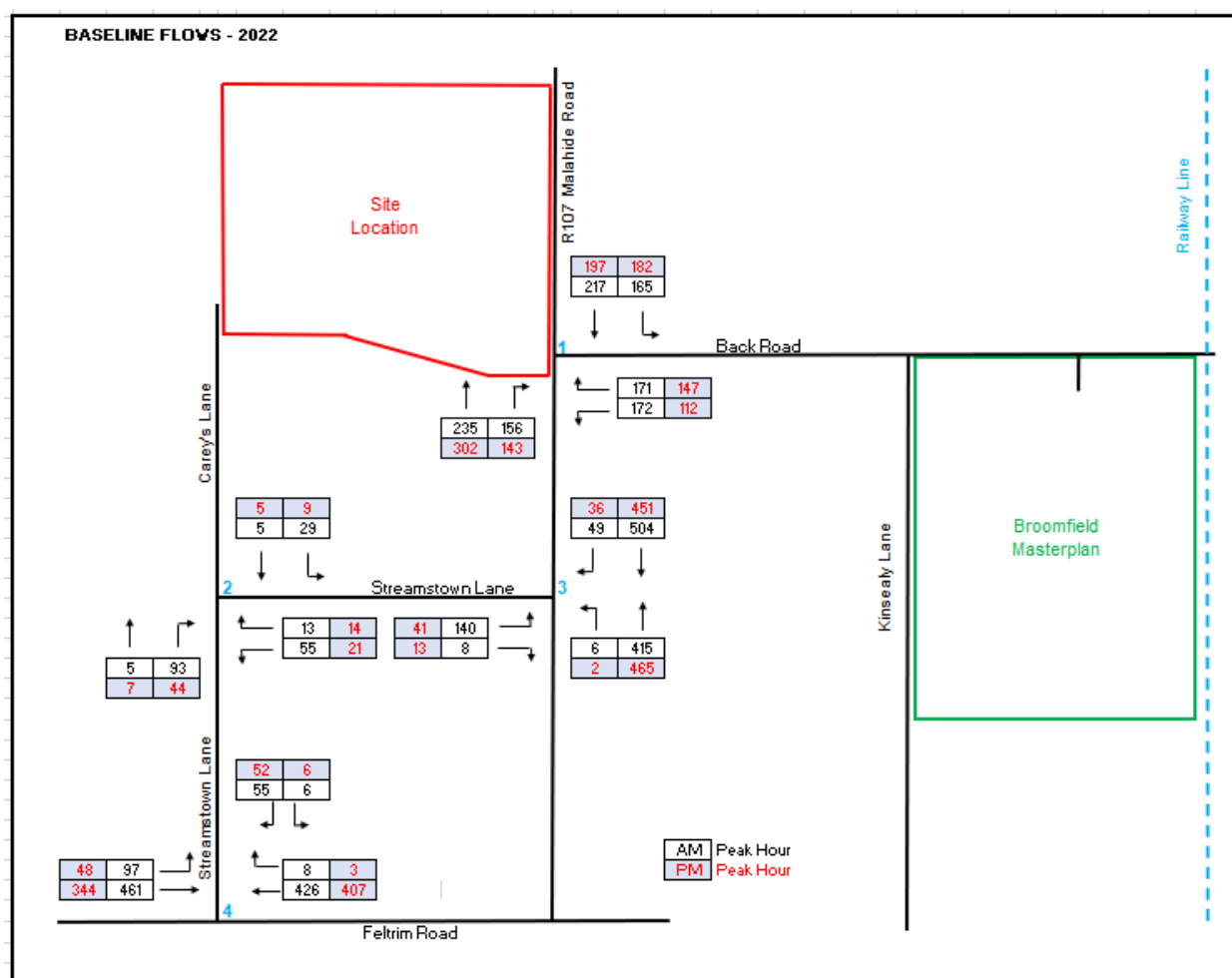


Figure 20 | Baseline Flows 2022.

11.2 Streamstown Masterplan – Proposed Development Traffic – 2026

Road traffic movements from/to the proposed residential development at the Streamstown Masterplan in 2026 (Opening Year) are presented in Figure 21.

These movements have been based on the car trips from Table 10 and the trip distribution from Figure 18.

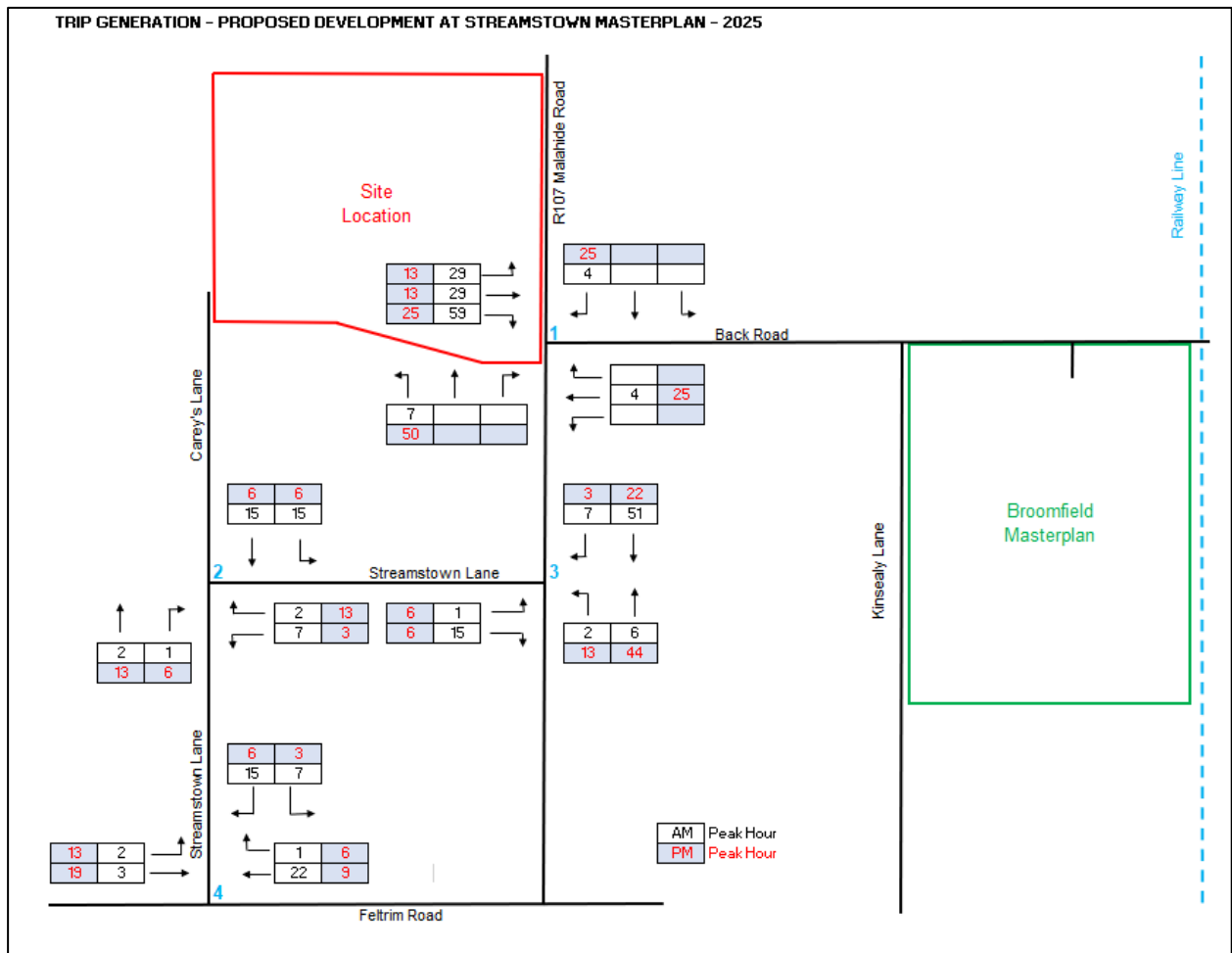


Figure 21 | Traffic to/from the Prop. Dev. at Streamstown Masterplan – Opening Year 2026.

11.3 Broomfield Masterplan – Phase 1 Traffic – 2026

Road traffic movements from/to the under-construction Phase 1 development at Broomfield Masterplan in 2026 are presented in Figure 22.

These movements have been based on the trips from Table 10 and the trip distribution from Figure 19.

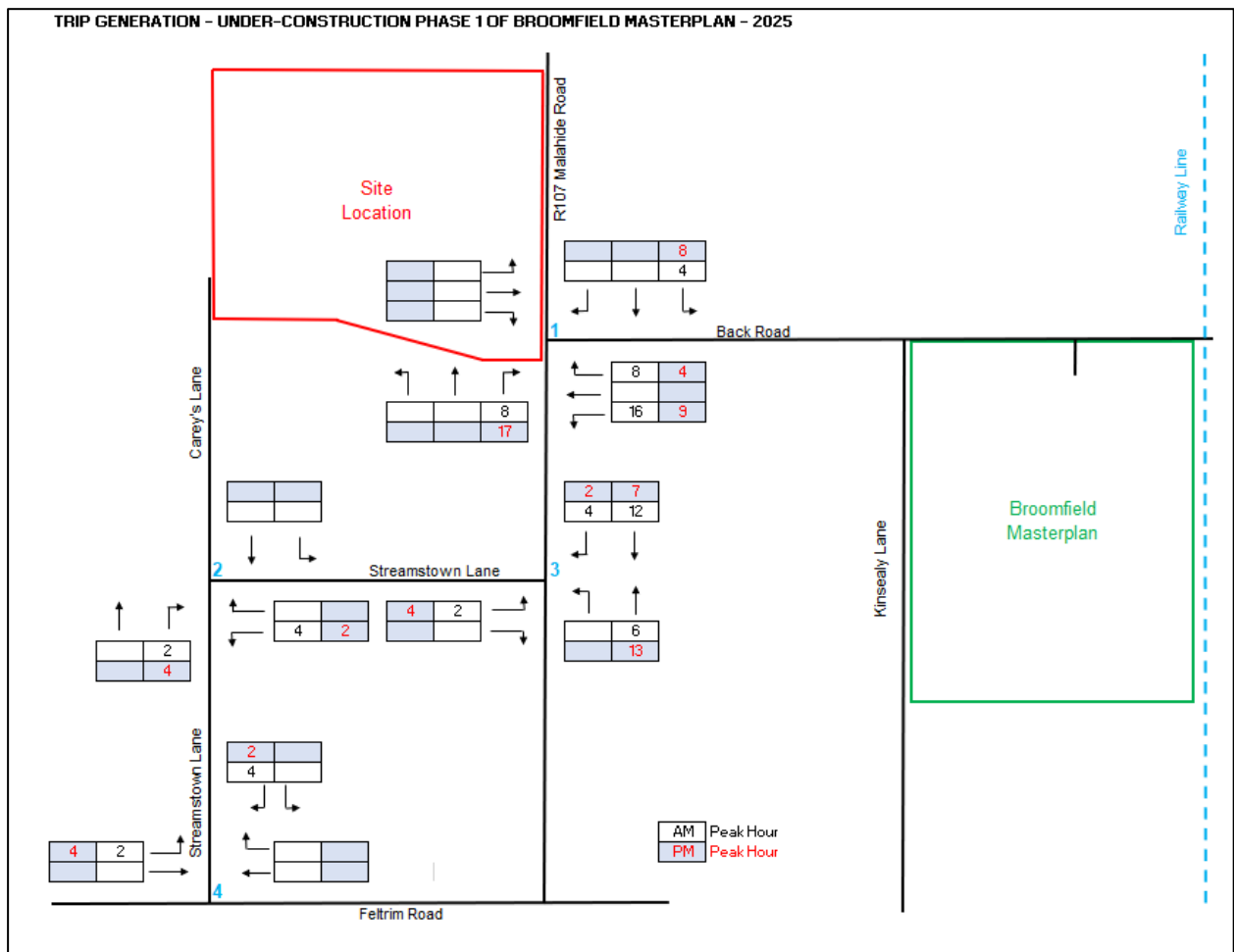


Figure 22 | Traffic to/from the Under-construction Phase 1 of Broomfield Masterplan – 2026.

11.4 Broomfield Masterplan – Potential Future Development Traffic – 2031

Road traffic movements from/to the potential future development at Broomfield Masterplan in 2031 are presented in Figure 23.

These movements have been based on the trips from Table 10 and the trip distribution from Figure 19.

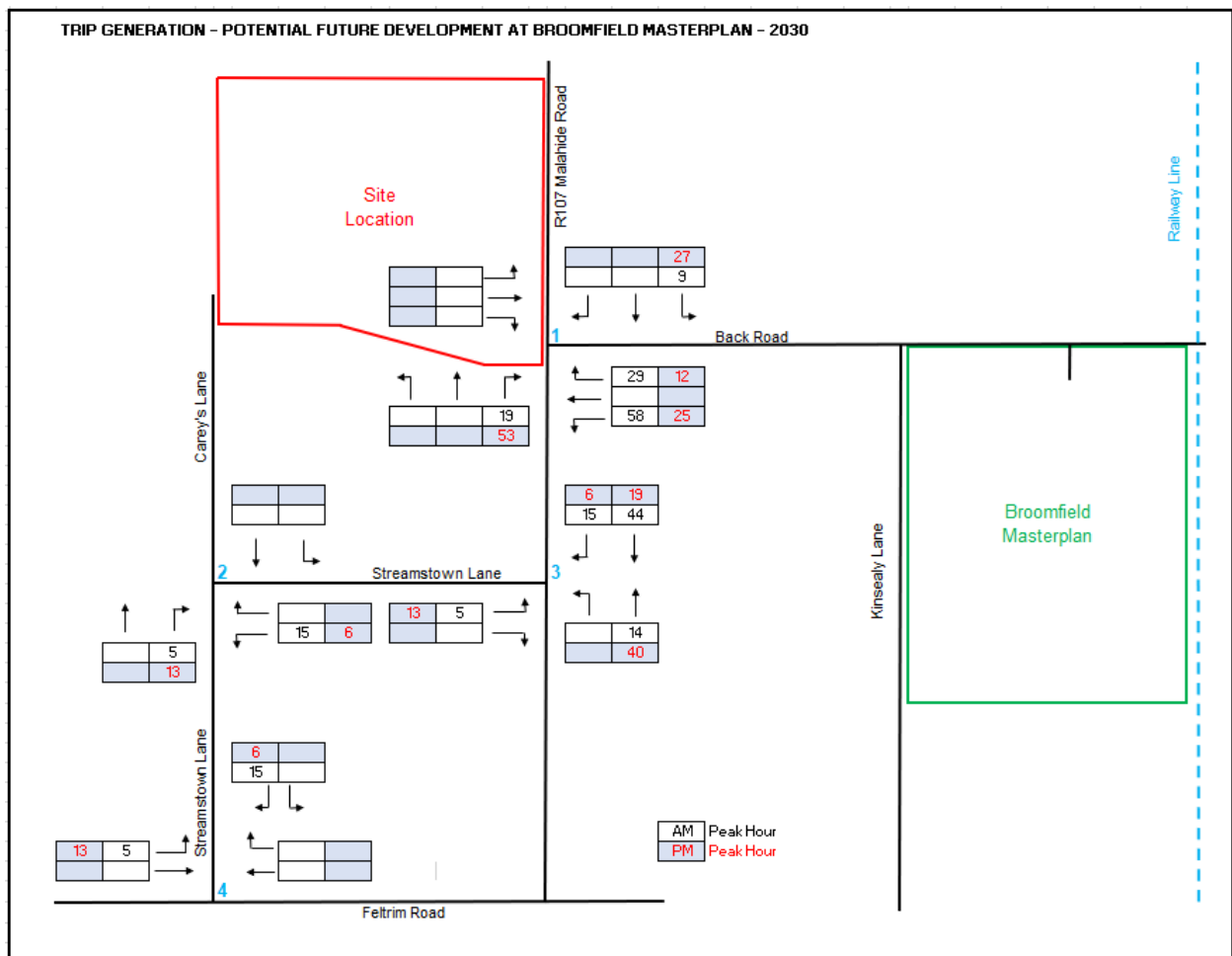


Figure 23 | Traffic to/from the Potential Future Development at Broomfield Masterplan – 2031.

11.5 Future Traffic 2026 (Opening Year of Proposed Development)

The future traffic on the surrounding road network in 2026 (Opening Year of Proposed Development at Streamstown Masterplan) is presented in Figure 24. It has been assumed within this TTA that the proposed development will be constructed over a period of approximately 4 years. Therefore, the assumed year of opening for the proposed development is 2026. It was also assumed that, by the year of 2026, Phase 1 of Broomfield Masterplan will also be fully occupied and operational.

Therefore, the movements illustrated in Figure 24 were obtained by factoring up the 2021 Base Year Traffic illustrated in Figure 20 and adding the movements from the proposed development in 2026 (Figure 21) and the movements from the under-construction development of Phase 1 of Broomfield Masterplan (Figure 22).

The background traffic growth used to factor up the 2021 Base Year traffic movements is in accordance with the 'Table 6.1: Link-Based Growth Rates: Metropolitan Area Annual Growth Rates' within the TII Publications – Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections (May 2019). This is:

- 1.066 (Central Growth) growth factor from 2022 to 2026.

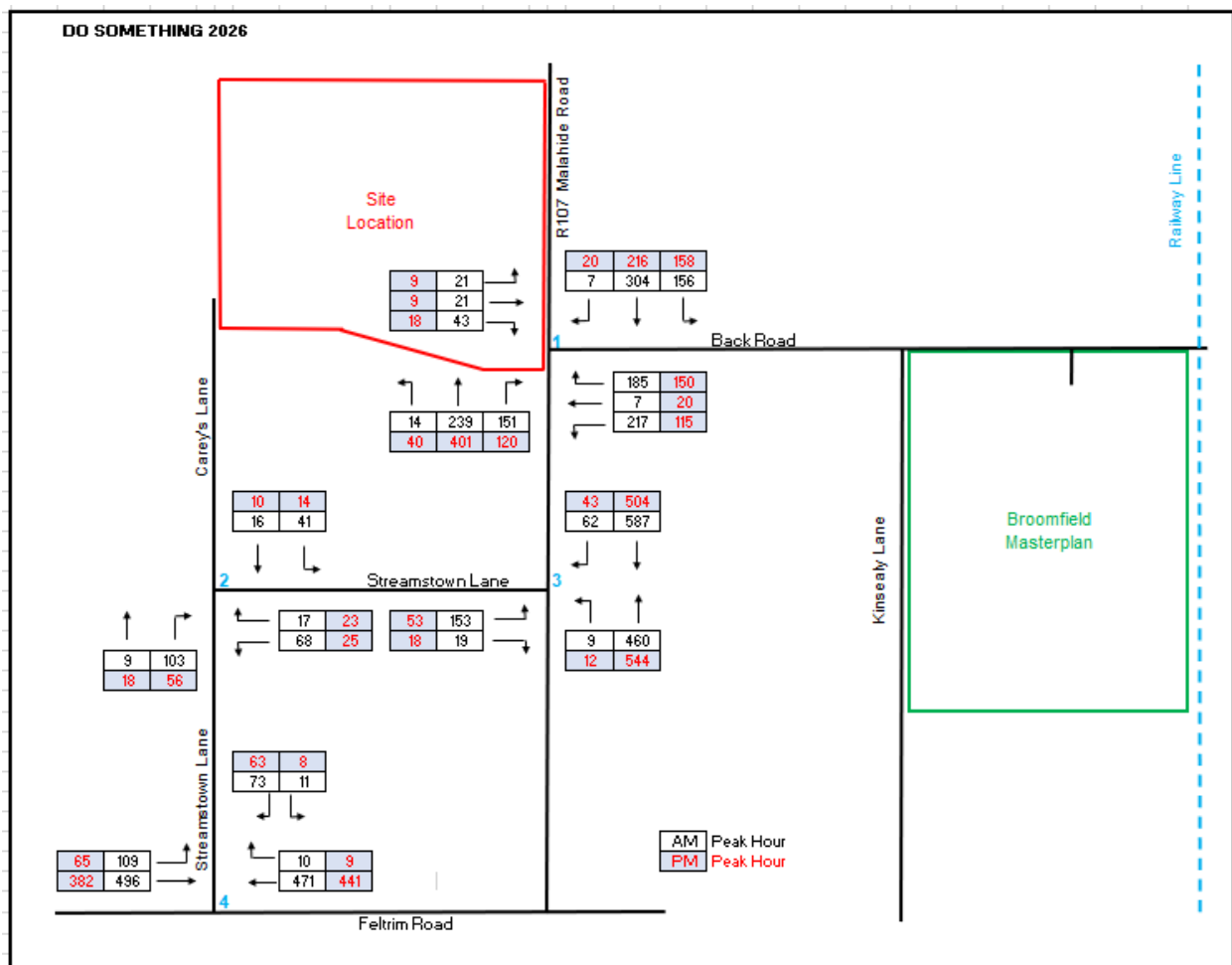


Figure 24 | Future Traffic 2026 (Opening Year of Proposed Development).

11.6 Future Traffic 2031 (Opening Year + 5 Years)

The future traffic on the surrounding road network in 2031 (+5 years after the Opening Year of the proposed development at Streamstown Masterplan) is presented in Figure 25. It has been assumed within this TTA that, by the future assessment year of 2031, the potential future development at Broomfield Masterplan comprising c. 500 new residential units will be completely constructed and occupied.

Therefore, the movements illustrated in Figure 25 were obtained by factoring up the 2021 Base Year Traffic illustrated in Figure 20 and adding the movements from the proposed development at Streamstown Masterplan (Figure 21), the movements from the under-construction Phase 1 development of Broomfield Masterplan (Figure 22) and the movements from the potential future development of Broomfield Masterplan (Figure 23).

The background traffic growth used to factor up the 2021 Base Year traffic movements is as follows:

- 1.143 (Central Growth) growth factor from 2022 to 2031.

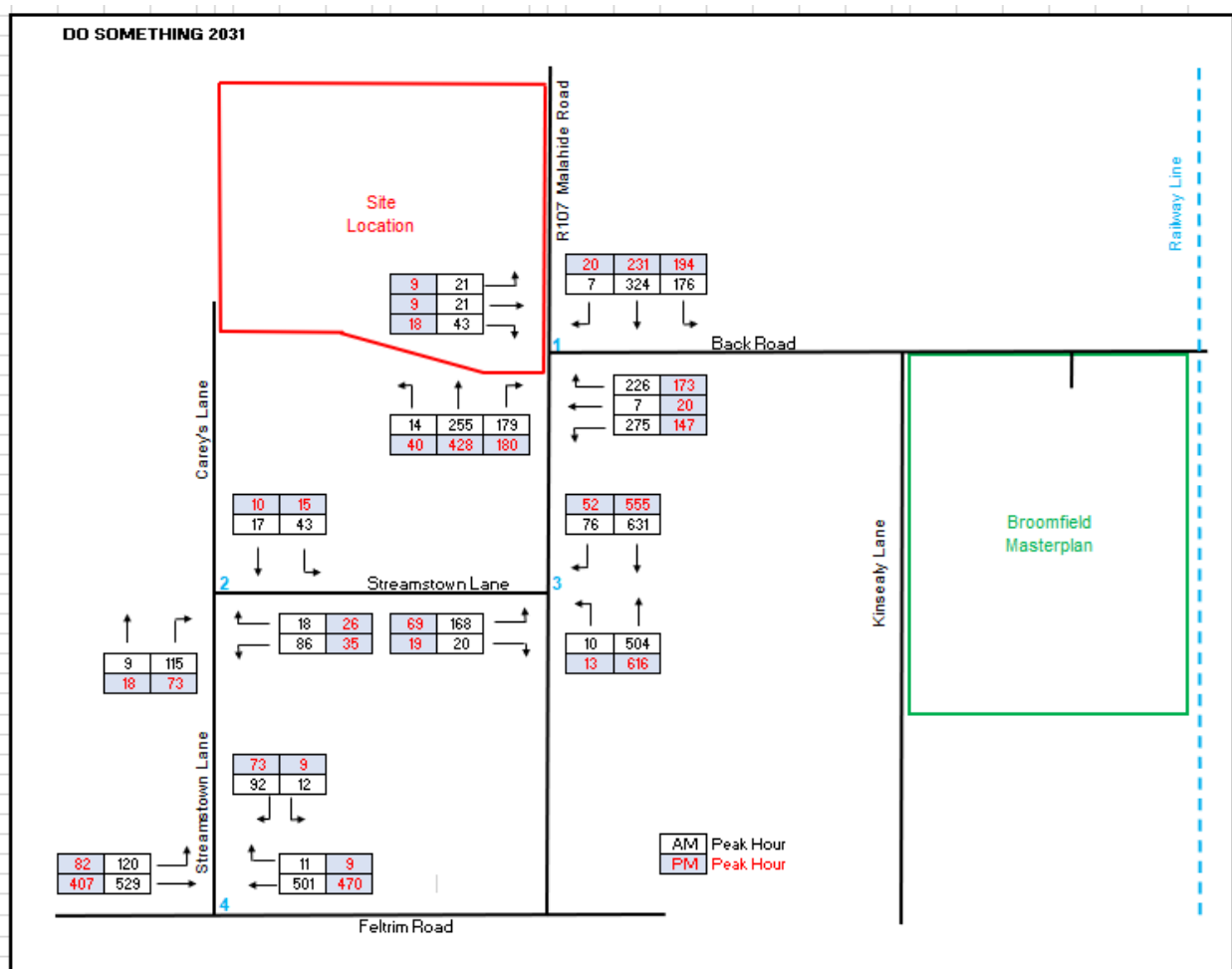


Figure 25 | Future Traffic 2031 (Opening Year + 5 Years).

11.7 Future Traffic 2041 (Opening Year + 15 Years)

The future traffic on the surrounding road network in 2041 (+15 years after the Opening Year of the proposed development at Streamstown Masterplan) is presented in Figure 26.

The movements illustrated in Figure 26 were obtained by factoring up the 2021 Base Year Traffic illustrated in Figure 20 and adding the movements from the proposed development at Streamstown Masterplan (Figure 21), the movements from the under-construction Phase 1 development at Broomfield Masterplan (Figure 22) and the movements from the potential future development of Broomfield Masterplan (Figure 23).

The background traffic growth used to factor up the 2021 Base Year traffic movements is as follows:

- 1.196 (Central Growth) growth factor from 2022 to 2041.

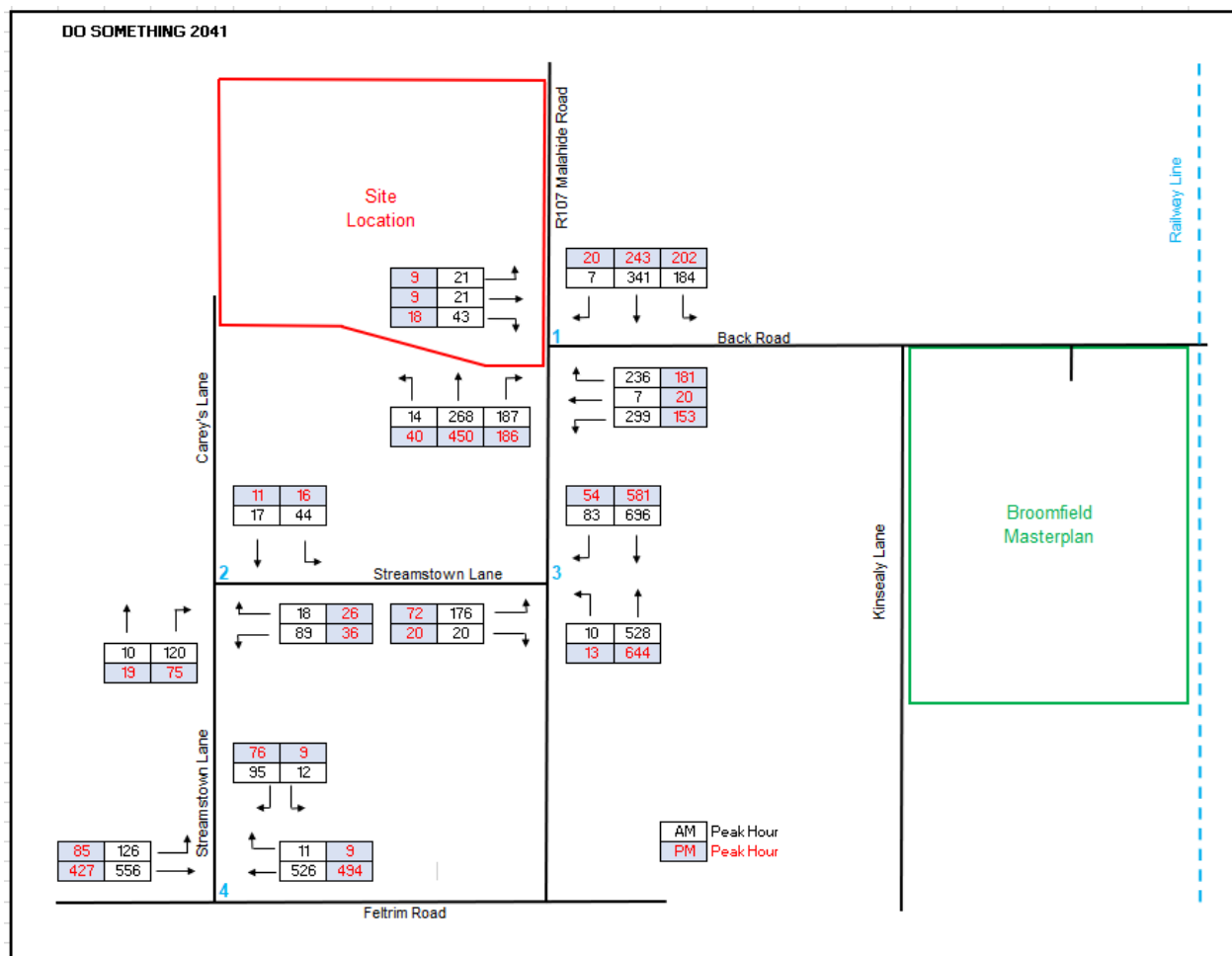


Figure 26 | Future Traffic 2041 (Opening Year + 15 Years).

12. Junction Assessment

12.1 Junctions Assessed

The junctions that have been assessed as part of this TTA are the following:

- **Junction 1:** R107 Malahide Road / Back Road (Existing Priority-controlled T-junction; Proposed Four-armed Signalised Junction)
- **Junction 2:** Carrey's Lane / Streamstown Lane (Priority-controlled T-junction).
- **Junction 3:** R107 Malahide Road / Streamstown Lane (Priority-controlled T-junction)
- **Junction 4:** Feltrim Road / Streamstown Lane (Priority-controlled T-junction)

12.2 Methodology

12.2.1 Cumulative Impact

The extent of traffic impact from the proposed development at Streamstown Masterplan and the under-construction and potential future developments at Broomfield Masterplan has been determined by initially checking where generated traffic would exceed 10% of the traffic flow on the adjoining road or 5% on the road where congestion exists, or the location is sensitive. This is in line with the NRA Transport Assessment Guidelines (2014). For this development, Fingal County Council have requested that a threshold of 2.5% be used for these junctions and therefore this is the required threshold for further analysis.

A summary of the existing two-way traffic and the expected traffic increase at each studied junction is presented below.

Junction	Junction Existing Flow (2021) - AM Peak Hour	Junction Existing Flow (2021) - PM Peak Hour	Additional Traffic Two-way Flow (AM)	Additional Traffic Two-way Flow (PM)	% Expected Increase (AM)	% Expected Increase (PM)
Junction 1	1,098	1,066	113	117	10%	11%
Junction 2	191	96	35	37	18%	38%
Junction 3	1,122	1,009	71	73	6%	7%
Junction 4	1,052	861	42	44	4%	5%

Table 12 | Existing and Expected Two-way Flows.

As can be seen from the above, all studied junctions are expected to receive a two-way traffic increase higher than 2.5%. Therefore, they have been modelled using, PICADY and TRANSYT.

12.2.2 Modelling Background

There are various modelling software packages available to assess every type of junction. Waterman Moylan uses TRANSYT and PICADY to analyse signalised and priority junctions, respectively.

TRANSYT (Traffic Network Study Tool) software is a widely accepted software for modelling signalised controlled junctions. This programme utilises the phases input by the user and optimises their timings over a selected cycle time. The outputs of a TRANSYT assessment include a Degree of Saturation percentage (DOS%) figure and queue length for each link on the road network.

PICADY is a software for modelling priority-controlled junctions. This programme utilises junction's geometry and traffic flows input by the user to determine Ratio of Flow to Capacity (RFC) and queue length for each link on the junction.

Typically, a junction is said to be working satisfactorily when the DOS% or RFC of each link does not exceed 85%/0.85. Acceptable DOS% or RFC values are considered to be in the range of 85%/0.85 to 100%/1.0 with higher values indicating restrained movements.

12.3 Assessment Scenarios

The performance of the junctions has been analysed for the critical AM and PM Peak Hours (08:00 – 09:00 and 18:00 – 19:00) for the following scenarios:

- **DO NOTHING - 2021 (Base Year):** Existing Road network with 2020 Base Year flows (Figure 20).
- **DO NOTHING - 2026:** Existing Road network with 2020 baseline traffic flows factored up.
- **DO NOTHING - 2031:** Existing Road network with 2020 baseline traffic flows factored up.
- **DO NOTHING - 2041:** Existing Road network with 2020 baseline traffic flows factored up.
- **DO SOMETHING - 2026 (Opening Year):** Proposed junction upgrades with 2020 baseline traffic flows factored up + traffic to/from proposed development at Streamstown Masterplan + traffic to/from under-construction Phase 1 development at Broomfield Masterplan (Figure 24).
- **DO SOMETHING - 2031 (Opening Year + 5 Years):** Proposed junction upgrades with 2020 baseline traffic flows factored up + traffic to/from proposed development at Streamstown Masterplan + traffic to/from the under-construction Phase 1 development at Broomfield Masterplan + traffic to/from the potential future development at Broomfield Masterplan (Figure 25).
- **DO SOMETHING - 2041 (Opening Year + 15 Years):** Proposed junction upgrades with 2020 baseline traffic flows factored up + traffic to/from proposed development at Streamstown Masterplan + traffic to/from the under-construction Phase 1 development at Broomfield Masterplan + traffic to/from the potential future development at Broomfield Masterplan (Figure 26).

12.4 Junction Assessment Results

12.4.1 Junction 1: R107 Malahide Road / Back Road – DO NOTHING

Junction 1 is an existing three-armed priority-controlled junction located immediately southeast of the proposed development site. For the DO NOTHING scenarios, this junction has been modelled based on its current configuration and the PICADY analysis results are summarised in Table 12. The arms of the junction were labelled as follows within the PICADY model:

- Arm A: R107 Malahide Road (N);
- Arm B: Back Road (E);
- Arm C: R107 Malahide Road (S).

Stream	AM (08:00 to 09:00)		PM (18:00 to 19:00)	
	Queue (veh.)	RFC	Queue (veh.)	RFC
2022 (BASE YEAR) – DO NOTHING				
Stream B-C	0.5	0.35	0.5	0.21
Stream B-A	0.9	0.48	0.6	0.40
Stream C-AB	0.8	0.38	0.9	0.37
2026 – DO NOTHING				
Stream B-C	0.6	0.40	0.6	0.24
Stream B-A	1.1	0.53	0.8	0.44
Stream C-AB	1.0	0.41	1.0	0.40
2031 – DO NOTHING				
Stream B-C	0.8	0.46	0.8	0.27
Stream B-A	1.4	0.60	0.9	0.49
Stream C-AB	1.2	0.46	1.2	0.44
2041 – DO NOTHING				
Stream B-C	1.0	0.51	0.4	0.29
Stream B-A	1.8	0.66	1.1	0.53
Stream C-AB	1.3	0.49	1.4	0.48

Table 13 | Junction 1 – DO NOTHING - PICADY Analysis Results.

The analysis results as shown above, indicate that the Junction 1 is currently operating well within capacity during both peak hours, with the highest RFC at 0.48 and a corresponding queue of 0.9 vehicle during the AM peak hour and a maximum RFC at 0.40 with a corresponding queue of 0.6 vehicle recorded for the PM.

For the future assessment year of 2041 - DO NOTHING, with the baseline flows factored up, the subject junction would continue to operate well within capacity during both peak hours, with the highest RFC at 0.66 and a corresponding queue of 1.8 vehicle during the AM and with the highest RFC at 0.53 and a corresponding queue of 1.1 vehicle recorded for the PM.

12.4.2 Junction 1: R107 Malahide Road / Back Road – DO SOMETHING

As described in Section 4.1.1 of this TTA, as part of the subject development works, Junction 1 is proposed to be upgraded from a priority-controlled T-junction to a four-armed signalised junction with dedicated right turning pocket lanes on the eastern and southern approaches and with the western arm forming the main access to the site. For the DO SOMETHING scenarios, the subject junction has been modelled based on the proposed layout and the TRANSYT analysis results are summarise in Table 13. The proposed upgraded scheme can be seen on Waterman Moylan Drawing No. 19-020-P110 accompanying the subject application. The arms of the proposed junction were labelled as follows within the TRANSYT model:

- Arm A: Back Road (E);
- Arm B: R107 Malahide Road (S);
- Arm C: Site Access Road (W);
- Arm D: R107 Malahide Road (N).

Arm	Mov.	AM		PM	
		Mean Max Queue (Veh.)	DOS%	Mean Max Queue (Veh.)	DOS%
2026 - DO SOMETHING					
A	S/L	2.90	39	2.34	30
	R	2.12	38	2.09	35
B	S/L	10.11	84	12.77	69
	R	4.38	57	4.08	33
C	S/L/R	3.10	46	1.77	48
D	S/L/R	14.19	71	18.12	73
2031 - DO SOMETHING					
A	S/L	3.96	50	2.61	37
	R	2.20	47	2.13	40
B	S/L	1.12	89	10.09	71
	R	4.68	67	4.18	45
C	S/L/R	3.10	46	1.77	48
D	S/L/R	16.17	77	22.31	84
2041 - DO SOMETHING					
A	S/L	4.74	55	2.62	39
	R	2.23	49	2.15	42
B	S/L	12.19	89	12.28	76
	R	4.65	66	4.21	47
C	S/L/R	17.95	46	1.77	48
D	S/L/R	27.21	83	23.80	86

Table 14 | Junction 1 – DO SOMETHING - TRANSYT Analysis Results.

The analysis results as shown above, indicate that Junction 1, when operating with its proposed configuration of a signalised crossroads, would operate within capacity for the future assessment year of 2026 – DO SOMETHING (Opening of Proposed Development) during both peak hours, with the highest DOS at 84% and a corresponding queue of 10.11 vehicles recorded in the AM and the highest DOS at 74% and a corresponding queue of 18.12 vehicles recorded in the PM.

For the future assessed year of 2041 – DO SOMETHING, the analysis results indicate that Junction 1 would operate with satisfactory (with restrained movements) capacity during both peak hours, with the highest DOS at 89% and a corresponding queue of 12.19 vehicles during the AM and a maximum DOS at 86% with a corresponding queue of 23.80 vehicles recorded in the PM.

Full assessment of Junction 1, including all DO NOTHING and DO SOMETHING scenarios, has been provided in Appendix D.

12.4.3 Junction 2: Carrey's Lane / Streamstown Lane – DO NOTHING

Junction 2 is an existing priority-controlled T-junction located southwest of the proposed development site. For the DO NOTHING scenarios, this junction has been modelled with its current configuration and the PICADY analysis results are summarised in Table 14 below. The arms of the junction were labelled as follows within the PICADY model:

- Arm A: Streamstown Lane (S);
- Arm B: Carrey's Lane (N);
- Arm C: Streamstown Lane (E);

Stream	AM (08:00 to 09:00)		PM (18:00 to 19:00)	
	Queue (veh.)	RFC	Queue (veh.)	RFC
2022 (BASE YEAR) – DO NOTHING				
Stream B-AC	0.1	0.07	0.0	0.03
Stream C-AB	0.0	0.02	0.0	0.03
2026 – DO NOTHING				
Stream B-AC	0.1	0.07	0.0	0.03
Stream C-AB	0.0	0.03	0.0	0.03
2031 – DO NOTHING				
Stream B-AC	0.1	0.08	0.1	0.08
Stream C-AB	0.0	0.03	0.0	0.03
2041 – DO NOTHING				
Stream B-AC	0.1	0.08	0.0	0.03
Stream C-AB	0.0	0.03	0.0	0.03

Table 15 | Junction 2 – DO NOTHING - PICADY Analysis Results.

The analysis results in Table 14 indicate that the Junction 2 is currently operating well within capacity during both peak hours, with the highest RFC at 0.07 and a corresponding queue of 0.1 vehicle during the AM and a maximum RFC at 0.03 with no queues recorded for the PM.

For the future assessed year of 2041 – DO NOTHING, the results indicate that the junction would continue to operate well within capacity during both peak hours, with the highest RFC at 0.08 and a corresponding queue of 0.1 vehicle during the AM, and with the highest RFC at 0.03 and no queues recorded for the PM.

12.4.4 Junction 2: Carrey's Lane / Streamstown Lane – DO SOMETHING

For the DO SOMETHING scenarios, Junction 2 has also been modelled with its current configuration and the PICADY analysis results are summarised in Table 15 below. The arms of the junction were labelled as follows within the PICADY model:

- Arm A: Streamstown Lane (S);
- Arm B: Carrey's Lane (N);
- Arm C: Streamstown Lane (E);

The analysis results in Table 15 indicate that, for the future assessed year of 2041 – DO SOMETHING, Junction 2 would continue to operate well within capacity during both peak hours, with the highest RFC at 0.13 and a corresponding queue of 0.1 vehicle during the AM and a maximum RFC at 0.05 with a corresponding queue of 0.1 vehicle recorded for the PM.

Full assessment of Junction 2, including all DO NOTHING and DO SOMETHING scenarios, has been provided in Appendix D.

Stream	AM (08:00 to 09:00)		PM (18:00 to 19:00)	
	Queue (veh.)	RFC	Queue (veh.)	RFC
2026 – DO SOMETHING				
Stream B-AC	0.1	0.12	0.1	0.05
Stream C-AB	0.0	0.03	0.1	0.05
2031 – DO SOMETHING				
Stream B-AC	0.1	0.12	0.1	0.05
Stream C-AB	0.1	0.04	0.1	0.05
2041 – DO SOMETHING				
Stream B-AC	0.1	0.13	0.1	0.05
Stream C-AB	0.1	0.04	0.1	0.05

Table 16 | Junction 2 – DO SOMETHING - PICADY Analysis Results.

12.4.5 Junction 3: R017 Malahide Road / Streamstown Lane – DO NOTHING

Junction 3 is a priority-controlled junction located southeast of the proposed development site. For the DO NOTHING scenarios, this junction has been modelled based on its current configuration and the PICADY analysis results are summarised in Table 16 below. The arms of the junction were labelled as followed within the PICADY model:

- Arm A: R107 Malahide Road (N);
- Arm B: Streamstown Lane (E);
- Arm C: R107 Malahide Road (S);

Stream	AM (08:00 to 09:00)		PM (18:00 to 19:00)	
	Queue (veh.)	RFC	Queue (veh.)	RFC
2021 (BASE YEAR) – DO NOTHING				
Stream B-AC	0.4	0.27	0.1	0.11
Stream C-AB	0.3	0.13	0.2	0.09
2026 – DO NOTHING				
Stream B-AC	0.4	0.29	0.1	0.12
Stream C-AB	0.4	0.14	0.2	0.10
2031 – DO NOTHING				
Stream B-AC	0.5	0.32	0.2	0.14
Stream C-AB	0.5	0.17	0.3	0.12
2041 – DO NOTHING				
Stream B-AC	0.5	0.34	0.2	0.15
Stream C-AB	0.5	0.18	0.3	0.13

Table 17 | Junction 3 - DO NOTHING - PICADY Analysis Results.

The analysis as shown above, indicate that Junction 3 is currently operating well within capacity during both peak hours, with the highest RFC of 0.27 and a corresponding queue of 0.4 vehicle during the AM and the highest RFC of 0.11 and a corresponding queue of 0.1 vehicles in the PM.

For the future assessment year of 2041 – DO NOTHING, the results indicate that the junction would continue to operate well within capacity during both peak hours, with the highest RFC of 0.34 and a corresponding queue length of 0.5 vehicle during the AM peak hour and the highest RFC of 0.15 and a corresponding queue of 0.2 vehicle in the PM.

12.4.6 Junction 3: R107 Malahide Road / Streamstown Lane – DO SOMETHING

For the DO SOMETHING scenarios, Junction 3 has also been modelled based on its current configuration and the PICADY analysis are summarised in Table 17 below. The arms of the junction were labelled as follows within the PICADY model:

- Arm A: R107 Malahide Road (N);
- Arm B: Streamstown Lane (E);
- Arm C: R107 Malahide Road (S);

Stream	AM (08:00 to 09:00)		PM (18:00 to 19:00)	
	Queue (veh.)	RFC	Queue (veh.)	RFC
2026 – DO SOMETHING				
Stream B-AC	0.5	0.34	0.2	0.16
Stream C-AB	0.5	0.18	0.3	0.12
2031 – DO SOMETHING				
Stream B-AC	0.6	0.39	0.3	0.21
Stream C-AB	0.8	0.26	0.4	0.16
2041 – DO SOMETHING				
Stream B-AC	0.7	0.41	0.2	0.20
Stream C-AB	0.9	0.28	0.6	0.20

Table 18 | Junction 3 - DO SOMETHING - PICADY Analysis Results.

The analysis results as shown above indicate that, for the future assessed year of 2041 – DO SOMETHING, Junction 3 would continue to operate well within capacity during both peak hours, with the highest RFC at 0.41 and corresponding queue of 0.7 vehicle recorded for the AM and a maximum RFC 0.20 with a corresponding queue of 0.6 vehicle in the PM.

Full assessment of Junction 3, including all DO NOTHING and DO SOMETHING scenarios, has been provided in Appendix D.

12.4.7 Junction 4: Feltrim Road / Streamstown Lane – DO NOTHING

Junction 4 is a priority-controlled junction located south of the proposed development site. For the DO NOTHING scenarios, this has been modelled based on its current configuration and the PICADY analysis results are summarise in Table 18 below. The arms of the junction were labelled as follows within the PICADY model:

- Arm A: Feltrim Road (W);
- Arm B: Streamstown Lane (S);
- Arm C: Feltrim Road (E);

Stream	AM (08:00 to 09:00)		PM (18:00 to 19:00)	
	Queue (veh.)	RFC	Queue (veh.)	RFC
2021 (BASE YEAR) – DO NOTHING				
Stream B-C	0.0	0.02	0.0	0.01
Stream B-A	0.2	0.17	0.2	0.15
Stream C-AB	0.0	0.02	0.0	0.01
2026 – DO NOTHING				
Stream B-C	0.0	0.02	0.0	0.02
Stream B-A	0.3	0.20	0.2	0.16
Stream C-AB	0.0	0.03	0.0	0.01
2031 – DO NOTHING				
Stream B-C	0.0	0.02	0.0	0.02
Stream B-A	0.3	0.22	0.2	0.18
Stream C-AB	0.0	0.03	0.0	0.01
2041 – DO NOTHING				
Stream B-C	0.0	0.02	0.0	0.02
Stream B-A	0.4	0.24	0.3	0.20
Stream C-AB	0.0	0.03	0.0	0.01

Table 19 | Junction 4 - DO NOTHING - PICADY Analysis Results.

The analysis results as shown above, indicate that Junction 4 is currently operating well within capacity during both peak hours, with the highest RFC of 0.17 and a corresponding queue of 0.2 vehicle during the AM and the highest RFC of 0.15 and a corresponding queue of 0.2 during the PM.

For the future assessment year of 2041 – DO NOTHING, the results indicate that Junction 4 would continue to operate well within capacity during both peak hours, the highest RFC of 0.24 and a corresponding queue length of 0.4 vehicle during the AM and the highest RFC of 0.20 and a corresponding queue of 0.3 vehicle in the PM.

12.4.8 Junction 4: Feltrim Road / Streamstown Lane – DO SOMETHING

For the DO SOMETHING scenarios, Junction 4 has also been modelled based on its current configuration and the PICADY analysis are summarised in Table 19 below. The arms of the junction were labelled as follows within the PICADY model:

- Arm A: Feltrim Road (W);
- Arm B: Streamstown Lane (S);
- Arm C: Feltrim Road (E);

The analysis results in Table 19 below indicate that, for the future assessed year of 2041 – DO SOMETHING, Junction 4 would continue to operate well within capacity during both peak hours, with the highest RFC at 0.36 and corresponding queue of 0.6 vehicle for the AM and a maximum RFC 0.24 with a corresponding queue of 0.3 vehicle for the PM.

Full assessment of Junction 4, including all DO NOTHING and DO SOMETHING scenarios, has been provided in Appendix D.

Stream	AM (08:00 to 09:00)	PM (18:00 to 19:00)

	Queue (veh.)	RFC	Queue (veh.)	RFC
2026 – DO SOMETHING				
Stream B-C	0.0	0.03	0.0	0.02
Stream B-A	0.5	0.30	0.3	0.21
Stream C-AB	0.1	0.03	0.0	0.02
2031 – DO SOMETHING				
Stream B-C	0.0	0.03	0.0	0.02
Stream B-A	0.5	0.34	0.3	0.23
Stream C-AB	0.1	0.04	0.0	0.03
2041 – DO SOMETHING				
Stream B-C	0.0	0.04	0.0	0.02
Stream B-A	0.6	0.36	0.3	0.24
Stream C-AB	0.1	0.04	0.0	0.03

Table 20 | Junction 4 - DO SOMETHING - PICADY Analysis Results.

13. Stress Test

13.1 Introduction

While the junction assessment completed in Section 12.4 shows that the analysed junctions surrounding the subject site would operate within satisfactory capacity for the future scenarios even with the inclusion of the proposed, under-construction and potential future developments in Streamstown and Broomfield Masterplans, it is identified that the studied area is sensitive in terms of traffic, especially during the AM and PM peak hours. Fingal County Council also recognises this area as having a sensitive road network and finds that Streamstown Lane has width restriction on the approach to the Feltrim Road. It is also acknowledged that Streamstown Lane is often used as a rat running route by those traveling from Back Road towards Feltrim Road and the M1 motorway (and vice-versa). In this regard, and in order to undertake a more appropriate and robust assessment of the analysed junctions, as per FCC recommendations, a stress test has been carried. The stress test consists basically of the redistribution of the car trip generation to/from the proposed, under-construction and potential future developments increasing the number of trips traveling through Junction 4, along both Feltrim Road and Streamstown Lane. This is discussed in the next sections.

For this stress test, only the future assessment year of 2041 DO SOMETHING has been analysed.

13.2 Stress Test – Trip Distribution

Figure 27 below shows the redistribution of the proposed development car trips used in the stress test. The redistribution of trips consisted of increasing the level of traffic traveling towards Junction 4 to 45%, split as follows:

- 35% to/from the Site Access 1 (Main Access), of which:
 - 15% via Streamstown Lane (rat run);
 - 20% via R107 Malahide Road and Feltrim Road.
- 10% to/from Site Access 2 (Minor Access).

For the under-construction Phase 1 and the potential future developments at Broomfield Masterplan, car trips generation was also redistributed. The redistribution consisted of increasing the level of traffic traveling towards Junction 4 to 35%, split as follows:

- 35% to/from Back Road, of which:
 - 10% via Streamstown Lane (rat run);
 - 20% via R107 Malahide Road and Feltrim Road.

The trip distribution for the stress test is shown in Figure 27 for the proposed development at Streamstown Masterplan and in Figure 28 for the under-construction and potential future developments at Broomfield Masterplan.

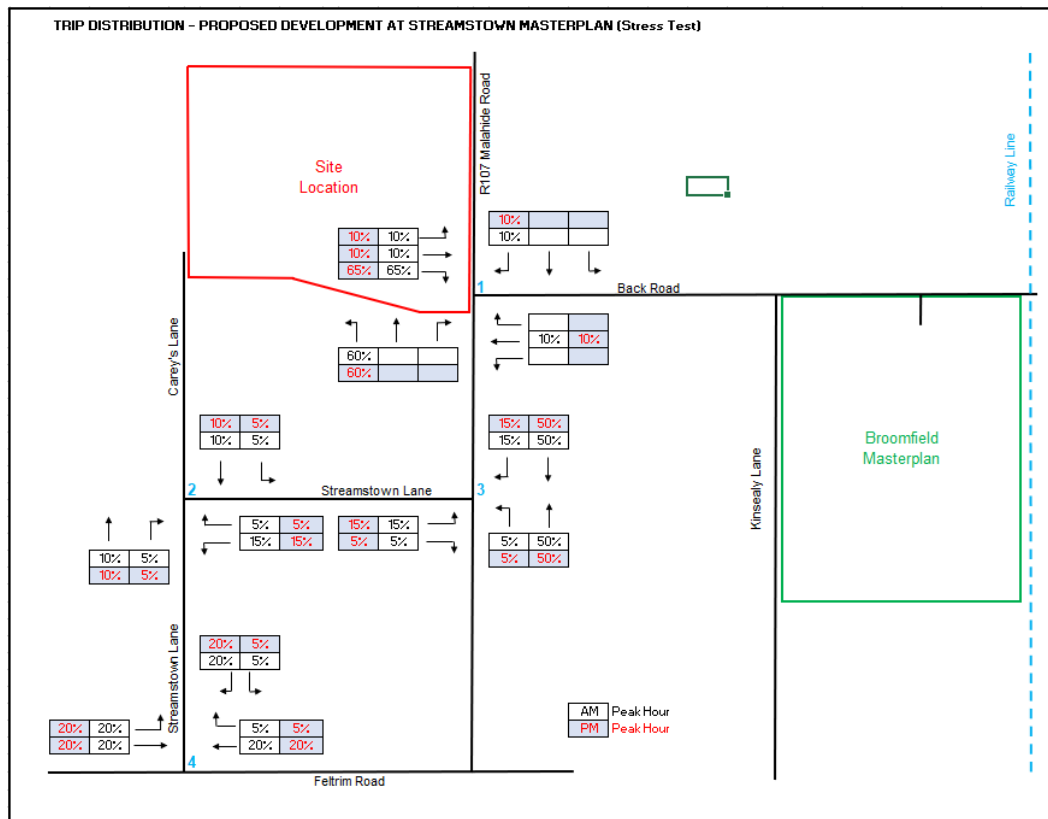


Figure 27 | Stress Test – Proposed Development Trip Distribution

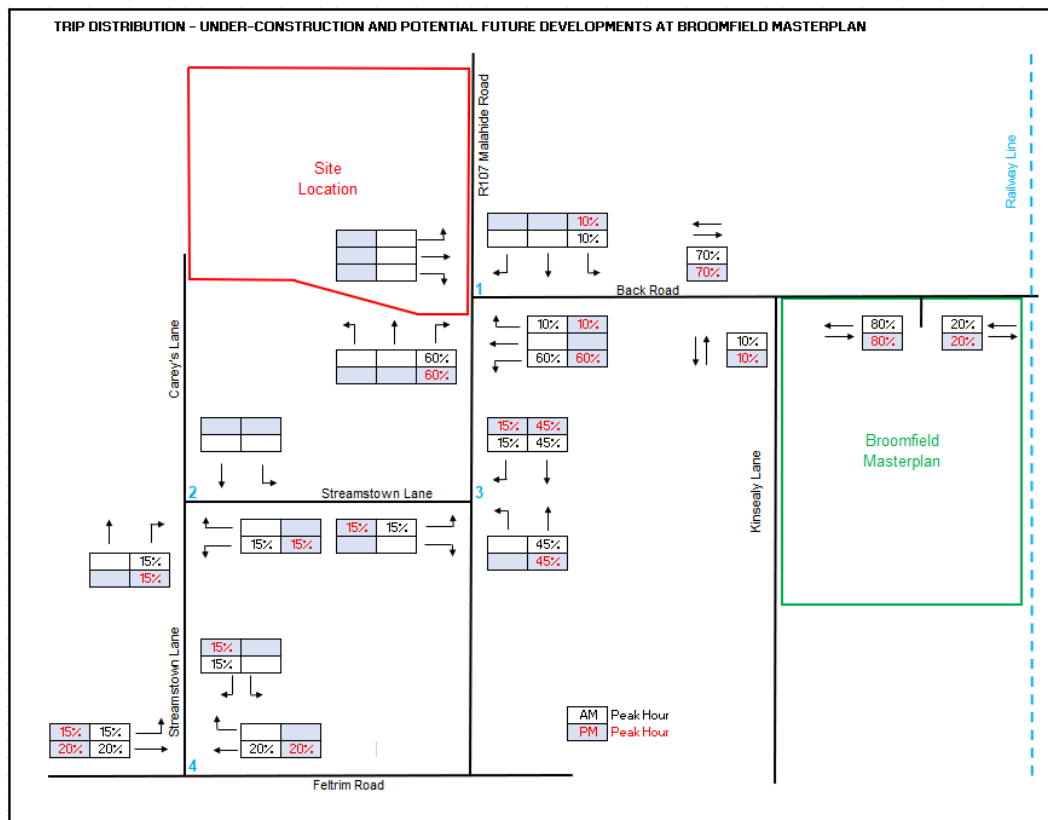


Figure 28 | Stress Test – Broomfield Developments Trip Distribution

13.3 Stress Test – Trip Assignment

Car trip generation calculation for the assessed developments remains the same for the stress test (as showed in Section 9.2.3 – Table 10). In this regard, the trip redistribution of the calculated traffic in Table 10 has been assigned using the trip distribution profiles showed in Figures 27 and 28 above, for the proposed development and the Broomfield developments, respectively.

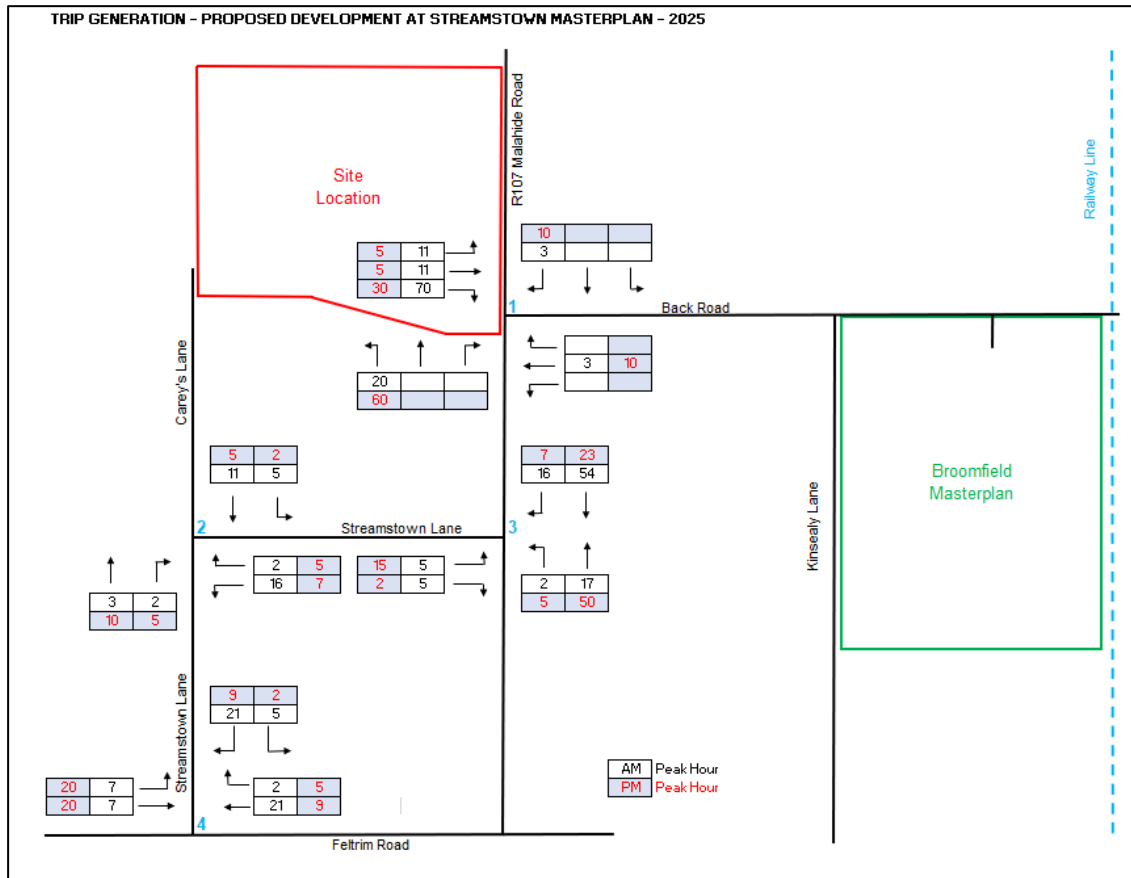


Figure 29 | Stress Test – Proposed Dev. Trip Assignment.

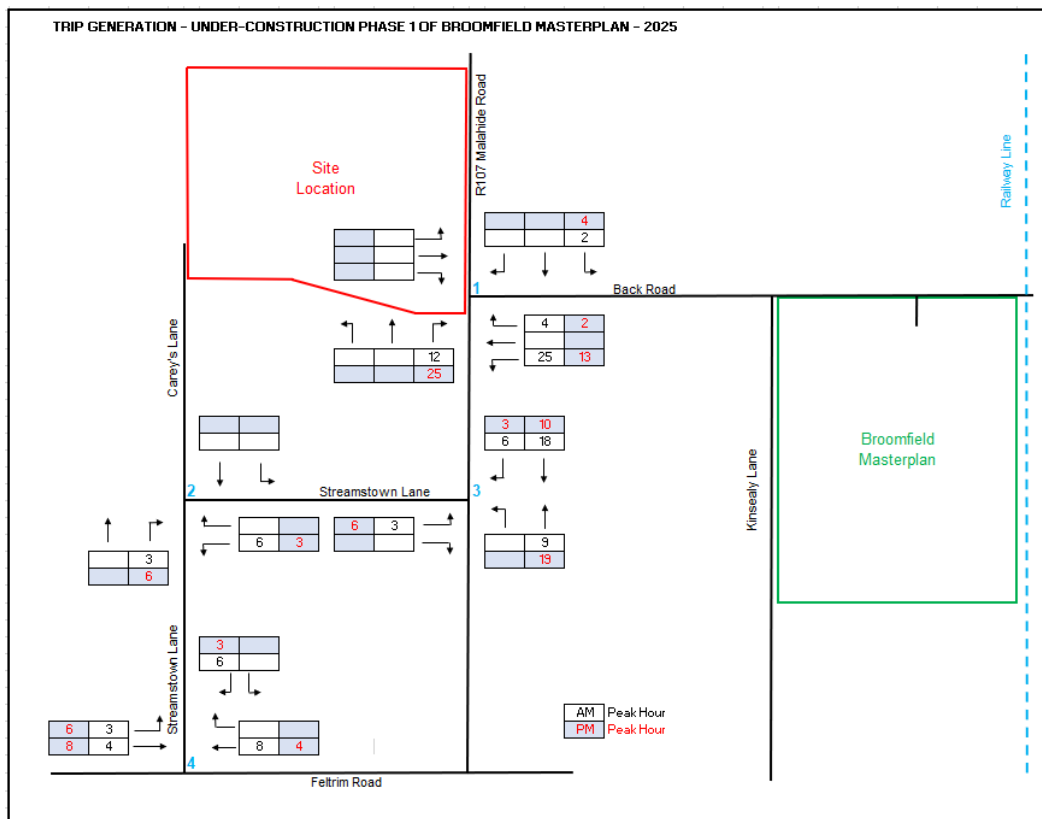


Figure 30 | Stress Test – Under-construction Broomfield Phase 1 - Trip Assignment.

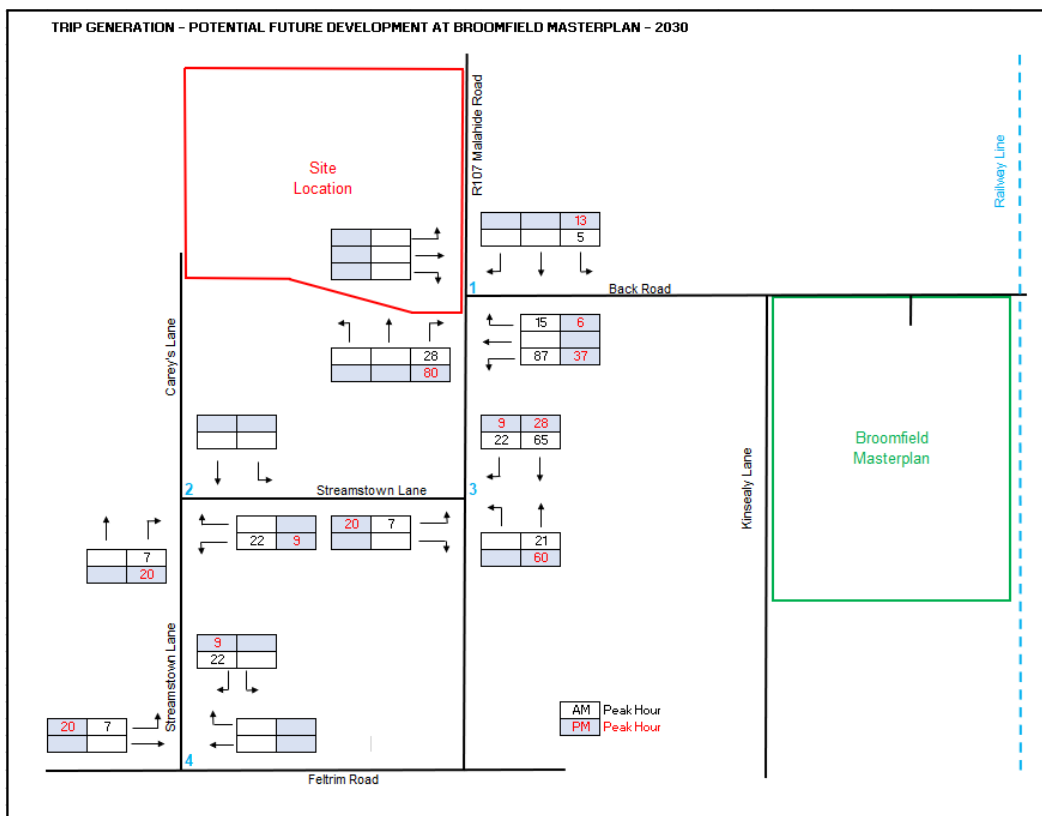


Figure 31 | Stress Test – Potential Future Development at Broomfield – Trip Assignment.

13.4 Stress Test – Forecast Traffic 2041

As introduced earlier in Section 13.1, as part of the stress test assessment, only the future scenario year of 2041 DO SOMETHING has been assessed. Stress test traffic forecast is illustrated in Figure 32 below.

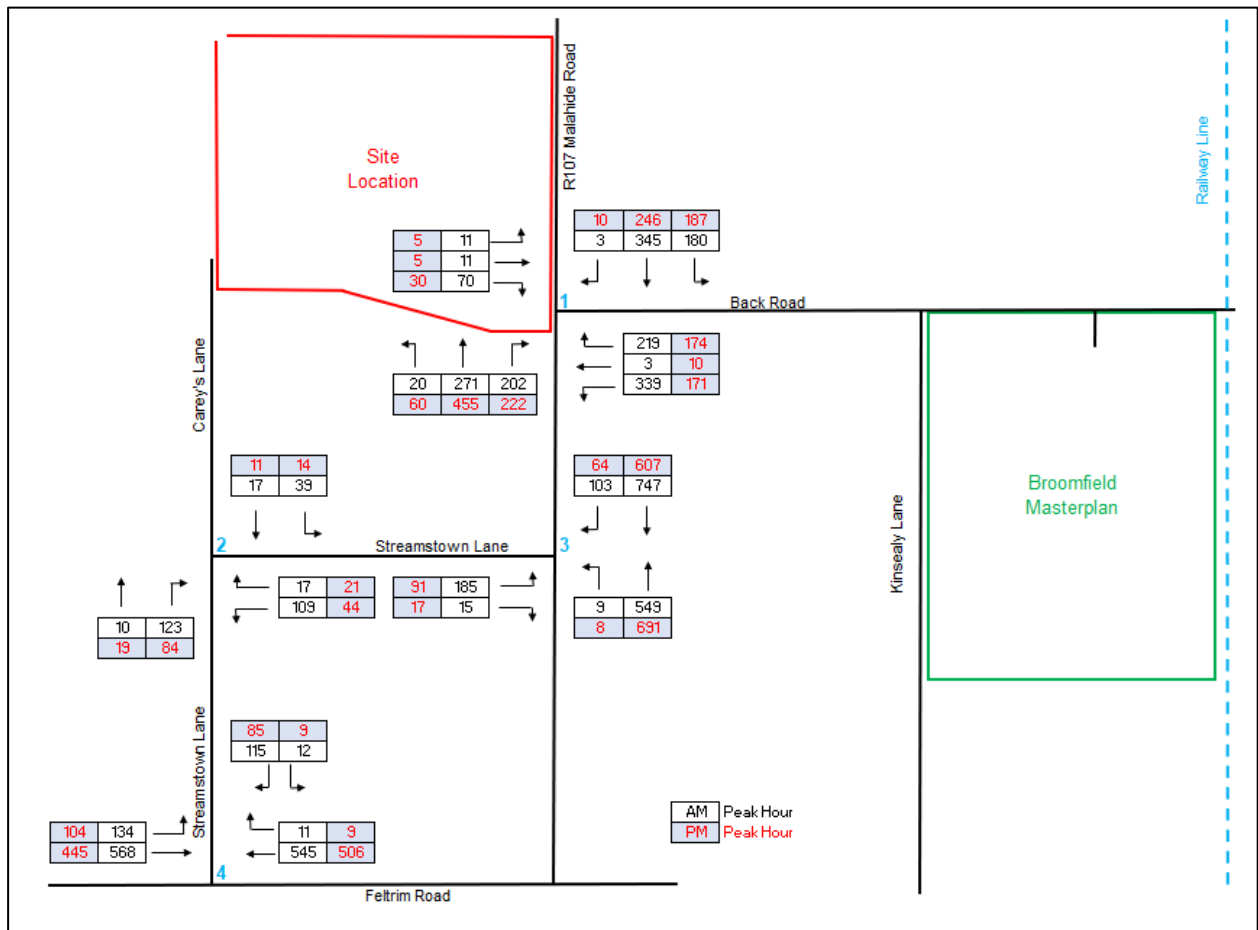


Figure 32 | Stress Test – Future Traffic 2041.

13.5 Stress Test – Assessed Junctions

All previously assessed junctions have been reassessed as part of this Stress Test:

- **Junction 1:** R107 Malahide Road / Back Road (Proposed Four-armed Signalised Junction)
- **Junction 2:** Carrey's Lane / Streamstown Lane (Priority-controlled T-junction).
- **Junction 3:** R107 Malahide Road / Streamstown Lane (Priority-controlled T-junction)
- **Junction 4:** Feltrim Road / Streamstown Lane (Priority-controlled T-junction)

13.6 Stress Test – Junctions Assessment Results

13.6.1 Junction 1: R107 Malahide Road / Back Road – Stress Test

As described in Section 4.1.1 of this TTA, as part of the subject development works, Junction 1 is proposed to be upgraded from a priority-controlled T-junction to a four-armed signalised junction with dedicated right turning pocket lanes on the eastern and southern approaches and with the western arm forming the main

access to the site. For the Stress Test, the subject junction has been modelled based on the proposed signalised layout and the TRANSYT analysis results are summarise in Table 20. The proposed upgraded scheme can be seen on Waterman Moylan Drawing No. 19-020-P110 accompanying the subject application. The arms of the proposed junction were labelled as follows within the TRANSYT model:

- Arm A: Back Road (E);
- Arm B: R107 Malahide Road (S);
- Arm C: Site Access Road (W);
- Arm D: R107 Malahide Road (N).

Arm	Mov.	AM		PM	
		Mean Max Queue (Veh.)	DOS%	Mean Max Queue (Veh.)	DOS%
2041 – Stress Test					
A	S/L	6.62	70	5.57	61
	R	2.23	49	2.41	58
B	S/L	15.92	97	10.21	77
	R	5.03	73	4.25	50
C	S/L/R	3.65	68	1.68	44
D	S/L/R	18.71	90	26.42	97

Table 21 | Junction 1 – Stress Test - TRANSYT Analysis Results.

As can be seen in Table 20 above, for the stress test, the proposed Junction 1 (main site access) would operate with satisfactory capacity (with restrained movements) during both peak hours with the highest DOS of 97% and a corresponding queue of 15.92 vehicles in the AM and with the highest DOS of 97% and a corresponding queue of 26.42 vehicles recorded for the PM.

13.6.2 Junction 2: Carrey's Lane / Streamstown Lane – Stress Test

For the Stress Test scenarios, Junction 2 has been modelled based on its current configuration and the PICADY analysis results are summarise in Table 21 below. The arms of the junction were labelled as follows within the PICADY model:

- Arm A: Streamstown Lane (S);
- Arm B: Carrey's Lane (N);
- Arm C: Streamstown Lane (E);

Stream	AM (08:00 to 09:00)		PM (18:00 to 19:00)	
	Queue (veh.)	RFC	Queue (veh.)	RFC
2041 – Stress Test				
Stream B-AC	0.1	0.11	0.1	0.05
Stream C-AB	0.1	0.04	0.1	0.04

Table 22 | Junction 2 – Stress Test - PICADY Analysis Results.

As can be seen in Table 21 above, for the stress test, Junction 2 would operate within capacity during both peak hours with the highest RFC at 0.12 and a corresponding queue of 0.1 vehicle in the AM and with the highest RFC at 0.05 and a corresponding queue of 0.1 recorded for the PM.

13.6.3 Junction 3: R107 Malahide Road / Streamstown Lane – Stress Test

For the Stress Test, Junction 3 has been modelled based on its current configuration and the PICADY analysis are summarised in Table 22 below. The arms of the junction were labelled as follows within the PICDAY model:

- Arm A: R107 Malahide Road (N);
- Arm B: Streamstown Lane (E);
- Arm C: R107 Malahide Road (S);

Stream	AM (08:00 to 09:00)		PM (18:00 to 19:00)	
	Queue (veh.)	RFC	Queue (veh.)	RFC
2041 – Stress Test				
Stream B-AC	0.7	0.41	0.4	0.25
Stream C-AB	1.4	0.38	0.7	0.21

Table 23 | Junction 3 – Stress Test - PICADY Analysis Results.

As can be seen from above, for the stress test, Junction 3 would operate within capacity during both peak hours with the highest RFC at 0.41 and a corresponding queue of 0.7 vehicle in the AM and with the highest RFC at 0.25 and a corresponding queue of 0.4 vehicle recorded for the PM.

13.6.4 Junction 4: Feltrim Road / Streamstown Lane – Stress Test

For the Stress Test, Junction 4 has been modelled based on its current configuration and the PICADY analysis are summarised in Table 23 below. The arms of the junction were labelled as follows within the PICDAY model:

- Arm A: Feltrim Road (W);
- Arm B: Streamstown Lane (S);
- Arm C: Feltrim Road (E);

Stream	AM (08:00 to 09:00)		PM (18:00 to 19:00)	
	Queue (veh.)	RFC	Queue (veh.)	RFC
2041 – Stress Test				
Stream B-C	0.0	0.04	0.0	0.02
Stream B-A	0.8	0.44	0.4	0.28
Stream C-AB	0.1	0.04	0.0	0.03

Table 24 | Junction 4 – Stress Test - PICADY Analysis Results.

As can be seen in Table 23 above, Junction 4 would operate within capacity during both peak hours with the highest RFC at 0.44 and a corresponding queue of 0.8 vehicle recorded in the AM and with the highest RFC at 0.28 and a corresponding queue of 0.4 recorded for the PM.

13.7 Stress Test - Conclusion

The results of the stress test indicate that all assessed junctions would operate with satisfactory capacity during both peak hours, including the sensitive Junction 4 (Feltrim Road / Streamstown Lane) which, as part of the stress test, received an increased traffic demand.

14. Construction Traffic

It is anticipated that the generation of HGV during the construction period of the proposed development will be evenly spread throughout the day and as such will not impact significantly during the peak traffic periods.

An appropriate routing strategy for HGVs is recommended to be implemented for the duration of site works.

During the construction phase, sufficient parking will be sought to be provided on site to accommodate the construction vehicle movements, thereby ensuring that there is not an overspill of parked vehicles onto the surrounding local road network.

We do not believe that construction traffic will generate any traffic concerns or impede upon the operational performance of the local road network and its surrounding junctions, therefore no junction modelling was carried out for the construction stage.

All construction traffic and transport will be managed strictly according to the proposed development management plan.

15. Public Transport Assessment

15.1 Background and Methodology

The purpose of this chapter is to demonstrate that the public transport serving the area within which the proposed development is to be located will remain within capacity once all of the committed and proposed developments contributing to the service have been completed.

The methodology used in this chapter is set out below

- Determination of the resident population based on the size and number of residential units proposed.
- Determination of the modal split for the proposed development
- Calculation of the future passenger demand from the proposed development
- Determination of future passenger demand from contiguous developments.
- Determination of bus capacity for the time and direction of peak demand
- Determination of passenger loadings from the bus capacity survey
- Determination of spare bus capacity available, if any, to serve the proposed development
- Determination of passenger loadings from the Dart Census 2019
- Determination of current passenger capacity and peak hour boardings for Malahide Station
- Determination of spare Dart capacity available, if any, to serve the proposed development

For the purpose of this report and based on experience from a number of surveys, the peak travel time and direction of travel in the Malahide area has been assumed to be southbound towards the City Centre during the AM Peak Hour between 07:30 and 08:30 on a weekday.

15.2 Existing Modal Split – Adjoining Areas

In order to estimate the trips generated by the proposed development for bus and Dart services, the existing modal split for the surrounding area was found using the 2016 Census data.

Census 2016 was carried out by the Central Statistics Office (CSO) on 24th April 2016. The data obtained included information regarding car ownership and the modal split for the journey to work, school or college.

The data for five areas surrounding the proposed development site have been consulted to determine an estimate of the opening year modal split. Areas 1, 2 and 3 in the Figure below are Small Areas which have been defined by the Central Statistics Office in 2016. Areas 4 and 5 are grouping some Small Areas defined by CSO.

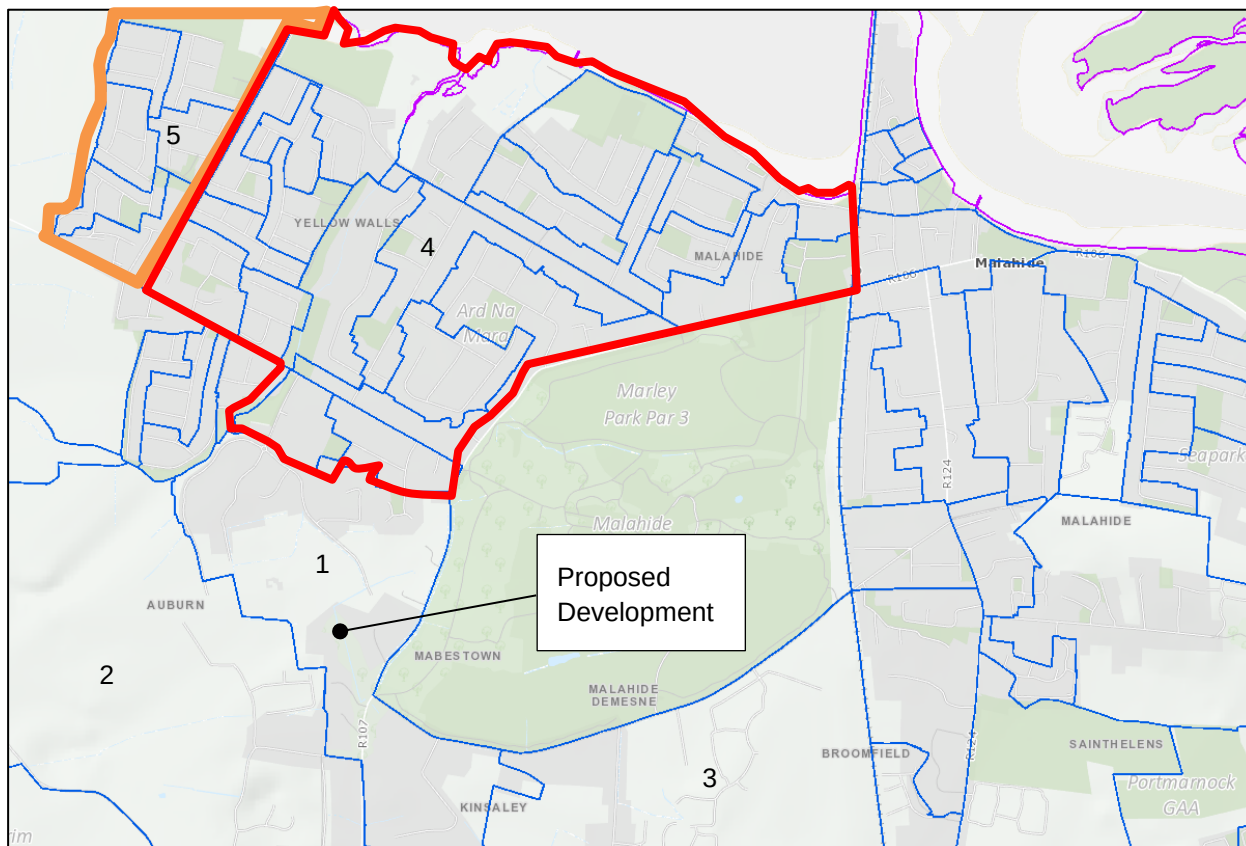


Figure 33 | Areas for Census 2016 - Extracted from the SAPMAPs

The surveyed 'modal split for the journey to work school or college' by residents at the five consulted areas as surveyed in Census 2016 recorded that 70% of the 8,777-population generated by 6,122 trips for the journey to work, school or college. Some 54.0% of trips were by car, 13.8% by train, 13.4% by bus, 2.1% by cycle, 8.8% by walk and the remaining 7.8% by others or were not stated.

The survey results for each consulted area are presented in Table 24 below:

Area	Pop.		Car Driver	Car Passenger	Train	Bus	Bicycle	On Foot	Others/Not Stated	Total Trips
1	333	No. of People	110	53	25	17	5	7	16	233
		Percentage of Pop.	47.2	22.7	10.7	7.3	2.1	3.0	6.9	100
2	321	No. of People	84	65	22	22	4	8	26	231
		Percentage of Pop.	36.4	28.1	9.5	9.5	1.7	3.5	11.3	100
3	357	No. of People	95	69	22	17	10	8	31	252
		Percentage of Pop.	37.7	27.4	8.7	6.7	4.0	3.2	12.3	100

4	6,224	No. of People	1,570	507	641	507	83	438	314	4,060
		Percentage of Pop.	38.7	12.5	15.8	12.5	2.0	10.8	7.7	100
5	1,547	No. of People	536	221	132	258	29	78	92	1,346
		Percentage of Pop.	39.8	16.4	9.8	19.2	2.2	5.8	6.8	100
Total	8,777	No. of People	2,395	915	842	821	131	539	479	6,122
		Percentage of Pop.	39.1	14.9	13.8	13.4	2.1	8.8	7.9	100

Table 25 | Surveyed Modal Split for the Journey to Work, School or College – Census 2016.

15.3 Future Passenger Demand

15.3.1 Proposed Development

It is estimated that the number of residents in the proposed development will be some 791 persons as calculated in Table 25 below.

Unit Size	No. of Units	Persons
1 - Bed (2-person)	135	270
2 - Bed (2-person)	138	276
3 - Bed (3-person)	55	165
4- Bed (4-person)	34	38
5 - Bed (6- persons)	7	42
Total	369	791

Table 26 | Proposed Development – Development Population.

Based on the modal split from Table 24 above, some 13.4% of the residential population equivalent to 106 persons are expected to use the bus for journey to work or education during the AM peak hour between 7 and 10 each week.

Of these, 50% or 53 persons are expected to travel during AM Peak hour between 7:30 – 8:30.

Having regard to the location of the proposed development, 90% are expected to travel south and 10% to the north. As stated previously, this transport capacity assessment will focus on peak capacity time travelling southbound. The proposed development will generate 48 persons who are expected to travel southbound during the AM peak hour.

The modal split also expects 13.8% of the residential population to use the Dart services available in Malahide Dart Station. This is equivalent to 109 persons expected to use the Dart for the journey to work or education during the AM peak hour between 7 and 10 each week.

Of these, 50% or 55 persons are expected to travel during AM Peak hour between 7:30 – 8:30.

Having regard to the location of the proposed development, 90% are expected to travel south and 10% to the north. As stated previously, this transport capacity assessment will focus on peak capacity time travelling southbound. The proposed development will generate 49 persons who are expected to travel southbound during the AM peak hour.

Source	AM Peak 7 – 10		AM Peak Hour 7.45 – 8.45	
Proposed Development	Northbound	Southbound	Northbound	Southbound
	11	95	5	48

Table 27 | Proposed Development – Future Passenger Demand Summary (Bus)

Source	AM Peak 7 – 10		AM Peak Hour 7.45 – 8.45	
Proposed Development	Northbound	Southbound	Northbound	Southbound
	11	98	6	49

Table 28 | Proposed Development – Future Passenger Demand Summary (Dart/Rail)

15.4 Dublin Bus – Passenger Capacity

15.4.1 Bus Capacity

Services on the primary bus routes 42 and 142, are provided by various double deck buses within the Dublin Bus Fleet. The average capacity of a double decker based on information from the Dublin Bus website is 91 passengers as calculated in Table 23.

For the purpose of this report, the average capacity of a double deck bus operated by Dublin Bus for these routes has been taken to be 90 passengers including standing passengers.

Fleet Code	No in Fleet	Capacity	Total Capacity
AV	76	91	6,916
AX	192	91	17,472
EV	97	94	9,118
VG	50	88	4,400
GT	160	78	12,480
SG	369	95	35,055
Total	938	91	85,441

Table 29 | Average Bus Capacity

15.4.2 Bus Capacity Survey

A bus capacity survey was carried out by Waterman Moylan during the AM Peak at the southbound bus stop 3645 on 29th March.

Bus Stop 3645 is directly beside proposed development on R107 Malahide Road. The purpose of this survey was to determine the spare capacity available for persons from the subject development to board at this location after Malahide Town where potential boarding and alighting's may be high.

The results of the bus survey are presented in Table 24 below. The results a significant spare capacity of 247 passengers between 07:30 and 08:30 when compared to the predicted demand of 48 passengers from the proposed development heading southbound during the AM peak hour.

Time	No of Buses	Bus Capacity	No of Passengers	Spare Capacity
07:30 - 07:45	0	-	-	-
07:45 - 08:00	1	90	5	85
08:00 - 08:15	1	90	9	81
08:15 - 08:30	1	90	9	81
Total	3	270	23	247

Table 30 | Bus Capacity Survey Results

15.5 Dart Services – Passenger Capacity

15.5.1 Rail Travel - Census 2019

The National Heavy Rail Census was carried out by Iarnród Éireann in 2019 on behalf of the National Transport Authority (NTA). The final report published in July 2020 recorded ongoing annual increases in passenger numbers at Malahide Railway Station. These increases are likely to continue for a number of years into the future. For the purposes of this TTA, the passenger capacity will focus on the Boardings in the AM peak period only.

The results of the Census for passengers' numbers per day at Malahide Station are presented in Table 30 and Table 31 below.

Station	Activity	2019	2018	2017	2016	2015	2014	2013
Malahide	Boarding	3,546	3,952	3,324	2,626	2,604	2,086	2,177

Table 31 | Daily Passenger Numbers at Malahide Station 2012 – 2019.

Station	Activity	Northbound	Southbound	Total
Malahide	Boarding	636	2,820	3,456

Table 32 | Daily Boarding's at Malahide Station 2012 – 2019.

15.5.2 Daily Rail Passenger Numbers 2022

The surveyed passenger numbers for Malahide Station show an average year on year increase of 7% per annum over the six years between 2013 and 2019. The rate of increase was applied to the 2019 survey numbers to estimate the numbers in 2020 and 2022. The results are shown in Table 32, Table 33 and Table 34.

Station	Activity	Northbound	Southbound	Total
Malahide	Boarding	681	3,017	3,698

Table 33 | Daily Boarding's at Malahide Station 2020.

Station	Activity	Northbound	Southbound	Total
Malahide	Boarding	728	3,229	3,957

Table 34 | Daily Boarding's and Alightings at Malahide Station 2021.

Station	Activity	Northbound	Southbound	Total
Malahide	Boarding	779	3,455	4,234

Table 35 | Daily Boarding's and Alightings at Malahide Station 2022 (Existing).

15.5.3 Peak hour Rail Boardings 2022

The hourly profile surveyed during the Rail Census recorded that 17% of the overall daily passenger demand occurred during the AM peak hour.

The proportion of passenger numbers during the AM Peak Hour varies significantly with the location of the rail station whether the city centre or the Greater Dublin Area.

It was assumed that 25% of the daily boarding occur during the AM Peak hour. Based on these assumptions, the peak hour passenger numbers for Malahide Station in 2022 are presented in Table 35 below.

Period	Activity	Northbound	Southbound	Total
AM Peak Hour	Boarding	195	864	1,059 (25%)

Table 36 | Peak Hours Boarding's and Alightings at Malahide Station 2022 (Existing).

15.5.4 Additional Rail Passengers – Capacity

Details of train capacity by type are set out in Appendix C of the National Rail Census 2019. The commuter train capacity table from Appendix C of the National Heavy Rail Census Report 2019 (NHRCR) is reproduced below. Due to the large volume of passengers using Malahide Station during the peak hour, the '8 car Dart set' is assumed to be used.

Train Type		Capacity	
4-DART	(4 car DART set)	700	- Seats + Standing Accommodation
6-DART	(6 car DART set)	1050	- Seats + Standing Accommodation
8-DART	(8 car dart set)	1400	- Seats + Standing Accommodation
2 x 2600	(2 car commuter rail car)	206	- Seats + Standing Accommodation
2 x 2800	(2 car commuter rail car)	221	- Seats + Standing Accommodation
4 x 29000	(4 car Commuter railcar)	640	- Seats + Standing Accommodation
8 x 29000	(8 car Commuter railcar)	1280	- Seats + Standing Accommodation
1 x 3ICR	(3-car InterCity railcar)	190	- Seats
1 x 6ICR	(6-car Premier Class InterCity railcar)	376	- Seats
1 x 6HCR	(6-car High Capacity InterCity Railcar)	406	- Seats
7 x MkIV	(7 car Mk IV set)	348	- Seats
7 x DD	(7 car De Dietrich set)	358	- Seats

Table 37 | Commuter Train capacity – Appendix C of NHRCR 2019

As shown in section 12.3, a total of 49 persons from the proposed development will use the Railway service in Malahide Station. This will occur during the AM Peak hour with the assumption of travelling southbound.

Based on the information shown in Table 31, the Commuter Rail will remain under capacity with the inclusion of trips created by the proposed development.

15.6 Summary

Based on the predicted demand and capacity survey, the bus and rail services serving the proposed development have more than adequate spare capacity to the proposed development now and into the future.

16. Car Parking

16.1 Fingal Development Plan 2017 – 2023 - Standards

Standards for car parking in new developments are set out in Table 12.8 of the Fingal Development Plan 2017 – 2023 (FDP). Based on that, the Table below sets out the parking requirements applicable to the subject proposed residential development at Streamstown Masterplan:

Description	Car Parking Norm	No. of Units Proposed	Car Parking Requirement
House – Urban / Suburban (3 or more bedrooms)	2 spaces within the curtilage	88 Units	176 Spaces
Apartment / Townhouse (1 bedroom)	1 Space per unit plus 1 visitor space per 5 units	135 Units	162 Spaces
Apartment / Townhouse (2 bedrooms)	1.5 spaces per unit plus 1 visitor space per 5 units	138 Units	235 Spaces
Apartment / Townhouse (3 bedrooms)	2 spaces per unit plus 1 visitor space per 5 units	8 Units	18 Spaces
Crèche	0.5 spaces per classroom	6 Classrooms	3 Spaces
Total	-	-	593 Spaces

Table 38 | Fingal Development Plan 2017 – 2026 - Car Parking Standards.

Based on the car parking standard set out in the FDP 2017 – 2026 (Table 24 above), the total car parking required to serve the proposed development within the Streamstown Masterplan is 593 spaces.

There are no car parking standards set out for duplexes within the current Fingal Development Plan. Therefore, for the purpose of calculation, the car parking standards for apartment / townhouse have been applied for the duplex units.

16.2 Design Standards for New Apartments – December 2020

In December 2020, a revised version of the document “Sustainable Urban Housing: Design Standard for New Apartments” was released. The parking standards set out in this document are considerably lower than those contained in the Fingal Development Plan 2017 – 2023 in respect to new apartment developments.

The following extracts from the “Design Standards for New Apartments – December 2020” summarise the guidelines for parking:

“In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.”

16.3 Car Parking Proposed

The number of car parking spaces projected to serve the proposed development at Streamstown Masterplan is presented in Table 25 below.

Land Use/Blocks	Under Croft/ Under Podium	Podium/ Street	Total	Note
Apt. Blocks 1, 2 & 3	153	8	161	1 car parking space per unit plus 24 x visitor spaces
Block 6	-	24	24	1 car parking space per unit plus 3 x visitor spaces
Block 7	-	28	28	1 car parking space per unit plus 3 x visitor spaces
Duplex 1	-	9	9	1 car parking space per unit plus 3 x visitor spaces
Apartment Blocks 4 and 5	94	2	96	1 car parking space per unit plus 4 x visitor spaces. 5 x additional creche drop off spaces can be used for residential drop off/visitors outside of creche hours.
Duplexes 2A, 2B, 2C, 2D				
Sub Total	247	75	318	-
Houses	-	177	177	Each House provided 2 spaces. (In Curtilage) plus 3 x visitor spaces in Back Field
Auburn House and Stables	-	2	2	2 car spaces for Auburn House in existing gravel parking court to the front of the house.
Creche	3 (Staff Spaces)	5 (Drop-off Spaces)	8	-
Total	250	255	505	-

Table 39 | Proposed Car Parking – Proposed Development at Streamstown Masterplan.

As can be seen from the above, it is proposed to provide a total of 505 car parking spaces, 497 spaces for residential use, 3 staff car parking spaces for the Creche and 5 drop-off spaces for the Creche. Note that the four street level drop-off spaces provided for the Crèche can also be used by visitors of the proposed development outside of Crèche drop-off and pickup hours.

The reduced provision of 1 car parking space per apartment / duplex unit reflects the location of the development in relation to public transport services. This is in line with the Design Standards for New Apartments as outlined above and is considered adequate to serve the proposed development.

Refer to Conroy Crowe Kelly Architects drawing 1902 P037 for parking designation throughout the site.

17. Cycle Parking

17.1 Fingal Development Plan 2017 – 2023 - Standards

Standards for bicycle parking in new developments are set out in Table 12.9 of the Fingal Development Plan 2017 - 2023. Based on that, Table 26 below sets out the cycle parking standards applicable to the proposed residential development.

Description	Bicycle Parking Norm	No. of Units Proposed	Required Parking
Houses	N/A	176 Units	N/A
Apartments	1 Space per bedroom plus 1 visitor space per 5 units	281 Units	491
Crèche	0.5 spaces per classroom	6 Classrooms	3 Spaces
Total	-	-	494

Table 40 | Fingal Development Plan 2017 – 2023 - Cycle Parking Standards

Based on the cycle parking standard set out in the Fingal Development Plan 2017 – 2023 (FDP), the total cycle parking required to serve the proposed development at Streamstown Masterplan is 494 spaces. As with car parking, the cycle parking standard for apartment / townhouse have been applied for the duplex units.

17.2 Design Standards for New Apartments – December 2020

Section 4.17 of the Design Standard for New Apartments (December 2020) sets out a minimum standard of cycle storage space for new apartments as follows:

“A general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units.”

Description	Bicycle Parking Norm	No. of Units Proposed	Required Parking
Houses	N/A	176 Units	N/A
Apartments	1 Space per bedroom plus 1 visitor space per 2 units	281 Units	576
Total	-	457 Units	576

Table 41 | Total Cycle Parking Spaces Required under Design Standards for New Apartments.

17.3 Cycle Parking Proposed

The number of cycle parking spaces projected to serve the proposed development at Streamstown Masterplan is presented in the Table below:

Description		No. of Units	No. of Bicycle Parking Spaces	Comments
Houses (including Auburn House)		88	N/A	
The Backfield Apt Blocks 1, 2 & 3	Block 1	46	346	270 Spaces in the Combined Basement Carpark, 76 on street spaces
	Block 2	49		
	Block 3	42		
Streamstown Blocks 6 & 7 and Duplex Block 1	Block 6	21	54	42 within building, 12 outdoors
	Block 7	25	68	56 within building, 12 outdoors
	Block 1	6	16	All 16 outdoors
The Avenue Apt Blocks 4 & 5, Duplex Apt Block 2A, 2B, 2C, 2D	Block 4	28	208	182 Spaces in the Combined Podium Carpark, 26 on street spaces
	Block 5	28		
	Block 2A	8		
	Block 2B	11		
	Block 2C	9		
	Block 2D	8		
Total		369 Units	692	

Table 42 | Proposed Cycle Parking – Proposed Development at Streamstown Masterplan.

As can be seen from the above, the bicycle parking project to serve the proposed development exceeds both the Fingal Development Plan 2017 – 2023 and the Design Standard for New Apartments (December 2020) requirements.

18. Road Safety

18.1 Accidents

The Road Safety Authority's website (www.rsa.ie) shows that there were a number of minor injury vehicular collisions recorded at the R107 Malahide Road / Back Road junction and one fatal collision at R107 Malahide Road between the years of 2005 to 2016.

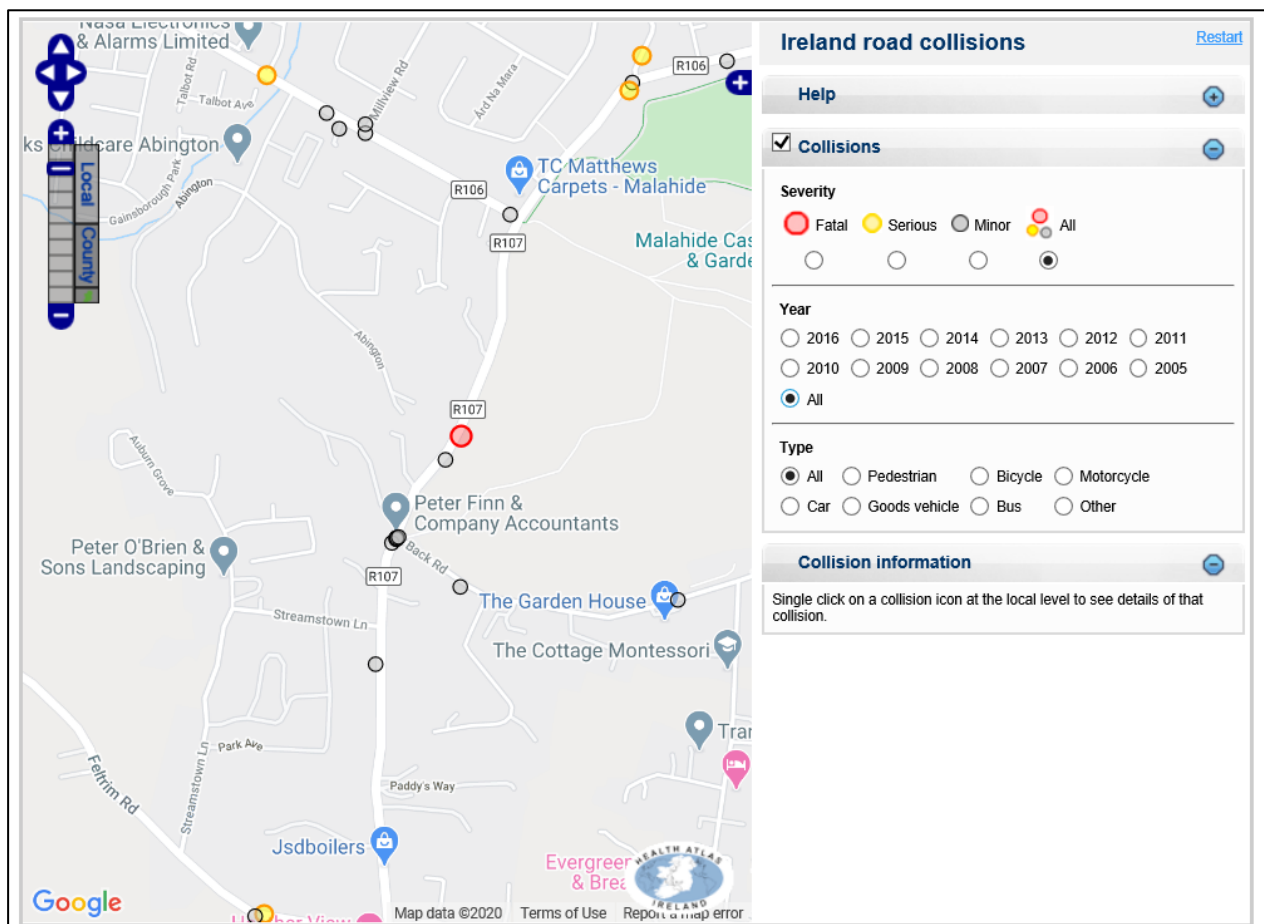


Figure 34 | RSA Traffic Collision Data – 2005 to 2016.

18.2 Stage 1 Road Safety Audit

A Stage 1 Road Safety Audit has been prepared by Bruton Consulting Engineers on behalf of Waterman Moylan for the strategic housing development proposed as part of the subject pre-planning submission. Details of this audit are contained within the Road Safety Audit Report included in Appendix F of the accompanying Engineering Assessment Report.

19. Conclusion

This Traffic and Transport Assessment (TTA) has been prepared by Waterman Moylan to accompany a planning application to An Bord Pleanála for a proposed Strategic Housing Development (SHD) in lands around Auburn House in Malahide, Co. Dublin.

The development will consist of a) the preservation and protection of the existing Protected Structure of Auburn House as 1 no. residential dwelling; b) the construction of 87 no. Houses, 239 no. Apartments, 42 no. Duplexes and a 173sqm childcare facility at ground floor of Apartment Block 4.

Main vehicular access to the proposed development will be provided from southeast via the R107 Malahide Road / Back Road junction, which is proposed to be upgraded to a signalised crossroads to include the site access road (western approach). A secondary vehicular access is proposed off Carey's Lane to the west which will be accessed via Streamstown Lane. Pedestrians and cyclists will benefit from a green route across the site leading to R107 Malahide Road just north of the proposed vehicular access point to the site.

It is estimated that the proposed development at Streamstown Masterplan is expected to generate a total of 141 car trips during the AM peak hour (34 inbound and 107 outbound) and a total of 146 car trips during the PM hour (100 inbound and 46 outbound).

As part of the subject assessment, to undertake a robust appraisal of the local road network and proposed upgraded site access junction, the under-construction development and the potential future developments at Broomfield Masterplan were also analysed with regards to trip generation and distribution and included in the forecast traffic.

It is assumed that the subject proposed development works will commence in 2022 for completion in 2026. As per NRA/TII Traffic and Transport Assessment Guidelines, the future assessment years of 2031 and 2041 were also assessed. Phase 1 of Broomfield was assumed to be in place and operational by 2026 whilst the potential future development at Broomfield was assumed to be complete in 2031.

The following four junctions were modelled as part of the subject assessment:

Junction 1: R107 Malahide Road / Back Road (existing priority-controlled T-junction, proposed signalised crossroads);

Junction 2: Carrey's Lane / Streamstown Lane (existing priority-controlled T-junction)

Junction 3: R107 Malahide Road / Streamstown Lane (existing priority-controlled T-junction);

Junction 4: Feltirm Road / Streamstown Lane (existing priority-controlled T-junction);

The results of the junction modelling indicated that all assessed junctions would operate within satisfactory capacity during both peak hours during all assessed scenarios. Junction 1 would be the one with the major traffic demand.

Junction 4 is also recognised as being sensitive in terms of traffic. Fingal County Council noted that Streamstown Lane approaching Junction 4 has width restriction and a Stress Test was recommended. The Stress Test consisted of the redistribution of the generated traffic towards Junction 4 in order to assess its capacity to receive an increase traffic demand.

All junctions were reassessed as part of the Stress Test and the results indicated that all junctions would continue to operate within satisfactory capacity for the future assessment year of 2041 during both peak hours. Therefore, it can be concluded that there is sufficient capacity in the surrounding road network to facilitate the proposed development.

Appendices

A. GoCar Letter



Hatley Homes,
Kinvara House,
Northumberland Rd,
Ballsbridge,
Dublin 4

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide 4-6 shared car club vehicles in the proposed SHD scheme by Auburn House in Malahide. GoCar representatives have discussed the project with representatives of the transport engineers of the scheme at Waterman Moylan and are excited to provide a car club service at this location.

It is understood that the vehicle will be shared between residents of the scheme and residents of the surrounding areas. GoCar will work with the management company of the development to identify a need for greater numbers of vehicles if and when this might arise.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 750 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 car club vehicles in a residential development such as this, residents will have access to pay-as-you-go driving, in close proximity to their homes, which will increase usership of the service.

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

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

B. Traffic Survey

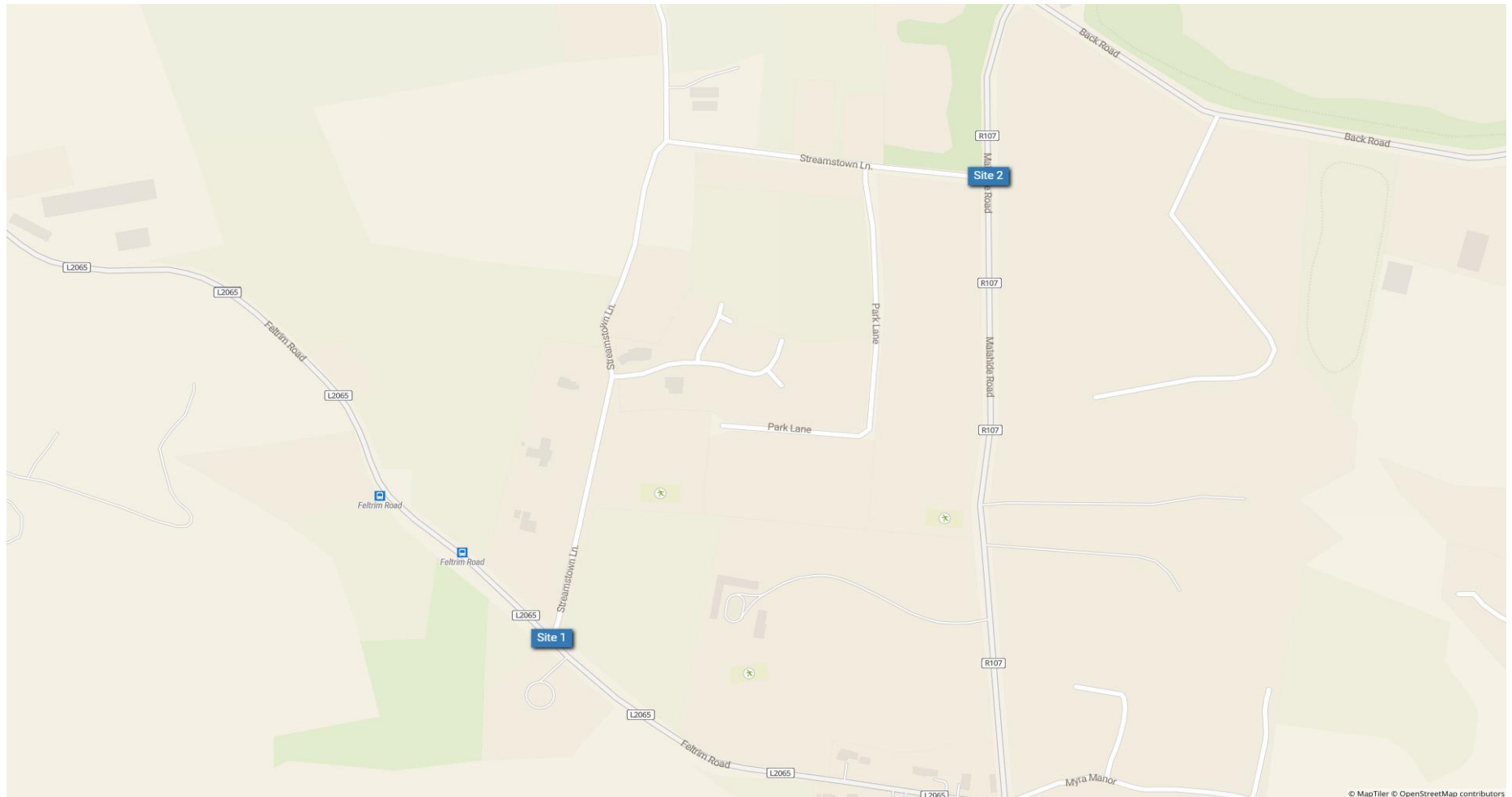


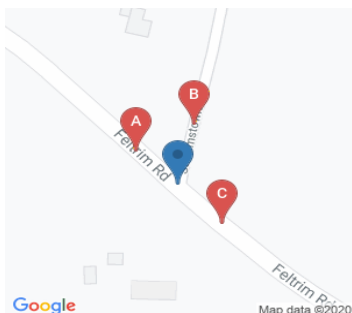
Data Analysis Services
Traffic-Transportation- Commercial-Innovation

163 20352 Malahide traffic counts

with compliments

Survey Name: 163 20352 Malahide traffic counts
Date: Tue 24 Nov 2020





IDASO

Survey Name: 163 20352 Malahide traffic counts
Site: Site 1
Location: Feltrim Road/ Streamstown Lane
Date: Tue 24-Nov-2020

TIME	A => A								TOT	PCU	A => B								TOT	PCU	A => C								TOT	PCU
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TAXI			P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TAXI			P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TAXI		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	3	1	0	0	0	0	4	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	4
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	3
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	1	0	0	1	11	11.5	11.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	1	0	0	1	16	16.5	16.5
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	4
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	1	0	0	0	15	15.5	15.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	1	0	0	0	22	22.5	22.5
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	10	10
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	13	0	0	0	1	15	14.2	14.2
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	18	1	1	0	1	23	22.9	22.9
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08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	37	0	1	96	10	3	1	0	3	114	116.2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	1	0	57	8	2	2	1	0	71	74.8
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	85	86.3	1	2	342	31	9	6	5	8	404	419.3
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24.6	1	0	168	28	11	5	1	4	218	230.2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7.2	0	0	53	9	0	3	1	0	66	70.9
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5.8	0	1	47	12	3	0	0	2	65	65.9
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	1	55	5	1	0	1	3	66	66.9
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	49	6	0	3	0	3	61	64.9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	21	0	2	204	32	4	6	2	8	258	268.6
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	0	0	47	3	2	2	0	3	57	60.6
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13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	57	8	2	0	0	1	68	69
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	30.5	1	1	287	28	6	3	1	8	335	341.5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7.5	0	1	83	3	2	3	0	0	92	96.3
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14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	7	0	1	59	7	0	0	0	1	68	67.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	31	31.5	1	2	265	18	4	5	1	9	305	312.5
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	1	60	6	1	1	4	2	75	80.2
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15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17.5	1	1	59	4	2	0	0	3	70	69.6
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19	0	0	62	7	0	2	1	2	74	77.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	54.8	1	2	251	24	7	6	6	8	305	320.3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9.5	0	1	67	5	1	0	2	0	76	77.9
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	59	6	0	0	1	1	67	68

16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	10	10	1	0	75	7	0	0	0	0	83	82.2
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	0	11	10.2	1	0	70	3	1	0	1	0	76	76.7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	36	4	1	0	0	0	42	41.7	2	1	271	21	2	0	4	1	302	304.8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8	1	0	84	3	1	0	1	0	90	90.7
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	8	8.5	0	1	71	3	0	0	0	1	76	75.4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	8	8.5	2	1	62	5	1	0	1	0	72	71.3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6.5	0	0	57	7	1	0	2	0	67	69.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	3	0	0	0	30	31.5	3	2	274	18	3	0	4	1	305	306.9
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18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	9	9	0	0	63	4	2	0	1	0	70	72
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	1	1	47	1	0	0	0	0	50	48.6
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	40	3	0	0	0	0	43	43
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	20	20	1	1	227	13	2	0	1	0	245	245.6
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	45	2	0	0	1	0	48	49
19:15	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2	0	0	21	3	1	0	0	0	25	25.5
19:30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2	1	0	31	1	0	0	0	0	33	32.2
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	29	2	0	0	0	0	31	31
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	9	0	0	0	0	0	11	9.4	1	0	126	8	1	0	1	0	137	137.7
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	1	0	23	24
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	22	2	0	0	0	0	24	24
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	17	4	1	0	0	0	22	22.5
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	16	0	0	0	0	0	16	16
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	77	6	1	0	1	0	85	86.5
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	1	1	0	0	0	10	9.9
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	1	6	2	0	0	0	0	9	8.4
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	13	0	0	0	0	0	13	13
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	11	0	0	0	0	0	11	11
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	2	37	3	1	0	0	0	43	42.3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	1	0	13	14.5
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	12
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	7
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	33	0	1	0	1	0	35	36.5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5	6
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	8	0	0	0	1	0	9	10
24 TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	369	33	11	7	0	4	428	439.4	21	17	3393	308	69	41	44	67	3960	4064.8



Survey Name: 163 20352 Malahide traffic counts
Site: Site 1
Location: Feltrim Road/ Streamstown Lane
Date: Tue 24-Nov-2020

[illegible]

H/TOT	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	2	0	0	1	0	0	3	4.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	4	2	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	9	1	1	0	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	5	2	0	1	0	0	8	9.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	20	5	1	2	0	0	28	31.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	0	11	0	0	0	0	0	13	11.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	9	1	0	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	12	2	0	1	0	0	15	16.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	8	0	1	0	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	40	3	1	1	0	0	48	47.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	6	2	1	0	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	4	2	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	23	4	1	0	0	0	28	28.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	1	1	1	1	0	0	4	5.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	3	2	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	9	3	1	1	0	0	14	15.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	6	1	0	1	0	0	8	9.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	1	4	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	9	0	1	1	0	0	11	12.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	22	5	1	2	0	0	30	33.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	5	2	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	2	2	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	11	5	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	1	0	3	0	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	4	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	5	0	1	0	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	23	1	1	0	0	0	26	25.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	5	0	0	0	0	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	17	2	0	0	0	1	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	8	1	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	7	3	1	0	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	8	0	1	0	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	27	4	2	0	0	0	33	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	13	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]



Survey Name: 163 20352 Malahide traffic counts
Site: Site 1
Location: Feltrim Road/ Streamstown Lane
Date: Tue 24-Nov-2020

TIME	C => A								TOT	PCU	C => B								TOT	PCU	C => C								TOT	PCU
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TAXI			P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TAXI			P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TAXI		
00:00	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:30	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	10	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	1	1	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	1	1	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30	2	0	1	0	0	0	0	0	3	1.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	2	0	2	0	0	0	0	0	4	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	3	0	0	0	0	0	3	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	0	2	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	5	1	0	0	0	1	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15	1	0	14	0	0	0	1	2	18	18.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30	0	0	20	4	0	0	1	0	25	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45	0	0	24	1	1	0	1	0	27	28.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

[illegible]

16:30	0	0	66	11	2	1	1	1	82	85.3	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0		
16:45	1	1	74	6	1	0	0	0	83	82.1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	1	1	304	35	7	3	3	3	357	366	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0		
17:00	1	0	63	2	0	1	1	0	68	69.5	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0		
17:15	0	0	79	3	3	0	1	0	86	88.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:30	1	0	69	4	1	0	1	0	76	76.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:45	0	0	54	1	0	0	1	0	56	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	2	0	265	10	4	1	4	0	286	291.7	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	1	0	50	1	0	0	1	0	53	53.2	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:15	2	0	60	3	1	0	0	0	66	64.9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1		
18:30	1	0	44	1	0	0	1	0	47	47.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:45	0	0	34	3	1	0	0	0	38	38.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	4	0	188	8	2	0	2	0	204	203.8	0	0	1	1	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	1	1	1		
19:00	0	0	32	0	1	0	0	0	33	33.5	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:15	0	0	30	1	1	0	1	0	33	34.5	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:30	0	0	32	3	1	0	0	0	36	36.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:45	0	0	33	0	1	0	0	0	34	34.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	127	4	4	0	1	0	136	139	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	1	0	31	0	0	0	0	0	32	31.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:15	0	0	31	0	2	0	1	0	34	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:30	0	0	20	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	0	17	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	1	0	99	0	2	0	1	0	103	104.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	0	21	0	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:15	0	0	19	0	1	0	1	0	21	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	19	0	0	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	10	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	69	0	1	0	1	0	71	72.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	13	0	0	0	0	0	13	13	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:15	0	0	7	0	0	0	1	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:30	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:45	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	34	0	0	0	1	0	35	36	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:15	0	0	4	0	0	0	1	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	16	0	0	0	1	0	17	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24 TOT	23	8	3231	284	65	43	45	66	3765	3875.2	0	0	23	13	3	1	0	0	40	42.8	0	0	1	2	0	0	0	0	3	3	3	3	3	



IDASO

Survey Name: 163 20352 Malahide traffic counts
Site: Site 2
Location: Malahide Road/ Streamstown Lane
Date: Tue 24-Nov-2020

A => A											A => B											A => C												
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TAXI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TAXI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TAXI	TOT	PCU				
00:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0			
00:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0			
00:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0			
00:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0		
01:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0		
01:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0		
01:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0		
01:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0		
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0		
02:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0		
02:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0		
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	1	15	1	0	0	0	0	17	16.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	26	3	0	0	0	0	30	29.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	1	0	16	3	0	0	0	0	20	19.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	27	4	1	0	1	0	33	34.5	0	0	2	0	0	0	0	0	2	2	2	2	2	2
06:30	0	0	0	0	0	0	0	0	0	0	1	1	41	1	1	0	1	0	46	46.1	0	0	1	0	0	0	0	0	1	1	1	1	1	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	41	5	0	0	1	0	47	48	0	0	1	0	0	0	0	0	1	1	1	1	1	

H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	125	13	2	0	3	0	146	147.8	0	0	4	0	0	0	0	0	0	4	4
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	54	1	1	0	0	0	58	56.9	0	0	3	0	0	0	0	0	0	3	3
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	62	5	3	0	1	0	72	73.7	0	0	3	0	0	0	0	0	0	3	3
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	96	6	1	0	0	0	104	103.7	0	0	5	0	0	0	0	0	0	5	5
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	89	9	1	0	4	0	105	107.9	0	0	7	0	0	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	0	301	21	6	0	5	0	339	342.2	0	0	18	0	0	0	0	0	0	18	18
08:00	0	0	0	0	0	0	0	0	0	0	0	8	0	105	6	1	0	0	0	120	114.1	1	0	7	0	0	0	0	0	0	8	7.2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	87	7	1	1	1	1	98	100.8	0	0	11	2	1	0	0	0	0	14	14.5
08:30	0	0	0	0	0	0	0	0	0	0	0	2	0	108	5	2	1	0	1	119	119.7	0	0	10	3	1	0	0	0	0	14	14.5
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	73	3	0	2	2	0	80	84.6	0	0	12	1	0	0	0	0	0	13	13
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	0	373	21	4	4	3	2	417	419.2	1	0	40	6	2	0	0	0	0	49	49.2
09:00	0	0	0	0	0	0	0	0	0	0	0	2	0	99	6	1	0	2	0	110	110.9	0	0	10	0	0	0	0	0	0	10	10
09:15	0	0	0	0	0	0	0	0	0	0	0	2	0	78	9	3	2	1	0	95	98.5	0	0	10	0	1	0	0	0	0	11	11.5
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	71	8	5	2	1	1	89	94.3	0	0	10	0	0	0	0	0	0	10	10
09:45	0	0	0	0	0	0	0	0	0	0	0	1	0	61	10	4	1	1	0	78	81.5	3	0	5	1	0	0	0	0	0	9	6.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	0	309	33	13	5	5	1	372	385.2	3	0	35	1	1	0	0	0	0	40	38.1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	61	13	1	1	0	0	76	77.8	0	0	5	2	0	0	0	0	0	7	7
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	56	14	0	1	0	1	72	73.3	0	0	4	0	1	0	0	0	0	5	5.5
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	81	7	1	0	1	0	91	91.7	0	0	2	1	0	0	0	0	0	3	3
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	77	8	1	1	1	1	90	92.2	0	0	8	0	0	0	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	275	42	3	3	2	2	329	335	0	0	19	3	1	0	0	0	0	23	23.5
11:00	0	0	0	0	0	0	0	0	0	0	0	2	0	76	3	3	1	0	0	85	86.2	0	0	4	1	0	0	0	0	0	5	5
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0	81	10	0	0	0	0	92	91.2	0	0	2	3	0	0	0	0	0	5	5
11:30	0	0	0	0	0	0	0	0	0	0	0	1	1	67	13	1	1	1	0	85	86.4	0	0	8	0	0	0	0	0	0	8	8
11:45	0	0	0	0	0	0	0	0	0	0	0	2	0	68	5	2	0	0	0	77	76.4	0	0	7	0	1	0	0	0	0	8	8.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	1	292	31	6	2	1	0	339	340.2	0	0	21	4	1	0	0	0	0	26	26.5
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	78	10	0	1	1	1	92	93.7	0	0	1	1	0	0	0	0	0	2	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	80	9	2	0	1	0	92	94	0	0	9	0	0	0	0	0	0	9	9
12:30	0	0	0	0	0	0	0	0	0	0	0	3	0	91	8	3	0	0	2	107	106.1	0	0	6	0	0	0	0	0	0	6	6
12:45	0	0	0	0	0	0	0	0	0	0	0	0	2	81	12	4	2	0	2	103	106.4	0	0	7	0	0	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	3	330	39	9	3	2	5	394	400.2	0	0	23	1	0	0	0	0	0	24	24
13:00	0	0	0	0	0	0	0	0	0	0	0	1	1	77	12	0	0	1	2	94	93.6	0	0	10	0	0	0	0	0	0	10	10
13:15	0	0	0	0	0	0	0	0	0	0	0	1	1	72	6	1	0	0	2	83	82.1	1	0	6	0	2	0	0	0	0	9	9.2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	82	7	4	1	1	0	95	99.3	2	0	7	1	0	0	0	0	0	10	8.4
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	81	10	1	1	0	0	93	94.8	0	0	10	1	0	0	0	0	0	11	11
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	2	312	35	6	2	2	4	365	369.8	3	0	33	2	2	0	0	0	0	40	38.6
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	98	9	0	0	3	0	110	113	0	0	8	1	0	0	0	0	0	9	9
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	87	10	3	0	2	3	105	108.5	0	0	3	1	0	0	0	0	0	4	4
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	73	9	1	0	1	1	85	86.5	0	0	10	0	0	0	0	0	1	11	11
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	76	9	0	1	0	0	86	87.3	0	0	7	0	0	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	334	37	4	1	6	4	386	395.3	0	0	28	2	0	0	0	0	1	31	31
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	75	8	0	0	2	1	86	88	0	0	10	1	0	0	0	0	0	11	11
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	75	6	2	0	0	0	84	84.4	0	0	5	1	1	0	0	0	0	7	7.5
15:30	0	0	0	0	0	0	0	0	0	0	0	1	0	80	4	1	0	1	0	87	87.7	0	0	10	0	1	0	0	0	0	11	11.5
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	60	5	1	0	0	0	66	66.5	2	0	1	0	0	0	0	0	0	3	1.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	290	23	4	0	3	1	323	326.6	2	0	26	2	2	0	0	0	0	32	31.4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	83	10	0	1	2	0	96	99.3	0	0	18	0	0	0	0	0	0	18	18
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	107	9	2	0	2	0	120	123	1	0	19	3	1	0	0	0	0	24	23.7

16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	84	4	0	0	2	0	90	92	0	0	10	0	0	0	0	0	0	10	10
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	57	5	0	0	2	0	65	66.2	0	0	7	1	0	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	331	28	2	1	8	0	371	380.5	1	0	54	4	1	0	0	0	60	59.7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	4	0	0	1	0	72	73	0	0	4	0	0	0	0	0	4	4
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	7	0	0	2	0	74	76	0	0	8	0	0	0	0	0	8	8
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	2	1	0	0	0	47	47.5	0	0	10	0	0	0	0	0	10	10
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	2	0	0	2	0	44	46	0	0	5	0	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216	15	1	0	5	0	237	242.5	0	0	27	0	0	0	0	0	27	27
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	3	1	0	1	0	54	55.5	0	0	4	0	0	0	0	0	4	4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	5	0	0	1	0	58	59	0	0	3	1	0	0	0	0	4	4
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	43	2	0	0	2	0	48	49.4	0	0	3	0	0	0	0	0	3	3
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	2	0	0	1	0	42	43	0	0	3	1	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	183	12	1	0	5	0	202	206.9	0	0	13	2	0	0	0	0	15	15
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	2	0	1	0	0	55	56.3	0	0	5	0	0	0	0	0	5	5
19:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	31	0	0	0	1	0	33	33.2	0	0	3	0	0	0	0	0	3	3
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	0	1	0	40	41	0	0	5	0	0	0	0	0	5	5
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	2	0	0	0	0	35	35	1	0	2	0	0	0	0	0	3	2.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	155	4	0	1	2	0	163	165.5	1	0	15	0	0	0	0	0	16	15.2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	1	0	31	32	0	0	4	0	0	0	0	0	4	4
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	0	37	37	0	0	3	0	0	0	0	0	3	3
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	1	0	28	29	0	0	1	0	0	0	0	0	1	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	1	0	0	0	0	38	38	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130	2	0	0	2	0	134	136	0	0	11	0	0	0	0	0	11	11
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	1	0	20	21	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	1	0	11	12	0	0	1	0	0	0	0	0	1	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	16	16	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	3	0	0	2	0	70	72	0	0	2	0	0	0	0	0	2	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18	0	0	0	1	0	20	20.2	1	0	1	0	0	0	0	0	2	1.2
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8	0	0	1	0	0	0	0	0	1	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	1	0	14	15	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	7	8	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	45	0	0	0	3	0	49	51.2	1	0	2	0	0	0	0	0	3	2.2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	1	0	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	2	0	8	10	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	2	0	20	22	0	0	1	0	0	0	0	0	1	1
24 TOT	0	0	0	0	0	0	0	0	0	0	0	0	40	11	4132	366	61	22	61	19	4712	4793.5	12	0	372	27	10	0	0	1	422	417.4



IDASO

Survey Name: 163 20352 Malahide traffic counts
Site: Site 2
Location: Malahide Road/ Streamstown Lane
Date: Tue 24-Nov-2020

TIME	B => A								TOT	PCU	B => B								TOT	PCU	B => C								TOT	PCU
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TAXI			P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TAXI			P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TAXI		
00:00	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
00:15	1	0	5	0	0	0	0	0	6	5.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
00:45	0	0	2	0	1	1	0	0	4	5.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	1	0	9	0	1	1	0	0	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:15	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:45	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	7	2	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:15	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	6	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:15	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	1	2	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:15	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:30	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:45	0	0	7	2	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	8	5	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00	0	0	4	0	2	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15	0	0	5	2	1	0	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30	0	0	7	1	0	1	0	0	9	10.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45	0	0	15	2	3	1	0	0	21	23.8	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4		

[illegible]

16:30	0	0	91	3	0	0	0	0	94	94	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	
16:45	0	0	88	3	1	0	1	0	93	94.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	317	18	2	0	3	0	340	344	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7	
17:00	0	0	95	10	1	0	1	0	107	108.5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
17:15	0	0	81	6	1	1	1	0	90	92.8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
17:30	0	0	98	7	0	1	0	0	106	107.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	86	4	1	0	1	0	92	93.5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
H/TOT	0	0	360	27	3	2	3	0	395	402.1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	
18:00	2	0	85	5	0	0	2	0	94	94.4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
18:15	0	0	81	4	0	0	1	0	86	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		
18:30	1	0	74	5	0	0	1	0	81	81.2	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	3.4	
18:45	0	0	68	5	0	0	1	0	74	75	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	
H/TOT	3	0	308	19	0	0	5	0	335	337.6	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	10	9.4	
19:00	0	0	41	2	0	0	0	0	43	43	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	
19:15	0	0	50	2	1	0	0	0	53	53.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:30	0	0	53	4	0	0	0	0	57	57	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
19:45	0	0	37	1	0	0	1	0	39	40	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
H/TOT	0	0	181	9	1	0	1	0	192	193.5	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4	
20:00	0	0	36	0	0	0	1	0	37	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:15	0	0	43	1	0	0	0	0	44	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:30	0	0	20	2	0	0	1	0	23	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	0	24	0	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
H/TOT	0	0	123	3	0	0	2	0	128	130	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
21:00	0	0	14	0	0	0	1	0	15	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:15	0	0	18	0	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
21:30	0	0	9	1	0	0	1	0	11	12	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
21:45	0	0	15	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
H/TOT	0	0	56	1	0	0	2	0	59	61	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3	
22:00	0	0	13	2	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:15	0	0	13	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:30	0	0	8	0	0	0	1	0	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:45	0	0	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	45	2	0	0	1	0	48	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	5	1	0	0	1	0	7	8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
23:15	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	1	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	25	1	0	0	2	0	28	30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
24 TOT	13	12	3997	429	74	32	54	23	4634	4749	0	0	0	0	0	0	0	0	0	0	1	1	58	13	8	1	0	82	85.9



Survey Name: 163 20352 Malahide traffic counts
Site: Site 2
Location: Malahide Road/ Streamstown Lane
Date: Tue 24-Nov-2020

[illegible]

H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:00	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	4	0	0	0	0	0	4	4	0	0	2	3	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
07:30	0	0	4	0	1	0	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	7	3	0	0	0	0	10	10	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	17	3	1	0	0	0	21	21.5	0	0	6	3	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
08:00	0	0	43	2	0	0	0	0	45	45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:15	0	0	48	0	1	0	0	0	49	49.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	18	0	0	0	0	0	19	18.2	0	1	0	0	0	0	0	0	1	0.4	0	0	0	0	0	0	0	0	0
08:45	0	0	5	1	0	0	0	0	6	6	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	1	0	114	3	1	0	0	0	119	118.7	0	1	4	0	0	0	0	0	5	4.4	0	0	0	0	0	0	0	0	0
09:00	0	0	7	2	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	6	2	1	0	0	0	9	9.5	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:30	0	0	4	0	0	0	0	0	4	4	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:45	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	23	4	1	0	0	0	28	28.5	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
10:00	0	0	2	0	1	1	0	0	4	5.8	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
10:15	0	0	6	0	0	0	0	0	6	6	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:30	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	3	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	0	1	1	0	0	17	18.8	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
11:00	0	0	7	0	1	0	0	0	8	8.5	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:15	1	0	6	0	0	0	0	0	7	6.2	0	0	0	1	1	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0
11:30	0	0	1	0	0	0	0	0	1	1	0	0	2	1	1	0	0	0	4	4.5	0	0	0	0	0	0	0	0	0
11:45	0	0	4	1	0	0	0	0	5	5	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	1	0	18	1	1	0	0	0	21	20.7	0	0	3	3	2	0	0	0	8	9	0	0	0	0	0	0	0	0	0
12:00	0	0	10	0	2	0	0	0	12	13	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:15	0	0	9	0	0	0	0	0	9	9	0	0	1	0	1	1	0	0	3	4.8	0	0	0	0	0	0	0	0	0
12:30	0	0	6	2	0	0	0	0	8	8	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
12:45	0	0	9	1	0	0	0	0	10	10	0	0	2	0	1	0	0	0	3	3.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	34	3	2	0	0	0	39	40	0	0	6	0	2	1	0	0	9	11.3	0	0	0	0	0	0	0	0	0
13:00	0	0	9	0	0	0	0	0	9	9	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
13:15	0	0	8	1	0	0	0	0	9	9	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
13:30	0	0	9	0	2	0	0	0	11	12	0	0	1	0	1	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0
13:45	0	0	6	0	0	0	0	0	6	6	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	32	1	2	0	0	0	35	36	0	0	9	1	1	0	0	0	11	11.5	0	0	0	0	0	0	0	0	0
14:00	0	0	7	0	0	0	0	0	7	7	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
14:15	0	0	7	3	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	7	1	0	0	0	0	8	8	0	0	0	0	1	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0
14:45	0	0	10	0	0	0	0	0	10	10	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	31	4	0	0	0	0	35	35	0	0	2	2	1	0	0	0	5	5.5	0	0	0	0	0	0	0	0	0
15:00	0	0	8	1	0	0	0	0	9	9	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:15	1	0	13	1	0	0	0	0	15	14.2	0	0	0	0	1	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0
15:30	0	0	11	0	1	0	0	0	12	12.5	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:45	0	0	14	0	1	0	0	0	15	15.5	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	1	0	46	2	2	0	0	0	51	51.2	0	0	5	0	1	0	0	0	6	6.5	0	0	0	0	0	0	0	0	0
16:00	0	0	8	1	0	0	0	0	9	9	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:15	0	0	17	0	0	0	0	0	17	17	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0

[illegible]



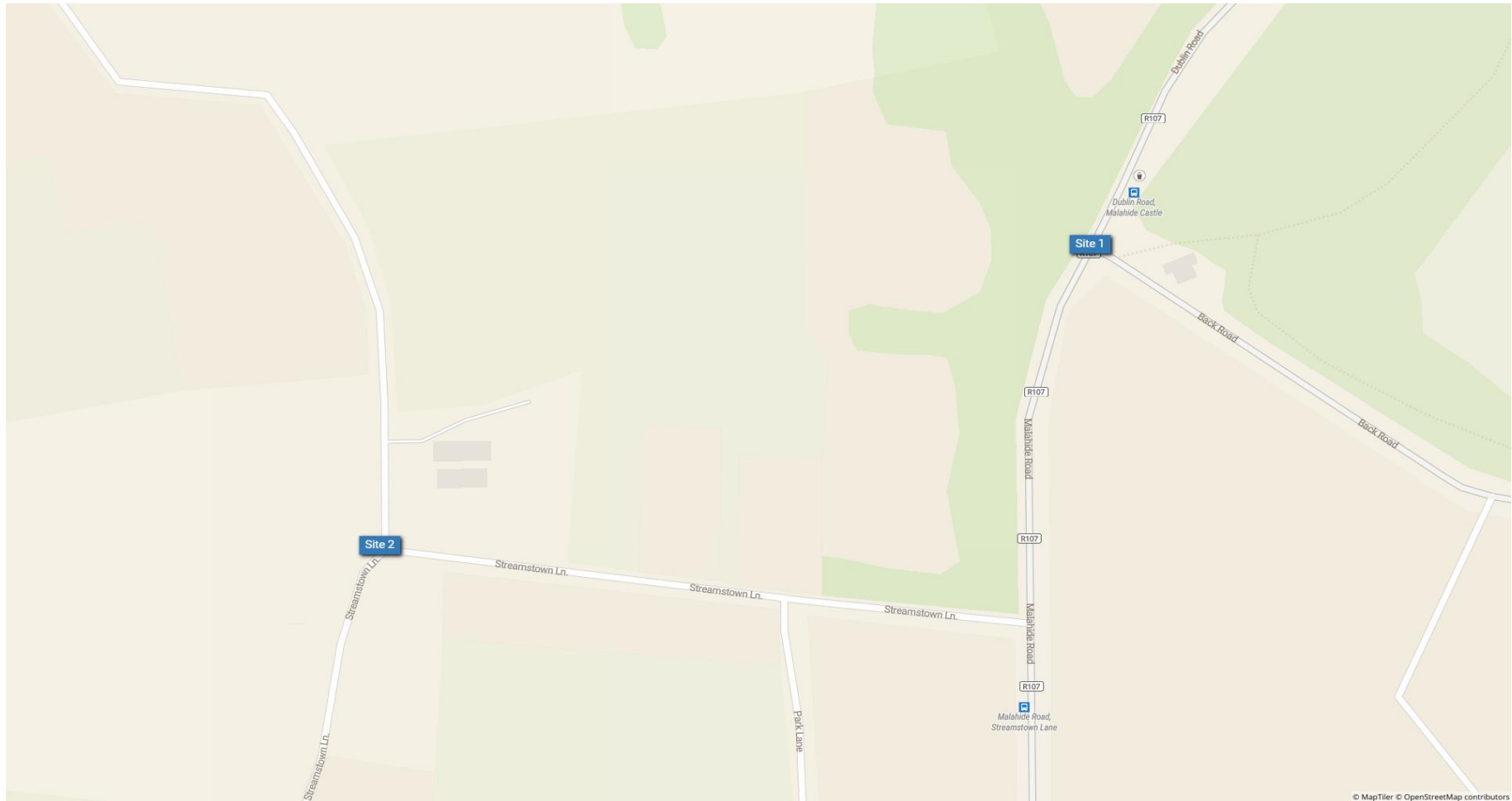
Data Analysis Services
Traffic Transportation - Commercial Innovation

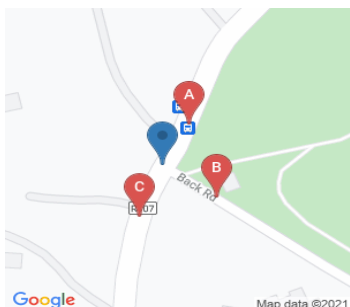
170 21319 Auburn

with compliments

IDASO

Survey Name: 170 21319 Auburn
Date: Thu 14 Oct 2021





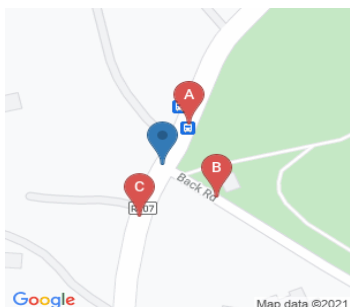
IDASO

Survey Name: 170 21319 Auburn
Site: Site 1
Location: R107/Back Rd
Date: Thu 14-Oct-2021

	A => A										A => B											A => C										
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3		
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4		
00:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	7	0	0	0	0	0	7	7		
00:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	2	0	0	0	0	0	2	2		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	16	0	0	0	0	0	16	16		
01:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1		
01:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	4	0	0	0	0	0	4	4		
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	7	0	0	0	0	0	7	7		
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3		
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2		
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6		
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	1	0	0	0	0	0	1	1		
03:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2.5	0	0	4	0	0	0	0	0	4	4		
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2			
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	1	0	1	0	0	2	2			
04:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	3	0	2	0	0	0	5	5		
05:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	3	0	1	0	0	0	4	4		
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	1	0	0	6	6.5			
05:30	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4	0	0	5	0	0	0	0	5	5			
05:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	7	1	0	1	0	0	9	9.5		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	7	7	0	0	19	1	2	2	0	0	24	25		
06:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	15	0	1	0	0	0	16	16		
06:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	0	29	0	2	1	0	1	34	34.7		
06:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	2	1	0	8	10.3	0	0	24	0	0	1	0	1	26	27.5		
06:45	0	0	0	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	11	11	1	0	38	0	5	1	0	0	45	44.7		

H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	6	2	1	0	23	25.3	2	0	106	0	8	3	0	2	121	122.9
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	3	1	0	20	22.8	4	1	38	0	4	0	0	1	48	45.2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	17	0	8	0	0	0	26	25.4	1	0	50	0	3	0	0	1	55	55.2
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	19	0	7	0	0	1	29	28.4	2	0	62	0	7	0	0	2	73	73.4
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	2	0	0	0	20	20	1	0	60	0	5	2	0	1	69	70.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	62	0	25	3	1	1	95	96.6	8	1	210	0	19	2	0	5	245	244
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	30	1	9	1	0	1	42	43.5	0	1	53	0	2	2	0	1	59	60.4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	3	1	1	0	44	45.8	4	0	34	0	4	0	0	0	42	38.8
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	1	0	0	0	51	51	1	0	37	1	5	1	1	1	47	49
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	2	1	1	0	41	42.8	1	1	53	2	3	0	0	1	61	60.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	156	1	15	3	2	1	178	183.1	6	2	177	3	14	3	1	3	209	208.8
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	3	0	1	0	35	36.3	1	0	63	0	1	0	1	3	69	72.5
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	5	2	0	0	40	41	0	2	47	1	1	3	0	1	55	56.3
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	2	1	0	0	22	22.5	0	0	50	0	5	2	0	2	59	62
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	29	2	4	0	0	0	35	35	1	0	41	0	9	4	0	1	56	58.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	111	3	14	3	1	0	132	134.8	2	2	201	1	16	9	1	7	239	249
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	27	0	0	0	1	0	29	29.5	0	0	34	1	5	2	0	1	43	45
10:15	0	0	1	0	0	0	0	0	1	1	0	0	0	31	0	6	0	0	0	37	37	0	1	35	2	9	3	0	1	51	52.9
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	4	2	1	0	33	35.3	1	0	39	2	4	2	0	0	48	48.2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	2	0	1	0	29	30.3	1	0	38	1	5	3	0	0	48	48.7
H/TOT	0	0	1	0	0	0	0	0	1	1	1	1	0	110	0	12	2	3	0	128	132.1	2	1	146	6	23	10	0	2	190	194.8
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	1	1	0	0	38	38.5	1	1	32	1	9	3	0	1	48	49.1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	4	1	0	0	25	25.5	0	0	45	2	5	1	0	0	53	53.5
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	1	0	1	0	23	24.3	0	0	33	0	1	5	0	1	40	43.5
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	3	1	0	0	35	35.5	0	0	60	1	6	3	1	0	71	73.8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	108	0	9	3	1	0	121	123.8	1	1	170	4	21	12	1	2	212	219.9
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	31	1	2	0	0	0	34	34	2	0	35	0	3	1	0	1	42	41.9
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	42	1	0	0	0	0	43	43	1	0	58	2	6	3	0	0	70	70.7
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	1	1	0	0	30	30.5	1	0	50	0	9	1	0	1	62	62.7
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	0	0	35	35	1	0	36	0	0	1	2	0	40	42.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	136	2	3	1	0	0	142	142.5	5	0	179	2	18	6	2	2	214	217.6
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	38	1	2	1	1	0	43	44.8	1	2	52	1	7	2	0	1	66	66
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	4	4	2	0	41	45.6	0	0	41	0	7	2	0	0	50	51
13:30	0	0	0	0	0	0	0	0	0	0	0	3	0	32	0	2	0	0	0	37	34.6	2	0	50	0	7	0	0	1	60	59.4
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	36	1	2	0	0	0	39	39	0	0	52	0	3	3	0	3	61	65.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	137	2	10	5	3	0	160	164	3	2	195	1	24	7	0	5	237	241.9
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	2	0	0	0	39	39	0	2	52	1	3	1	0	2	61	62.3
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	1	0	0	0	24	24	1	0	44	2	2	2	0	1	52	53.2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	41	2	3	0	1	0	47	48.3	0	0	53	1	4	1	0	3	62	65.5
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	1	1	1	0	41	42.8	0	0	50	0	2	0	1	0	53	54.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	139	2	7	1	2	0	151	154.1	1	2	199	4	11	4	1	6	228	235.3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	1	0	1	0	45	46.3	0	1	36	0	2	1	1	1	42	44.2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	1	0	0	0	41	41	1	1	65	2	10	3	1	0	83	84.4
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	43	2	0	0	1	0	46	47.3	2	0	42	0	10	1	1	1	57	58.2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	1	0	1	0	37	38.3	0	0	45	2	8	0	0	0	55	55
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	161	2	3	0	3	0	169	172.9	3	2	188	4	30	5	3	2	237	241.8
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	31	0	2	0	0	0	34	33.4	0	0	32	1	3	2	0	1	39	41

16:15	0	0	1	0	0	0	0	0	1	1	0	0	35	0	1	1	0	0	37	37.5	3	0	49	1	6	2	0	1	62	61.6
16:30	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	33	33	2	0	40	1	3	1	0	1	48	47.9
16:45	0	0	0	0	0	0	0	0	0	0	0	0	24	0	1	0	1	0	26	27.3	1	0	53	2	8	0	0	1	65	65.2
H/TOT	0	0	1	0	0	0	0	0	1	1	0	1	123	0	4	1	1	0	130	131.2	6	0	174	5	20	5	0	4	214	215.7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	27	1	1	0	0	0	29	29	1	1	29	1	5	0	0	0	37	35.6
17:15	0	0	0	0	0	0	0	0	0	0	0	0	26	0	1	0	0	0	27	27	0	0	46	0	3	1	0	2	52	54.5
17:30	0	0	0	0	0	0	0	0	0	0	0	0	29	1	3	0	1	0	34	35.3	0	0	56	1	4	1	0	1	63	64.5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	31	0	2	0	0	0	33	33	1	0	37	0	3	0	0	1	42	42.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	113	2	7	0	1	0	123	124.3	2	1	168	2	15	2	0	4	194	196.8
18:00	0	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	0	26	25.4	0	0	46	1	3	0	0	2	52	54
18:15	0	0	0	0	0	0	0	0	0	0	0	0	40	0	1	0	0	0	41	41	1	0	37	1	2	2	1	0	44	45.5
18:30	0	0	0	0	0	0	0	0	0	0	0	0	26	0	1	1	0	0	28	28.5	0	0	42	0	1	1	0	1	45	46.5
18:45	0	0	0	0	0	0	0	0	0	0	1	0	26	0	0	0	0	0	27	26.2	0	0	32	0	4	0	0	2	38	40
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	117	0	2	1	0	0	122	121.1	1	0	157	2	10	3	1	5	179	186
19:00	0	0	0	0	0	0	0	0	0	0	1	0	36	0	0	1	0	0	38	37.7	0	0	45	0	3	0	0	2	50	52
19:15	0	0	0	0	0	0	0	0	0	0	0	0	43	0	1	0	0	0	44	44	1	0	47	1	1	0	0	1	51	51.2
19:30	0	0	0	0	0	0	0	0	0	0	0	0	18	0	1	0	0	0	19	19	0	0	37	0	3	0	0	1	41	42
19:45	0	0	0	0	0	0	0	0	0	0	0	0	16	0	2	0	0	0	18	18	0	0	48	0	4	0	0	0	52	52
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	113	0	4	1	0	0	119	118.7	1	0	177	1	11	0	0	4	194	197.2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	1	0	0	17	17.5	0	0	46	0	2	0	0	1	49	50
20:15	0	0	0	0	0	0	0	0	0	0	0	0	27	0	1	0	1	0	29	30.3	0	0	36	0	3	0	0	0	39	39
20:30	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	0	10	10	0	0	45	0	3	0	0	2	50	52
20:45	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	12	1	0	27	0	3	0	0	0	31	30.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	62	1	3	1	1	0	68	69.8	1	0	154	0	11	0	0	3	169	171.2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	10	0	0	29	0	2	0	0	1	32	33
21:15	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	11	0	0	22	0	3	0	1	0	26	27.3
21:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	16	0	0	0	0	1	17	18
21:45	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	7	7	0	0	30	0	3	0	0	0	33	33
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	32	0	1	0	0	0	33	33	0	0	97	0	8	0	1	2	108	111.3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9	0	0	18	0	2	0	0	1	21	22
22:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	24	0	3	0	0	0	27	27
22:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	18	0	3	0	0	1	22	23
22:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	17	0	0	0	0	0	17	17
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	21	21	0	0	77	0	8	0	0	2	87	89
23:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	0	0	13	0	1	0	0	1	15	16
23:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7	1	0	13	0	2	0	0	0	16	15.2
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	1	0	0	1	20	21
23:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	13	0	1	0	0	0	14	14
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	0	12	12	1	0	57	0	5	0	0	2	65	66.2
24 TOT	0	0	2	0	0	0	0	0	2	2	8	3	1743	16	127	28	20	2	1947	1980.8	45	14	2887	36	276	73	11	62	3404	3472.4



IDASO

Survey Name: 170 21319 Auburn
Site: Site 1
Location: R107/Back Rd
Date: Thu 14-Oct-2021

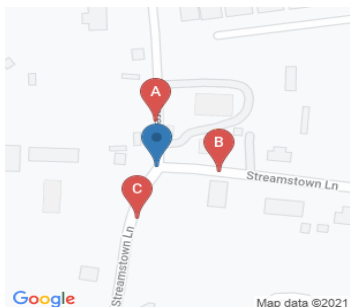
	B => A										B => B											B => C										
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2		
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3		
01:00	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3		
01:15	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	1	0	1	1	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3		
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2		
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
04:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3		
05:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
05:15	0	0	1	0	0	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2		
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H/TOT	0	0	2	0	0	0	1	0	3	4.3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	7	7		
06:00	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6	6		
06:30	0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	5	5	5		
06:45	0	0	3	0	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	8	8	8		

[illegible]

16:15	0	0	47	2	1	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	0	1	0	33	3	7	1	0	0	45	44.7	
16:30	1	0	54	0	7	2	0	0	64	64.2	0	0	0	0	0	0	0	0	0	0	0	0	0	46	3	6	0	0	0	55	55	
16:45	0	0	41	0	2	0	0	0	43	43	0	0	0	0	0	0	0	0	0	0	0	0	1	45	2	4	0	0	0	52	51.4	
H/TOT	1	0	226	3	17	2	2	2	253	257.8	0	0	0	0	0	0	0	0	0	0	0	0	1	1	176	8	25	2	0	0	213	212.6
17:00	0	0	38	1	9	1	1	0	50	51.8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	47	2	10	1	0	1	63	62.9
17:15	0	1	37	0	3	1	0	0	42	41.9	0	0	0	0	0	0	0	0	0	0	0	0	0	59	0	4	0	0	0	63	63	
17:30	1	1	40	0	6	0	0	1	49	48.6	0	0	0	0	0	0	0	0	0	0	0	1	0	34	0	3	1	0	0	39	38.7	
17:45	1	0	30	0	2	0	0	0	33	32.2	0	0	0	0	0	0	0	0	0	0	0	2	0	40	1	2	0	0	0	45	43.4	
H/TOT	2	2	145	1	20	2	1	1	174	174.5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	180	3	19	2	0	1	210	208
18:00	1	0	40	0	2	1	0	0	44	43.7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	25	0	0	0	0	0	26	25.2
18:15	0	0	32	0	2	0	0	0	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	29	1	1	0	0	0	31	31	
18:30	0	0	42	0	0	0	0	0	42	42	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	2	0	0	0	24	24	
18:45	0	0	28	1	0	1	0	0	30	30.5	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	17	17	
H/TOT	1	0	142	1	4	2	0	0	150	150.2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	93	1	3	0	0	0	98	97.2
19:00	0	0	21	0	2	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	1	0	0	0	24	24	
19:15	1	0	22	0	1	0	0	0	24	23.2	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	21	21	
19:30	0	0	50	1	0	0	0	0	51	51	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	22	22	
19:45	0	0	23	0	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	2	0	0	0	20	20	
H/TOT	1	0	116	1	4	0	0	0	122	121.2	0	0	0	0	0	0	0	0	0	0	0	0	0	84	0	3	0	0	0	87	87	
20:00	0	0	13	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	21	21	
20:15	0	0	15	0	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	0	0	0	16	16	
20:30	1	0	26	0	1	0	0	0	28	27.2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	13	0	2	0	0	0	16	15.2
20:45	0	0	13	0	0	0	1	0	14	15.3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	
H/TOT	1	0	67	0	2	0	1	0	71	71.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	50	1	4	0	0	0	56	55.2
21:00	0	0	12	1	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9	
21:15	0	0	8	2	0	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	
21:30	0	0	15	0	1	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	10	
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H/TOT	0	0	47	3	1	2	0	0	53	54	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	26	26	
22:00	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5	
22:15	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
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H/TOT	0	0	14	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	10	10	
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23:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	
23:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
23:45	0	0	5	1	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	10	1	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	9	9	
24 TOT	16	3	1805	24	146	31	20	6	2051	2083.9	0	0	1	0	0	0	0	0	0	1	1	14	5	1582	31	162	41	23	1	1859	1896.2	

H/TOT	3	0	29	0	4	3	2	0	41	42.7	0	0	5	0	4	0	2	0	11	13.6	0	0	0	0	0	0	0	0	0
07:00	0	0	16	0	7	2	0	1	26	28	0	0	5	0	3	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0
07:15	1	0	32	0	4	3	1	1	42	45	1	0	11	0	5	0	1	0	18	18.5	0	0	0	0	0	0	0	0	0
07:30	1	0	28	0	4	1	0	3	37	39.7	1	0	5	1	3	0	3	0	13	16.1	0	0	0	0	0	0	0	0	0
07:45	2	0	29	0	12	4	0	2	49	51.4	0	0	5	0	4	2	2	0	13	16.6	0	0	1	0	1	0	0	0	2
H/TOT	4	0	105	0	27	10	1	7	154	164.1	2	0	26	1	15	3	6	0	53	60.7	0	0	1	0	1	0	0	0	2
08:00	0	0	46	0	4	1	0	1	52	53.5	0	0	24	0	6	3	0	0	33	34.5	0	0	0	0	0	0	0	0	0
08:15	2	0	72	1	4	1	0	1	81	80.9	2	0	35	0	3	2	0	0	42	41.4	0	0	0	0	0	0	0	0	0
08:30	2	0	57	1	7	2	0	0	69	68.4	3	0	37	1	5	0	1	0	47	45.9	0	0	0	0	0	0	0	0	0
08:45	1	0	46	1	2	0	0	2	52	53.2	0	0	27	0	5	1	2	0	35	38.1	0	0	0	0	0	0	0	0	0
H/TOT	5	0	221	3	17	4	0	4	254	256	5	0	123	1	19	6	3	0	157	159.9	0	0	0	0	0	0	0	0	0
09:00	2	1	34	2	2	2	0	3	46	47.8	0	0	26	0	2	1	0	0	29	29.5	0	0	0	0	0	0	0	0	0
09:15	1	0	41	0	8	2	0	0	52	52.2	0	0	30	0	3	3	2	0	38	42.1	0	0	0	0	0	0	0	0	0
09:30	2	0	35	2	11	0	0	1	51	50.4	0	0	15	1	2	0	1	0	19	20.3	0	0	0	0	0	0	0	0	0
09:45	0	0	29	1	4	3	0	0	37	38.5	1	0	20	0	3	0	1	1	26	27.5	0	0	0	0	0	0	0	0	0
H/TOT	5	1	139	5	25	7	0	4	186	188.9	1	0	91	1	10	4	4	1	112	119.4	0	0	0	0	0	0	0	0	0
10:00	0	0	34	3	3	1	0	1	42	43.5	0	0	23	1	4	1	1	0	30	31.8	0	0	0	0	0	0	0	0	0
10:15	0	0	37	0	5	2	1	0	45	47.3	0	0	24	1	5	2	1	0	33	35.3	0	0	0	0	0	0	0	0	0
10:30	0	0	34	0	11	3	0	1	49	51.5	0	0	21	0	2	1	1	0	25	26.8	0	0	0	0	0	0	0	0	0
10:45	1	0	36	1	8	1	0	0	47	46.7	0	0	18	0	4	4	0	0	26	28	0	0	0	0	0	0	0	0	0
H/TOT	1	0	141	4	27	7	1	2	183	189	0	0	86	2	15	8	3	0	114	121.9	0	0	0	0	0	0	0	0	0
11:00	0	0	27	2	9	2	0	1	41	43	0	0	19	0	5	3	0	0	27	28.5	0	0	0	0	0	0	0	0	0
11:15	2	0	52	0	7	3	0	0	64	63.9	0	0	28	1	3	0	1	0	33	34.3	0	0	0	0	0	0	0	0	0
11:30	1	0	37	2	8	1	0	2	51	52.7	0	0	24	0	1	2	1	0	28	30.3	0	0	0	0	0	0	0	0	0
11:45	0	0	45	1	7	0	1	0	54	55.3	0	0	23	0	3	0	0	0	26	26	0	0	0	0	0	0	0	0	0
H/TOT	3	0	161	5	31	6	1	3	210	214.9	0	0	94	1	12	5	2	0	114	119.1	0	0	0	0	0	0	0	0	0
12:00	0	0	42	3	4	2	1	1	53	56.3	0	0	27	1	0	1	0	0	29	29.5	0	0	0	0	0	0	0	0	0
12:15	2	0	45	0	6	0	1	0	54	53.7	0	0	18	0	6	0	0	0	24	24	0	0	0	0	0	0	0	0	0
12:30	0	1	59	2	5	3	0	1	71	72.9	0	0	21	0	2	2	0	0	25	26	0	0	0	0	0	0	0	0	0
12:45	0	0	47	1	3	0	0	0	51	51	0	1	28	0	2	0	0	0	31	30.4	0	0	0	0	0	0	0	0	0
H/TOT	2	1	193	6	18	5	2	2	229	233.9	0	1	94	1	10	3	0	0	109	109.9	0	0	0	0	0	0	0	0	0
13:00	1	1	68	1	6	1	0	3	81	83.1	1	0	19	0	2	2	0	0	24	24.2	0	0	0	0	0	0	0	0	0
13:15	0	0	57	2	2	1	0	0	62	62.5	0	0	19	1	3	0	2	0	25	27.6	0	0	0	0	0	0	0	0	0
13:30	0	0	66	0	3	3	0	1	73	75.5	0	0	17	0	0	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0
13:45	2	0	61	4	6	0	0	0	73	71.4	0	0	23	0	4	0	0	0	27	27	0	0	0	0	0	0	0	0	0
H/TOT	3	1	252	7	17	5	0	4	289	292.5	1	0	78	1	9	3	2	0	94	97.3	0	0	0	0	0	0	0	0	0
14:00	0	0	39	3	4	0	0	3	49	52	0	0	28	0	2	0	0	0	30	30	0	0	0	0	0	0	0	0	0
14:15	1	0	71	2	12	1	0	0	87	86.7	0	0	28	1	2	0	1	0	32	33.3	0	0	0	0	0	0	0	0	0
14:30	0	0	47	2	10	0	0	1	60	61	0	0	13	0	2	0	0	0	15	15	0	0	0	0	0	1	0	0	1.5
14:45	1	1	40	2	9	1	1	0	55	55.4	0	0	22	2	0	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0
H/TOT	2	1	197	9	35	2	1	4	251	255.1	0	0	91	3	6	1	1	0	102	103.8	0	0	0	0	0	1	0	0	1
15:00	0	0	42	1	3	1	1	1	49	51.8	0	0	24	1	2	0	0	0	27	27	0	0	0	0	0	0	0	0	0
15:15	0	1	63	3	11	0	0	0	78	77.4	0	0	24	0	1	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0
15:30	2	0	50	5	9	3	0	1	70	70.9	0	0	29	0	2	2	0	0	33	34	0	0	0	0	0	0	0	0	0
15:45	1	1	70	2	11	1	0	1	87	87.1	0	0	30	0	5	0	0	0	35	35	0	0	0	0	0	0	0	0	0
H/TOT	3	2	225	11	34	5	1	3	284	287.2	0	0	107	1	10	3	0	0	121	122.5	0	0	0	0	0	0	0	0	0
16:00	0	0	64	2	5	1	0	0	72	72.5	0	0	21	0	1	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0

[illegible]



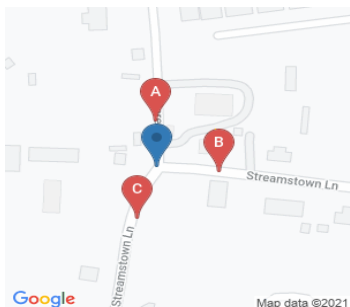
IDASO

Survey Name: 170 21319 Auburn
Site: Site 2
Location: Carey's Ln/Streamstown Ln
Date: Thu 14-Oct-2021

TIME	A ==> A									TOT	PCU	A ==> B									TOT	PCU	A ==> C									TOT	PCU	
	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	P/C			M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	P/C	M/C			CAR	TAXI	LGV	OGV1	OGV2	PSV						
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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06:45	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	4	0	0	2	0	0	0	0	0	0	2	2			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6	0	0	2	0	0	1	0	0	3	0	3	3.5			

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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	9	0	2	1	1	0	13	14.8	1	0	8	0	0	0	0	0	0	9	8.2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	18	1	3	0	0	0	0	22	22
08:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	2	0	26	0	2	0	0	0	0	30	28.4
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	4	4.5	3	0	59	1	5	0	0	0	0	68	65.6
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	4.8	0	0	3	0	1	0	0	0	0	4	4
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09:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	1.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	1	1	0	8	9.8	1	0	10	0	1	1	0	0	0	13	12.7
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10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3	3.5	0	0	3	1	0	0	0	0	0	4	4
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0	0	5	6	0	0	8	1	3	0	0	0	0	12	12
11:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	3	0	1	0	0	0	0	4	4
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	5
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	0	9	9	0	0	15	0	2	0	0	0	0	17	17
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
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12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	4	5	0	0	6	0	0	0	0	0	0	6	6
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	6	0	0	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	2	0	0	6	7	0	0	20	0	1	0	0	0	0	21	21
13:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2.5	0	0	4	0	1	0	0	0	0	5	5
13:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	9	0	0	0	0	0	0	9	9
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	8	0	0	0	0	0	0	8	8
13:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	5	0	0	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	0	5	5.5	0	0	26	0	1	0	0	0	0	27	27
14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	8	0	0	0	0	0	0	8	8
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	4	0	1	0	0	0	0	5	5
14:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	3	0	0	0	0	0	0	3	3
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	7	1	0	0	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	7	7	0	0	22	1	1	0	0	0	0	24	24
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	7	0	0	0	0	0	0	7	7
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	4	0	1	1	0	0	0	6	6.5
15:30	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	6	0	0	7	0	0	0	0	0	0	7	7
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	5	6.5	0	0	8	0	2	0	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	7	1	1	4	0	0	13	15	0	0	26	0	3	1	0	0	0	30	30.5
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	6	0	0	0	0	0	0	6	6
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	7	0	1	0	0	0	0	8	8
16:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	1	0	7	8.8	0	0	2	0	0	0	0	0	0	2	2

16:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	10	0	1	0	0	0	11	11
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	7	0	4	1	1	0	13	14.8	0	0	25	0	2	0	0	0	27	27
17:00	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	0	4	3.2	0	0	14	0	0	0	0	0	14	14
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	3	0	0	0	19	19
17:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	1	20	0	0	0	1	0	22	22.7
17:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	26	0	1	0	0	0	27	27
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	10	0	1	0	0	0	12	11.2	0	1	75	1	4	0	1	0	82	82.7
18:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	11	0	0	0	0	0	11	11
18:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	10	0	0	0	0	0	10	10
18:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	5	1	0	0	0	0	6	6
18:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	6	0	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	10	0	0	32	1	0	0	0	0	33	33
19:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4	0	0	7	0	0	0	0	0	7	7
19:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	1	0	6	0	0	0	0	0	7	6.2
19:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7	1	0	16	0	0	0	0	0	17	16.2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	1	0	0	0	3	3
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	8	0	1	0	0	0	9	9
21:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5	0	0	3	0	0	0	0	0	3	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	0	0	0	0	0	0	0	0	1	0	82	1	24	13	3	0	124	133.6	6	1	357	5	24	3	1	0	397	394.4



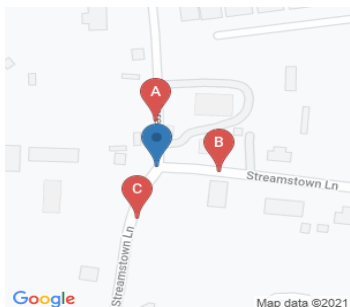
IDASO

Survey Name: 170 21319 Auburn
Site: Site 2
Location: Carey's Ln/Streamstown Ln
Date: Thu 14-Oct-2021

TIME	B ==> A									TOT	PCU	B ==> B									TOT	PCU	B ==> C									TOT	PCU	
	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	P/C			M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	P/C	M/C			CAR	TAXI	LGV	OGV1	OGV2	PSV						
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

07:00	0	0	1	0	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15	0	0	5	0	0	0	1	0	6	7.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6.5
07:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
07:45	0	0	3	0	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6.8
H/TOT	0	0	11	0	2	1	1	0	15	16.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	22.3
08:00	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	10.3
08:15	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6.2
08:30	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8.2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3.5
H/TOT	0	0	4	0	1	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	28.2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
09:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
09:30	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2.5
09:45	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
H/TOT	0	0	2	0	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9.5
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4.5
10:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
10:30	0	0	1	0	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:45	1	0	1	0	1	0	1	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
H/TOT	1	0	4	0	3	0	1	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9.5
11:00	0	0	2	0	2	2	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
11:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
H/TOT	0	0	5	0	2	2	0	0	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
12:00	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
12:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
12:45	1	0	0	0	0	1	0	0	2	1.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3.5
H/TOT	1	0	1	0	1	1	0	0	4	3.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13.5
13:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
13:15	0	0	2	0	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
13:45	0	0	1	0	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
H/TOT	0	0	4	0	2	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:30	0	0	1	0	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
H/TOT	0	0	7	0	1	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
15:00	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:15	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3.5
15:45	0	0	2	1	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
H/TOT	0	0	4	1	1	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11.5
16:00	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
16:15	0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
16:30	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

16:45	0	0	4	0	1	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4	
H/TOT	0	0	11	0	2	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	0	12	0	2	0	0	0	14	14	
17:00	0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4		
17:15	0	0	3	0	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6		
17:30	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5		
17:45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	6	5.2		
H/TOT	0	0	11	0	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	1	0	20	0	0	0	0	21	20.2	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	1.2		
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3		
18:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	3		
18:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	7	5.4		
H/TOT	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	0	11	0	1	0	0	15	12.6	
19:00	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	1.4		
19:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2		
19:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
19:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
H/TOT	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	2	0	3	0	1	0	0	6	4.4	
20:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
20:30	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
H/TOT	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
24 TOT	2	0	80	2	20	8	3	0	115	121.3	0	0	0	0	0	0	0	0	0	0	8	0	141	2	15	9	2	0	177	177.7



IDASO

Survey Name: 170 21319 Auburn
Site: Site 2
Location: Carey's Ln/Streamstown Ln
Date: Thu 14-Oct-2021

Map data ©2021

	C => A										C => B											C => C													
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU					
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1					
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1					
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	0	0	0	0	0	4	4	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

07:00	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	0	1	1	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	4	0	0	1	0	0	5	5.5	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	9	0	0	1	0	0	10	10.5	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	0	0	2	0	0	17	18	0	0	12	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	7	0	1	0	0	0	8	8	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	11	0	1	0	0	0	12	12	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	9	0	1	0	0	0	10	10	0	0	2	0	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	10	0	0	0	0	0	10	10	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	37	0	3	0	0	0	40	40	0	0	8	0	1	1	1	0	11	12.8	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	8	0	0	1	0	0	9	9.5	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	6	0	0	0	0	0	6	6	0	0	2	0	1	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	5	0	0	0	0	0	5	5	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	4	0	2	0	0	0	6	6	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	23	0	2	1	0	0	26	26.5	0	0	11	0	1	2	0	0	14	15	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	7	0	0	0	0	0	7	7	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	3	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	3	0	1	0	0	0	4	4	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	0	1	0	0	0	16	16	0	0	4	0	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	3	0	0	0	0	0	3	3	0	0	3	0	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	2	0	0	0	0	0	2	2	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	11	0	0	0	0	0	11	11	0	0	7	0	1	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	4	0	0	0	0	0	4	4	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	4	0	0	0	0	0	4	4	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	3	0	0	0	0	0	3	3	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	4	0	1	0	0	0	5	5	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	0	1	0	0	0	16	16	0	0	9	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	9	0	0	0	0	0	9	9	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	5	0	1	0	0	0	6	6	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	6	0	0	0	0	0	6	6	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	20	0	1	0	0	0	21	21	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0
14:00	2	0	1	1	0	0	0	0	4	2.4	0	0	3	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1	1
14:15	0	0	3	0	0	0	0	0	3	3	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	8	0	0	0	0	0	8	8	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	17	1	0	0	0	0	20	18.4	0	0	9	0	0	0	0	0	9	9	0	0	1	0	0	0	0	0	1	1	1
15:00	0	0	6	1	0	0	0	0	7	7	0	0	2	0	0	0	0	1	3	4.3	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	7	0	1	0	0	0	8	8	1	0	3	0	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	2	0	0	1	0	0	3	3.5	0	0	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	9	0	1	1	0	0	12	11.7	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	24	1	2	2	0	0	30	30.2	1	0	7	0	4	0	1	0	13	13.5	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	16	0	1	0	0	0	17	17	1	0	2	0	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	9	0	1	0	0	0	10	10	0	0	8	0	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	4	0	0	0	0	0	5	4.2	1	0	2	0	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0

16:45	0	0	8	0	0	0	0	0	8	8	1	0	3	0	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0		
H/TOT	1	0	37	0	2	0	0	0	40	39.2	3	0	15	0	0	1	0	0	19	17.1	0	0	0	0	0	0	0	0	0	0		
17:00	1	0	8	0	2	0	0	1	12	12.2	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0		
17:15	0	0	5	0	2	0	0	0	7	7	0	0	7	0	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0		
17:30	0	0	7	0	2	0	0	0	9	9	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0		
17:45	1	0	3	1	0	0	0	0	5	4.2	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0		
H/TOT	2	0	23	1	6	0	0	1	33	32.4	0	0	18	0	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0		
18:00	1	0	8	0	0	0	0	0	9	8.2	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0		
18:15	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:30	0	0	4	0	0	0	0	0	4	4	0	0	5	0	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0		
18:45	0	0	4	0	0	0	0	0	4	4	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0		
H/TOT	1	0	22	0	0	0	0	0	23	22.2	0	0	11	0	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	
19:00	0	0	4	0	0	0	0	0	4	4	1	0	3	0	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0		
19:15	0	0	3	0	1	0	0	0	4	4	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0		
19:30	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0		
19:45	0	0	4	0	0	0	0	0	4	4	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	13	0	1	0	0	0	14	14	1	0	6	0	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0	0	
20:00	0	0	6	0	0	0	0	0	6	6	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	
20:15	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
20:30	0	0	4	0	1	0	0	0	5	5	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	1.4	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	12	0	1	0	0	0	13	13	2	0	4	1	0	0	0	0	7	5.4	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:15	0	0	3	0	0	0	0	0	3	3	1	0	1	0	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	2	0	0	0	0	0	2	2	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	8	0	0	0	0	0	8	8	1	0	4	1	0	0	0	0	6	5.2	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	7	0	298	3	20	5	0	1	334	331.9	8	0	133	3	12	5	2	0	163	161.7	0	0	1	1	0	0	0	0	2	2	2	

C. TRICS – Trip Rates

Calculation Reference: AUDIT-561501-211012-1011

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

15 GREATER DUBLIN
DL DUBLIN 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 140 to 140 (units:)
Range Selected by User: 100 to 350 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 23/10/20

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

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

Selected survey types:

Manual count 1 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Secondary Filtering selection:

Use Class:

C3

1 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 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000

1 days

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

Population within 5 miles:

500,001 or More

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

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

1 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

1 days

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

LIST OF SITES relevant to selection parameters

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	140	0.021	1	140	0.236	1	140	0.257
08:00 - 09:00	1	140	0.029	1	140	0.364	1	140	0.393
09:00 - 10:00	1	140	0.071	1	140	0.136	1	140	0.207
10:00 - 11:00	1	140	0.014	1	140	0.021	1	140	0.035
11:00 - 12:00	1	140	0.043	1	140	0.064	1	140	0.107
12:00 - 13:00	1	140	0.057	1	140	0.079	1	140	0.136
13:00 - 14:00	1	140	0.043	1	140	0.071	1	140	0.114
14:00 - 15:00	1	140	0.100	1	140	0.021	1	140	0.121
15:00 - 16:00	1	140	0.086	1	140	0.021	1	140	0.107
16:00 - 17:00	1	140	0.150	1	140	0.021	1	140	0.171
17:00 - 18:00	1	140	0.221	1	140	0.014	1	140	0.235
18:00 - 19:00	1	140	0.314	1	140	0.107	1	140	0.421
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.149			1.155			2.304

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: 140 - 140 (units:)
 Survey date range: 01/01/13 - 23/10/20
 Number of weekdays (Monday-Friday): 1
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	140	0.021	1	140	0.236	1	140	0.257
08:00 - 09:00	1	140	0.021	1	140	0.357	1	140	0.378
09:00 - 10:00	1	140	0.057	1	140	0.129	1	140	0.186
10:00 - 11:00	1	140	0.014	1	140	0.021	1	140	0.035
11:00 - 12:00	1	140	0.043	1	140	0.057	1	140	0.100
12:00 - 13:00	1	140	0.050	1	140	0.071	1	140	0.121
13:00 - 14:00	1	140	0.036	1	140	0.064	1	140	0.100
14:00 - 15:00	1	140	0.100	1	140	0.021	1	140	0.121
15:00 - 16:00	1	140	0.086	1	140	0.021	1	140	0.107
16:00 - 17:00	1	140	0.150	1	140	0.021	1	140	0.171
17:00 - 18:00	1	140	0.221	1	140	0.014	1	140	0.235
18:00 - 19:00	1	140	0.314	1	140	0.107	1	140	0.421
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.113			1.119			2.232

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.

Calculation Reference: AUDIT-561501-211012-1053

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

12	CONNAUGHT	
	CS SLIGO	1 days
13	MUNSTER	
	WA WATERFORD	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	3 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days
	TY TYRONE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 50 to 280 (units:)
 Range Selected by User: 50 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 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	2 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	8 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5
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
Residential Zone	6

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 8 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 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	2 days
10,001 to 15,000	5 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:

5,000 or Less	1 days
5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	1 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:

1.1 to 1.5	6 days
1.6 to 2.0	2 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 8 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 8 days

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

LIST OF SITES relevant to selection parameters

1	AN-03-A-08 BALLINDERRY ROAD LISBURN	HOUSES & FLATS	ANTRIM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 204 Survey date: TUESDAY 29/10/13		Survey Type: MANUAL
2	CS-03-A-04 R292 STRANDHILL	DETACHED & SEMI-DETACHED	SLIGO
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 63 Survey date: THURSDAY 27/10/16		Survey Type: MANUAL
3	DL-03-A-10 MALAHIDE SAINT HELENS Edge of Town Residential Zone Total No of Dwellings: 65 Survey date: WEDNESDAY 20/06/18	SEMI DETACHED & DETACHED	DUBLIN
4	DN-03-A-03 THE GRANGE LETTERKENNY GLENCAR IRISH Edge of Town Residential Zone Total No of Dwellings: 50 Survey date: MONDAY 01/09/14	DETACHED / SEMI-DETACHED	DONEGAL
5	DN-03-A-04 GORTLEE ROAD LETTERKENNY GORTLEE Edge of Town Residential Zone Total No of Dwellings: 83 Survey date: FRIDAY 26/09/14	SEMI-DETACHED	DONEGAL
6	DN-03-A-05 GORTLEE ROAD LETTERKENNY GORTLEE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 146 Survey date: WEDNESDAY 03/09/14	DETACHED / SEMI-DETACHED	DONEGAL
7	TY-03-A-02 SANDHOLES ROAD COOKSTOWN DERRYLORAN Edge of Town Industrial Zone Total No of Dwellings: 101 Survey date: THURSDAY 14/03/19	SEMI DETACHED & BUNGALOWS	TYRONE
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

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

Edge of Town
Residential Zone

Total No of Dwellings:

Survey date: TUESDAY 24/06/14

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	8	124	0.042	8	124	0.226	8	124	0.268
08:00 - 09:00	8	124	0.141	8	124	0.517	8	124	0.658
09:00 - 10:00	8	124	0.202	8	124	0.262	8	124	0.464
10:00 - 11:00	8	124	0.153	8	124	0.181	8	124	0.334
11:00 - 12:00	8	124	0.160	8	124	0.203	8	124	0.363
12:00 - 13:00	8	124	0.263	8	124	0.267	8	124	0.530
13:00 - 14:00	8	124	0.245	8	124	0.244	8	124	0.489
14:00 - 15:00	8	124	0.301	8	124	0.287	8	124	0.588
15:00 - 16:00	8	124	0.362	8	124	0.251	8	124	0.613
16:00 - 17:00	8	124	0.325	8	124	0.216	8	124	0.541
17:00 - 18:00	8	124	0.522	8	124	0.278	8	124	0.800
18:00 - 19:00	8	124	0.380	8	124	0.284	8	124	0.664
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.096			3.216			6.312

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: 50 - 280 (units:)
 Survey date range: 01/01/13 - 14/03/19
 Number of weekdays (Monday-Friday): 8
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	8	124	0.035	8	124	0.200	8	124	0.235
08:00 - 09:00	8	124	0.103	8	124	0.477	8	124	0.580
09:00 - 10:00	8	124	0.174	8	124	0.233	8	124	0.407
10:00 - 11:00	8	124	0.120	8	124	0.149	8	124	0.269
11:00 - 12:00	8	124	0.128	8	124	0.170	8	124	0.298
12:00 - 13:00	8	124	0.224	8	124	0.232	8	124	0.456
13:00 - 14:00	8	124	0.222	8	124	0.217	8	124	0.439
14:00 - 15:00	8	124	0.270	8	124	0.256	8	124	0.526
15:00 - 16:00	8	124	0.317	8	124	0.211	8	124	0.528
16:00 - 17:00	8	124	0.284	8	124	0.179	8	124	0.463
17:00 - 18:00	8	124	0.483	8	124	0.255	8	124	0.738
18:00 - 19:00	8	124	0.358	8	124	0.249	8	124	0.607
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.718			2.828			5.546		

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.*

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HD HILLINGDON	1 days
02	SOUTH EAST	
	WS WEST SUSSEX	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 371 to 482 (units:)
 Range Selected by User: 300 to 550 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 27/05/19

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
Thursday	1 days

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

Selected survey types:

Manual count	2 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	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 2 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 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

75,001 to 100,000 1 days

500,001 or More 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 2 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

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 1 days

3 Moderate 1 days

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

LIST OF SITES relevant to selection parameters

1	HD-03-K-02	MIXED HOUSES & FLATS	HILLINGDON
	HILLINGDON ROAD		
	UXBRIDGE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	482	
	Survey date: MONDAY	24/09/18	Survey Type: MANUAL
2	WS-03-K-04	MIXED HOUSES & FLATS	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	371	
	Survey date: THURSDAY	28/06/18	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 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	427	0.048	2	427	0.216	2	427	0.264
08:00 - 09:00	2	427	0.108	2	427	0.312	2	427	0.420
09:00 - 10:00	2	427	0.136	2	427	0.163	2	427	0.299
10:00 - 11:00	2	427	0.111	2	427	0.114	2	427	0.225
11:00 - 12:00	2	427	0.106	2	427	0.104	2	427	0.210
12:00 - 13:00	2	427	0.118	2	427	0.111	2	427	0.229
13:00 - 14:00	2	427	0.128	2	427	0.136	2	427	0.264
14:00 - 15:00	2	427	0.121	2	427	0.131	2	427	0.252
15:00 - 16:00	2	427	0.188	2	427	0.154	2	427	0.342
16:00 - 17:00	2	427	0.206	2	427	0.154	2	427	0.360
17:00 - 18:00	2	427	0.283	2	427	0.132	2	427	0.415
18:00 - 19:00	2	427	0.291	2	427	0.136	2	427	0.427
19:00 - 20:00	1	482	0.199	1	482	0.160	1	482	0.359
20:00 - 21:00	1	482	0.137	1	482	0.093	1	482	0.230
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.180			2.116			4.296	

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: 371 - 482 (units:)
 Survey date range: 01/01/13 - 27/05/19
 Number of weekdays (Monday-Friday): 2
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	427	0.038	2	427	0.195	2	427	0.233
08:00 - 09:00	2	427	0.093	2	427	0.290	2	427	0.383
09:00 - 10:00	2	427	0.109	2	427	0.147	2	427	0.256
10:00 - 11:00	2	427	0.089	2	427	0.086	2	427	0.175
11:00 - 12:00	2	427	0.084	2	427	0.082	2	427	0.166
12:00 - 13:00	2	427	0.102	2	427	0.098	2	427	0.200
13:00 - 14:00	2	427	0.100	2	427	0.101	2	427	0.201
14:00 - 15:00	2	427	0.103	2	427	0.114	2	427	0.217
15:00 - 16:00	2	427	0.163	2	427	0.121	2	427	0.284
16:00 - 17:00	2	427	0.184	2	427	0.130	2	427	0.314
17:00 - 18:00	2	427	0.263	2	427	0.127	2	427	0.390
18:00 - 19:00	2	427	0.266	2	427	0.124	2	427	0.390
19:00 - 20:00	1	482	0.195	1	482	0.149	1	482	0.344
20:00 - 21:00	1	482	0.124	1	482	0.087	1	482	0.211
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.913			1.851			3.764

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.

D. Junction Modelling Output Reports

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.1.7462 © Copyright TRL Limited, 2019			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk 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: Junction 1 - DO NOTHING - AM-PM.j9

Path: \\wmfilesrv\Moylan\Projects\19\19-020 - Malahide Road\Design\Traffic\Junction Modelling\MODELLING SEPT 2021\Junction 1

Report generation date: 07/04/2022 18:33:56

»JUNCTION 1 - DO NOTHING - 2022, AM
»JUNCTION 1 - DO NOTHING - 2022, PM
»JUNCTION 1 - DO NOTHING - 2026, AM
»JUNCTION 1 - DO NOTHING - 2026, PM
»JUNCTION 1 - DO NOTHING - 2031, AM
»JUNCTION 1 - DO NOTHING - 2031, PM
»JUNCTION 1 - DO NOTHING - 2041, AM
»JUNCTION 1 - DO NOTHING - 2041, PM

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
JUNCTION 1 - DO NOTHING - 2022				
Stream B-C	0.5	0.35	0.3	0.21
Stream B-A	0.9	0.48	0.6	0.40
Stream C-AB	0.8	0.38	0.9	0.37
JUNCTION 1 - DO NOTHING - 2026				
Stream B-C	0.6	0.40	0.3	0.24
Stream B-A	1.1	0.53	0.8	0.44
Stream C-AB	1.0	0.41	1.0	0.40
JUNCTION 1 - DO NOTHING - 2031				
Stream B-C	0.8	0.46	0.4	0.27
Stream B-A	1.4	0.60	0.9	0.49
Stream C-AB	1.2	0.46	1.2	0.44
JUNCTION 1 - DO NOTHING - 2041				
Stream B-C	1.0	0.51	0.4	0.29
Stream B-A	1.8	0.66	1.1	0.53
Stream C-AB	1.3	0.49	1.4	0.48

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

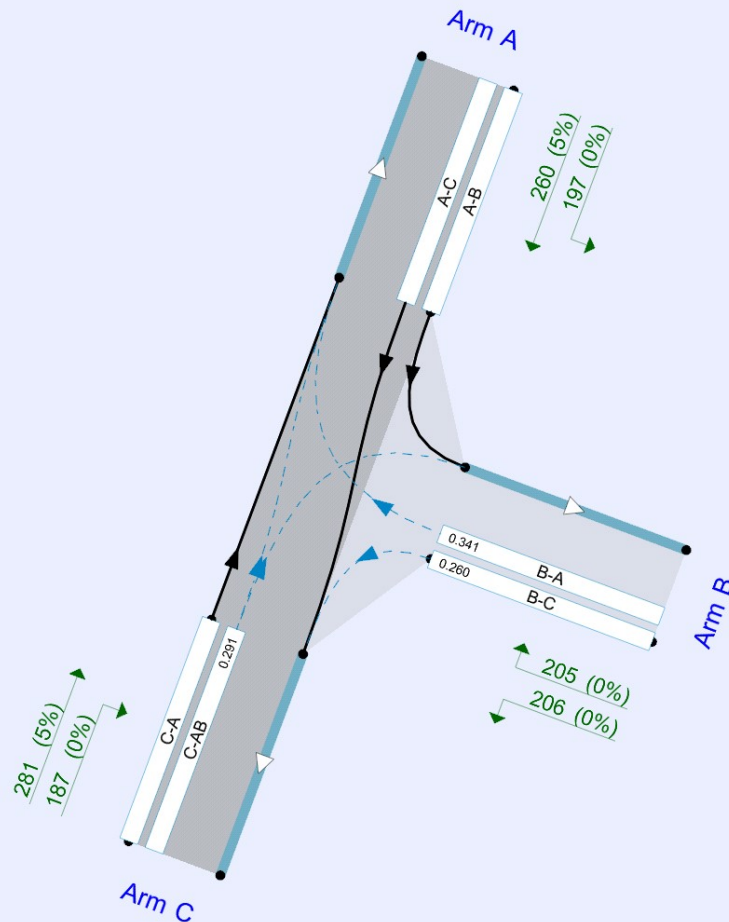
File summary

File Description

Title	
Location	
Site number	
Date	27/02/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAINf.silva
Description	

Units

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



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC (l)

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

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2022	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2022	PM	ONE HOUR	18:00	19:30	15	✓		
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.066
D4	2026	PM	ONE HOUR	18:00	19:30	15	✓	Simple	D2*1.066
D5	2031	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.143
D6	2031	PM	ONE HOUR	18:00	19:30	15	✓	Simple	D2*1.143
D7	2041	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.196
D8	2041	PM	ONE HOUR	18:00	19:30	15	✓	Simple	D2*1.196

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	JUNCTION 1 - DO NOTHING	✓	100.000	100.000

JUNCTION 1 - DO NOTHING - 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R107 - Malahide Road (N)		Major
B	Back Road (E)		Minor
C	R107 - Malahide Road (S)		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	9.40			85.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	8.00	4.00	3.30		1.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	605	0.094	0.237	0.149	0.339
B-C	738	0.096	0.244	-	-
C-B	623	0.206	0.206	-	-

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	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	382	100.000
B		ONE HOUR	✓	343	100.000
C		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	165	217
	B	171	0	172
	C	235	156	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.35	10.35	0.5	B	158	237
B-A	0.48	17.35	0.9	C	157	235
C-AB	0.38	8.17	0.8	A	211	316
C-A					148	222
A-B					151	227
A-C					199	299

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	627	0.207	128	0.0	0.3	7.206	A
B-A	129	32	480	0.268	127	0.0	0.4	10.177	B
C-AB	159	40	681	0.233	157	0.0	0.4	6.858	A
C-A	136	34			136				
A-B	124	31			124				
A-C	163	41			163				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	594	0.260	154	0.3	0.3	8.183	A
B-A	154	38	451	0.341	153	0.4	0.5	12.044	B
C-AB	202	51	694	0.291	202	0.4	0.5	7.305	A
C-A	149	37			149				
A-B	148	37			148				
A-C	195	49			195				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	189	47	536	0.354	189	0.3	0.5	10.351	B
B-A	188	47	409	0.460	187	0.5	0.8	16.119	C
C-AB	271	68	713	0.380	269	0.5	0.8	8.117	A
C-A	160	40			160				
A-B	182	45			182				
A-C	239	60			239				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	189	47	546	0.347	189	0.5	0.5	10.096	B
B-A	188	47	395	0.477	188	0.8	0.9	17.354	C
C-AB	271	68	713	0.380	271	0.8	0.8	8.173	A
C-A	159	40			159				
A-B	182	45			182				
A-C	239	60			239				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	609	0.254	155	0.5	0.3	7.950	A
B-A	154	38	436	0.353	155	0.9	0.6	12.894	B
C-AB	203	51	695	0.292	204	0.8	0.6	7.384	A
C-A	149	37			149				
A-B	148	37			148				
A-C	195	49			195				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	645	0.201	130	0.3	0.3	6.992	A
B-A	129	32	463	0.278	129	0.6	0.4	10.828	B
C-AB	159	40	682	0.234	160	0.6	0.4	6.930	A
C-A	135	34			135				
A-B	124	31			124				
A-C	163	41			163				

JUNCTION 1 - DO NOTHING - 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	18:00	19:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	379	100.000
B		ONE HOUR	✓	259	100.000
C		ONE HOUR	✓	445	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	182	197
	B	147	0	112
	C	302	143	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.21	7.97	0.3	A	103	154
B-A	0.40	14.58	0.6	B	135	202
C-AB	0.37	7.47	0.9	A	214	322
C-A					194	291
A-B					167	251
A-C					181	271

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	84	21	652	0.129	84	0.0	0.1	6.331	A
B-A	111	28	469	0.236	109	0.0	0.3	9.977	A
C-AB	158	39	716	0.220	156	0.0	0.4	6.427	A
C-A	177	44			177				
A-B	137	34			137				
A-C	148	37			148				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	624	0.161	101	0.1	0.2	6.882	A
B-A	132	33	444	0.298	132	0.3	0.4	11.503	B
C-AB	204	51	736	0.278	204	0.4	0.5	6.767	A
C-A	196	49			196				
A-B	164	41			164				
A-C	177	44			177				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	123	31	576	0.214	123	0.2	0.3	7.943	A
B-A	162	40	409	0.396	161	0.4	0.6	14.458	B
C-AB	280	70	764	0.366	279	0.5	0.9	7.412	A
C-A	210	53			210				
A-B	200	50			200				
A-C	217	54			217				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	123	31	575	0.215	123	0.3	0.3	7.972	A
B-A	162	40	409	0.396	162	0.6	0.6	14.576	B
C-AB	280	70	765	0.367	280	0.9	0.9	7.467	A
C-A	210	52			210				
A-B	200	50			200				
A-C	217	54			217				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	622	0.162	101	0.3	0.2	6.912	A
B-A	132	33	444	0.298	133	0.6	0.4	11.619	B
C-AB	205	51	736	0.278	206	0.9	0.6	6.839	A
C-A	195	49			195				
A-B	164	41			164				
A-C	177	44			177				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	84	21	650	0.130	84	0.2	0.2	6.362	A
B-A	111	28	468	0.236	111	0.4	0.3	10.088	B
C-AB	158	40	716	0.221	159	0.6	0.4	6.492	A
C-A	177	44			177				
A-B	137	34			137				
A-C	148	37			148				

JUNCTION 1 - DO NOTHING - 2026, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.066

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	407	100.000
B		ONE HOUR	✓	366	100.000
C		ONE HOUR	✓	417	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	176	231
	B	182	0	183
	C	251	166	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.40	11.63	0.6	B	168	252
B-A	0.53	20.11	1.1	C	167	251
C-AB	0.41	8.58	1.0	A	231	346
C-A					152	227
A-B					161	242
A-C					212	318

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	138	35	617	0.224	137	0.0	0.3	7.477	A
B-A	137	34	470	0.292	136	0.0	0.4	10.701	B
C-AB	173	43	685	0.252	171	0.0	0.4	6.984	A
C-A	141	35			141				
A-B	132	33			132				
A-C	174	44			174				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	579	0.285	164	0.3	0.4	8.682	A
B-A	164	41	440	0.373	163	0.4	0.6	12.992	B
C-AB	221	55	700	0.316	220	0.4	0.6	7.509	A
C-A	154	38			154				
A-B	158	40			158				
A-C	208	52			208				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	202	50	509	0.396	201	0.4	0.6	11.632	B
B-A	201	50	392	0.512	199	0.6	1.0	18.469	C
C-AB	298	75	720	0.414	297	0.6	1.0	8.507	A
C-A	161	40			161				
A-B	194	48			194				
A-C	255	64			255				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	202	50	516	0.391	202	0.6	0.6	11.449	B
B-A	201	50	379	0.530	200	1.0	1.1	20.113	C
C-AB	299	75	720	0.415	299	1.0	1.0	8.580	A
C-A	160	40			160				
A-B	194	48			194				
A-C	255	64			255				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	165	41	592	0.279	166	0.6	0.4	8.475	A
B-A	164	41	424	0.387	166	1.1	0.6	14.029	B
C-AB	222	55	700	0.317	223	1.0	0.6	7.608	A
C-A	153	38			153				
A-B	158	40			158				
A-C	208	52			208				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	138	35	634	0.218	138	0.4	0.3	7.273	A
B-A	137	34	454	0.303	138	0.6	0.4	11.440	B
C-AB	173	43	686	0.253	174	0.6	0.5	7.069	A
C-A	140	35			140				
A-B	132	33			132				
A-C	174	44			174				

JUNCTION 1 - DO NOTHING - 2026, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2026	PM	ONE HOUR	18:00	19:30	15	✓	Simple	D2*1.066

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	404	100.000
B		ONE HOUR	✓	276	100.000
C		ONE HOUR	✓	474	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	194	210
	B	157	0	119
	C	322	152	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.24	8.53	0.3	A	110	164
B-A	0.44	16.13	0.8	C	144	216
C-AB	0.40	7.80	1.0	A	237	355
C-A					199	298
A-B					178	267
A-C					193	289

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	643	0.140	89	0.0	0.2	6.495	A
B-A	118	29	461	0.256	117	0.0	0.3	10.420	B
C-AB	173	43	722	0.239	171	0.0	0.4	6.521	A
C-A	184	46			184				
A-B	146	37			146				
A-C	158	40			158				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	611	0.176	107	0.2	0.2	7.142	A
B-A	141	35	434	0.325	140	0.3	0.5	12.236	B
C-AB	225	56	744	0.303	224	0.4	0.6	6.925	A
C-A	201	50			201				
A-B	174	44			174				
A-C	189	47			189				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	555	0.237	131	0.2	0.3	8.486	A
B-A	173	43	396	0.436	171	0.5	0.7	15.955	C
C-AB	311	78	775	0.401	309	0.6	1.0	7.737	A
C-A	211	53			211				
A-B	214	53			214				
A-C	231	58			231				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	553	0.238	131	0.3	0.3	8.531	A
B-A	173	43	396	0.436	172	0.7	0.8	16.132	C
C-AB	312	78	776	0.402	311	1.0	1.0	7.801	A
C-A	211	53			211				
A-B	214	53			214				
A-C	231	58			231				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	609	0.176	108	0.3	0.2	7.185	A
B-A	141	35	433	0.325	142	0.8	0.5	12.393	B
C-AB	226	56	745	0.303	227	1.0	0.7	7.018	A
C-A	201	50			201				
A-B	174	44			174				
A-C	189	47			189				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	641	0.140	90	0.2	0.2	6.531	A
B-A	118	29	460	0.256	119	0.5	0.4	10.557	B
C-AB	174	43	723	0.240	174	0.7	0.5	6.596	A
C-A	184	46			184				
A-B	146	37			146				
A-C	158	40			158				

JUNCTION 1 - DO NOTHING - 2031, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2031	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.143

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	437	100.000
B		ONE HOUR	✓	392	100.000
C		ONE HOUR	✓	447	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	189	248
	B	195	0	197
	C	269	178	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.46	13.89	0.8	B	180	271
B-A	0.60	24.90	1.4	C	179	269
C-AB	0.46	9.16	1.2	A	256	384
C-A					154	231
A-B					173	260
A-C					228	341

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	37	604	0.245	147	0.0	0.3	7.848	A
B-A	147	37	459	0.320	145	0.0	0.5	11.394	B
C-AB	190	47	691	0.275	188	0.0	0.5	7.146	A
C-A	147	37			147				
A-B	142	35			142				
A-C	187	47			187				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	44	559	0.316	176	0.3	0.5	9.391	A
B-A	176	44	425	0.413	175	0.5	0.7	14.331	B
C-AB	244	61	706	0.346	244	0.5	0.7	7.785	A
C-A	157	39			157				
A-B	170	42			170				
A-C	223	56			223				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	216	54	474	0.457	215	0.5	0.8	13.829	B
B-A	215	54	371	0.580	213	0.7	1.3	22.366	C
C-AB	332	83	728	0.456	330	0.7	1.2	9.055	A
C-A	160	40			160				
A-B	208	52			208				
A-C	273	68			273				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	216	54	475	0.455	216	0.8	0.8	13.893	B
B-A	215	54	358	0.600	215	1.3	1.4	24.901	C
C-AB	333	83	729	0.457	333	1.2	1.2	9.156	A
C-A	159	40			159				
A-B	208	52			208				
A-C	273	68			273				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	177	44	568	0.311	178	0.8	0.5	9.260	A
B-A	176	44	410	0.429	178	1.4	0.8	15.727	C
C-AB	245	61	707	0.347	247	1.2	0.7	7.908	A
C-A	157	39			157				
A-B	170	42			170				
A-C	223	56			223				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	37	619	0.239	149	0.5	0.3	7.654	A
B-A	147	37	443	0.332	148	0.8	0.5	12.259	B
C-AB	191	48	691	0.276	192	0.7	0.5	7.246	A
C-A	146	36			146				
A-B	142	35			142				
A-C	187	47			187				

JUNCTION 1 - DO NOTHING - 2031, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2031	PM	ONE HOUR	18:00	19:30	15	✓	Simple	D2*1.143

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	433	100.000
B		ONE HOUR	✓	296	100.000
C		ONE HOUR	✓	509	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	208	225
	B	168	0	128
	C	345	163	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.27	9.38	0.4	A	117	176
B-A	0.49	18.47	0.9	C	154	231
C-AB	0.44	8.29	1.2	A	264	397
C-A					202	304
A-B					191	286
A-C					207	310

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	96	24	632	0.152	96	0.0	0.2	6.702	A
B-A	126	32	451	0.280	125	0.0	0.4	10.988	B
C-AB	191	48	730	0.262	189	0.0	0.5	6.642	A
C-A	192	48			192				
A-B	157	39			157				
A-C	170	42			170				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	595	0.193	115	0.2	0.2	7.498	A
B-A	151	38	422	0.358	150	0.4	0.5	13.221	B
C-AB	251	63	754	0.333	250	0.5	0.7	7.143	A
C-A	206	52			206				
A-B	187	47			187				
A-C	202	51			202				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	35	527	0.267	140	0.2	0.4	9.302	A
B-A	185	46	380	0.487	184	0.5	0.9	18.163	C
C-AB	350	87	788	0.444	348	0.7	1.2	8.194	A
C-A	210	53			210				
A-B	229	57			229				
A-C	248	62			248				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	35	525	0.269	141	0.4	0.4	9.381	A
B-A	185	46	380	0.487	185	0.9	0.9	18.467	C
C-AB	351	88	788	0.445	351	1.2	1.2	8.286	A
C-A	209	52			209				
A-B	229	57			229				
A-C	248	62			248				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	592	0.194	116	0.4	0.2	7.559	A
B-A	151	38	421	0.359	152	0.9	0.6	13.462	B
C-AB	252	63	755	0.334	254	1.2	0.8	7.257	A
C-A	205	51			205				
A-B	187	47			187				
A-C	202	51			202				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	96	24	630	0.153	97	0.2	0.2	6.749	A
B-A	126	32	450	0.281	127	0.6	0.4	11.166	B
C-AB	192	48	731	0.263	193	0.8	0.5	6.736	A
C-A	191	48			191				
A-B	157	39			157				
A-C	170	42			170				

JUNCTION 1 - DO NOTHING - 2041, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2041	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.196

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	457	100.000
B		ONE HOUR	✓	410	100.000
C		ONE HOUR	✓	468	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	197	260
	B	205	0	206
	C	281	187	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.51	16.65	1.0	C	189	283
B-A	0.66	30.00	1.8	D	188	282
C-AB	0.49	9.63	1.3	A	274	411
C-A					155	233
A-B					181	272
A-C					238	357

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	595	0.260	153	0.0	0.3	8.133	A
B-A	154	38	452	0.341	152	0.0	0.5	11.929	B
C-AB	202	51	694	0.291	200	0.0	0.5	7.270	A
C-A	150	37			150				
A-B	149	37			149				
A-C	195	49			195				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	185	46	544	0.340	184	0.3	0.5	9.987	A
B-A	184	46	415	0.443	183	0.5	0.8	15.472	C
C-AB	261	65	710	0.368	260	0.5	0.8	7.997	A
C-A	159	40			159				
A-B	177	44			177				
A-C	233	58			233				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	226	57	446	0.508	225	0.5	1.0	16.128	C
B-A	225	56	356	0.633	222	0.8	1.6	26.251	D
C-AB	357	89	734	0.487	355	0.8	1.3	9.505	A
C-A	158	39			158				
A-B	217	54			217				
A-C	286	71			286				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	226	57	442	0.512	226	1.0	1.0	16.645	C
B-A	225	56	343	0.656	224	1.6	1.8	29.997	D
C-AB	358	89	734	0.487	358	1.3	1.3	9.634	A
C-A	157	39			157				
A-B	217	54			217				
A-C	286	71			286				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	185	46	550	0.336	187	1.0	0.5	9.966	A
B-A	184	46	399	0.460	188	1.8	0.9	17.262	C
C-AB	262	66	711	0.369	264	1.3	0.8	8.145	A
C-A	158	40			158				
A-B	177	44			177				
A-C	233	58			233				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	609	0.254	156	0.5	0.3	7.957	A
B-A	154	38	435	0.354	155	0.9	0.6	12.911	B
C-AB	203	51	695	0.292	204	0.8	0.6	7.382	A
C-A	149	37			149				
A-B	149	37			149				
A-C	195	49			195				

JUNCTION 1 - DO NOTHING - 2041, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2041	PM	ONE HOUR	18:00	19:30	15	✓	Simple	D2*1.196

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	453	100.000
B		ONE HOUR	✓	310	100.000
C		ONE HOUR	✓	532	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	218	236
	B	176	0	134
	C	361	171	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.29	10.15	0.4	B	123	184
B-A	0.53	20.54	1.1	C	161	242
C-AB	0.48	8.70	1.4	A	285	427
C-A					204	305
A-B					200	300
A-C					216	324

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	624	0.162	100	0.0	0.2	6.857	A
B-A	132	33	444	0.298	131	0.0	0.4	11.418	B
C-AB	204	51	736	0.278	202	0.0	0.5	6.736	A
C-A	196	49			196				
A-B	164	41			164				
A-C	177	44			177				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	583	0.207	120	0.2	0.3	7.776	A
B-A	158	40	414	0.382	157	0.4	0.6	14.004	B
C-AB	270	67	761	0.354	268	0.5	0.8	7.314	A
C-A	209	52			209				
A-B	196	49			196				
A-C	212	53			212				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	147	37	505	0.292	147	0.3	0.4	10.032	B
B-A	194	48	369	0.524	192	0.6	1.1	20.092	C
C-AB	379	95	796	0.475	376	0.8	1.4	8.579	A
C-A	207	52			207				
A-B	240	60			240				
A-C	259	65			259				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	147	37	502	0.294	147	0.4	0.4	10.152	B
B-A	194	48	368	0.525	193	1.1	1.1	20.544	C
C-AB	380	95	797	0.476	380	1.4	1.4	8.696	A
C-A	206	52			206				
A-B	240	60			240				
A-C	259	65			259				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	580	0.208	121	0.4	0.3	7.859	A
B-A	158	40	413	0.383	160	1.1	0.6	14.333	B
C-AB	271	68	762	0.355	273	1.4	0.8	7.454	A
C-A	208	52			208				
A-B	196	49			196				
A-C	212	53			212				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	622	0.162	101	0.3	0.2	6.917	A
B-A	132	33	444	0.298	133	0.6	0.4	11.632	B
C-AB	205	51	737	0.279	207	0.8	0.6	6.839	A
C-A	195	49			195				
A-B	164	41			164				
A-C	177	44			177				

TRANSYT 15

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Filename: Junction 1 - DO SOMETHING - AM.t16

Path: \\wmfilesrv\Moylan\Projects\19\19-020 - Malahide Road\Design\Traffic\Junction Modelling\MODELLING SEPT 2021\Junction 1

Report generation date: 07/04/2022 19:20:45

»A1 - DO SOMETHING - 2026 (OPENING YEAR) : D1 - DO SOMETHING - 2026 (OPENING YEAR), * :
»A2 - DO SOMETHING - 2031 (OPENING YEAR + 5 YEARS) : D2 - DO SOMETHING - 2031 (OPENING YEAR + 5 YEARS), * :
»A3 - DO SOMETHING - 2041 (OPENING YEAR + 15 YEARS) : D3 - DO SOMETHING - 2041 (OPENING YEAR + 15 YEARS), * :

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAINf.silva
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber
			✓		✓		✓	✓					

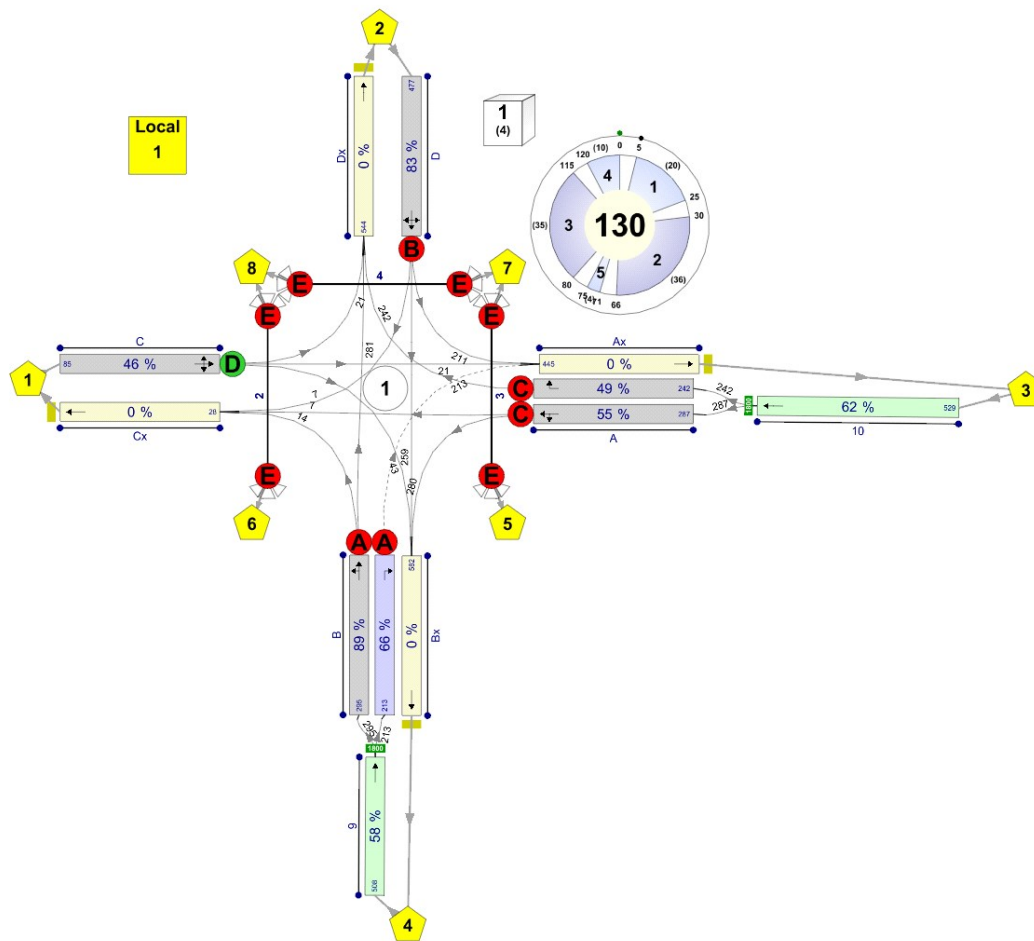
Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	Veh	Veh	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Numerical		ID	Normal	Normal	✓

Network Diagrams



(untitled)
Diagram produced using TRANSYT 15.5.2.7994

A1 - DO SOMETHING - 2026 (OPENING YEAR)

D1 - DO SOMETHING - 2026 (OPENING YEAR), *

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC
1	07/04/2022 19:20:30	07/04/2022 19:20:30	08:00	130	465.49	31.57	79.98	B/1	0	0	B/1	10/1	B/1

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
DO SOMETHING - 2026 (OPENING YEAR)		D1	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
DO SOMETHING - 2026 (OPENING YEAR),				08:00	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
A	(untitled)		1
Ax	(untitled)		
B	(untitled)		1
Bx	(untitled)		
C	(untitled)		1
Cx	(untitled)		
D	(untitled)		1
Dx	(untitled)		
9			1
10			1

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A	1	(untitled)			100.00	✓	Sum of lanes	1899	✓	1800	✓		Normal	
	2				14.00	✓	Sum of lanes	1800			✓		Normal	
Ax	1	(untitled)		✓	135.51								Normal	
B	1	(untitled)			100.00	✓	Sum of lanes	2051			✓		Normal	
	2				18.00	✓	Sum of lanes	1993			✓	✓	Normal	
Bx	1	(untitled)		✓	139.32								Normal	
C	1	(untitled)			100.00	✓	Sum of lanes	1999			✓		Normal	
Cx	1	(untitled)		✓	138.83								Normal	
D	1	(untitled)			100.00	✓	Sum of lanes	2021			✓		Normal	
Dx	1	(untitled)		✓	134.44								Normal	
9	1			✓	43.24	✓	Sum of lanes	1800					Normal	
10	1			✓	63.04	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
A	1	1	(untitled)		✓	N/A	N/A	2	3.00	✓	97	38.14		1899
	2	1	(untitled)											1800
Ax	1	1	(untitled)											
B	1	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	5	43.56		2051
	2	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	100	48.44		1993
Bx	1	1	(untitled)											
C	1	1	(untitled)		✓	N/A	N/A	-10	3.00	✓	75	40.00		1999
Cx	1	1	(untitled)											
D	1	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	45	40.00		2021
Dx	1	1	(untitled)											
9	1	1	(untitled)											1800
10	1	1	(untitled)											1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Queue limit (PCU)	Excess queue penalty (£)	Has degree of saturation limit
A	1	CTM	100	100	100		0.00				
	2	Flare	100	100	100		2.00				
Ax	1	NetworkDefault	100	100	100		0.00				
B	1	PDM	100	100	100		0.00	✓	0.00	0.00	
	2	Flare	100	100	100		4.00				
Bx	1	NetworkDefault	100	100	100		0.00				
C	1	PDM	100	100	100		0.00				
Cx	1	NetworkDefault	100	100	100		0.00				
D	1	PDM	100	100	100		0.00				
Dx	1	NetworkDefault	100	100	100		0.00				
9	1	NetworkDefault	100	100	100		0.00				
10	1	NetworkDefault	100	100	100		0.00				

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
A	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
	2	2.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
Ax	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
B	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
	2	4.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
Bx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
C	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
Cx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
D	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
Dx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
9	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
10	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (Veh/hr)	Normal Flow (Veh/hr)
A	1	207	207
	2	191	191
Ax	1	375	375
B	1	265	265
	2	174	174
Bx	1	474	474
C	1	85	85
Cx	1	28	28
D	1	418	418
Dx	1	463	463
9	1	439	439
10	1	398	398

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A	1	1	C	
	2	1	C	
B	1	1	A	
	2	1	A	
C	1	1	D	
D	1	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
C	1	12.00	30.00
D	1	12.00	30.00
9	1	5.19	30.00
10	1	7.56	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
A	1	1	10/1	A/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	10/1	A/2	1.68	30.00	✓	Straight	Straight Movement
Ax	1	1	C/1	Ax/1	16.26	30.00	✓	Straight	Straight Movement
B	1	1	9/1	B/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	9/1	B/2	2.16	30.00	✓	Straight	Straight Movement
Bx	1	1	A/1	Bx/1	16.72	30.00	✓	Nearside	38.14
Cx	1	1	A/1	Cx/1	16.66	30.00	✓	Straight	Straight Movement
Dx	1	1	C/1	Dx/1	16.13	30.00	✓	Nearside	40.00
Ax	1	2	D/1	Ax/1	16.26	30.00	✓	Nearside	40.00
Bx	1	2	D/1	Bx/1	16.72	30.00	✓	Straight	Straight Movement
Cx	1	2	B/1	Cx/1	16.66	30.00	✓	Nearside	43.56
Dx	1	2	B/1	Dx/1	16.13	30.00	✓	Straight	Straight Movement
Ax	1	3	B/2	Ax/1	16.26	30.00	✓	Offside	48.44
Bx	1	3	C/1	Bx/1	16.72	30.00	✓	Offside	60.00
Cx	1	3	D/1	Cx/1	16.66	30.00	✓	Offside	55.00
Dx	1	3	A/2	Dx/1	16.13	30.00	✓	Offside	47.67

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
B	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	A/2	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	8.00	5.33	5.40
4	(untitled)		1		Farside	7.00	4.67	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Signal Timings

Network Default: 130s cycle time; 130 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		1	NetworkDefault	130

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Relative

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	20	300	0	0	Traffic	
	B	(untitled)	36	300	0	0	Traffic	
	C	(untitled)	35	300	0	0	Traffic	
	D	(untitled)	10	10	0	1	Traffic	
	E	(untitled)	4	4	0	0	Pedestrian	0

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1
	5	E	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 2, 3, 4, 5	25, 66, 106, 121, 0
	2	(untitled)	Single	1, 2, 3, 5, 4	20, 54, 98, 111, 125
	3	(untitled)	Single	1, 2, 4, 3, 5	20, 54, 68, 112, 125
	4	(untitled)	Single	1, 2, 4, 5, 3	20, 54, 68, 81, 125
	5	(untitled)	Single	1, 2, 5, 3, 4	20, 54, 67, 111, 125
	6	(untitled)	Single	1, 2, 5, 4, 3	20, 54, 67, 81, 125
	7	(untitled)	Single	1, 3, 2, 4, 5	20, 64, 99, 113, 125
	8	(untitled)	Single	1, 3, 2, 5, 4	20, 64, 99, 112, 125
	9	(untitled)	Single	1, 3, 4, 2, 5	20, 64, 78, 112, 125
	10	(untitled)	Single	1, 3, 4, 5, 2	20, 64, 78, 91, 125

Intergreen Matrix for Controller Stream 1

	To					
	A	B	C	D	E	
From	A	5	5	9	5	
	B	5		5	5	
	C	5	6		5	5
	D	5	5	5		5
	E	5	5	5	5	

Banned Stage transitions for Controller Stream 1

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

Interstage Matrix for Controller Stream 1

	To					
From		1	2	3	4	5
	1	0	5	5	9	5
	2	5	0	5	5	5
	3	5	6	0	5	5
	4	5	5	5	0	5
	5	5	5	5	5	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	5	25	20	1	20
	2	✓	2	B	30	66	36	1	36
	3	✓	3	C	71	106	35	1	35
	4	✓	4	D	111	121	10	1	10
	5	✓	5	E	126	0	4	1	4

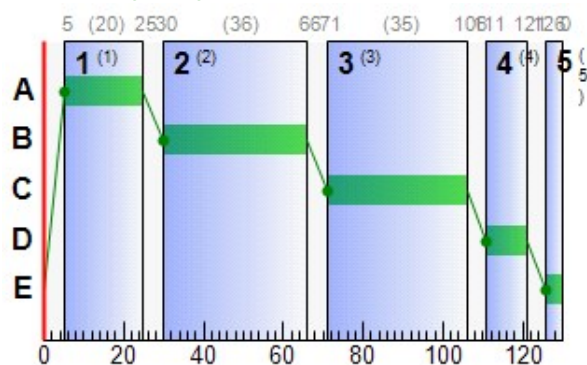
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	5	25	20
	B	1	✓	30	66	36
	C	1	✓	71	106	35
	D	1	✓	111	121	10
	E	1	✓	126	0	4

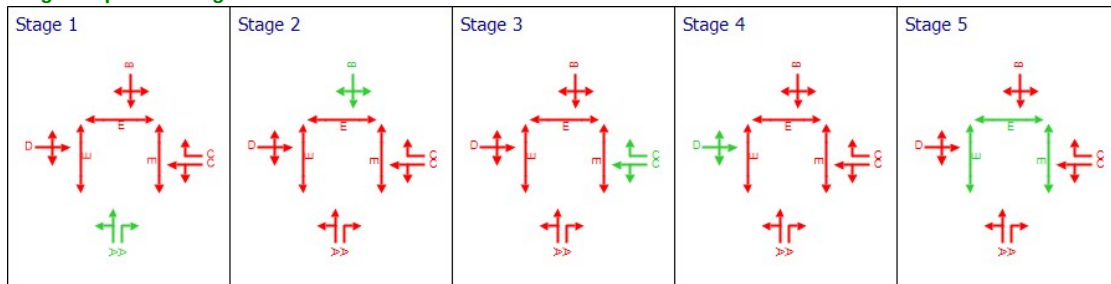
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	C	71	106	35
A	2	1	1	C	71	106	35
B	1	1	1	A	5	25	20
B	2	1	1	A	5	25	20
C	1	1	1	D	111	121	10
D	1	1	1	B	30	66	36

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
08:00-09:00	1	0.00	0.00	0.00	0.00

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A	1	39	154	207	1899	35	29.13	2.90	16.68	23.78	1.01	24.79
		2	38	161	191	1800	35	24.75	2.12	105.97	18.65	0.77	19.41
	Ax	1	0	Unrestricted	375	Unrestricted	130	0.00	0.00	0.00	0.00	0.00	0.00
		2	80	25	265	2051	20	77.11	9.20	52.88	80.60	3.15	83.75
	B	1	54	85	174	1993	20	53.28	4.32	108.04	36.57	1.73	38.30
		2	0	Unrestricted	474	Unrestricted	130	0.00	0.00	0.00	0.00	0.00	0.00
	Bx	1	46	117	85	1999	10	64.17	3.10	17.82	21.52	1.06	22.58
		2	0	Unrestricted	28	Unrestricted	130	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	73	38	418	2021	36	50.09	14.53	83.55	82.59	4.97	87.56
		2	0	Unrestricted	463	Unrestricted	130	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	D	1	32	216	439	1800	130	5.14	4.83	64.22	8.90	1.60	10.50
		2	41	144	398	1800	130	18.93	8.54	77.94	29.72	2.91	32.63

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Calculated sat flow (Veh/hr)	Calculated capacity (Veh/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	A	1	207	207	0		1899	526	39		154	0.92	35
		2	191	191	0		1800	498	38		161	0.91	35
	Ax	1	375	375	0		Unrestricted	Unrestricted	0		Unrestricted	0.94	130
		2	265	265	0		2051	331	80		25	0.41	20
	B	1	174	174	0		1993	322	54		85	0.45	20
		2	474	474	0		Unrestricted	Unrestricted	0		Unrestricted	0.69	130
	Bx	1	85	85	0		1999	185	46		117	0.00	10
		2	28	28	0		Unrestricted	Unrestricted	0		Unrestricted	0.64	130
	C	1	418	418	0		2021	575	73		38	0.00	36
		2	463	463	0		Unrestricted	Unrestricted	0		Unrestricted	0.94	130
08:00-09:00	D	1	439	439	0		1800	1385	32		216	0.00	130
		2	398	398	0		1800	970	41		144	0.00	130

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	A	1	12.00	29.13	1.55	0.13	23.78	38.79	76.79	3.51	1.01
		2	1.68	24.75	1.19	0.13	18.65	32.02	57.86	3.29	0.77
	Ax	1	16.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		1	12.00	77.11	4.18	1.49	80.60	94.72	211.19	39.82	3.15
	B	2	2.16	53.28	2.21	0.37	36.57	79.52	129.58	8.79	1.73
		1	16.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Bx	1	12.00	64.17	1.32	0.19	21.52	99.89	79.61	5.29	1.06
		1	16.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	12.00	50.09	4.87	0.95	82.59	94.83	370.61	25.79	4.97
		1	16.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Dx	1	5.19	5.14	0.55	0.07	8.90	29.15	125.93	2.03	1.60
		1	7.56	18.93	1.95	0.14	29.72	58.23	227.82	3.94	2.91

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (Veh)	Mean max queue (Veh)	Max queue storage (Veh)	Utilised storage (%)	Average storage excess queue (Veh)	Average limit excess queue (Veh)	Excess queue penalty (£ per hr)	Wasted time starvation (s per cycle)	Wasted time blocking back (s per cycle)	Wasted time total (s per cycle)	Estimated blocking
08:00-09:00	A	1	0.00	2.90	17.39	16.68	0.00	0.00	0.00	8.00	0.00	8.00	
		2	2.00	2.12	2.00	105.97	0.05	0.00	0.00	0.00	0.00	0.00	
	Ax	1	0.00	0.00	23.57	0.00	0.00	0.00	0.00	48.00	0.00	48.00	
		1	0.00	9.20	17.39	52.88	0.00	6.07	0.00	0.00	0.00	0.00	
	B	2	4.00	4.32	4.00	108.04	0.07	0.00	0.00	0.00	0.00	0.00	
		1	0.00	0.00	24.23	0.00	0.00	0.00	0.00	31.00	0.00	31.00	
	Bx	1	0.00	3.10	17.39	17.82	0.00	0.00	0.00	0.00	0.00	0.00	
		1	0.00	0.00	24.14	0.00	0.00	0.00	0.00	113.00	0.00	113.00	
	D	1	0.00	14.53	17.39	83.55	0.00	0.00	0.00	0.00	0.00	0.00	
		1	0.00	0.00	23.38	0.00	0.00	0.00	0.00	41.00	0.00	41.00	
	Dx	1	0.00	4.83	7.52	64.22	0.00	0.00	0.00	0.00	34.00	34.00	
		1	0.00	8.54	10.96	77.94	0.00	0.00	0.00	0.00	61.00	61.00	

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
08:00-09:00	A	1	20.70	2.36	8.75	41.13
		2	2.67	1.40	1.91	26.32
	Ax	1	50.82	1.69	30.00	16.26
		1	26.50	6.56	4.04	89.11
	B	2	3.13	2.63	1.19	54.50
		1	66.04	2.20	30.00	16.72
	Bx	1	8.50	1.80	4.73	76.17
		1	3.89	0.13	30.00	16.66
	D	1	41.80	7.21	5.80	62.09
		1	62.24	2.07	30.00	16.13
	Dx	1	18.98	1.26	15.08	10.33
		1	25.09	2.93	8.56	26.50

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (Veh)	Max End of Green Queue EoTS (Veh)	Max End of Red Queue EoTS (Veh)	PCU Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A	1	0.00	0.00	✓	2.90	0.13	2.90	1.00	0.00	24.79
		2	0.00	0.00	✓	2.12	0.12	2.12	1.00	0.00	19.41
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
		2	0.00	0.00	✓	9.25	1.54	9.05	1.00	0.00	83.75
	B	1	0.00	0.00	✓	4.32	0.32	4.32	1.00	0.00	38.30
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	Bx	1	0.00	0.00	✓	3.10	0.20	2.98	1.00	0.00	22.58
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	C	1	0.00	0.00	✓	14.54	0.96	11.75	1.00	0.00	87.56
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
08:00-09:00	D	1	0.00	0.00	✓	4.83			1.00	0.00	10.50
		2	0.00	0.00	✓	8.54			1.00	0.00	32.63

Pedestrian Crossing Results

Pedestrian Crossings: Pedestrian summary

Time Segment	Crossing	Side	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Mean max queue (Ped)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	(ALL)	(ALL)	30	100	11000	4	61.68	3.50	24.33	24.33

Pedestrian Crossings: Flows and signals

Time Segment	Crossing	Side	Calculated flow entering (Ped/hr)	Calculated flow out (Ped/hr)	Flow discrepancy (Ped/hr)	Adjusted flow warning	Calculated sat flow (Ped/hr)	Calculated capacity (Ped/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	(ALL)	(ALL)	100	100	0		11000	338	30		238	0.00	4

Pedestrian Crossings: Stops and delays

Time Segment	Crossing	Side	Mean Cruise Time per Ped (s)	Mean Delay per Ped (s)	Uniform delay (Ped-hr/hr)	Random plus oversat delay (Ped-hr/hr)	Weighted cost of delay (£ per hr)
08:00-09:00	2	1	6.33	61.68	1.71	0.00	24.33
		2	6.33	61.68	1.71	0.00	24.33
	3	1	6.33	61.68	1.71	0.00	24.33
		2	6.33	61.68	1.71	0.00	24.33
	4	1	5.67	61.68	1.71	0.00	24.33
		2	5.67	61.68	1.71	0.00	24.33

Pedestrian Crossings: Queues and blocking

Time Segment	Crossing	Side	Mean max queue (Ped)	Max queue storage (Ped)	Utilised storage (%)	Average storage excess queue (Ped)	Average limit excess queue (Ped)	Excess queue penalty (£ per hr)
08:00-09:00	(ALL)	(ALL)	3.50	10.00	35.00	0.00	0.00	0.00

Pedestrian Crossings: Journey times

Time Segment	Crossing	Side	Distance travelled (Ped-km/hr)	Time spent (Ped-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
08:00-09:00	2	1	0.90	1.89	0.48	68.01
		2	0.90	1.89	0.48	68.01
	3	1	0.90	1.89	0.48	68.01
		2	0.90	1.89	0.48	68.01
	4	1	0.80	1.87	0.43	67.34
		2	0.80	1.87	0.43	67.34

Pedestrian Crossings: Advanced

Time Segment	Crossing	Side	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Mean Max Queue EoTS (Ped)	Ped Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	(ALL)	(ALL)	0.00	0.00	3.50	1.00	0.00	24.33

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
1	07/04/2022 19:20:30	07/04/2022 19:20:30	08:00	130	465.49	31.57	79.98	B/1	0	0	B/1	10/1	B/

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	80	0	3517	936	21.79	302.32	17.20	319.52

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	30	600	24	61.68	145.97	145.97

Network Results: Flows and signals

Time Segment	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))
08:00-09:00	4117	4117	0		80		25	960

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	10.52	27.60	28.10	3.47	448.29	33.32	1279.38	92.47	17.20

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
08:00-09:00	108.04	0.00	241.00	95.00	336.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
08:00-09:00	335.57	43.55	7.71

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0.00	0.00	✓	1.00	0.00	0.00	465.49

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

	To								
From		1	2	3	4	5	6	7	8
	1	0.0	92.3	92.4	92.9	0.0	0.0	0.0	0.0
	2	78.7	0.0	78.4	78.8	0.0	0.0	0.0	0.0
	3	84.3	69.0	0.0	84.3	0.0	0.0	0.0	0.0
	4	116.1	115.6	81.1	0.0	0.0	0.0	0.0	0.0
	5	0.0	0.0	0.0	0.0	0.0	0.0	68.0	0.0
	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	68.0
	7	0.0	0.0	0.0	0.0	68.0	0.0	0.0	67.3
	8	0.0	0.0	0.0	0.0	0.0	68.0	67.3	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (Veh/hr)	Pedestrian calculated flow (Ped/hr)	Normal journey time (s)	Pedestrian journey time (s)	Calculated Total Flow (Veh/hr)	Avg journey time (s)
1	1	2	21		92.30		21	92.30
2	1	3	21		92.43		21	92.43
3	1	4	43		92.89		43	92.89
5	2	3	180		78.35		180	78.35
6	2	4	231		78.81		231	78.81
7	2	1	7		78.75		7	78.75
16	4	2	251		115.57		251	115.57
17	8	7		100		67.34	100	67.34
18	8	6		100		68.01	100	68.01
22	5	7		100		68.01	100	68.01
34	6	8		100		68.01	100	68.01
41	7	8		100		67.34	100	67.34
42	7	5		100		68.01	100	68.01
49	4	1	14		116.10		14	116.10
50	4	3	174		81.09		174	81.09
51	3	2	191		68.95		191	68.95
52	3	4	200		84.34		200	84.34
53	3	1	7		84.28		7	84.28

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)
A	1	(untitled)	1	1	C	207	1899	35	8.00	39	154	41.13	29.13	38.79	2.90
	2	(untitled)	1	1	C	191 <	1800	35	0.00	38	161	26.32	24.75	32.02	2.12 +
Ax	1	(untitled)				375	Unrestricted	130	48.00	0	Unrestricted	16.26	0.00	0.00	0.00
B	1	(untitled)	1	1	A	265	2051	20	0.00	80	25	89.11	77.11	94.72	9.20
	2	(untitled)	1	1	A	174 <	1993	20	0.00	54	85	54.50	53.28	79.52	4.32 +
Bx	1	(untitled)				474	Unrestricted	130	31.00	0	Unrestricted	16.72	0.00	0.00	0.00
C	1	(untitled)	1	1	D	85	1999	10	0.00	46	117	76.17	64.17	99.89	3.10
Cx	1	(untitled)				28	Unrestricted	130	113.00	0	Unrestricted	16.66	0.00	0.00	0.00
D	1	(untitled)	1	1	B	418	2021	36	0.00	73	38	62.09	50.09	94.83	14.53
Dx	1	(untitled)				463	Unrestricted	130	41.00	0	Unrestricted	16.13	0.00	0.00	0.00
9	1		1			439	1800	130	34.00	32	216	10.33	5.14	29.15	4.83
10	1		1			398	1800	130	61.00	41	144	26.50	18.93	58.23	8.54

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
2	1	(untitled)	1	1	E	100	11000	4	30	238	68.01	61.68	3.50	100	0
	2	(untitled)	1	1	E	100	11000	4	30	238	68.01	61.68	3.50	100	0
3	1	(untitled)	1	1	E	100	11000	4	30	238	68.01	61.68	3.50	100	0
	2	(untitled)	1	1	E	100	11000	4	30	238	68.01	61.68	3.50	100	0
4	1	(untitled)	1	1	E	100	11000	4	30	238	67.34	61.68	3.50	100	0
	2	(untitled)	1	1	E	100	11000	4	30	238	67.34	61.68	3.50	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	330.37	32.25	10.24	17.82	3.47	302.32	17.20	0.00	319.52
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	5.20	11.30	0.46	10.28	0.00	145.97	0.00	0.00	145.97
TOTAL	335.57	43.55	7.71	28.10	3.47	448.29	17.20	0.00	465.49

- | < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- | * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- | ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- | + = average link/traffic stream excess queue is greater than 0
- | P.I. = PERFORMANCE INDEX

A2 - DO SOMETHING - 2031 (OPENING YEAR + 5 YEARS)

D2 - DO SOMETHING - 2031 (OPENING YEAR + 5 YEARS), *

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
2	07/04/2022 19:20:30	07/04/2022 19:20:31	08:00	130	561.36	38.02	84.81	B/1	0	0	B/1	10/1	B/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
DO SOMETHING - 2031 (OPENING YEAR + 5 YEARS)		D2	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
DO SOMETHING - 2031 (OPENING YEAR + 5 YEARS),				08:00	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
A	(untitled)		1
Ax	(untitled)		
B	(untitled)		1
Bx	(untitled)		
C	(untitled)		1
Cx	(untitled)		
D	(untitled)		1
Dx	(untitled)		
9			1
10			1

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A	1	(untitled)			100.00	✓	Sum of lanes	1899	✓	1800	✓		Normal	
	2				14.00	✓	Sum of lanes	1800			✓		Normal	
Ax	1	(untitled)		✓	135.51								Normal	
B	1	(untitled)			100.00	✓	Sum of lanes	2051			✓		Normal	
	2				18.00	✓	Sum of lanes	1993			✓	✓	Normal	
Bx	1	(untitled)		✓	139.32								Normal	
C	1	(untitled)			100.00	✓	Sum of lanes	1999			✓		Normal	
Cx	1	(untitled)		✓	138.83								Normal	
D	1	(untitled)			100.00	✓	Sum of lanes	2020			✓		Normal	
Dx	1	(untitled)		✓	134.44								Normal	
9	1			✓	43.24	✓	Sum of lanes	1800					Normal	
10	1			✓	63.04	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
A	1	1	(untitled)		✓	N/A	N/A	2	3.00	✓	97	38.14		1899
	2	1	(untitled)											1800
Ax	1	1	(untitled)											
B	1	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	5	43.56		2051
	2	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	100	48.44		1993
Bx	1	1	(untitled)											
C	1	1	(untitled)		✓	N/A	N/A	-10	3.00	✓	75	40.00		1999
Cx	1	1	(untitled)											
D	1	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	46	40.00		2020
Dx	1	1	(untitled)											
9	1	1	(untitled)											1800
10	1	1	(untitled)											1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Queue limit (PCU)	Excess queue penalty (£)	Has degree of saturation limit
A	1	CTM	100	100	100		0.00				
	2	Flare	100	100	100		2.00				
Ax	1	NetworkDefault	100	100	100		0.00				
B	1	PDM	100	100	100		0.00	✓	0.00	0.00	
	2	Flare	100	100	100		4.00				
Bx	1	NetworkDefault	100	100	100		0.00				
C	1	PDM	100	100	100		0.00				
Cx	1	NetworkDefault	100	100	100		0.00				
D	1	PDM	100	100	100		0.00				
Dx	1	NetworkDefault	100	100	100		0.00				
9	1	NetworkDefault	100	100	100		0.00				
10	1	NetworkDefault	100	100	100		0.00				

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
A	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
	2	2.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
Ax	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
B	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
	2	4.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
Bx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
C	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
Cx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
D	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
Dx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
9	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
10	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (Veh/hr)	Normal Flow (Veh/hr)
A	1	265	265
	2	232	232
Ax	1	426	426
B	1	281	281
	2	204	204
Bx	1	548	548
C	1	85	85
Cx	1	28	28
D	1	455	455
Dx	1	520	520
9	1	485	485
10	1	497	497

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A	1	1	C	
	2	1	C	
B	1	1	A	
	2	1	A	
C	1	1	D	
D	1	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
C	1	12.00	30.00
D	1	12.00	30.00
9	1	5.19	30.00
10	1	7.56	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
A	1	1	10/1	A/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	10/1	A/2	1.68	30.00	✓	Straight	Straight Movement
Ax	1	1	C/1	Ax/1	16.26	30.00	✓	Straight	Straight Movement
B	1	1	9/1	B/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	9/1	B/2	2.16	30.00	✓	Straight	Straight Movement
Bx	1	1	A/1	Bx/1	16.72	30.00	✓	Nearside	38.14
Cx	1	1	A/1	Cx/1	16.66	30.00	✓	Straight	Straight Movement
Dx	1	1	C/1	Dx/1	16.13	30.00	✓	Nearside	40.00
Ax	1	2	D/1	Ax/1	16.26	30.00	✓	Nearside	40.00
Bx	1	2	D/1	Bx/1	16.72	30.00	✓	Straight	Straight Movement
Cx	1	2	B/1	Cx/1	16.66	30.00	✓	Nearside	43.56
Dx	1	2	B/1	Dx/1	16.13	30.00	✓	Straight	Straight Movement
Ax	1	3	B/2	Ax/1	16.26	30.00	✓	Offside	48.44
Bx	1	3	C/1	Bx/1	16.72	30.00	✓	Offside	60.00
Cx	1	3	D/1	Cx/1	16.66	30.00	✓	Offside	55.00
Dx	1	3	A/2	Dx/1	16.13	30.00	✓	Offside	47.67

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
B	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	A/2	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	8.00	5.33	5.40
4	(untitled)		1		Farside	7.00	4.67	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Signal Timings

Network Default: 130s cycle time; 130 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		1	NetworkDefault	130

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Relative

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	20	300	0	0	Traffic	
	B	(untitled)	36	300	0	0	Traffic	
	C	(untitled)	35	300	0	0	Traffic	
	D	(untitled)	10	10	0	1	Traffic	
	E	(untitled)	4	4	0	0	Pedestrian	0

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1
	5	E	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 2, 3, 4, 5	25, 66, 106, 121, 0
	2	(untitled)	Single	1, 2, 3, 5, 4	20, 54, 98, 111, 125
	3	(untitled)	Single	1, 2, 4, 3, 5	20, 54, 68, 112, 125
	4	(untitled)	Single	1, 2, 4, 5, 3	20, 54, 68, 81, 125
	5	(untitled)	Single	1, 2, 5, 3, 4	20, 54, 67, 111, 125
	6	(untitled)	Single	1, 2, 5, 4, 3	20, 54, 67, 81, 125
	7	(untitled)	Single	1, 3, 2, 4, 5	20, 64, 99, 113, 125
	8	(untitled)	Single	1, 3, 2, 5, 4	20, 64, 99, 112, 125
	9	(untitled)	Single	1, 3, 4, 2, 5	20, 64, 78, 112, 125
	10	(untitled)	Single	1, 3, 4, 5, 2	20, 64, 78, 91, 125

Intergreen Matrix for Controller Stream 1

	To					
	A	B	C	D	E	
From	A	5	5	9	5	
	B	5		5	5	
	C	5	6		5	5
	D	5	5	5		5
	E	5	5	5	5	

Banned Stage transitions for Controller Stream 1

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

Interstage Matrix for Controller Stream 1

	To					
From		1	2	3	4	5
	1	0	5	5	9	5
	2	5	0	5	5	5
	3	5	6	0	5	5
	4	5	5	5	0	5
	5	5	5	5	5	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	5	25	20	1	20
	2	✓	2	B	30	66	36	1	36
	3	✓	3	C	71	106	35	1	35
	4	✓	4	D	111	121	10	1	10
	5	✓	5	E	126	0	4	1	4

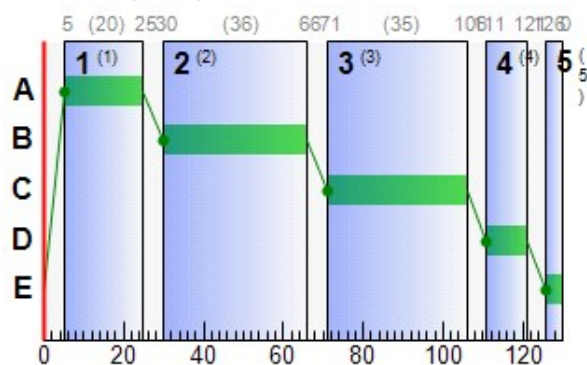
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	5	25	20
	B	1	✓	30	66	36
	C	1	✓	71	106	35
	D	1	✓	111	121	10
	E	1	✓	126	0	4

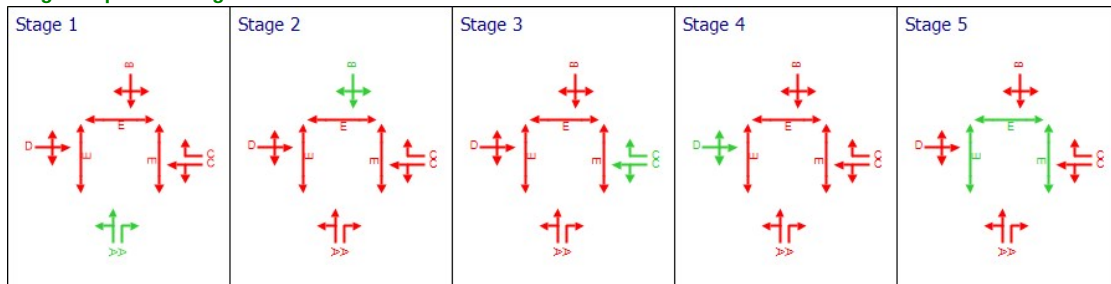
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	C	71	106	35
A	2	1	1	C	71	106	35
B	1	1	1	A	5	25	20
B	2	1	1	A	5	25	20
C	1	1	1	D	111	121	10
D	1	1	1	B	30	66	36

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
08:00-09:00	1	0.00	0.00	0.00	0.00

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A	1	50	98	265	1899	35	34.46	3.96	22.76	36.02	1.37	37.40
		2	47	115	232	1800	35	22.48	2.20	110.18	20.57	0.79	21.37
	Ax	1	0	Unrestricted	426	Unrestricted	130	0.00	0.00	0.00	0.00	0.00	0.00
		2	85	18	281	2051	20	94.18	10.80	62.10	104.39	3.63	108.02
	B	1	63	58	204	1993	20	53.12	4.56	113.98	42.74	1.84	44.58
		2	0	Unrestricted	548	Unrestricted	130	0.00	0.00	0.00	0.00	0.00	0.00
	Bx	1	46	117	85	1999	10	64.17	3.10	17.82	21.52	1.06	22.58
		2	0	Unrestricted	28	Unrestricted	130	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	79	26	455	2020	36	54.39	16.61	95.53	97.61	5.66	103.27
		2	0	Unrestricted	520	Unrestricted	130	0.00	0.00	0.00	0.00	0.00	0.00
08:00-09:00	D	1	40	149	485	1800	130	10.37	7.95	105.70	19.84	2.64	22.48
		2	57	76	497	1800	130	26.15	13.07	119.24	51.27	4.42	55.69

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Calculated sat flow (Veh/hr)	Calculated capacity (Veh/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	A	1	265	265	0		1899	526	50		98	1.02	35
		2	232	232	0		1800	498	47		115	1.01	35
	Ax	1	426	426	0		Unrestricted	Unrestricted	0		Unrestricted	0.92	130
		2	281	281	0		2051	331	85		18	0.60	20
	B	1	204	204	0		1993	322	63		58	0.64	20
		2	548	548	0		Unrestricted	Unrestricted	0		Unrestricted	0.65	130
	Bx	1	85	85	0		1999	185	46		117	0.00	10
		2	28	28	0		Unrestricted	Unrestricted	0		Unrestricted	0.60	130
	C	1	455	455	0		2020	575	79		26	0.00	36
		2	520	520	0		Unrestricted	Unrestricted	0		Unrestricted	0.88	130
08:00-09:00	D	1	485	485	0		1800	1208	40		149	0.00	130
		2	497	497	0		1800	874	57		76	0.00	130

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	A	1	12.00	34.46	2.28	0.25	36.02	41.35	102.58	7.00	1.37
		2	1.68	22.48	1.24	0.21	20.57	27.33	57.79	5.61	0.79
	Ax	1	16.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		1	12.00	94.18	5.23	2.12	104.39	103.10	233.98	55.72	3.63
	B	2	2.16	53.12	2.40	0.61	42.74	72.02	131.71	15.20	1.84
		1	16.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Bx	1	12.00	64.17	1.32	0.19	21.52	99.89	79.61	5.29	1.06
		1	16.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	12.00	54.39	5.43	1.45	97.61	99.17	412.03	39.21	5.66
		1	16.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	5.19	10.37	1.26	0.13	19.84	43.47	207.09	3.72	2.64
		1	7.56	26.15	3.24	0.37	51.27	70.95	342.36	10.26	4.42

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (Veh)	Mean max queue (Veh)	Max queue storage (Veh)	Utilised storage (%)	Average storage excess queue (Veh)	Average limit excess queue (Veh)	Excess queue penalty (£ per hr)	Wasted time starvation (s per cycle)	Wasted time blocking back (s per cycle)	Wasted time total (s per cycle)	Estimated blocking
08:00-09:00	A	1	0.00	3.96	17.39	22.76	0.00	0.00	0.00	6.00	0.00	6.00	
		2	2.00	2.20	2.00	110.18	0.10	0.00	0.00	0.00	0.00	0.00	
	Ax	1	0.00	0.00	23.57	0.00	0.00	0.00	0.00	46.00	0.00	46.00	
		1	0.00	10.80	17.39	62.10	0.00	7.88	0.00	0.00	0.00	0.00	
	B	2	4.00	4.56	4.00	113.98	0.19	0.00	0.00	0.00	0.00	0.00	
		1	0.00	0.00	24.23	0.00	0.00	0.00	0.00	30.00	0.00	30.00	
	Cx	1	0.00	3.10	17.39	17.82	0.00	0.00	0.00	0.00	0.00	0.00	
		1	0.00	0.00	24.14	0.00	0.00	0.00	0.00	113.00	0.00	113.00	
	D	1	0.00	16.61	17.39	95.53	0.00	0.00	0.00	0.00	0.00	0.00	
		1	0.00	0.00	23.38	0.00	0.00	0.00	0.00	40.00	0.00	40.00	
	9	1	0.00	7.95	7.52	105.70	0.01	0.00	0.00	0.00	50.00	50.00	
		1	0.00	13.07	10.96	119.24	0.13	0.00	0.00	0.00	69.00	69.00	

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
08:00-09:00	A	1	26.50	3.42	7.75	46.46
		2	3.25	1.55	2.09	24.07
	Ax	1	57.73	1.92	30.00	16.26
		1	28.10	8.29	3.39	106.18
	B	2	3.67	3.08	1.19	54.42
		1	76.35	2.54	30.00	16.72
	Cx	1	8.50	1.80	4.73	76.17
		1	3.89	0.13	30.00	16.66
	D	1	45.50	8.39	5.42	66.39
		1	69.91	2.33	30.00	16.13
	9	1	20.97	2.10	10.00	15.56
		1	31.33	4.65	6.73	33.72

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (Veh)	Max End of Green Queue EoTS (Veh)	Max End of Red Queue EoTS (Veh)	PCU Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A	1	0.00	0.00	✓	3.96	0.26	3.96	1.00	0.00	37.40
		2	0.00	0.00	✓	2.20	0.20	2.20	1.00	0.00	21.37
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
		2	0.00	0.00	✓	10.91	2.23	10.38	1.00	0.00	108.02
	B	1	0.00	0.00	✓	4.55	0.55	4.55	1.00	0.00	44.58
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	Bx	1	0.00	0.00	✓	3.10	0.20	2.98	1.00	0.00	22.58
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	C	1	0.00	0.00	✓	16.64	1.47	13.23	1.00	0.00	103.27
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	Cx	1	0.00	0.00	✓	7.95			1.00	0.00	22.48
		2	0.00	0.00	✓	13.07			1.00	0.00	55.69

Pedestrian Crossing Results

Pedestrian Crossings: Pedestrian summary

Time Segment	Crossing	Side	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Mean max queue (Ped)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	(ALL)	(ALL)	30	100	11000	4	61.68	3.50	24.33	24.33

Pedestrian Crossings: Flows and signals

Time Segment	Crossing	Side	Calculated flow entering (Ped/hr)	Calculated flow out (Ped/hr)	Flow discrepancy (Ped/hr)	Adjusted flow warning	Calculated sat flow (Ped/hr)	Calculated capacity (Ped/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	(ALL)	(ALL)	100	100	0		11000	338	30		238	0.00	4

Pedestrian Crossings: Stops and delays

Time Segment	Crossing	Side	Mean Cruise Time per Ped (s)	Mean Delay per Ped (s)	Uniform delay (Ped-hr/hr)	Random plus oversat delay (Ped-hr/hr)	Weighted cost of delay (£ per hr)
08:00-09:00	2	1	6.33	61.68	1.71	0.00	24.33
		2	6.33	61.68	1.71	0.00	24.33
	3	1	6.33	61.68	1.71	0.00	24.33
		2	6.33	61.68	1.71	0.00	24.33
	4	1	5.67	61.68	1.71	0.00	24.33
		2	5.67	61.68	1.71	0.00	24.33

Pedestrian Crossings: Queues and blocking

Time Segment	Crossing	Side	Mean max queue (Ped)	Max queue storage (Ped)	Utilised storage (%)	Average storage excess queue (Ped)	Average limit excess queue (Ped)	Excess queue penalty (£ per hr)
08:00-09:00	(ALL)	(ALL)	3.50	10.00	35.00	0.00	0.00	0.00

Pedestrian Crossings: Journey times

Time Segment	Crossing	Side	Distance travelled (Ped-km/hr)	Time spent (Ped-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
08:00-09:00	2	1	0.90	1.89	0.48	68.01
		2	0.90	1.89	0.48	68.01
	3	1	0.90	1.89	0.48	68.01
		2	0.90	1.89	0.48	68.01
	4	1	0.80	1.87	0.43	67.34
		2	0.80	1.87	0.43	67.34

Pedestrian Crossings: Advanced

Time Segment	Crossing	Side	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Mean Max Queue EoTS (Ped)	Ped Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	(ALL)	(ALL)	0.00	0.00	3.50	1.00	0.00	24.33

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
2	07/04/2022 19:20:30	07/04/2022 19:20:31	08:00	130	561.36	38.02	84.81	B/1	0	0	B/1	10/1	B/

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	85	0	4026	936	24.81	393.96	21.43	415.39

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	30	600	24	61.68	145.97	145.97

Network Results: Flows and signals

Time Segment	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))
08:00-09:00	4626	4626	0		85		18	960

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	10.54	29.59	32.68	5.34	539.93	36.95	1567.16	142.00	21.43

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
08:00-09:00	119.24	0.00	235.00	119.00	354.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
08:00-09:00	380.89	51.51	7.39

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0.00	0.00	✓	1.00	0.00	0.00	561.36

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

	To								
From		1	2	3	4	5	6	7	8
	1	0.0	92.3	92.4	92.9	0.0	0.0	0.0	0.0
	2	83.0	0.0	82.7	83.1	0.0	0.0	0.0	0.0
	3	96.8	73.9	0.0	96.9	0.0	0.0	0.0	0.0
	4	138.4	137.9	86.2	0.0	0.0	0.0	0.0	0.0
	5	0.0	0.0	0.0	0.0	0.0	0.0	68.0	0.0
	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	68.0
	7	0.0	0.0	0.0	0.0	68.0	0.0	0.0	67.3
	8	0.0	0.0	0.0	0.0	0.0	68.0	67.3	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (Veh/hr)	Pedestrian calculated flow (Ped/hr)	Normal journey time (s)	Pedestrian journey time (s)	Calculated Total Flow (Veh/hr)	Avg journey time (s)
1	1	2	21		92.30		21	92.30
2	1	3	21		92.43		21	92.43
3	1	4	43		92.89		43	92.89
5	2	3	201		82.65		201	82.65
6	2	4	247		83.11		247	83.11
7	2	1	7		83.05		7	83.05
16	4	2	267		137.87		267	137.87
17	8	7		100		67.34	100	67.34
18	8	6		100		68.01	100	68.01
22	5	7		100		68.01	100	68.01
34	6	8		100		68.01	100	68.01
41	7	8		100		67.34	100	67.34
42	7	5		100		68.01	100	68.01
49	4	1	14		138.40		14	138.40
50	4	3	204		86.24		204	86.24
51	3	2	232		73.92		232	73.92
52	3	4	258		96.90		258	96.90
53	3	1	7		96.84		7	96.84

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)
A	1	(untitled)	1	1	C	265	1899	35	6.00	50	98	46.46	34.46	41.35	3.96
	2	(untitled)	1	1	C	232 <	1800	35	0.00	47	115	24.07	22.48	27.33	2.20 +
Ax	1	(untitled)				426	Unrestricted	130	46.00	0	Unrestricted	16.26	0.00	0.00	0.00
B	1	(untitled)	1	1	A	281	2051	20	0.00	85	18	106.18	94.18	103.10	10.80
	2	(untitled)	1	1	A	204 <	1993	20	0.00	63	58	54.42	53.12	72.02	4.56 +
Bx	1	(untitled)				548	Unrestricted	130	30.00	0	Unrestricted	16.72	0.00	0.00	0.00
C	1	(untitled)	1	1	D	85	1999	10	0.00	46	117	76.17	64.17	99.89	3.10
Cx	1	(untitled)				28	Unrestricted	130	113.00	0	Unrestricted	16.66	0.00	0.00	0.00
D	1	(untitled)	1	1	B	455	2020	36	0.00	79	26	66.39	54.39	99.17	16.61
Dx	1	(untitled)				520	Unrestricted	130	40.00	0	Unrestricted	16.13	0.00	0.00	0.00
9	1		1			485 <	1800	130	50.00	40	149	15.56	10.37	43.47	7.95 +
10	1		1			497 <	1800	130	69.00	57	76	33.72	26.15	70.95	13.07 +

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
2	1	(untitled)	1	1	E	100	11000	4	30	238	68.01	61.68	3.50	100	0
	2	(untitled)	1	1	E	100	11000	4	30	238	68.01	61.68	3.50	100	0
3	1	(untitled)	1	1	E	100	11000	4	30	238	68.01	61.68	3.50	100	0
	2	(untitled)	1	1	E	100	11000	4	30	238	68.01	61.68	3.50	100	0
4	1	(untitled)	1	1	E	100	11000	4	30	238	67.34	61.68	3.50	100	0
	2	(untitled)	1	1	E	100	11000	4	30	238	67.34	61.68	3.50	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	375.69	40.21	9.34	22.40	5.34	393.96	21.43	0.00	415.39
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	5.20	11.30	0.46	10.28	0.00	145.97	0.00	0.00	145.97
TOTAL	380.89	51.51	7.39	32.68	5.34	539.93	21.43	0.00	561.36

- | < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- | * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- | ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- | + = average link/traffic stream excess queue is greater than 0
- | P.I. = PERFORMANCE INDEX

A3 - DO SOMETHING - 2041 (OPENING YEAR + 15 YEARS)

D3 - DO SOMETHING - 2041 (OPENING YEAR + 15 YEARS), *

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
3	07/04/2022 19:20:31	07/04/2022 19:20:32	08:00	130	659.86	44.99	88.52	B/1	0	0	B/1	10/1	B/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
DO SOMETHING - 2041 (OPENING YEAR + 15 YEARS)		D3	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
DO SOMETHING - 2041 (OPENING YEAR + 15 YEARS).				08:00	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
A	(untitled)		1
Ax	(untitled)		
B	(untitled)		1
Bx	(untitled)		
C	(untitled)		1
Cx	(untitled)		
D	(untitled)		1
Dx	(untitled)		
9			1
10			1

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A	1	(untitled)			100.00	✓	Sum of lanes	1898	✓	1800	✓		Normal	
	2				14.00	✓	Sum of lanes	1800			✓		Normal	
Ax	1	(untitled)		✓	135.51								Normal	
B	1	(untitled)			100.00	✓	Sum of lanes	2051			✓		Normal	
	2				18.00	✓	Sum of lanes	1993			✓	✓	Normal	
Bx	1	(untitled)		✓	139.32								Normal	
C	1	(untitled)			100.00	✓	Sum of lanes	1999			✓		Normal	
Cx	1	(untitled)		✓	138.83								Normal	
D	1	(untitled)			100.00	✓	Sum of lanes	2020			✓		Normal	
Dx	1	(untitled)		✓	134.44								Normal	
9	1			✓	43.24	✓	Sum of lanes	1800					Normal	
10	1			✓	63.04	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
A	1	1	(untitled)		✓	N/A	N/A	2	3.00	✓	98	38.14		1898
	2	1	(untitled)											1800
Ax	1	1	(untitled)											
B	1	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	5	43.56		2051
	2	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	100	48.44		1993
Bx	1	1	(untitled)											
C	1	1	(untitled)		✓	N/A	N/A	-10	3.00	✓	75	40.00		1999
Cx	1	1	(untitled)											
D	1	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	46	40.00		2020
Dx	1	1	(untitled)											
9	1	1	(untitled)											1800
10	1	1	(untitled)											1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Queue limit (PCU)	Excess queue penalty (£)	Has degree of saturation limit
A	1	CTM	100	100	100		0.00				
	2	Flare	100	100	100		2.00				
Ax	1	NetworkDefault	100	100	100		0.00				
B	1	PDM	100	100	100		0.00	✓	0.00	0.00	
	2	Flare	100	100	100		4.00				
Bx	1	NetworkDefault	100	100	100		0.00				
C	1	PDM	100	100	100		0.00				
Cx	1	NetworkDefault	100	100	100		0.00				
D	1	PDM	100	100	100		0.00				
Dx	1	NetworkDefault	100	100	100		0.00				
9	1	NetworkDefault	100	100	100		0.00				
10	1	NetworkDefault	100	100	100		0.00				

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
A	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
	2	2.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
Ax	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
B	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
	2	4.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
Bx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
C	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
Cx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
D	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
Dx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
9	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130
10	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	130

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (Veh/hr)	Normal Flow (Veh/hr)
A	1	287	287
	2	242	242
Ax	1	445	445
B	1	295	295
	2	213	213
Bx	1	582	582
C	1	85	85
Cx	1	28	28
D	1	477	477
Dx	1	544	544
9	1	508	508
10	1	529	529

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A	1	1	C	
	2	1	C	
B	1	1	A	
	2	1	A	
C	1	1	D	
D	1	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
C	1	12.00	30.00
D	1	12.00	30.00
9	1	5.19	30.00
10	1	7.56	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
A	1	1	10/1	A/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	10/1	A/2	1.68	30.00	✓	Straight	Straight Movement
Ax	1	1	C/1	Ax/1	16.26	30.00	✓	Straight	Straight Movement
B	1	1	9/1	B/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	9/1	B/2	2.16	30.00	✓	Straight	Straight Movement
Bx	1	1	A/1	Bx/1	16.72	30.00	✓	Nearside	38.14
Cx	1	1	A/1	Cx/1	16.66	30.00	✓	Straight	Straight Movement
Dx	1	1	C/1	Dx/1	16.13	30.00	✓	Nearside	40.00
Ax	1	2	D/1	Ax/1	16.26	30.00	✓	Nearside	40.00
Bx	1	2	D/1	Bx/1	16.72	30.00	✓	Straight	Straight Movement
Cx	1	2	B/1	Cx/1	16.66	30.00	✓	Nearside	43.56
Dx	1	2	B/1	Dx/1	16.13	30.00	✓	Straight	Straight Movement
Ax	1	3	B/2	Ax/1	16.26	30.00	✓	Offside	48.44
Bx	1	3	C/1	Bx/1	16.72	30.00	✓	Offside	60.00
Cx	1	3	D/1	Cx/1	16.66	30.00	✓	Offside	55.00
Dx	1	3	A/2	Dx/1	16.13	30.00	✓	Offside	47.67

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
B	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	A/2	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	8.00	5.33	5.40
4	(untitled)		1		Farside	7.00	4.67	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Signal Timings

Network Default: 130s cycle time; 130 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		5	NetworkDefault	130

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Relative

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	20	300	0	0	Traffic	
	B	(untitled)	36	300	0	0	Traffic	
	C	(untitled)	35	300	0	0	Traffic	
	D	(untitled)	10	10	0	1	Traffic	
	E	(untitled)	4	4	0	0	Pedestrian	0

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1
	5	E	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 2, 3, 4, 5	20, 54, 98, 112, 125
	2	(untitled)	Single	1, 2, 3, 5, 4	20, 54, 98, 111, 125
	3	(untitled)	Single	1, 2, 4, 3, 5	20, 54, 68, 112, 125
	4	(untitled)	Single	1, 2, 4, 5, 3	20, 54, 68, 81, 125
	5	(untitled)	Single	1, 2, 5, 3, 4	25, 66, 75, 115, 0
	6	(untitled)	Single	1, 2, 5, 4, 3	20, 54, 67, 81, 125
	7	(untitled)	Single	1, 3, 2, 4, 5	20, 64, 99, 113, 125
	8	(untitled)	Single	1, 3, 2, 5, 4	20, 64, 99, 112, 125
	9	(untitled)	Single	1, 3, 4, 2, 5	20, 64, 78, 112, 125
	10	(untitled)	Single	1, 3, 4, 5, 2	20, 64, 78, 91, 125

Intergreen Matrix for Controller Stream 1

	To					
	A	B	C	D	E	
From	A	5	5	9	5	
	B	5		5	5	
	C	5	6		5	5
	D	5	5	5		5
	E	5	5	5	5	

Banned Stage transitions for Controller Stream 1

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

Interstage Matrix for Controller Stream 1

	To					
From		1	2	3	4	5
	1	0	5	5	9	5
	2	5	0	5	5	5
	3	5	6	0	5	5
	4	5	5	5	0	5
	5	5	5	5	5	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	5	25	20	1	20
	2	✓	2	B	30	66	36	1	36
	3	✓	5	E	71	75	4	1	4
	4	✓	3	C	80	115	35	1	35
	5	✓	4	D	120	0	10	1	10

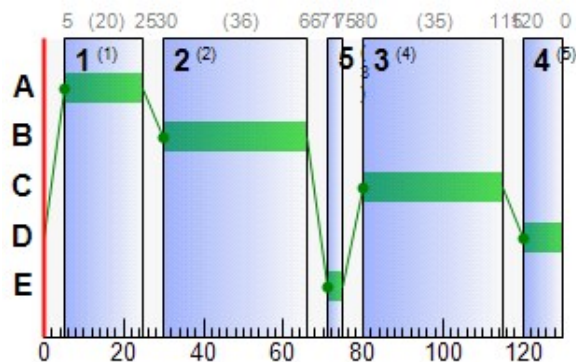
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	5	25	20
	B	1	✓	30	66	36
	C	1	✓	80	115	35
	D	1	✓	120	0	10
	E	1	✓	71	75	4

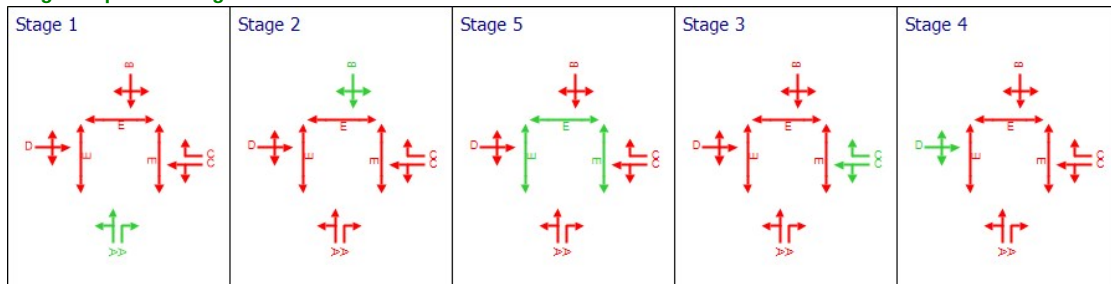
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	C	80	115	35
A	2	1	1	C	80	115	35
B	1	1	1	A	5	25	20
B	2	1	1	A	5	25	20
C	1	1	1	D	120	0	10
D	1	1	1	B	30	66	36

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
08:00-09:00	1	0.00	0.00	0.00	0.00

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A	1	55	83	287	1898	35	39.17	4.74	27.23	44.34	1.64	45.98
		2	49	106	242	1800	35	22.10	2.23	111.52	21.09	0.80	21.90
	Ax	1	0	Unrestricted	444	Unrestricted	130	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	89	13	293	2051	20	113.43	12.19	70.06	131.22	4.08	135.29
		2	66	52	212	1993	20	62.16	4.65	116.18	51.92	1.87	53.79
	Bx	1	0	Unrestricted	582	Unrestricted	130	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	46	117	85	1999	10	64.17	3.10	17.82	21.52	1.06	22.58
	Cx	1	0	Unrestricted	28	Unrestricted	130	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	83	21	477	2020	36	57.99	17.95	103.19	109.12	6.15	115.26
	Dx	1	0	Unrestricted	542	Unrestricted	130	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	58	72	508	1800	130	27.26	27.21	361.87	54.62	0.44	55.07
	10	1	62	62	529	1800	130	28.31	14.60	133.13	59.08	4.94	64.02

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Calculated sat flow (Veh/hr)	Calculated capacity (Veh/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	A	1	287	287	0		1898	526	55		83	1.04	35
		2	242	242	0		1800	498	49		106	1.03	35
	Ax	1	444	444	1	✓	Unrestricted	Unrestricted	0		Unrestricted	0.92	130
	B	1	293	293	2	✓	2051	331	89		13	0.98	20
		2	212	212	1	✓	1993	322	66		52	1.02	20
	Bx	1	582	582	0		Unrestricted	Unrestricted	0		Unrestricted	0.62	130
	C	1	85	85	0		1999	185	46		117	0.00	10
	Cx	1	28	28	0		Unrestricted	Unrestricted	0		Unrestricted	0.58	130
	D	1	477	477	0		2020	575	83		21	0.00	36
	Dx	1	542	542	2	✓	Unrestricted	Unrestricted	0		Unrestricted	0.87	130
	9	1	508	505	0		1800	873	58		72	0.00	130
	10	1	529	529	0		1800	860	62		62	0.00	130

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	A	1	12.00	39.17	2.80	0.33	44.34	45.67	122.13	8.96	1.64
		2	1.68	22.10	1.25	0.24	21.09	26.48	57.74	6.34	0.80
	Ax	1	16.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		1	12.00	113.43	6.39	2.85	131.22	110.91	251.35	73.92	4.08
	B	2	2.16	62.16	2.96	0.70	51.92	70.43	131.60	17.55	1.87
		1	16.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Bx	1	12.00	64.17	1.32	0.19	21.52	99.89	79.61	5.29	1.06
		1	16.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	12.00	57.99	5.77	1.91	109.12	102.75	438.55	51.55	6.15
		1	16.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	5.19	27.26	3.44	0.40	54.62	6.98	24.17	11.07	0.44
		1	7.56	28.31	3.67	0.49	59.08	74.48	380.52	13.46	4.94

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (Veh)	Mean max queue (Veh)	Max queue storage (Veh)	Utilised storage (%)	Average storage excess queue (Veh)	Average limit excess queue (Veh)	Excess queue penalty (£ per hr)	Wasted time starvation (s per cycle)	Wasted time blocking back (s per cycle)	Wasted time total (s per cycle)	Estimated blocking
08:00-09:00	A	1	0.00	4.74	17.39	27.23	0.00	0.00	0.00	5.00	0.00	5.00	
		2	2.00	2.23	2.00	111.52	0.12	0.00	0.00	0.00	0.00	0.00	
	Ax	1	0.00	0.00	23.57	0.00	0.00	0.00	0.00	46.00	0.00	46.00	
		1	0.00	12.19	17.39	70.06	0.00	9.84	0.00	0.00	0.00	0.00	
	B	2	4.00	4.65	4.00	116.18	0.34	0.00	0.00	0.00	0.00	0.00	
		1	0.00	0.00	24.23	0.00	0.00	0.00	0.00	24.00	0.00	24.00	
	Cx	1	0.00	3.10	17.39	17.82	0.00	0.00	0.00	0.00	0.00	0.00	
		1	0.00	0.00	24.14	0.00	0.00	0.00	0.00	113.00	0.00	113.00	
	D	1	0.00	17.95	17.39	103.19	0.01	0.00	0.00	0.00	0.00	0.00	
		1	0.00	0.00	23.38	0.00	0.00	0.00	0.00	39.00	0.00	39.00	
	9	1	0.00	27.21	7.52	361.87	10.59	0.00	0.00	0.00	76.00	76.00	
		1	0.00	14.60	10.96	133.13	0.36	0.00	0.00	0.00	70.00	70.00	

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
08:00-09:00	A	1	28.70	4.08	7.04	51.17
		2	3.39	1.59	2.13	23.69
	Ax	1	60.14	2.00	30.00	16.26
		1	29.33	10.22	2.87	125.43
	B	2	3.81	3.74	1.02	63.50
		1	81.09	2.70	30.00	16.72
	Cx	1	8.50	1.80	4.73	76.17
		1	3.88	0.13	30.00	16.66
	D	1	47.70	9.27	5.14	69.99
		1	72.91	2.43	30.00	16.13
	9	1	21.97	4.58	4.80	32.45
		1	33.35	5.27	6.33	35.88

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (Veh)	Max End of Green Queue EoTS (Veh)	Max End of Red Queue EoTS (Veh)	PCU Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A	1	0.00	0.00	✓	4.74	0.33	4.72	1.00	0.00	45.98
		2	0.00	0.00	✓	2.23	0.23	2.23	1.00	0.00	21.90
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
		2	0.00	0.00		12.42	3.09	11.68	1.00	0.00	135.29
	B	1	0.00	0.00		4.64	0.64	4.64	1.00	0.00	53.79
		2	0.00	0.00		0.00			1.00	0.00	0.00
	Bx	1	0.00	0.00	✓	3.10	0.20	2.98	1.00	0.00	22.58
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	C	1	0.00	0.00	✓	18.00	1.96	14.29	1.00	0.00	115.26
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	D	1	0.00	0.00	✓	27.21			1.00	0.00	55.07
		2	0.00	0.00	✓	14.60			1.00	0.00	64.02

Pedestrian Crossing Results

Pedestrian Crossings: Pedestrian summary

Time Segment	Crossing	Side	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Mean max queue (Ped)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	(ALL)	(ALL)	30	100	11000	4	61.68	3.50	24.33	24.33

Pedestrian Crossings: Flows and signals

Time Segment	Crossing	Side	Calculated flow entering (Ped/hr)	Calculated flow out (Ped/hr)	Flow discrepancy (Ped/hr)	Adjusted flow warning	Calculated sat flow (Ped/hr)	Calculated capacity (Ped/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	(ALL)	(ALL)	100	100	0		11000	338	30		238	0.00	4

Pedestrian Crossings: Stops and delays

Time Segment	Crossing	Side	Mean Cruise Time per Ped (s)	Mean Delay per Ped (s)	Uniform delay (Ped-hr/hr)	Random plus oversat delay (Ped-hr/hr)	Weighted cost of delay (£ per hr)
08:00-09:00	2	1	6.33	61.68	1.71	0.00	24.33
		2	6.33	61.68	1.71	0.00	24.33
	3	1	6.33	61.68	1.71	0.00	24.33
		2	6.33	61.68	1.71	0.00	24.33
	4	1	5.67	61.68	1.71	0.00	24.33
		2	5.67	61.68	1.71	0.00	24.33

Pedestrian Crossings: Queues and blocking

Time Segment	Crossing	Side	Mean max queue (Ped)	Max queue storage (Ped)	Utilised storage (%)	Average storage excess queue (Ped)	Average limit excess queue (Ped)	Excess queue penalty (£ per hr)
08:00-09:00	(ALL)	(ALL)	3.50	10.00	35.00	0.00	0.00	0.00

Pedestrian Crossings: Journey times

Time Segment	Crossing	Side	Distance travelled (Ped-km/hr)	Time spent (Ped-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
08:00-09:00	2	1	0.90	1.89	0.48	68.01
		2	0.90	1.89	0.48	68.01
	3	1	0.90	1.89	0.48	68.01
		2	0.90	1.89	0.48	68.01
	4	1	0.80	1.87	0.43	67.34
		2	0.80	1.87	0.43	67.34

Pedestrian Crossings: Advanced

Time Segment	Crossing	Side	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Mean Max Queue EoTS (Ped)	Ped Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	(ALL)	(ALL)	0.00	0.00	3.50	1.00	0.00	24.33

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
3	07/04/2022 19:20:31	07/04/2022 19:20:32	08:00	130	659.86	44.99	88.52	B/1	0	0	B/1	10/1	B/

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	89	0	4229	936	29.55	492.91	20.99	513.89

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	30	600	24	61.68	145.97	145.97

Network Results: Flows and signals

Time Segment	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))
08:00-09:00	4829	4826	6	✓	89		13	960

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	10.57	33.54	37.88	7.11	638.88	34.67	1485.67	188.14	20.99

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
08:00-09:00	361.87	0.00	227.00	146.00	373.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
08:00-09:00	399.95	59.11	6.77

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warm up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0.00	0.00		1.00	0.00	0.00	659.86

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

	To							
	1	2	3	4	5	6	7	8
1	0.0	92.3	92.4	92.9	0.0	0.0	0.0	0.0
2	86.7	0.0	86.3	86.7	0.0	0.0	0.0	0.0

From	4	5	6	7	8
	174.5	0.0	0.0	0.0	0.0
	174.0	0.0	0.0	0.0	68.0
	112.2	0.0	0.0	0.0	68.0
	0.0	0.0	0.0	68.0	67.3
	0.0	0.0	0.0	68.0	67.3

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (Veh/hr)	Pedestrian calculated flow (Ped/hr)	Normal journey time (s)	Pedestrian journey time (s)	Calculated Total Flow (Veh/hr)	Avg journey time (s)
1	1	2	21		92.30		21	92.30
2	1	3	21		92.43		21	92.43
3	1	4	43		92.89		43	92.89
5	2	3	211		86.26		211	86.26
6	2	4	259		86.71		259	86.71
7	2	1	7		86.65		7	86.65
16	4	2	281		174.01		281	174.01
17	8	7		100		67.34	100	67.34
18	8	6		100		68.01	100	68.01
22	5	7		100		68.01	100	68.01
34	6	8		100		68.01	100	68.01
41	7	8		100		67.34	100	67.34
42	7	5		100		68.01	100	68.01
49	4	1	14		174.54		14	174.54
50	4	3	213		112.21		213	112.21
51	3	2	242		75.70		242	75.70
52	3	4	280		103.76		280	103.76
53	3	1	7		103.71		7	103.71

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)
A	1	(untitled)	1	1	C	287	1898	35	5.00	55	83	51.17	39.17	45.67	4.74
	2	(untitled)	1	1	C	242 <	1800	35	0.00	49	106	23.69	22.10	26.48	2.23 +
Ax	1	(untitled)				444	Unrestricted	130	46.00	0	Unrestricted	16.26	0.00	0.00	0.00
B	1	(untitled)	1	1	A	293	2051	20	0.00	89	13	125.43	113.43	110.91	12.19
	2	(untitled)	1	1	A	212 <	1993	20	0.00	66	52	63.50	62.16	70.43	4.65 +
Bx	1	(untitled)				582	Unrestricted	130	24.00	0	Unrestricted	16.72	0.00	0.00	0.00
C	1	(untitled)	1	1	D	85	1999	10	0.00	46	117	76.17	64.17	99.89	3.10
Cx	1	(untitled)				28	Unrestricted	130	113.00	0	Unrestricted	16.66	0.00	0.00	0.00
D	1	(untitled)	1	1	B	477 <	2020	36	0.00	83	21	69.99	57.99	102.75	17.95 +
Dx	1	(untitled)				542	Unrestricted	130	39.00	0	Unrestricted	16.13	0.00	0.00	0.00
9	1		1			508 <	1800	130	76.00	58	72	32.45	27.26	6.98	27.21 +
10	1		1			529 <	1800	130	70.00	62	62	35.88	28.31	74.48	14.60 +

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
2	1	(untitled)	1	1	E	100	11000	4	30	238	68.01	61.68	3.50	100	0
	2	(untitled)	1	1	E	100	11000	4	30	238	68.01	61.68	3.50	100	0
3	1	(untitled)	1	1	E	100	11000	4	30	238	68.01	61.68	3.50	100	0
	2	(untitled)	1	1	E	100	11000	4	30	238	68.01	61.68	3.50	100	0
4	1	(untitled)	1	1	E	100	11000	4	30	238	67.34	61.68	3.50	100	0
	2	(untitled)	1	1	E	100	11000	4	30	238	67.34	61.68	3.50	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	394.75	47.82	8.26	27.60	7.11	492.91	20.99	0.00	513.89
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	5.20	11.30	0.46	10.28	0.00	145.97	0.00	0.00	145.97
TOTAL	399.95	59.11	6.77	37.88	7.11	638.88	20.99	0.00	659.86

- | < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- | * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- | ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- | + = average link/traffic stream excess queue is greater than 0
- | P.I. = PERFORMANCE INDEX



TRANSYT 15

Version: 15.5.2.7994
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Filename: Junction 1 - DO SOMETHING - PM.t16

Path: \\wmfilesrv\Moylan\Projects\19\19-020 - Malahide Road\Design\Traffic\Junction Modelling\MODELLING SEPT 2021\Junction 1

Report generation date: 07/04/2022 19:24:37

»A1 - DO SOMETHING - 2026 (OPENING YEAR) : D1 - DO SOMETHING - 2026 (OPENING YEAR), * :
»A2 - DO SOMETHING - 2031 (OPENING YEAR + 5 YEARS) : D2 - DO SOMETHING - 2031 (OPENING YEAR + 5 YEARS), * :
»A3 - DO SOMETHING - 2041 (OPENING YEAR + 15 YEARS) : D3 - DO SOMETHING - 2041 (OPENING YEAR + 15 YEARS), * :

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAINf.silva
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber
			✓		✓		✓	✓					

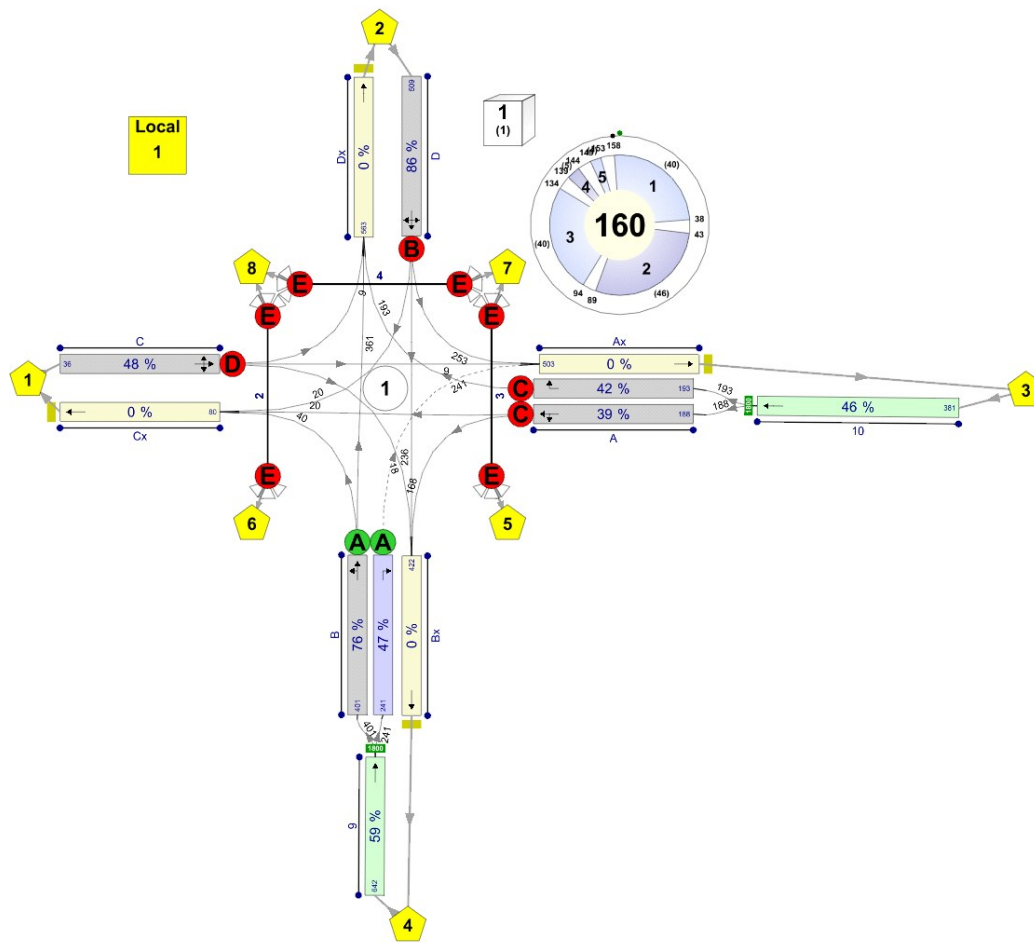
Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	Veh	Veh	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Numerical		ID	Normal	Normal	✓

Network Diagrams



(untitled)
Diagram produced using TRANSYT 15.5.2.7994

A1 - DO SOMETHING - 2026 (OPENING YEAR)

D1 - DO SOMETHING - 2026 (OPENING YEAR), *

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC
1	07/04/2022 19:24:17	07/04/2022 19:24:18	17:00	160	503.59	34.35	72.95	D/1	0	0	D/1	9/1	D/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
DO SOMETHING - 2026 (OPENING YEAR)		D1	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
DO SOMETHING - 2026 (OPENING YEAR),				17:00	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
A	(untitled)		1
Ax	(untitled)		
B	(untitled)		1
Bx	(untitled)		
C	(untitled)		1
Cx	(untitled)		
D	(untitled)		1
Dx	(untitled)		
9			1
10			1

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A	1	(untitled)			100.00	✓	Sum of lanes	1907	✓	1800	✓		Normal	
	2				14.00	✓	Sum of lanes	1800			✓		Normal	
Ax	1	(untitled)		✓	135.51								Normal	
B	1	(untitled)			100.00	✓	Sum of lanes	2047			✓		Normal	
	2				18.00	✓	Sum of lanes	1994			✓	✓	Normal	
Bx	1	(untitled)		✓	139.32								Normal	
C	1	(untitled)			100.00	✓	Sum of lanes	1998			✓		Normal	
Cx	1	(untitled)		✓	138.82								Normal	
D	1	(untitled)			100.00	✓	Sum of lanes	2016			✓		Normal	
Dx	1	(untitled)		✓	133.75								Normal	
9	1			✓	43.24	✓	Sum of lanes	1800					Normal	
10	1			✓	63.04	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
A	1	1	(untitled)		✓	N/A	N/A	2	3.00	✓	86	38.14		1907
	2	1	(untitled)											1800
Ax	1	1	(untitled)											
B	1	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	11	43.06		2047
	2	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	100	48.94		1994
Bx	1	1	(untitled)											
C	1	1	(untitled)		✓	N/A	N/A	-10	3.00	✓	75	39.69		1998
Cx	1	1	(untitled)											
D	1	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	51	40.00		2016
Dx	1	1	(untitled)											
9	1	1	(untitled)											1800
10	1	1	(untitled)											1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Queue limit (PCU)	Excess queue penalty (£)	Has degree of saturation limit
A	1	CTM	100	100	100		0.00				
	2	Flare	100	100	100		2.00				
Ax	1	NetworkDefault	100	100	100		0.00				
B	1	PDM	100	100	100		0.00	✓	0.00	0.00	
	2	Flare	100	100	100		4.00				
Bx	1	NetworkDefault	100	100	100		0.00				
C	1	PDM	100	100	100		0.00				
Cx	1	NetworkDefault	100	100	100		0.00				
D	1	PDM	100	100	100		0.00				
Dx	1	NetworkDefault	100	100	100		0.00				
9	1	NetworkDefault	100	100	100		0.00				
10	1	NetworkDefault	100	100	100		0.00				

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
A	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
	2	2.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
Ax	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
B	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
	2	4.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
Bx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
C	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
Cx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
D	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
Dx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
9	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
10	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (Veh/hr)	Normal Flow (Veh/hr)
A	1	148	148
	2	161	161
Ax	1	380	380
B	1	362	362
	2	169	169
Bx	1	356	356
C	1	36	36
Cx	1	80	80
D	1	432	432
Dx	1	492	492
9	1	531	531
10	1	309	309

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A	1	1	C	
	2	1	C	
B	1	1	A	
	2	1	A	
C	1	1	D	
D	1	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
C	1	12.00	30.00
D	1	12.00	30.00
9	1	5.19	30.00
10	1	7.56	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
A	1	1	10/1	A/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	10/1	A/2	1.68	30.00	✓	Straight	Straight Movement
Ax	1	1	C/1	Ax/1	16.26	30.00	✓	Straight	Straight Movement
B	1	1	9/1	B/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	9/1	B/2	2.16	30.00	✓	Straight	Straight Movement
Bx	1	1	A/1	Bx/1	16.72	30.00	✓	Nearside	38.14
Cx	1	1	A/1	Cx/1	16.66	30.00	✓	Straight	Straight Movement
Dx	1	1	C/1	Dx/1	16.05	30.00	✓	Nearside	39.69
Ax	1	2	D/1	Ax/1	16.26	30.00	✓	Nearside	40.00
Bx	1	2	D/1	Bx/1	16.72	30.00	✓	Straight	Straight Movement
Cx	1	2	B/1	Cx/1	16.66	30.00	✓	Nearside	43.06
Dx	1	2	B/1	Dx/1	16.05	30.00	✓	Straight	Straight Movement
Ax	1	3	B/2	Ax/1	16.26	30.00	✓	Offside	48.94
Bx	1	3	C/1	Bx/1	16.72	30.00	✓	Offside	60.00
Cx	1	3	D/1	Cx/1	16.66	30.00	✓	Offside	55.00
Dx	1	3	A/2	Dx/1	16.05	30.00	✓	Offside	47.36

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
B	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	A/2	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	8.00	5.33	5.40
4	(untitled)		1		Farside	7.00	4.67	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Signal Timings

Network Default: 160s cycle time; 160 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		1	NetworkDefault	160

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Relative

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	30	300	0	0	Traffic	
	B	(untitled)	25	300	0	0	Traffic	
	C	(untitled)	40	300	0	0	Traffic	
	D	(untitled)	5	5	0	0	Traffic	
	E	(untitled)	4	4	0	0	Pedestrian	0

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1
	5	E	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 2, 3, 4, 5	38, 89, 134, 144, 153
	2	(untitled)	Single	1, 2, 3, 5, 4	20, 54, 98, 111, 125
	3	(untitled)	Single	1, 2, 4, 3, 5	20, 54, 68, 112, 125
	4	(untitled)	Single	1, 2, 4, 5, 3	20, 54, 68, 81, 125
	5	(untitled)	Single	1, 2, 5, 3, 4	20, 54, 67, 111, 125
	6	(untitled)	Single	1, 2, 5, 4, 3	20, 54, 67, 81, 125
	7	(untitled)	Single	1, 3, 2, 4, 5	20, 64, 99, 113, 125
	8	(untitled)	Single	1, 3, 2, 5, 4	20, 64, 99, 112, 125
	9	(untitled)	Single	1, 3, 4, 2, 5	20, 64, 78, 112, 125
	10	(untitled)	Single	1, 3, 4, 5, 2	20, 64, 78, 91, 125

Intergreen Matrix for Controller Stream 1

	To					
	A	B	C	D	E	
From	A	5	5	9	5	
	B	5		5	5	
	C	5	6		5	5
	D	5	5	5		5
	E	5	5	5	5	

Banned Stage transitions for Controller Stream 1

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

Interstage Matrix for Controller Stream 1

	To					
From		1	2	3	4	5
	1	0	5	5	9	5
	2	5	0	5	5	5
	3	5	6	0	5	5
	4	5	5	5	0	5
	5	5	5	5	5	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	158	38	40	1	30
	2	✓	2	B	43	89	46	1	25
	3	✓	3	C	94	134	40	1	40
	4	✓	4	D	139	144	5	1	5
	5	✓	5	E	149	153	4	1	4

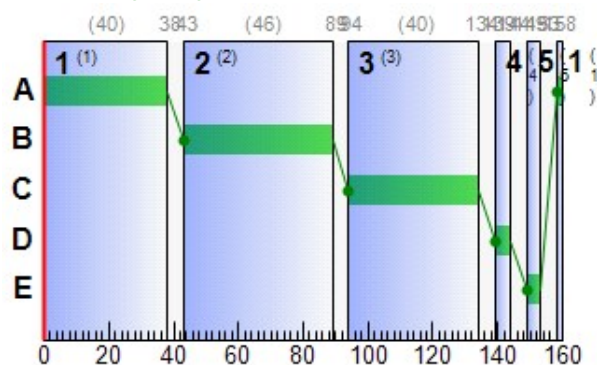
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	158	38	40
	B	1	✓	43	89	46
	C	1	✓	94	134	40
	D	1	✓	139	144	5
	E	1	✓	149	153	4

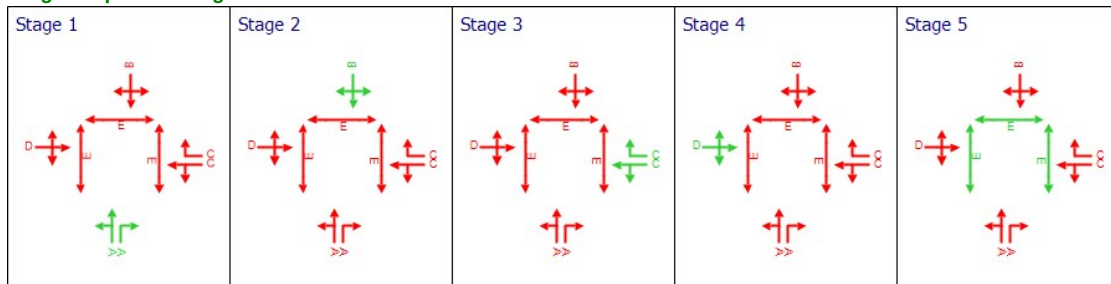
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	C	94	134	40
A	2	1	1	C	94	134	40
B	1	1	1	A	158	38	40
B	2	1	1	A	158	38	40
C	1	1	1	D	139	144	5
D	1	1	1	B	43	89	46

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
17:00-18:00	1	0.00	0.00	0.00	0.00

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	A	1	30	230	148	1907	40	33.90	2.34	13.44	19.79	0.66	20.45
		2	35	186	161	1800	40	29.83	2.09	104.69	18.94	0.62	19.56
	Ax	1	0	Unrestricted	380	Unrestricted	160	0.00	0.00	0.00	0.00	0.00	0.00
		2	69	45	362	2047	40	55.62	12.77	73.44	79.42	3.37	82.79
	B	1	33	202	169	1994	40	45.04	4.08	102.05	30.02	1.29	31.31
		2	0	Unrestricted	356	Unrestricted	160	0.00	0.00	0.00	0.00	0.00	0.00
	Bx	1	48	108	36	1998	5	96.95	1.77	10.20	13.77	0.50	14.26
	C	1	0	Unrestricted	80	Unrestricted	160	0.00	0.00	0.00	0.00	0.00	0.00
	Cx	1	73	37	432	2016	46	58.81	18.12	104.21	100.22	5.06	105.28
	D	1	0	Unrestricted	492	Unrestricted	160	0.00	0.00	0.00	0.00	0.00	0.00
	Dx	1	39	159	531	1800	160	7.03	7.94	105.57	14.71	2.14	16.86
	9	1	33	199	309	1800	160	23.79	8.15	74.36	28.99	2.25	31.24

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Calculated sat flow (Veh/hr)	Calculated capacity (Veh/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
17:00-18:00	A	1	148	148	0		1907	489	30		230	0.97	40
		2	161	161	0		1800	461	35		186	0.97	40
	Ax	1	380	380	0		Unrestricted	Unrestricted	0		Unrestricted	0.93	160
		2	362	362	0		2047	525	69		45	0.43	40
	B	1	169	169	0		1994	511	33		202	0.46	40
		2	356	356	0		Unrestricted	Unrestricted	0		Unrestricted	0.83	160
	Bx	1	36	36	0		1998	75	48		108	0.00	5
	C	1	80	80	0		Unrestricted	Unrestricted	0		Unrestricted	0.58	160
	Cx	1	432	432	0		2016	592	73		37	0.00	46
	D	1	492	492	0		Unrestricted	Unrestricted	0		Unrestricted	0.99	160
	Dx	1	531	531	0		1800	1374	39		159	0.00	160
	9	1	309	309	0		1800	923	33		199	0.00	160

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
17:00-18:00	A	1	12.00	33.90	1.33	0.07	19.79	35.53	51.11	1.47	0.66
		2	1.68	29.83	1.23	0.10	18.94	30.61	47.18	2.11	0.62
	Ax	1	16.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	12.00	55.62	4.84	0.76	79.42	74.20	251.82	16.79	3.37
		2	2.16	45.04	2.01	0.10	30.02	60.94	101.15	1.84	1.29
	Bx	1	16.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	12.00	96.95	0.75	0.21	13.77	109.73	34.83	4.67	0.50
	Cx	1	16.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	12.00	58.81	6.09	0.96	100.22	93.46	382.33	21.40	5.06
	Dx	1	16.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	5.19	7.03	0.91	0.12	14.71	32.20	168.25	2.73	2.14
	10	1	7.56	23.79	1.96	0.08	28.99	57.99	177.30	1.89	2.25

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (Veh)	Mean max queue (Veh)	Max queue storage (Veh)	Utilised storage (%)	Average storage excess queue (Veh)	Average limit excess queue (Veh)	Excess queue penalty (£ per hr)	Wasted time starvation (s per cycle)	Wasted time blocking back (s per cycle)	Wasted time total (s per cycle)	Estimated blocking
17:00-18:00	A	1	0.00	2.34	17.39	13.44	0.00	0.00	0.00	9.00	0.00	9.00	
		2	2.00	2.09	2.00	104.69	0.04	0.00	0.00	0.00	0.00	0.00	
	Ax	1	0.00	0.00	23.57	0.00	0.00	0.00	0.00	53.00	0.00	53.00	
	B	1	0.00	12.77	17.39	73.44	0.00	6.41	0.00	0.00	0.00	0.00	
		2	4.00	4.08	4.00	102.05	0.02	0.00	0.00	0.00	0.00	0.00	
	Bx	1	0.00	0.00	24.23	0.00	0.00	0.00	0.00	51.00	0.00	51.00	
	C	1	0.00	1.77	17.39	10.20	0.00	0.00	0.00	3.00	0.00	3.00	
	Cx	1	0.00	0.00	24.14	0.00	0.00	0.00	0.00	66.00	0.00	66.00	
	D	1	0.00	18.12	17.39	104.21	0.02	0.00	0.00	0.00	0.00	0.00	
	Dx	1	0.00	0.00	23.26	0.00	0.00	0.00	0.00	54.00	0.00	54.00	
	9	1	0.00	7.94	7.52	105.57	0.01	0.00	0.00	0.00	37.82	37.82	
	10	1	0.00	8.15	10.96	74.36	0.00	0.00	0.00	0.00	79.00	79.00	

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
17:00-18:00	A	1	14.80	1.89	7.84	45.90
		2	2.25	1.40	1.61	31.37
	Ax	1	51.50	1.72	30.00	16.26
	B	1	36.20	6.80	5.32	67.62
		2	3.04	2.19	1.39	46.72
	Bx	1	49.60	1.65	30.00	16.72
	C	1	3.60	1.09	3.30	108.95
	Cx	1	11.11	0.37	30.00	16.66
	D	1	43.20	8.50	5.08	70.81
	Dx	1	65.81	2.19	30.00	16.05
	9	1	22.96	1.80	12.74	12.21
	10	1	19.48	2.69	7.24	31.35

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (Veh)	Max End of Green Queue EoTS (Veh)	Max End of Red Queue EoTS (Veh)	PCU Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
17:00-18:00	A	1	0.00	0.00	✓	2.34	0.07	2.34	1.00	0.00	20.45
		2	0.00	0.00	✓	2.09	0.09	2.09	1.00	0.00	19.56
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
		2	0.00	0.00	✓	12.78	0.76	10.43	1.00	0.00	82.79
	B	1	0.00	0.00	✓	4.08	0.08	4.08	1.00	0.00	31.31
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	Bx	1	0.00	0.00	✓	1.78	0.22	1.76	1.00	0.00	14.26
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	C	1	0.00	0.00	✓	18.13	0.97	14.53	1.00	0.00	105.28
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	D	1	0.00	0.00	✓	7.94			1.00	0.00	16.86
		2	0.00	0.00	✓	8.15			1.00	0.00	31.24

Pedestrian Crossing Results

Pedestrian Crossings: Pedestrian summary

Time Segment	Crossing	Side	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Mean max queue (Ped)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	(ALL)	(ALL)	36	100	11000	4	76.83	4.33	30.31	30.31

Pedestrian Crossings: Flows and signals

Time Segment	Crossing	Side	Calculated flow entering (Ped/hr)	Calculated flow out (Ped/hr)	Flow discrepancy (Ped/hr)	Adjusted flow warning	Calculated sat flow (Ped/hr)	Calculated capacity (Ped/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
17:00-18:00	(ALL)	(ALL)	100	100	0		11000	275	36		175	0.00	4

Pedestrian Crossings: Stops and delays

Time Segment	Crossing	Side	Mean Cruise Time per Ped (s)	Mean Delay per Ped (s)	Uniform delay (Ped-hr/hr)	Random plus oversat delay (Ped-hr/hr)	Weighted cost of delay (£ per hr)
17:00-18:00	2	1	6.33	76.83	2.13	0.00	30.31
		2	6.33	76.83	2.13	0.00	30.31
	3	1	6.33	76.83	2.13	0.00	30.31
		2	6.33	76.83	2.13	0.00	30.31
	4	1	5.67	76.83	2.13	0.00	30.31
		2	5.67	76.83	2.13	0.00	30.31

Pedestrian Crossings: Queues and blocking

Time Segment	Crossing	Side	Mean max queue (Ped)	Max queue storage (Ped)	Utilised storage (%)	Average storage excess queue (Ped)	Average limit excess queue (Ped)	Excess queue penalty (£ per hr)
17:00-18:00	(ALL)	(ALL)	4.33	10.00	43.33	0.00	0.00	0.00

Pedestrian Crossings: Journey times

Time Segment	Crossing	Side	Distance travelled (Ped-km/hr)	Time spent (Ped-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
17:00-18:00	2	1	0.90	2.31	0.39	83.16
		2	0.90	2.31	0.39	83.16
	3	1	0.90	2.31	0.39	83.16
		2	0.90	2.31	0.39	83.16
	4	1	0.80	2.29	0.35	82.50
		2	0.80	2.29	0.35	82.50

Pedestrian Crossings: Advanced

Time Segment	Crossing	Side	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Mean Max Queue EoTS (Ped)	Ped Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
17:00-18:00	(ALL)	(ALL)	0.00	0.00	4.33	1.00	0.00	30.31

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
1	07/04/2022 19:24:17	07/04/2022 19:24:18	17:00	160	503.59	34.35	72.95	D/1	0	0	D/1	9/1	D/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	73	0	3456	1171	22.44	305.87	15.88	321.76

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	36	600	24	76.83	181.83	181.83

Network Results: Flows and signals

Time Segment	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))
17:00-18:00	4056	4056	0		73		37	1195

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
17:00-18:00	10.48	30.48	31.94	2.41	487.71	31.23	1213.97	52.90	15.88

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
17:00-18:00	105.57	0.00	236.00	116.82	352.82

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
17:00-18:00	328.74	46.12	7.13

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0.00	0.00	✓	1.00	0.00	0.00	503.59

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

	To								
From		1	2	3	4	5	6	7	8
	1	0.0	125.0	125.2	125.7	0.0	0.0	0.0	0.0
	2	87.5	0.0	87.1	87.5	0.0	0.0	0.0	0.0
	3	93.9	78.8	0.0	94.0	0.0	0.0	0.0	0.0
	4	96.5	95.9	75.2	0.0	0.0	0.0	0.0	0.0
	5	0.0	0.0	0.0	0.0	0.0	0.0	83.2	0.0
	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.2
	7	0.0	0.0	0.0	0.0	83.2	0.0	0.0	82.5
	8	0.0	0.0	0.0	0.0	0.0	83.2	82.5	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (Veh/hr)	Pedestrian calculated flow (Ped/hr)	Normal journey time (s)	Pedestrian journey time (s)	Calculated Total Flow (Veh/hr)	Avg journey time (s)
1	1	2	9		125.00		9	125.00
2	1	3	9		125.21		9	125.21
3	1	4	18		125.67		18	125.67
5	2	3	202		87.08		202	87.08
6	2	4	210		87.53		210	87.53
7	2	1	20		87.47		20	87.47
16	4	2	322		95.89		322	95.89
17	8	7		100		82.50	100	82.50
18	8	6		100		83.16	100	83.16
22	5	7		100		83.16	100	83.16
34	6	8		100		83.16	100	83.16
41	7	8		100		82.50	100	82.50
42	7	5		100		83.16	100	83.16
49	4	1	40		96.50		40	96.50
50	4	3	169		75.20		169	75.20
51	3	2	161		78.77		161	78.77
52	3	4	128		93.97		128	93.97
53	3	1	20		93.91		20	93.91

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)
A	1	(untitled)	1	1	C	148	1907	40	9.00	30	230	45.90	33.90	35.53	2.34
	2	(untitled)	1	1	C	161 <	1800	40	0.00	35	186	31.37	29.83	30.61	2.09 +
Ax	1	(untitled)				380	Unrestricted	160	53.00	0	Unrestricted	16.26	0.00	0.00	0.00
B	1	(untitled)	1	1	A	362	2047	40	0.00	69	45	67.62	55.62	74.20	12.77
	2	(untitled)	1	1	A	169 <	1994	40	0.00	33	202	46.72	45.04	60.94	4.08 +
Bx	1	(untitled)				356	Unrestricted	160	51.00	0	Unrestricted	16.72	0.00	0.00	0.00
C	1	(untitled)	1	1	D	36	1998	5	3.00	48	108	108.95	96.95	109.73	1.77
Cx	1	(untitled)				80	Unrestricted	160	66.00	0	Unrestricted	16.66	0.00	0.00	0.00
D	1	(untitled)	1	1	B	432 <	2016	46	0.00	73	37	70.81	58.81	93.46	18.12 +
Dx	1	(untitled)				492	Unrestricted	160	54.00	0	Unrestricted	16.05	0.00	0.00	0.00
9	1		1			531 <	1800	160	37.82	39	159	12.21	7.03	32.20	7.94 +
10	1		1			309	1800	160	79.00	33	199	31.35	23.79	57.99	8.15

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
2	1	(untitled)	1	1	E	100	11000	4	36	175	83.16	76.83	4.33	100	0
	2	(untitled)	1	1	E	100	11000	4	36	175	83.16	76.83	4.33	100	0
3	1	(untitled)	1	1	E	100	11000	4	36	175	83.16	76.83	4.33	100	0
	2	(untitled)	1	1	E	100	11000	4	36	175	83.16	76.83	4.33	100	0
4	1	(untitled)	1	1	E	100	11000	4	36	175	82.50	76.83	4.33	100	0
	2	(untitled)	1	1	E	100	11000	4	36	175	82.50	76.83	4.33	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	323.54	32.30	10.02	19.13	2.41	305.87	15.88	0.00	321.76
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	5.20	13.82	0.38	12.81	0.00	181.83	0.00	0.00	181.83
TOTAL	328.74	46.12	7.13	31.94	2.41	487.71	15.88	0.00	503.59

- | < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- | * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- | ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- | + = average link/traffic stream excess queue is greater than 0
- | P.I. = PERFORMANCE INDEX

A2 - DO SOMETHING - 2031 (OPENING YEAR + 5 YEARS)

D2 - DO SOMETHING - 2031 (OPENING YEAR + 5 YEARS), *

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
2	07/04/2022 19:24:18	07/04/2022 19:24:19	17:00	160	593.69	40.44	83.93	D/1	0	0	D/1	9/1	D/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
DO SOMETHING - 2031 (OPENING YEAR + 5 YEARS)		D2	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
DO SOMETHING - 2031 (OPENING YEAR + 5 YEARS),				17:00	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
A	(untitled)		1
Ax	(untitled)		
B	(untitled)		1
Bx	(untitled)		
C	(untitled)		1
Cx	(untitled)		
D	(untitled)		1
Dx	(untitled)		
9			1
10			1

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A	1	(untitled)			100.00	✓	Sum of lanes	1904	✓	1800	✓		Normal	
	2				14.00	✓	Sum of lanes	1800			✓		Normal	
Ax	1	(untitled)		✓	135.51								Normal	
B	1	(untitled)			100.00	✓	Sum of lanes	2048			✓		Normal	
	2				18.00	✓	Sum of lanes	1994			✓	✓	Normal	
Bx	1	(untitled)		✓	139.32								Normal	
C	1	(untitled)			100.00	✓	Sum of lanes	1998			✓		Normal	
Cx	1	(untitled)		✓	138.82								Normal	
D	1	(untitled)			100.00	✓	Sum of lanes	2014			✓		Normal	
Dx	1	(untitled)		✓	133.75								Normal	
9	1			✓	43.24	✓	Sum of lanes	1800					Normal	
10	1			✓	63.04	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
A	1	1	(untitled)		✓	N/A	N/A	2	3.00	✓	89	38.14		1904
	2	1	(untitled)											1800
Ax	1	1	(untitled)											
B	1	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	10	43.06		2048
	2	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	100	48.94		1994
Bx	1	1	(untitled)											
C	1	1	(untitled)		✓	N/A	N/A	-10	3.00	✓	75	39.69		1998
Cx	1	1	(untitled)											
D	1	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	54	40.00		2014
Dx	1	1	(untitled)											
9	1	1	(untitled)											1800
10	1	1	(untitled)											1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Queue limit (PCU)	Excess queue penalty (£)	Has degree of saturation limit
A	1	CTM	100	100	100		0.00				
	2	Flare	100	100	100		2.00				
Ax	1	NetworkDefault	100	100	100		0.00				
B	1	PDM	100	100	100		0.00	✓	0.00	0.00	
	2	Flare	100	100	100		4.00				
Bx	1	NetworkDefault	100	100	100		0.00				
C	1	PDM	100	100	100		0.00				
Cx	1	NetworkDefault	100	100	100		0.00				
D	1	PDM	100	100	100		0.00				
Dx	1	NetworkDefault	100	100	100		0.00				
9	1	NetworkDefault	100	100	100		0.00				
10	1	NetworkDefault	100	100	100		0.00				

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
A	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
	2	2.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
Ax	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
B	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
	2	4.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
Bx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
C	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
Cx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
D	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
Dx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
9	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
10	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (Veh/hr)	Normal Flow (Veh/hr)
A	1	181	181
	2	184	184
Ax	1	484	484
B	1	383	383
	2	233	233
Bx	1	403	403
C	1	36	36
Cx	1	80	80
D	1	486	486
Dx	1	536	536
9	1	616	616
10	1	365	365

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A	1	1	C	
	2	1	C	
B	1	1	A	
	2	1	A	
C	1	1	D	
D	1	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
C	1	12.00	30.00
D	1	12.00	30.00
9	1	5.19	30.00
10	1	7.56	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
A	1	1	10/1	A/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	10/1	A/2	1.68	30.00	✓	Straight	Straight Movement
Ax	1	1	C/1	Ax/1	16.26	30.00	✓	Straight	Straight Movement
B	1	1	9/1	B/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	9/1	B/2	2.16	30.00	✓	Straight	Straight Movement
Bx	1	1	A/1	Bx/1	16.72	30.00	✓	Nearside	38.14
Cx	1	1	A/1	Cx/1	16.66	30.00	✓	Straight	Straight Movement
Dx	1	1	C/1	Dx/1	16.05	30.00	✓	Nearside	39.69
Ax	1	2	D/1	Ax/1	16.26	30.00	✓	Nearside	40.00
Bx	1	2	D/1	Bx/1	16.72	30.00	✓	Straight	Straight Movement
Cx	1	2	B/1	Cx/1	16.66	30.00	✓	Nearside	43.06
Dx	1	2	B/1	Dx/1	16.05	30.00	✓	Straight	Straight Movement
Ax	1	3	B/2	Ax/1	16.26	30.00	✓	Offside	48.94
Bx	1	3	C/1	Bx/1	16.72	30.00	✓	Offside	60.00
Cx	1	3	D/1	Cx/1	16.66	30.00	✓	Offside	55.00
Dx	1	3	A/2	Dx/1	16.05	30.00	✓	Offside	47.36

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
B	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	A/2	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	8.00	5.33	5.40
4	(untitled)		1		Farside	7.00	4.67	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Signal Timings

Network Default: 160s cycle time; 160 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		1	NetworkDefault	160

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Relative

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	30	300	0	0	Traffic	
	B	(untitled)	25	300	0	0	Traffic	
	C	(untitled)	40	300	0	0	Traffic	
	D	(untitled)	5	5	0	0	Traffic	
	E	(untitled)	4	4	0	0	Pedestrian	0

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1
	5	E	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 2, 3, 4, 5	39, 89, 134, 144, 153
	2	(untitled)	Single	1, 2, 3, 5, 4	20, 54, 98, 111, 125
	3	(untitled)	Single	1, 2, 4, 3, 5	20, 54, 68, 112, 125
	4	(untitled)	Single	1, 2, 4, 5, 3	20, 54, 68, 81, 125
	5	(untitled)	Single	1, 2, 5, 3, 4	20, 54, 67, 111, 125
	6	(untitled)	Single	1, 2, 5, 4, 3	20, 54, 67, 81, 125
	7	(untitled)	Single	1, 3, 2, 4, 5	20, 64, 99, 113, 125
	8	(untitled)	Single	1, 3, 2, 5, 4	20, 64, 99, 112, 125
	9	(untitled)	Single	1, 3, 4, 2, 5	20, 64, 78, 112, 125
	10	(untitled)	Single	1, 3, 4, 5, 2	20, 64, 78, 91, 125

Intergreen Matrix for Controller Stream 1

	To					
	A	B	C	D	E	
From	A	5	5	9	5	
	B	5		5	5	
	C	5	6		5	5
	D	5	5	5		5
	E	5	5	5	5	

Banned Stage transitions for Controller Stream 1

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

Interstage Matrix for Controller Stream 1

	To					
From		1	2	3	4	5
	1	0	5	5	9	5
	2	5	0	5	5	5
	3	5	6	0	5	5
	4	5	5	5	0	5
	5	5	5	5	5	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	158	39	41	1	30
	2	✓	2	B	44	89	45	1	25
	3	✓	3	C	94	134	40	1	40
	4	✓	4	D	139	144	5	1	5
	5	✓	5	E	149	153	4	1	4

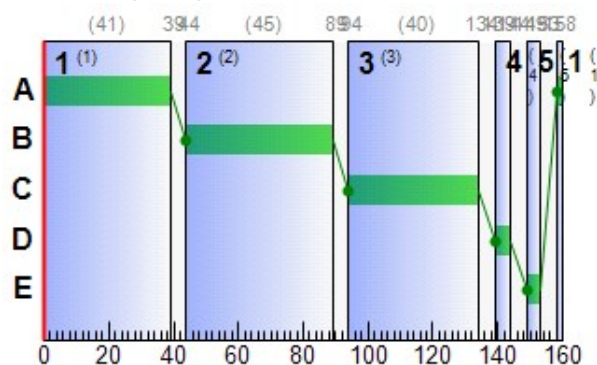
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	158	39	41
	B	1	✓	44	89	45
	C	1	✓	94	134	40
	D	1	✓	139	144	5
	E	1	✓	149	153	4

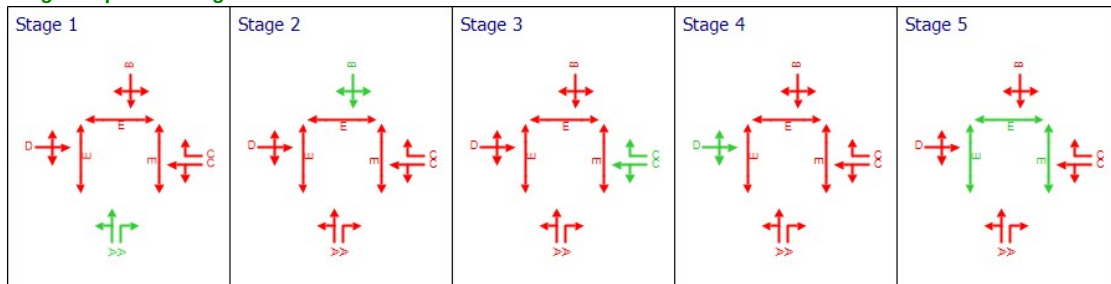
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	C	94	134	40
A	2	1	1	C	94	134	40
B	1	1	1	A	158	39	41
B	2	1	1	A	158	39	41
C	1	1	1	D	139	144	5
D	1	1	1	B	44	89	45

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
17:00-18:00	1	0.00	0.00	0.00	0.00

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s per cycle)	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	A	1	37	170	181	1904	40	32.14	2.61	14.98	22.94	0.74	23.68
		2	40	151	184	1800	40	27.55	2.13	106.64	19.99	0.63	20.62
	Ax	1	0	Unrestricted	484	Unrestricted	160	0.00	0.00	0.00	0.00	0.00	0.00
		2	71	40	383	2048	41	53.65	10.09	58.01	81.04	2.75	83.79
	B	1	45	125	233	1994	41	38.38	4.18	104.48	35.28	1.35	36.63
		2	0	Unrestricted	403	Unrestricted	160	0.00	0.00	0.00	0.00	0.00	0.00
	Bx	1	48	108	36	1998	5	96.95	1.77	10.20	13.77	0.50	14.26
	C	1	0	Unrestricted	80	Unrestricted	160	0.00	0.00	0.00	0.00	0.00	0.00
	Cx	1	84	19	486	2014	45	68.82	22.31	128.30	131.93	6.21	138.14
	D	1	0	Unrestricted	536	Unrestricted	160	0.00	0.00	0.00	0.00	0.00	0.00
	Dx	1	55	83	616	1800	160	18.92	15.90	211.44	45.97	4.36	50.32
	9	1	43	135	365	1800	160	28.79	10.80	98.54	41.44	2.98	44.42

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Calculated sat flow (Veh/hr)	Calculated capacity (Veh/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s per cycle)
17:00-18:00	A	1	181	181	0		1904	488	37		170	1.04	40
		2	184	184	0		1800	461	40		151	1.04	40
	Ax	1	484	484	0		Unrestricted	Unrestricted	0		Unrestricted	0.83	160
		2	383	383	0		2048	538	71		40	0.71	41
	B	1	233	233	0		1994	523	45		125	0.74	41
		2	403	403	0		Unrestricted	Unrestricted	0		Unrestricted	0.79	160
	Bx	1	36	36	0		1998	75	48		108	0.00	5
	C	1	80	80	0		Unrestricted	Unrestricted	0		Unrestricted	0.46	160
	Cx	1	486	486	0		2014	579	84		19	0.00	45
	D	1	536	536	0		Unrestricted	Unrestricted	0		Unrestricted	0.89	160
	Dx	1	616	616	0		1800	1126	55		83	0.00	160
	9	1	365	365	0		1800	857	43		135	0.00	160

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
17:00-18:00	A	1	12.00	32.14	1.51	0.11	22.94	32.39	56.18	2.45	0.74
		2	1.68	27.55	1.27	0.14	19.99	27.22	47.11	2.98	0.63
	Ax	1	16.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	12.00	53.65	4.84	0.86	81.04	57.20	199.86	19.21	2.75
		2	2.16	38.38	2.28	0.20	35.28	46.34	103.95	4.02	1.35
	Bx	1	16.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	12.00	96.95	0.75	0.21	13.77	109.73	34.83	4.67	0.50
	Cx	1	16.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	12.00	68.82	7.23	2.06	131.93	101.91	449.93	45.35	6.21
	Dx	1	16.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	5.19	18.92	2.91	0.33	45.97	56.39	339.96	7.39	4.36
	10	1	7.56	28.79	2.76	0.16	41.44	65.03	233.82	3.54	2.98

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (Veh)	Mean max queue (Veh)	Max queue storage (Veh)	Utilised storage (%)	Average storage excess queue (Veh)	Average limit excess queue (Veh)	Excess queue penalty (£ per hr)	Wasted time starvation (s per cycle)	Wasted time blocking back (s per cycle)	Wasted time total (s per cycle)	Estimated blocking
17:00-18:00	A	1	0.00	2.61	17.39	14.98	0.00	0.00	0.00	9.00	0.00	9.00	
		2	2.00	2.13	2.00	106.64	0.07	0.00	0.00	0.00	0.00	0.00	
	Ax	1	0.00	0.00	23.57	0.00	0.00	0.00	0.00	51.00	0.00	51.00	
	B	1	0.00	10.09	17.39	58.01	0.00	6.19	0.00	0.00	0.00	0.00	
		2	4.00	4.18	4.00	104.48	0.06	0.00	0.00	0.00	0.00	0.00	
	Bx	1	0.00	0.00	24.23	0.00	0.00	0.00	0.00	51.00	0.00	51.00	
	C	1	0.00	1.77	17.39	10.20	0.00	0.00	0.00	3.00	0.00	3.00	
	Cx	1	0.00	0.00	24.14	0.00	0.00	0.00	0.00	51.00	0.00	51.00	
	D	1	0.00	22.31	17.39	128.30	0.58	0.00	0.00	0.00	0.00	0.00	
	Dx	1	0.00	0.00	23.26	0.00	0.00	0.00	0.00	49.00	0.00	49.00	
	9	1	0.00	15.90	7.52	211.44	1.31	0.00	0.00	0.00	60.00	60.00	
	10	1	0.00	10.80	10.96	98.54	0.00	0.00	0.00	0.00	85.00	85.00	

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
17:00-18:00	A	1	18.10	2.22	8.16	44.14
		2	2.58	1.49	1.73	29.11
	Ax	1	65.59	2.19	30.00	16.26
	B	1	38.30	6.98	5.48	65.65
		2	4.19	2.60	1.61	40.16
	Bx	1	56.15	1.87	30.00	16.72
	C	1	3.60	1.09	3.30	108.95
	Cx	1	11.11	0.37	30.00	16.66
	D	1	48.60	10.91	4.45	80.82
	Dx	1	71.69	2.39	30.00	16.05
	9	1	26.64	4.12	6.46	24.11
	10	1	23.01	3.69	6.24	36.35

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (Veh)	Max End of Green Queue EoTS (Veh)	Max End of Red Queue EoTS (Veh)	PCU Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
17:00-18:00	A	1	0.00	0.00	✓	2.61	0.11	2.61	1.00	0.00	23.68
		2	0.00	0.00	✓	2.13	0.13	2.13	1.00	0.00	20.62
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
		2	0.00	0.00	✓	10.10	0.87	9.30	1.00	0.00	83.79
	B	1	0.00	0.00	✓	4.18	0.18	4.18	1.00	0.00	36.63
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	Bx	1	0.00	0.00	✓	1.78	0.22	1.76	1.00	0.00	14.26
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	C	1	0.00	0.00	✓	22.37	2.12	17.51	1.00	0.00	138.14
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	D	1	0.00	0.00	✓	15.90			1.00	0.00	50.32
		2	0.00	0.00	✓	10.80			1.00	0.00	44.42

Pedestrian Crossing Results

Pedestrian Crossings: Pedestrian summary

Time Segment	Crossing	Side	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Mean max queue (Ped)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	(ALL)	(ALL)	36	100	11000	4	76.83	4.33	30.31	30.31

Pedestrian Crossings: Flows and signals

Time Segment	Crossing	Side	Calculated flow entering (Ped/hr)	Calculated flow out (Ped/hr)	Flow discrepancy (Ped/hr)	Adjusted flow warning	Calculated sat flow (Ped/hr)	Calculated capacity (Ped/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
17:00-18:00	(ALL)	(ALL)	100	100	0		11000	275	36		175	0.00	4

Pedestrian Crossings: Stops and delays

Time Segment	Crossing	Side	Mean Cruise Time per Ped (s)	Mean Delay per Ped (s)	Uniform delay (Ped-hr/hr)	Random plus oversat delay (Ped-hr/hr)	Weighted cost of delay (£ per hr)
17:00-18:00	2	1	6.33	76.83	2.13	0.00	30.31
		2	6.33	76.83	2.13	0.00	30.31
	3	1	6.33	76.83	2.13	0.00	30.31
		2	6.33	76.83	2.13	0.00	30.31
	4	1	5.67	76.83	2.13	0.00	30.31
		2	5.67	76.83	2.13	0.00	30.31

Pedestrian Crossings: Queues and blocking

Time Segment	Crossing	Side	Mean max queue (Ped)	Max queue storage (Ped)	Utilised storage (%)	Average storage excess queue (Ped)	Average limit excess queue (Ped)	Excess queue penalty (£ per hr)
17:00-18:00	(ALL)	(ALL)	4.33	10.00	43.33	0.00	0.00	0.00

Pedestrian Crossings: Journey times

Time Segment	Crossing	Side	Distance travelled (Ped-km/hr)	Time spent (Ped-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
17:00-18:00	2	1	0.90	2.31	0.39	83.16
		2	0.90	2.31	0.39	83.16
	3	1	0.90	2.31	0.39	83.16
		2	0.90	2.31	0.39	83.16
	4	1	0.80	2.29	0.35	82.50
		2	0.80	2.29	0.35	82.50

Pedestrian Crossings: Advanced

Time Segment	Crossing	Side	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Mean Max Queue EoTS (Ped)	Ped Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
17:00-18:00	(ALL)	(ALL)	0.00	0.00	4.33	1.00	0.00	30.31

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
2	07/04/2022 19:24:18	07/04/2022 19:24:19	17:00	160	593.69	40.44	83.93	D/1	0	0	D/1	9/1	D/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	84	0	3987	1172	24.95	392.36	19.50	411.86

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	36	600	24	76.83	181.83	181.83

Network Results: Flows and signals

Time Segment	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))
17:00-18:00	4587	4587	0		84		19	1196

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
17:00-18:00	10.47	31.74	36.35	4.08	574.19	33.91	1465.65	89.60	19.50

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
17:00-18:00	211.44	0.00	214.00	145.00	359.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
17:00-18:00	374.75	53.74	6.97

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0.00	0.00	✓	1.00	0.00	0.00	593.69

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

	To								
From		1	2	3	4	5	6	7	8
	1	0.0	125.0	125.2	125.7	0.0	0.0	0.0	0.0
	2	97.5	0.0	97.1	97.5	0.0	0.0	0.0	0.0
	3	97.1	81.5	0.0	97.2	0.0	0.0	0.0	0.0
	4	106.4	105.8	80.5	0.0	0.0	0.0	0.0	0.0
	5	0.0	0.0	0.0	0.0	0.0	0.0	83.2	0.0
	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.2
	7	0.0	0.0	0.0	0.0	83.2	0.0	0.0	82.5
	8	0.0	0.0	0.0	0.0	0.0	83.2	82.5	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (Veh/hr)	Pedestrian calculated flow (Ped/hr)	Normal journey time (s)	Pedestrian journey time (s)	Calculated Total Flow (Veh/hr)	Avg journey time (s)
1	1	2	9		125.00		9	125.00
2	1	3	9		125.21		9	125.21
3	1	4	18		125.67		18	125.67
5	2	3	242		97.08		242	97.08
6	2	4	224		97.54		224	97.54
7	2	1	20		97.48		20	97.48
16	4	2	343		105.80		343	105.80
17	8	7		100		82.50	100	82.50
18	8	6		100		83.16	100	83.16
22	5	7		100		83.16	100	83.16
34	6	8		100		83.16	100	83.16
41	7	8		100		82.50	100	82.50
42	7	5		100		83.16	100	83.16
49	4	1	40		106.41		40	106.41
50	4	3	233		80.53		233	80.53
51	3	2	184		81.51		184	81.51
52	3	4	161		97.20		161	97.20
53	3	1	20		97.14		20	97.14

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)
A	1	(untitled)	1	1	C	181	1904	40	9.00	37	170	44.14	32.14	32.39	2.61
	2		1	1	C	184 <	1800	40	0.00	40	151	29.11	27.55	27.22	2.13 +
Ax	1	(untitled)				484	Unrestricted	160	51.00	0	Unrestricted	16.26	0.00	0.00	0.00
B	1	(untitled)	1	1	A	383	2048	41	0.00	71	40	65.65	53.65	57.20	10.09
	2		1	1	A	233 <	1994	41	0.00	45	125	40.16	38.38	46.34	4.18 +
Bx	1	(untitled)				403	Unrestricted	160	51.00	0	Unrestricted	16.72	0.00	0.00	0.00
C	1	(untitled)	1	1	D	36	1998	5	3.00	48	108	108.95	96.95	109.73	1.77
Cx	1	(untitled)				80	Unrestricted	160	51.00	0	Unrestricted	16.66	0.00	0.00	0.00
D	1	(untitled)	1	1	B	486 <	2014	45	0.00	84	19	80.82	68.82	101.91	22.31 +
Dx	1	(untitled)				536	Unrestricted	160	49.00	0	Unrestricted	16.05	0.00	0.00	0.00
9	1		1			616 <	1800	160	60.00	55	83	24.11	18.92	56.39	15.90 +
10	1		1			365	1800	160	85.00	43	135	36.35	28.79	65.03	10.80

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
2	1	(untitled)	1	1	E	100	11000	4	36	175	83.16	76.83	4.33	100	0
	2	(untitled)	1	1	E	100	11000	4	36	175	83.16	76.83	4.33	100	0
3	1	(untitled)	1	1	E	100	11000	4	36	175	83.16	76.83	4.33	100	0
	2	(untitled)	1	1	E	100	11000	4	36	175	83.16	76.83	4.33	100	0
4	1	(untitled)	1	1	E	100	11000	4	36	175	82.50	76.83	4.33	100	0
	2	(untitled)	1	1	E	100	11000	4	36	175	82.50	76.83	4.33	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	369.55	39.92	9.26	23.55	4.08	392.36	19.50	0.00	411.86
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	5.20	13.82	0.38	12.81	0.00	181.83	0.00	0.00	181.83
TOTAL	374.75	53.74	6.97	36.35	4.08	574.19	19.50	0.00	593.69

- | < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- | * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- | ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- | + = average link/traffic stream excess queue is greater than 0
- | P.I. = PERFORMANCE INDEX

A3 - DO SOMETHING - 2041 (OPENING YEAR + 15 YEARS)

D3 - DO SOMETHING - 2041 (OPENING YEAR + 15 YEARS), *

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
3	07/04/2022 19:24:20	07/04/2022 19:24:21	17:00	160	639.14	43.51	86.04	D/1	0	0	D/1	9/1	D/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
DO SOMETHING - 2041 (OPENING YEAR + 15 YEARS)		D3	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
DO SOMETHING - 2041 (OPENING YEAR + 15 YEARS).				17:00	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
A	(untitled)		1
Ax	(untitled)		
B	(untitled)		1
Bx	(untitled)		
C	(untitled)		1
Cx	(untitled)		
D	(untitled)		1
Dx	(untitled)		
9			1
10			1

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A	1	(untitled)			100.00	✓	Sum of lanes	1904	✓	1800	✓		Normal	
	2				14.00	✓	Sum of lanes	1800			✓		Normal	
Ax	1	(untitled)		✓	135.51								Normal	
B	1	(untitled)			100.00	✓	Sum of lanes	2048			✓		Normal	
	2				18.00	✓	Sum of lanes	1994			✓	✓	Normal	
Bx	1	(untitled)		✓	139.32								Normal	
C	1	(untitled)			100.00	✓	Sum of lanes	1998			✓		Normal	
Cx	1	(untitled)		✓	138.82								Normal	
D	1	(untitled)			100.00	✓	Sum of lanes	2014			✓		Normal	
Dx	1	(untitled)		✓	133.75								Normal	
9	1			✓	43.24	✓	Sum of lanes	1800					Normal	
10	1			✓	63.04	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
A	1	1	(untitled)		✓	N/A	N/A	2	3.00	✓	89	38.14		1904
	2	1	(untitled)											1800
Ax	1	1	(untitled)											
B	1	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	10	43.06		2048
	2	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	100	48.94		1994
Bx	1	1	(untitled)											
C	1	1	(untitled)		✓	N/A	N/A	-10	3.00	✓	75	39.69		1998
Cx	1	1	(untitled)											
D	1	1	(untitled)		✓	N/A	N/A	-2	3.00	✓	54	40.00		2014
Dx	1	1	(untitled)											
9	1	1	(untitled)											1800
10	1	1	(untitled)											1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Queue limit (PCU)	Excess queue penalty (£)	Has degree of saturation limit
A	1	CTM	100	100	100		0.00				
	2	Flare	100	100	100		2.00				
Ax	1	NetworkDefault	100	100	100		0.00				
B	1	PDM	100	100	100		0.00	✓	0.00	0.00	
	2	Flare	100	100	100		4.00				
Bx	1	NetworkDefault	100	100	100		0.00				
C	1	PDM	100	100	100		0.00				
Cx	1	NetworkDefault	100	100	100		0.00				
D	1	PDM	100	100	100		0.00				
Dx	1	NetworkDefault	100	100	100		0.00				
9	1	NetworkDefault	100	100	100		0.00				
10	1	NetworkDefault	100	100	100		0.00				

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
A	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
	2	2.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
Ax	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
B	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
	2	4.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
Bx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
C	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
Cx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
D	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
Dx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
9	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160
10	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	160

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (Veh/hr)	Normal Flow (Veh/hr)
A	1	188	188
	2	193	193
Ax	1	503	503
B	1	401	401
	2	241	241
Bx	1	422	422
C	1	36	36
Cx	1	80	80
D	1	509	509
Dx	1	563	563
9	1	642	642
10	1	381	381

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A	1	1	C	
	2	1	C	
B	1	1	A	
	2	1	A	
C	1	1	D	
D	1	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
C	1	12.00	30.00
D	1	12.00	30.00
9	1	5.19	30.00
10	1	7.56	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
A	1	1	10/1	A/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	10/1	A/2	1.68	30.00	✓	Straight	Straight Movement
Ax	1	1	C/1	Ax/1	16.26	30.00	✓	Straight	Straight Movement
B	1	1	9/1	B/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	9/1	B/2	2.16	30.00	✓	Straight	Straight Movement
Bx	1	1	A/1	Bx/1	16.72	30.00	✓	Nearside	38.14
Cx	1	1	A/1	Cx/1	16.66	30.00	✓	Straight	Straight Movement
Dx	1	1	C/1	Dx/1	16.05	30.00	✓	Nearside	39.69
Ax	1	2	D/1	Ax/1	16.26	30.00	✓	Nearside	40.00
Bx	1	2	D/1	Bx/1	16.72	30.00	✓	Straight	Straight Movement
Cx	1	2	B/1	Cx/1	16.66	30.00	✓	Nearside	43.06
Dx	1	2	B/1	Dx/1	16.05	30.00	✓	Straight	Straight Movement
Ax	1	3	B/2	Ax/1	16.26	30.00	✓	Offside	48.94
Bx	1	3	C/1	Bx/1	16.72	30.00	✓	Offside	60.00
Cx	1	3	D/1	Cx/1	16.66	30.00	✓	Offside	55.00
Dx	1	3	A/2	Dx/1	16.05	30.00	✓	Offside	47.36

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
B	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	A/2	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	8.00	5.33	5.40
4	(untitled)		1		Farside	7.00	4.67	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Signal Timings

Network Default: 160s cycle time; 160 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		1	NetworkDefault	160

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Relative

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	30	300	0	0	Traffic	
	B	(untitled)	25	300	0	0	Traffic	
	C	(untitled)	40	300	0	0	Traffic	
	D	(untitled)	5	5	0	0	Traffic	
	E	(untitled)	4	4	0	0	Pedestrian	0

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1
	5	E	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 2, 3, 4, 5	38, 89, 134, 144, 153
	2	(untitled)	Single	1, 2, 3, 5, 4	37, 73, 124, 139, 155
	3	(untitled)	Single	1, 2, 4, 3, 5	37, 73, 89, 140, 155
	4	(untitled)	Single	1, 2, 4, 5, 3	37, 73, 89, 104, 155
	5	(untitled)	Single	1, 2, 5, 3, 4	37, 73, 88, 139, 155
	6	(untitled)	Single	1, 2, 5, 4, 3	37, 73, 88, 104, 155
	7	(untitled)	Single	1, 3, 2, 4, 5	36, 87, 124, 140, 155
	8	(untitled)	Single	1, 3, 2, 5, 4	36, 87, 124, 139, 155
	9	(untitled)	Single	1, 3, 4, 2, 5	37, 88, 104, 140, 155
	10	(untitled)	Single	1, 3, 4, 5, 2	37, 88, 104, 119, 155

Intergreen Matrix for Controller Stream 1

	To					
	A	B	C	D	E	
From	A	5	5	9	5	
	B	5		5	5	
	C	5	6		5	
	D	5	5	5		5
	E	5	5	5	5	

Banned Stage transitions for Controller Stream 1

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

Interstage Matrix for Controller Stream 1

	To					
From		1	2	3	4	5
	1	0	5	5	9	5
	2	5	0	5	5	5
	3	5	6	0	5	5
	4	5	5	5	0	5
	5	5	5	5	5	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	158	38	40	1	30
	2	✓	2	B	43	89	46	1	25
	3	✓	3	C	94	134	40	1	40
	4	✓	4	D	139	144	5	1	5
	5	✓	5	E	149	153	4	1	4

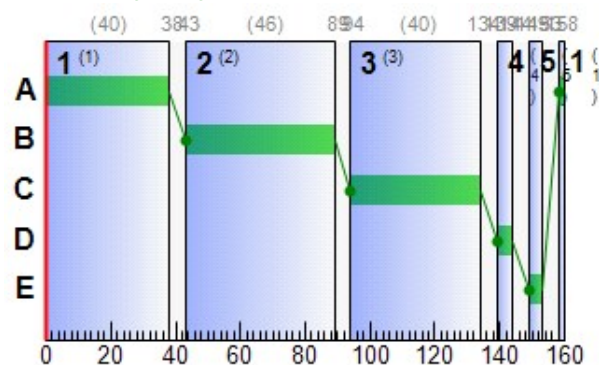
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	158	38	40
	B	1	✓	43	89	46
	C	1	✓	94	134	40
	D	1	✓	139	144	5
	E	1	✓	149	153	4

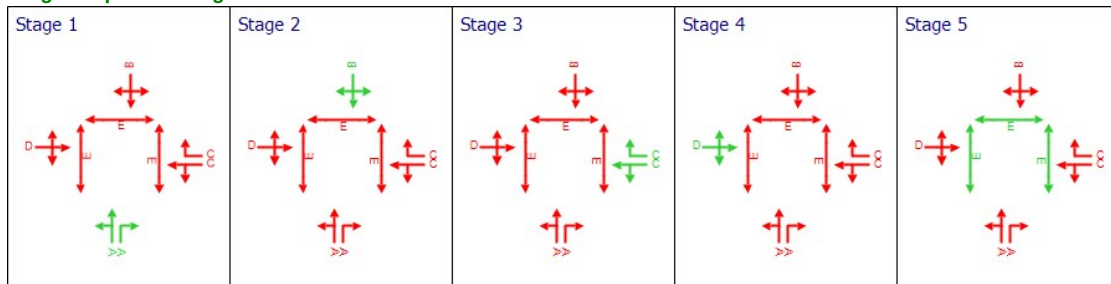
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	C	94	134	40
A	2	1	1	C	94	134	40
B	1	1	1	A	158	38	40
B	2	1	1	A	158	38	40
C	1	1	1	D	139	144	5
D	1	1	1	B	43	89	46

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
17:00-18:00	1	0.00	0.00	0.00	0.00

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	A	1	39	160	188	1904	40	31.44	2.62	15.06	23.32	0.74	24.06
		2	42	139	193	1800	40	26.82	2.15	107.56	20.42	0.63	21.05
	Ax	1	0	Unrestricted	503	Unrestricted	160	0.00	0.00	0.00	0.00	0.00	0.00
		2	76	31	401	2048	40	62.86	12.28	70.62	99.42	3.33	102.75
	B	1	47	112	241	1994	40	38.39	4.21	105.29	36.49	1.36	37.85
		2	0	Unrestricted	422	Unrestricted	160	0.00	0.00	0.00	0.00	0.00	0.00
	Bx	1	48	108	36	1998	5	96.95	1.77	10.20	13.77	0.50	14.26
		2	0	Unrestricted	80	Unrestricted	160	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	86	16	509	2014	46	70.76	23.80	136.87	142.06	6.62	148.67
		2	0	Unrestricted	563	Unrestricted	160	0.00	0.00	0.00	0.00	0.00	0.00
17:00-18:00	9	1	59	70	642	1800	160	21.57	17.72	235.59	54.62	4.90	59.52
		2	46	119	381	1800	160	30.56	11.62	106.00	45.93	3.21	49.14

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Calculated sat flow (Veh/hr)	Calculated capacity (Veh/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
17:00-18:00	A	1	188	188	0		1904	488	39		160	1.06	40
		2	193	193	0		1800	461	42		139	1.06	40
	Ax	1	503	503	0		Unrestricted	Unrestricted	0		Unrestricted	0.80	160
		2	401	401	0		2048	525	76		31	0.75	40
	B	1	241	241	0		1994	511	47		112	0.78	40
		2	422	422	0		Unrestricted	Unrestricted	0		Unrestricted	0.77	160
	Bx	1	36	36	0		1998	75	48		108	0.00	5
		2	80	80	0		Unrestricted	Unrestricted	0		Unrestricted	0.46	160
	C	1	509	509	0		2014	592	86		16	0.00	46
		2	563	563	0		Unrestricted	Unrestricted	0		Unrestricted	0.90	160
17:00-18:00	9	1	642	642	0		1800	1092	59		70	0.00	160
		2	381	381	0		1800	834	46		119	0.00	160

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
17:00-18:00	A	1	12.00	31.44	1.52	0.12	23.32	31.33	56.21	2.70	0.74
		2	1.68	26.82	1.28	0.16	20.42	26.17	47.12	3.39	0.63
	Ax	1	16.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	12.00	62.86	5.80	1.20	99.42	66.27	239.20	26.54	3.33
		2	2.16	38.39	2.33	0.24	36.49	45.01	103.74	4.74	1.36
	Bx	1	16.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	12.00	96.95	0.75	0.21	13.77	109.73	34.83	4.67	0.50
	Cx	1	16.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	12.00	70.76	7.55	2.45	142.06	103.68	473.99	53.74	6.62
	Dx	1	16.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	5.19	21.57	3.43	0.42	54.62	60.91	381.68	9.37	4.90
	10	1	7.56	30.56	3.04	0.19	45.93	67.25	251.91	4.29	3.21

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (Veh)	Mean max queue (Veh)	Max queue storage (Veh)	Utilised storage (%)	Average storage excess queue (Veh)	Average limit excess queue (Veh)	Excess queue penalty (£ per hr)	Wasted time starvation (s per cycle)	Wasted time blocking back (s per cycle)	Wasted time total (s per cycle)	Estimated blocking
17:00-18:00	A	1	0.00	2.62	17.39	15.06	0.00	0.00	0.00	9.00	0.00	9.00	
		2	2.00	2.15	2.00	107.56	0.08	0.00	0.00	0.00	0.00	0.00	
	Ax	1	0.00	0.00	23.57	0.00	0.00	0.00	0.00	50.00	0.00	50.00	
	B	1	0.00	12.28	17.39	70.62	0.00	7.68	0.00	0.00	0.00	0.00	
		2	4.00	4.21	4.00	105.29	0.08	0.00	0.00	0.00	0.00	0.00	
	Bx	1	0.00	0.00	24.23	0.00	0.00	0.00	0.00	50.00	0.00	50.00	
	C	1	0.00	1.77	17.39	10.20	0.00	0.00	0.00	3.00	0.00	3.00	
	Cx	1	0.00	0.00	24.14	0.00	0.00	0.00	0.00	48.00	0.00	48.00	
	D	1	0.00	23.80	17.39	136.87	0.93	0.00	0.00	0.00	0.00	0.00	
	Dx	1	0.00	0.00	23.26	0.00	0.00	0.00	0.00	50.00	0.00	50.00	
	9	1	0.00	17.72	7.52	235.59	1.85	0.00	0.00	0.00	64.00	64.00	
	10	1	0.00	11.62	10.96	106.00	0.01	0.00	0.00	0.00	87.00	87.00	

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
17:00-18:00	A	1	18.80	2.27	8.29	43.44
		2	2.70	1.52	1.78	28.38
	Ax	1	68.16	2.27	30.00	16.26
	B	1	40.10	8.34	4.81	74.86
		2	4.34	2.69	1.61	40.15
	Bx	1	58.79	1.96	30.00	16.72
	C	1	3.60	1.09	3.30	108.95
	Cx	1	11.11	0.37	30.00	16.66
	D	1	50.90	11.70	4.35	82.76
	Dx	1	75.30	2.51	30.00	16.05
	9	1	27.76	4.77	5.82	26.76
	10	1	24.02	4.03	5.95	38.13

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (Veh)	Max End of Green Queue EoTS (Veh)	Max End of Red Queue EoTS (Veh)	PCU Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
17:00-18:00	A	1	0.00	0.00	✓	2.62	0.12	2.62	1.00	0.00	24.06
		2	0.00	0.00	✓	2.15	0.15	2.15	1.00	0.00	21.05
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
		2	0.00	0.00	✓	12.30	1.22	10.72	1.00	0.00	102.75
	B	1	0.00	0.00	✓	4.21	0.21	4.21	1.00	0.00	37.85
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	Bx	1	0.00	0.00	✓	1.78	0.22	1.76	1.00	0.00	14.26
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	C	1	0.00	0.00	✓	23.90	2.55	18.52	1.00	0.00	148.67
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	D	1	0.00	0.00	✓	17.72			1.00	0.00	59.52
		2	0.00	0.00	✓	11.62			1.00	0.00	49.14

Pedestrian Crossing Results

Pedestrian Crossings: Pedestrian summary

Time Segment	Crossing	Side	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Mean max queue (Ped)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	(ALL)	(ALL)	36	100	11000	4	76.83	4.33	30.31	30.31

Pedestrian Crossings: Flows and signals

Time Segment	Crossing	Side	Calculated flow entering (Ped/hr)	Calculated flow out (Ped/hr)	Flow discrepancy (Ped/hr)	Adjusted flow warning	Calculated sat flow (Ped/hr)	Calculated capacity (Ped/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
17:00-18:00	(ALL)	(ALL)	100	100	0		11000	275	36		175	0.00	4

Pedestrian Crossings: Stops and delays

Time Segment	Crossing	Side	Mean Cruise Time per Ped (s)	Mean Delay per Ped (s)	Uniform delay (Ped-hr/hr)	Random plus oversat delay (Ped-hr/hr)	Weighted cost of delay (£ per hr)
17:00-18:00	2	1	6.33	76.83	2.13	0.00	30.31
		2	6.33	76.83	2.13	0.00	30.31
	3	1	6.33	76.83	2.13	0.00	30.31
		2	6.33	76.83	2.13	0.00	30.31
	4	1	5.67	76.83	2.13	0.00	30.31
		2	5.67	76.83	2.13	0.00	30.31

Pedestrian Crossings: Queues and blocking

Time Segment	Crossing	Side	Mean max queue (Ped)	Max queue storage (Ped)	Utilised storage (%)	Average storage excess queue (Ped)	Average limit excess queue (Ped)	Excess queue penalty (£ per hr)
17:00-18:00	(ALL)	(ALL)	4.33	10.00	43.33	0.00	0.00	0.00

Pedestrian Crossings: Journey times

Time Segment	Crossing	Side	Distance travelled (Ped-km/hr)	Time spent (Ped-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
17:00-18:00	2	1	0.90	2.31	0.39	83.16
		2	0.90	2.31	0.39	83.16
	3	1	0.90	2.31	0.39	83.16
		2	0.90	2.31	0.39	83.16
	4	1	0.80	2.29	0.35	82.50
		2	0.80	2.29	0.35	82.50

Pedestrian Crossings: Advanced

Time Segment	Crossing	Side	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Mean Max Queue EoTS (Ped)	Ped Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
17:00-18:00	(ALL)	(ALL)	0.00	0.00	4.33	1.00	0.00	30.31

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
3	07/04/2022 19:24:20	07/04/2022 19:24:21	17:00	160	639.14	43.51	86.04	D/1	0	0	D/1	9/1	D/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	86	0	4159	1171	26.58	436.01	21.29	457.31

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	36	600	24	76.83	181.83	181.83

Network Results: Flows and signals

Time Segment	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))
17:00-18:00	4759	4759	0		86		16	1195

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
17:00-18:00	10.49	32.91	38.52	4.99	617.85	35.68	1588.69	109.43	21.29

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
17:00-18:00	235.59	0.00	210.00	151.00	361.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
17:00-18:00	390.78	57.35	6.81

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0.00	0.00	✓	1.00	0.00	0.00	639.14

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

	To							
	1	2	3	4	5	6	7	8
1	0.0	125.0	125.2	125.7	0.0	0.0	0.0	0.0
3	98.2	82.6	0.0	98.3	0.0	0.0	0.0	0.0
4	118.3	117.7	83.2	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	83.2	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.2
7	0.0	0.0	0.0	0.0	83.2	0.0	0.0	82.5
8	0.0	0.0	0.0	0.0	0.0	83.2	82.5	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (Veh/hr)	Pedestrian calculated flow (Ped/hr)	Normal journey time (s)	Pedestrian journey time (s)	Calculated Total Flow (Veh/hr)	Avg journey time (s)
1	1	2	9		125.00		9	125.00
2	1	3	9		125.21		9	125.21
3	1	4	18		125.67		18	125.67
5	2	3	253		99.02		253	99.02
6	2	4	236		99.47		236	99.47
7	2	1	20		99.41		20	99.41
16	4	2	361		117.66		361	117.66
17	8	7		100		82.50	100	82.50
18	8	6		100		83.16	100	83.16
22	5	7		100		83.16	100	83.16
34	6	8		100		83.16	100	83.16
41	7	8		100		82.50	100	82.50
42	7	5		100		83.16	100	83.16
49	4	1	40		118.27		40	118.27
50	4	3	241		83.17		241	83.17
51	3	2	193		82.56		193	82.56
52	3	4	168		98.29		168	98.29
53	3	1	20		98.23		20	98.23

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)
A	1	(untitled)	1	1	C	188	1904	40	9.00	39	160	43.44	31.44	31.33	2.62
	2	(untitled)	1	1	C	193 <	1800	40	0.00	42	139	28.38	26.82	26.17	2.15 +
Ax	1	(untitled)				503	Unrestricted	160	50.00	0	Unrestricted	16.26	0.00	0.00	0.00
B	1	(untitled)	1	1	A	401	2048	40	0.00	76	31	74.86	62.86	66.27	12.28
	2	(untitled)	1	1	A	241 <	1994	40	0.00	47	112	40.15	38.39	45.01	4.21 +
Bx	1	(untitled)				422	Unrestricted	160	50.00	0	Unrestricted	16.72	0.00	0.00	0.00
C	1	(untitled)	1	1	D	36	1998	5	3.00	48	108	108.95	96.95	109.73	1.77
Cx	1	(untitled)				80	Unrestricted	160	48.00	0	Unrestricted	16.66	0.00	0.00	0.00
D	1	(untitled)	1	1	B	509 <	2014	46	0.00	86	16	82.76	70.76	103.68	23.80 +
Dx	1	(untitled)				563	Unrestricted	160	50.00	0	Unrestricted	16.05	0.00	0.00	0.00
9	1		1			642 <	1800	160	64.00	59	70	26.76	21.57	60.91	17.72 +
10	1		1			381 <	1800	160	87.00	46	119	38.13	30.56	67.25	11.62 +

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
2	1	(untitled)	1	1	E	100	11000	4	36	175	83.16	76.83	4.33	100	0
	2	(untitled)	1	1	E	100	11000	4	36	175	83.16	76.83	4.33	100	0
3	1	(untitled)	1	1	E	100	11000	4	36	175	83.16	76.83	4.33	100	0
	2	(untitled)	1	1	E	100	11000	4	36	175	83.16	76.83	4.33	100	0
4	1	(untitled)	1	1	E	100	11000	4	36	175	82.50	76.83	4.33	100	0
	2	(untitled)	1	1	E	100	11000	4	36	175	82.50	76.83	4.33	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	385.58	43.53	8.86	25.71	4.99	436.01	21.29	0.00	457.31
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	5.20	13.82	0.38	12.81	0.00	181.83	0.00	0.00	181.83
TOTAL	390.78	57.35	6.81	38.52	4.99	617.85	21.29	0.00	639.14

- | < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- | * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- | ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- | + = average link/traffic stream excess queue is greater than 0
- | P.I. = PERFORMANCE INDEX



Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: Junction 2 - AM-PM.j9

Path: \\wmfilesrv\Moylan\Projects\19\19-020 - Malahide Road\Design\Traffic\Junction Modelling\MODELLING SEPT 2021\Junction 2

Report generation date: 07/04/2022 19:32:02

»JUNCTION 2 - 2022, AM
 »JUNCTION 2 - 2022, PM
 »JUNCTION 2 - 2026, AM
 »JUNCTION 2 - 2026, PM
 »JUNCTION 2 - 2031, AM
 »JUNCTION 2 - 2031, PM
 »JUNCTION 2 - 2041, AM
 »JUNCTION 2 - 2041, PM
 »JUNCTION 2 - DO SOMETHING 2026, AM
 »JUNCTION 2 - DO SOMETHING 2026, PM
 »JUNCTION 2 - DO SOMETHING 2031, AM
 »JUNCTION 2 - DO SOMETHING 2031, PM
 »JUNCTION 2 - DO SOMETHING 2041, AM
 »JUNCTION 2 - DO SOMETHING 2041, PM

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
	JUNCTION 2 - 2022			
Stream B-AC	0.1	0.07	0.0	0.03
Stream C-AB	0.0	0.03	0.0	0.03
	JUNCTION 2 - 2026			
Stream B-AC	0.1	0.07	0.0	0.03
Stream C-AB	0.0	0.03	0.0	0.03
	JUNCTION 2 - 2031			
Stream B-AC	0.1	0.08	0.1	0.08
Stream C-AB	0.0	0.03	0.0	0.03
	JUNCTION 2 - 2041			
Stream B-AC	0.1	0.08	0.0	0.03
Stream C-AB	0.0	0.03	0.0	0.03
	JUNCTION 2 - DO SOMETHING 2026			
Stream B-AC	0.1	0.12	0.1	0.05
Stream C-AB	0.0	0.03	0.1	0.05
	JUNCTION 2 - DO SOMETHING 2031			
Stream B-AC	0.1	0.12	0.1	0.05
Stream C-AB	0.1	0.04	0.1	0.05
	JUNCTION 2 - DO SOMETHING 2041			
Stream B-AC	0.1	0.13	0.1	0.05
Stream C-AB	0.1	0.04	0.1	0.05

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

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

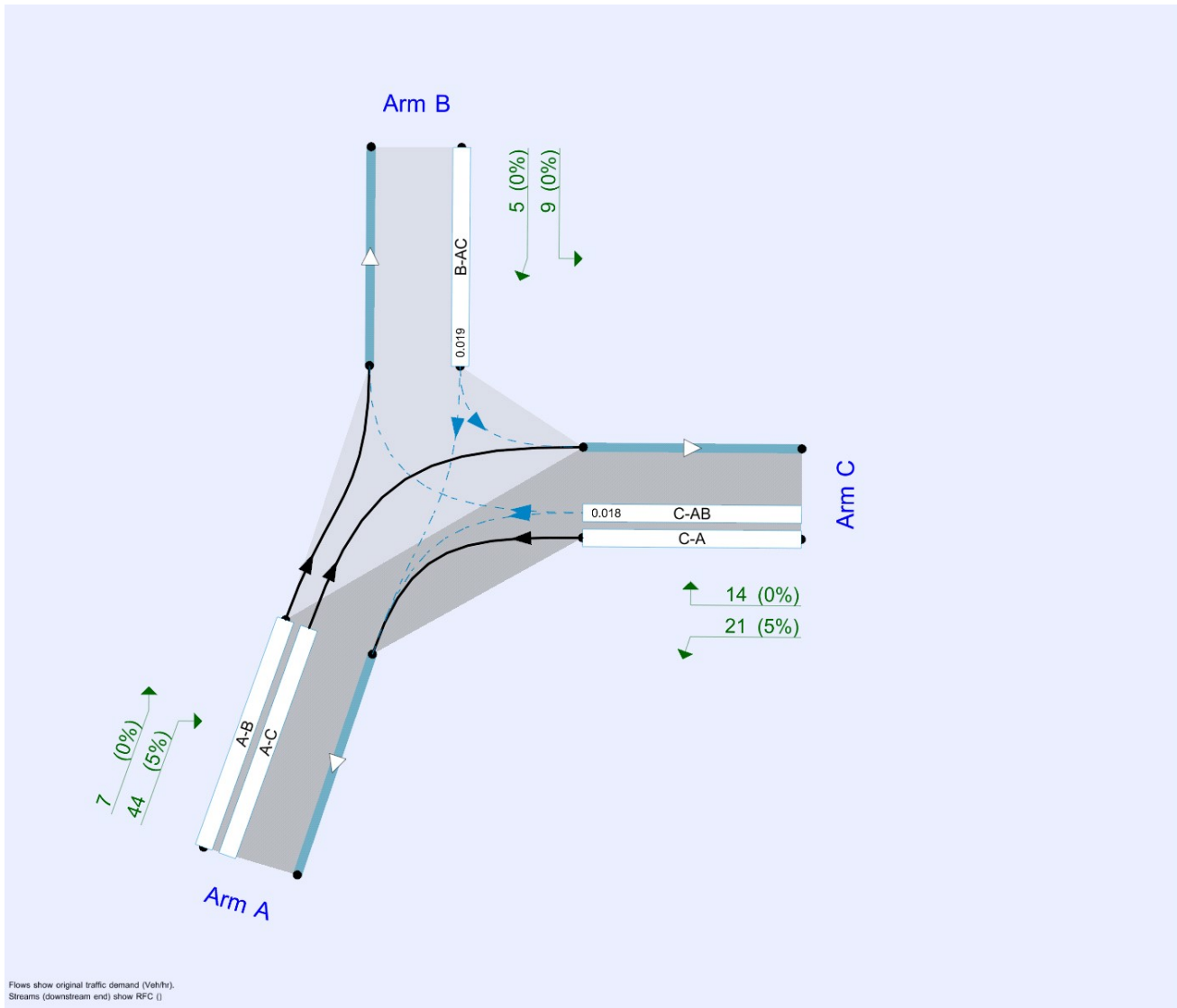
File summary

File Description

Title	
Location	
Site number	
Date	27/02/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAINf.silva
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2022	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2022	PM	ONE HOUR	18:00	19:30	15	✓		
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G1
D4	2026	PM	ONE HOUR	18:00	19:30	15	✓	Simple	D2*G1
D5	2031	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G2
D6	2031	PM	ONE HOUR	18:00	19:30	15	✓	Simple	D1*G2
D7	2041	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G3
D8	2041	PM	ONE HOUR	18:00	19:30	15	✓	Simple	D2*G3
D9	Proposed Dev. - Trips Generated	AM	ONE HOUR	08:00	09:30	15			
D10	Proposed Dev. - Trips Generated	PM	ONE HOUR	18:00	19:30	15			
D11	Broomfield Ph1	AM	ONE HOUR	08:00	09:30	15			
D12	Broomfield Ph1	PM	ONE HOUR	18:00	19:30	15			
D13	Broomfield Ph2	AM	ONE HOUR	08:00	09:30	15			
D14	Broomfield Ph2	PM	ONE HOUR	18:00	19:30	15			
D15	DO SOMETHING 2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G1) + D9+D11
D16	DO SOMETHING 2026	PM	ONE HOUR	18:00	19:30	15	✓	Simple	(D2*G1) +D10+D12
D17	DO SOMETHING 2031	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G2) + D9+D11+D13
D18	DO SOMETHING 2031	PM	ONE HOUR	18:00	19:30	15	✓	Simple	(D2*G2) +D10+D12+D14
D19	DO SOMETHING 2041	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G3) + D9+D11+D13
D20	DO SOMETHING 2041	PM	ONE HOUR	18:00	19:30	15	✓	Simple	(D2*G3) +D10+D12+D14

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2026		1.0660
G2	2031		1.1430
G3	2041		1.1960

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	JUNCTION 2	✓	100.000	100.000

JUNCTION 2 - 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Streamstown Lane (S)		Major
B	Carrey's Lane (N)		Minor
C	Streamstown Lane (E)		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	5.50			20.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	90	55

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	508	0.094	0.239	0.150	0.341
B-C	626	0.098	0.248	-	-
C-B	586	0.232	0.232	-	-

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	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	98	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	68	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	5	93
	B	5	0	29
	C	55	13	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	6.70	0.1	A	31	47
C-AB	0.03	6.16	0.0	A	13	20
C-A					49	74
A-B					5	7
A-C					85	128

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	584	0.044	25	0.0	0.0	6.441	A
C-AB	11	3	595	0.018	10	0.0	0.0	6.155	A
C-A	41	10			41				
A-B	4	0.94			4				
A-C	70	18			70				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	580	0.053	31	0.0	0.1	6.549	A
C-AB	13	3	597	0.021	13	0.0	0.0	6.155	A
C-A	48	12			48				
A-B	4	1			4				
A-C	84	21			84				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	575	0.065	37	0.1	0.1	6.700	A
C-AB	16	4	600	0.027	16	0.0	0.0	6.158	A
C-A	59	15			59				
A-B	6	1			6				
A-C	102	26			102				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	575	0.065	37	0.1	0.1	6.700	A
C-AB	16	4	600	0.027	16	0.0	0.0	6.162	A
C-A	59	15			59				
A-B	6	1			6				
A-C	102	26			102				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	580	0.053	31	0.1	0.1	6.550	A
C-AB	13	3	597	0.021	13	0.0	0.0	6.164	A
C-A	48	12			48				
A-B	4	1			4				
A-C	84	21			84				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	584	0.044	26	0.1	0.0	6.444	A
C-AB	11	3	595	0.018	11	0.0	0.0	6.160	A
C-A	41	10			41				
A-B	4	0.94			4				
A-C	70	18			70				

JUNCTION 2 - 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	18:00	19:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	51	100.000
B		ONE HOUR	✓	14	100.000
C		ONE HOUR	✓	35	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	7	44
	B	5	0	9
	C	21	14	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	6.61	0.0	A	13	19
C-AB	0.03	6.30	0.0	A	13	20
C-A					19	28
A-B					6	10
A-C					40	61

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	566	0.019	10	0.0	0.0	6.483	A
C-AB	11	3	587	0.018	11	0.0	0.0	6.250	A
C-A	16	4			16				
A-B	5	1			5				
A-C	33	8			33				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	563	0.022	13	0.0	0.0	6.535	A
C-AB	13	3	587	0.022	13	0.0	0.0	6.270	A
C-A	18	5			18				
A-B	6	2			6				
A-C	40	10			40				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	560	0.028	15	0.0	0.0	6.607	A
C-AB	16	4	587	0.027	16	0.0	0.0	6.299	A
C-A	22	6			22				
A-B	8	2			8				
A-C	48	12			48				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	560	0.028	15	0.0	0.0	6.608	A
C-AB	16	4	587	0.027	16	0.0	0.0	6.303	A
C-A	22	6			22				
A-B	8	2			8				
A-C	48	12			48				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	563	0.022	13	0.0	0.0	6.536	A
C-AB	13	3	587	0.022	13	0.0	0.0	6.272	A
C-A	18	5			18				
A-B	6	2			6				
A-C	40	10			40				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	566	0.019	11	0.0	0.0	6.486	A
C-AB	11	3	587	0.018	11	0.0	0.0	6.254	A
C-A	16	4			16				
A-B	5	1			5				
A-C	33	8			33				

JUNCTION 2 - 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G1

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	104	100.000
B		ONE HOUR	✓	36	100.000
C		ONE HOUR	✓	72	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	5	99
	B	5	0	31
	C	59	14	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	6.76	0.1	A	33	50
C-AB	0.03	6.17	0.0	A	14	21
C-A					52	79
A-B					5	7
A-C					91	136

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	583	0.047	27	0.0	0.0	6.476	A
C-AB	11	3	596	0.019	11	0.0	0.0	6.155	A
C-A	43	11			43				
A-B	4	1			4				
A-C	75	19			75				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	579	0.056	33	0.0	0.1	6.592	A
C-AB	14	3	598	0.023	14	0.0	0.0	6.156	A
C-A	51	13			51				
A-B	5	1			5				
A-C	89	22			89				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	573	0.070	40	0.1	0.1	6.757	A
C-AB	17	4	601	0.028	17	0.0	0.0	6.160	A
C-A	63	16			63				
A-B	6	1			6				
A-C	109	27			109				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	573	0.070	40	0.1	0.1	6.757	A
C-AB	17	4	601	0.028	17	0.0	0.0	6.166	A
C-A	63	16			63				
A-B	6	1			6				
A-C	109	27			109				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	579	0.056	33	0.1	0.1	6.596	A
C-AB	14	3	598	0.023	14	0.0	0.0	6.165	A
C-A	51	13			51				
A-B	5	1			5				
A-C	89	22			89				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	583	0.047	27	0.1	0.0	6.482	A
C-AB	11	3	596	0.019	11	0.0	0.0	6.161	A
C-A	43	11			43				
A-B	4	1			4				
A-C	75	19			75				

JUNCTION 2 - 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2026	PM	ONE HOUR	18:00	19:30	15	✓	Simple	D2*G1

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	54	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	37	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	7	47
	B	5	0	10
	C	22	15	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	6.63	0.0	A	14	21
C-AB	0.03	6.31	0.0	A	14	21
C-A					20	30
A-B					7	10
A-C					43	65

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	565	0.020	11	0.0	0.0	6.501	A
C-AB	12	3	587	0.020	11	0.0	0.0	6.257	A
C-A	17	4			17				
A-B	6	1			6				
A-C	35	9			35				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	562	0.024	13	0.0	0.0	6.556	A
C-AB	14	3	587	0.024	14	0.0	0.0	6.278	A
C-A	20	5			20				
A-B	7	2			7				
A-C	42	11			42				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	4	559	0.029	16	0.0	0.0	6.634	A
C-AB	17	4	588	0.029	17	0.0	0.0	6.310	A
C-A	24	6			24				
A-B	8	2			8				
A-C	52	13			52				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	4	559	0.029	16	0.0	0.0	6.634	A
C-AB	17	4	588	0.029	17	0.0	0.0	6.313	A
C-A	24	6			24				
A-B	8	2			8				
A-C	52	13			52				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	562	0.024	13	0.0	0.0	6.557	A
C-AB	14	3	587	0.024	14	0.0	0.0	6.284	A
C-A	20	5			20				
A-B	7	2			7				
A-C	42	11			42				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	565	0.020	11	0.0	0.0	6.504	A
C-AB	12	3	587	0.020	12	0.0	0.0	6.261	A
C-A	17	4			17				
A-B	6	1			6				
A-C	35	9			35				

JUNCTION 2 - 2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2031	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G2

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	112	100.000
B		ONE HOUR	✓	39	100.000
C		ONE HOUR	✓	78	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	6	106
	B	6	0	33
	C	63	15	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	6.82	0.1	A	36	53
C-AB	0.03	6.17	0.0	A	15	23
C-A					56	84
A-B					5	8
A-C					98	146

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	581	0.050	29	0.0	0.1	6.518	A
C-AB	12	3	597	0.020	12	0.0	0.0	6.156	A
C-A	46	12			46				
A-B	4	1			4				
A-C	80	20			80				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	577	0.061	35	0.1	0.1	6.644	A
C-AB	15	4	599	0.025	15	0.0	0.0	6.157	A
C-A	55	14			55				
A-B	5	1			5				
A-C	96	24			96				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	570	0.075	43	0.1	0.1	6.824	A
C-AB	18	5	602	0.031	18	0.0	0.0	6.162	A
C-A	67	17			67				
A-B	6	2			6				
A-C	117	29			117				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	570	0.075	43	0.1	0.1	6.824	A
C-AB	19	5	602	0.031	19	0.0	0.0	6.165	A
C-A	67	17			67				
A-B	6	2			6				
A-C	117	29			117				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	577	0.061	35	0.1	0.1	6.648	A
C-AB	15	4	599	0.025	15	0.0	0.0	6.167	A
C-A	55	14			55				
A-B	5	1			5				
A-C	96	24			96				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	581	0.050	29	0.1	0.1	6.524	A
C-AB	12	3	597	0.020	12	0.0	0.0	6.162	A
C-A	46	12			46				
A-B	4	1			4				
A-C	80	20			80				

JUNCTION 2 - 2031, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2031	PM	ONE HOUR	18:00	19:30	15	✓	Simple	D1*G2

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	112	100.000
B		ONE HOUR	✓	39	100.000
C		ONE HOUR	✓	78	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	6	106
	B	6	0	33
	C	63	15	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	6.82	0.1	A	36	53
C-AB	0.03	6.17	0.0	A	15	23
C-A					56	84
A-B					5	8
A-C					98	146

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	581	0.050	29	0.0	0.1	6.518	A
C-AB	12	3	597	0.020	12	0.0	0.0	6.156	A
C-A	46	12			46				
A-B	4	1			4				
A-C	80	20			80				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	577	0.061	35	0.1	0.1	6.644	A
C-AB	15	4	599	0.025	15	0.0	0.0	6.157	A
C-A	55	14			55				
A-B	5	1			5				
A-C	96	24			96				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	570	0.075	43	0.1	0.1	6.824	A
C-AB	18	5	602	0.031	18	0.0	0.0	6.162	A
C-A	67	17			67				
A-B	6	2			6				
A-C	117	29			117				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	570	0.075	43	0.1	0.1	6.824	A
C-AB	19	5	602	0.031	19	0.0	0.0	6.165	A
C-A	67	17			67				
A-B	6	2			6				
A-C	117	29			117				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	577	0.061	35	0.1	0.1	6.648	A
C-AB	15	4	599	0.025	15	0.0	0.0	6.167	A
C-A	55	14			55				
A-B	5	1			5				
A-C	96	24			96				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	581	0.050	29	0.1	0.1	6.524	A
C-AB	12	3	597	0.020	12	0.0	0.0	6.162	A
C-A	46	12			46				
A-B	4	1			4				
A-C	80	20			80				

JUNCTION 2 - 2041, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2041	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G3

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	117	100.000
B		ONE HOUR	✓	41	100.000
C		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	6	111
	B	6	0	35
	C	66	16	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	6.87	0.1	A	37	56
C-AB	0.03	6.17	0.0	A	16	24
C-A					59	88
A-B					5	8
A-C					102	153

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	580	0.053	30	0.0	0.1	6.543	A
C-AB	13	3	597	0.021	13	0.0	0.0	6.157	A
C-A	48	12			48				
A-B	5	1			5				
A-C	84	21			84				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	575	0.064	37	0.1	0.1	6.680	A
C-AB	16	4	600	0.026	15	0.0	0.0	6.158	A
C-A	58	14			58				
A-B	5	1			5				
A-C	100	25			100				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	569	0.079	45	0.1	0.1	6.870	A
C-AB	19	5	603	0.032	19	0.0	0.0	6.163	A
C-A	70	18			70				
A-B	7	2			7				
A-C	122	31			122				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	569	0.079	45	0.1	0.1	6.870	A
C-AB	19	5	603	0.032	19	0.0	0.0	6.169	A
C-A	70	18			70				
A-B	7	2			7				
A-C	122	31			122				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	575	0.064	37	0.1	0.1	6.682	A
C-AB	16	4	600	0.026	16	0.0	0.0	6.166	A
C-A	58	14			58				
A-B	5	1			5				
A-C	100	25			100				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	580	0.053	31	0.1	0.1	6.551	A
C-AB	13	3	597	0.021	13	0.0	0.0	6.161	A
C-A	48	12			48				
A-B	5	1			5				
A-C	84	21			84				

JUNCTION 2 - 2041, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2041	PM	ONE HOUR	18:00	19:30	15	✓	Simple	D2*G3

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	61	100.000
B		ONE HOUR	✓	17	100.000
C		ONE HOUR	✓	42	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	8	53
	B	6	0	11
	C	25	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	6.69	0.0	A	15	23
C-AB	0.03	6.33	0.0	A	16	24
C-A					22	34
A-B					8	12
A-C					48	72

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	563	0.022	13	0.0	0.0	6.535	A
C-AB	13	3	587	0.022	13	0.0	0.0	6.271	A
C-A	18	5			18				
A-B	6	2			6				
A-C	40	10			40				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	561	0.027	15	0.0	0.0	6.598	A
C-AB	16	4	587	0.027	16	0.0	0.0	6.295	A
C-A	22	5			22				
A-B	8	2			8				
A-C	47	12			47				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	557	0.033	18	0.0	0.0	6.687	A
C-AB	19	5	588	0.033	19	0.0	0.0	6.331	A
C-A	27	7			27				
A-B	9	2			9				
A-C	58	14			58				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	557	0.033	18	0.0	0.0	6.687	A
C-AB	19	5	588	0.033	19	0.0	0.0	6.332	A
C-A	27	7			27				
A-B	9	2			9				
A-C	58	14			58				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	561	0.027	15	0.0	0.0	6.601	A
C-AB	16	4	587	0.027	16	0.0	0.0	6.299	A
C-A	22	5			22				
A-B	8	2			8				
A-C	47	12			47				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	563	0.022	13	0.0	0.0	6.536	A
C-AB	13	3	587	0.022	13	0.0	0.0	6.275	A
C-A	18	5			18				
A-B	6	2			6				
A-C	40	10			40				

JUNCTION 2 - DO SOMETHING 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	DO SOMETHING 2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G1) + D9+D11

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	111	100.000
B		ONE HOUR	✓	58	100.000
C		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	8	103
	B	16	0	42
	C	68	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	7.41	0.1	A	53	80
C-AB	0.03	6.16	0.0	A	17	26
C-A					60	90
A-B					8	11
A-C					95	142

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	562	0.078	44	0.0	0.1	6.941	A
C-AB	14	3	599	0.023	14	0.0	0.0	6.148	A
C-A	50	12			50				
A-B	6	2			6				
A-C	78	19			78				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	557	0.094	52	0.1	0.1	7.135	A
C-AB	17	4	602	0.028	17	0.0	0.0	6.148	A
C-A	59	15			59				
A-B	7	2			7				
A-C	93	23			93				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	64	16	550	0.117	64	0.1	0.1	7.406	A
C-AB	21	5	606	0.035	21	0.0	0.0	6.150	A
C-A	72	18			72				
A-B	9	2			9				
A-C	114	28			114				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	64	16	550	0.117	64	0.1	0.1	7.409	A
C-AB	21	5	606	0.035	21	0.0	0.0	6.154	A
C-A	72	18			72				
A-B	9	2			9				
A-C	114	28			114				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	557	0.094	52	0.1	0.1	7.141	A
C-AB	17	4	602	0.028	17	0.0	0.0	6.158	A
C-A	59	15			59				
A-B	7	2			7				
A-C	93	23			93				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	562	0.078	44	0.1	0.1	6.951	A
C-AB	14	3	599	0.023	14	0.0	0.0	6.152	A
C-A	50	12			50				
A-B	6	2			6				
A-C	78	19			78				

JUNCTION 2 - DO SOMETHING 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	DO SOMETHING 2026	PM	ONE HOUR	18:00	19:30	15	✓	Simple	(D2*G1) +D10+D12

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	73	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	51	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	17	56
	B	10	0	15
	C	26	25	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.95	0.1	A	23	34
C-AB	0.05	6.47	0.1	A	24	36
C-A					23	35
A-B					16	24
A-C					51	77

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	553	0.034	19	0.0	0.0	6.730	A
C-AB	19	5	585	0.033	19	0.0	0.0	6.356	A
C-A	19	5			19				
A-B	13	3			13				
A-C	42	11			42				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	550	0.041	22	0.0	0.0	6.822	A
C-AB	23	6	586	0.040	23	0.0	0.0	6.402	A
C-A	23	6			23				
A-B	16	4			16				
A-C	50	13			50				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	545	0.050	27	0.0	0.1	6.950	A
C-AB	29	7	586	0.049	29	0.0	0.1	6.464	A
C-A	28	7			28				
A-B	19	5			19				
A-C	62	15			62				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	545	0.050	27	0.1	0.1	6.950	A
C-AB	29	7	586	0.049	29	0.1	0.1	6.469	A
C-A	28	7			28				
A-B	19	5			19				
A-C	62	15			62				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	550	0.041	22	0.1	0.0	6.826	A
C-AB	23	6	586	0.040	23	0.1	0.0	6.408	A
C-A	23	6			23				
A-B	16	4			16				
A-C	50	13			50				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	553	0.034	19	0.0	0.0	6.736	A
C-AB	19	5	585	0.033	19	0.0	0.0	6.361	A
C-A	19	5			19				
A-B	13	3			13				
A-C	42	11			42				

JUNCTION 2 - DO SOMETHING 2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D17	DO SOMETHING 2031	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G2) + D9+D11+D13

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	124	100.000
B		ONE HOUR	✓	61	100.000
C		ONE HOUR	✓	105	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	9	115
	B	17	0	44
	C	87	18	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	7.52	0.1	A	56	84
C-AB	0.04	6.09	0.1	A	19	28
C-A					77	116
A-B					8	12
A-C					106	159

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	559	0.082	45	0.0	0.1	7.002	A
C-AB	15	4	607	0.025	15	0.0	0.0	6.082	A
C-A	64	16			64				
A-B	7	2			7				
A-C	87	22			87				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	554	0.099	55	0.1	0.1	7.215	A
C-AB	18	5	611	0.030	18	0.0	0.0	6.070	A
C-A	76	19			76				
A-B	8	2			8				
A-C	104	26			104				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	546	0.123	67	0.1	0.1	7.515	A
C-AB	23	6	617	0.038	23	0.0	0.1	6.056	A
C-A	92	23			92				
A-B	10	2			10				
A-C	127	32			127				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	546	0.123	67	0.1	0.1	7.518	A
C-AB	23	6	617	0.038	23	0.1	0.1	6.061	A
C-A	92	23			92				
A-B	10	2			10				
A-C	127	32			127				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	554	0.099	55	0.1	0.1	7.218	A
C-AB	18	5	611	0.030	18	0.1	0.0	6.081	A
C-A	76	19			76				
A-B	8	2			8				
A-C	104	26			104				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	559	0.082	46	0.1	0.1	7.016	A
C-AB	15	4	607	0.025	15	0.0	0.0	6.087	A
C-A	64	16			64				
A-B	7	2			7				
A-C	87	22			87				

JUNCTION 2 - DO SOMETHING 2031, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D18	DO SOMETHING 2031	PM	ONE HOUR	18:00	19:30	15	✓	Simple	(D2*G2) +D10+D12+D14

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	90	100.000
B		ONE HOUR	✓	26	100.000
C		ONE HOUR	✓	60	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	18	72
	B	11	0	15
	C	34	26	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.04	0.1	A	24	36
C-AB	0.05	6.47	0.1	A	25	38
C-A					30	45
A-B					17	25
A-C					66	100

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	550	0.036	19	0.0	0.0	6.785	A
C-AB	20	5	586	0.035	20	0.0	0.0	6.359	A
C-A	25	6			25				
A-B	14	3			14				
A-C	54	14			54				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	546	0.043	23	0.0	0.0	6.891	A
C-AB	25	6	586	0.042	25	0.0	0.0	6.406	A
C-A	29	7			29				
A-B	16	4			16				
A-C	65	16			65				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	540	0.053	29	0.0	0.1	7.038	A
C-AB	31	8	587	0.052	31	0.0	0.1	6.470	A
C-A	35	9			35				
A-B	20	5			20				
A-C	80	20			80				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	540	0.053	29	0.1	0.1	7.039	A
C-AB	31	8	587	0.052	31	0.1	0.1	6.475	A
C-A	35	9			35				
A-B	20	5			20				
A-C	80	20			80				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	546	0.043	23	0.1	0.0	6.892	A
C-AB	25	6	586	0.042	25	0.1	0.0	6.413	A
C-A	29	7			29				
A-B	16	4			16				
A-C	65	16			65				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	550	0.036	20	0.0	0.0	6.789	A
C-AB	20	5	586	0.035	21	0.0	0.0	6.364	A
C-A	25	6			25				
A-B	14	3			14				
A-C	54	14			54				

JUNCTION 2 - DO SOMETHING 2041, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D19	DO SOMETHING 2041	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G3) + D9+D11+D13

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	129	100.000
B		ONE HOUR	✓	63	100.000
C		ONE HOUR	✓	108	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	9	120
	B	17	0	46
	C	90	19	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	7.57	0.1	A	58	86
C-AB	0.04	6.09	0.1	A	20	30
C-A					80	119
A-B					8	12
A-C					110	165

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	559	0.084	47	0.0	0.1	7.030	A
C-AB	16	4	607	0.026	16	0.0	0.0	6.083	A
C-A	66	16			66				
A-B	7	2			7				
A-C	91	23			91				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	553	0.102	56	0.1	0.1	7.251	A
C-AB	19	5	612	0.031	19	0.0	0.0	6.071	A
C-A	78	20			78				
A-B	8	2			8				
A-C	108	27			108				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	545	0.127	69	0.1	0.1	7.565	A
C-AB	24	6	618	0.039	24	0.0	0.1	6.060	A
C-A	95	24			95				
A-B	10	2			10				
A-C	132	33			132				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	545	0.127	69	0.1	0.1	7.568	A
C-AB	24	6	618	0.039	24	0.1	0.1	6.063	A
C-A	95	24			95				
A-B	10	2			10				
A-C	132	33			132				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	553	0.102	56	0.1	0.1	7.255	A
C-AB	19	5	612	0.031	19	0.1	0.0	6.081	A
C-A	78	20			78				
A-B	8	2			8				
A-C	108	27			108				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	559	0.084	47	0.1	0.1	7.043	A
C-AB	16	4	607	0.026	16	0.0	0.0	6.091	A
C-A	66	16			66				
A-B	7	2			7				
A-C	91	23			91				

JUNCTION 2 - DO SOMETHING 2041, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D20	DO SOMETHING 2041	PM	ONE HOUR	18:00	19:30	15	✓	Simple	(D2*G3) +D10+D12+D14

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	93	100.000
B		ONE HOUR	✓	27	100.000
C		ONE HOUR	✓	62	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	18	75
	B	11	0	16
	C	35	27	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.06	0.1	A	25	37
C-AB	0.05	6.48	0.1	A	26	39
C-A					31	46
A-B					17	25
A-C					68	103

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	549	0.037	20	0.0	0.0	6.798	A
C-AB	21	5	586	0.036	21	0.0	0.0	6.365	A
C-A	25	6			25				
A-B	14	3			14				
A-C	56	14			56				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	545	0.044	24	0.0	0.0	6.907	A
C-AB	25	6	587	0.043	25	0.0	0.0	6.413	A
C-A	30	8			30				
A-B	17	4			17				
A-C	67	17			67				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	539	0.055	29	0.0	0.1	7.060	A
C-AB	32	8	587	0.054	31	0.0	0.1	6.479	A
C-A	37	9			37				
A-B	20	5			20				
A-C	82	21			82				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	539	0.055	29	0.1	0.1	7.060	A
C-AB	32	8	587	0.054	32	0.1	0.1	6.484	A
C-A	37	9			37				
A-B	20	5			20				
A-C	82	21			82				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	545	0.044	24	0.1	0.0	6.909	A
C-AB	25	6	587	0.043	25	0.1	0.1	6.418	A
C-A	30	8			30				
A-B	17	4			17				
A-C	67	17			67				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	549	0.037	20	0.0	0.0	6.805	A
C-AB	21	5	586	0.036	21	0.0	0.0	6.373	A
C-A	25	6			25				
A-B	14	3			14				
A-C	56	14			56				

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: Junction 3_AM and PM.j9

Path: \\wmfilesrv\Moylan\Projects\19\19-020 - Malahide Road\Design\Traffic\Junction Modelling\MODELLING SEPT 2021\Junction 3

Report generation date: 07/04/2022 19:42:35

»Junction 3 - 2022, AM
 »Junction 3 - 2022, PM
 »Junction 3 - 2026, AM
 »Junction 3 - 2026, PM
 »Junction 3 - 2031, AM
 »Junction 3 - 2031, PM
 »Junction 3 - 2041, AM
 »Junction 3 - 2041, PM
 »Junction 3 - DO SOMETHING 2026, AM
 »Junction 3 - DO SOMETHING 2026, PM
 »Junction 3 - DO SOMETHING 2031, AM
 »Junction 3 - DO SOMETHING 2031, PM
 »Junction 3 - DO SOMETHING 2041, AM
 »Junction 3 - DO SOMETHING 2041, PM

Summary of junction performance

	AM		PM	
	Queue (PCU)	RFC	Queue (PCU)	RFC
Junction 3 - 2022				
Stream B-AC	0.4	0.27	0.1	0.11
Stream C-AB	0.3	0.13	0.2	0.09
Junction 3 - 2026				
Stream B-AC	0.4	0.29	0.1	0.12
Stream C-AB	0.4	0.14	0.2	0.10
Junction 3 - 2031				
Stream B-AC	0.5	0.32	0.2	0.13
Stream C-AB	0.5	0.16	0.3	0.12
Junction 3 - 2041				
Stream B-AC	0.5	0.34	0.2	0.14
Stream C-AB	0.5	0.18	0.3	0.13
Junction 3 - DO SOMETHING 2026				
Stream B-AC	0.5	0.34	0.2	0.16
Stream C-AB	0.5	0.18	0.3	0.12
Junction 3 - DO SOMETHING 2031				
Stream B-AC	0.6	0.38	0.3	0.20
Stream C-AB	0.8	0.26	0.4	0.16
Junction 3 - DO SOMETHING 2041				
Stream B-AC	0.7	0.40	0.2	0.20
Stream C-AB	0.9	0.28	0.6	0.20

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

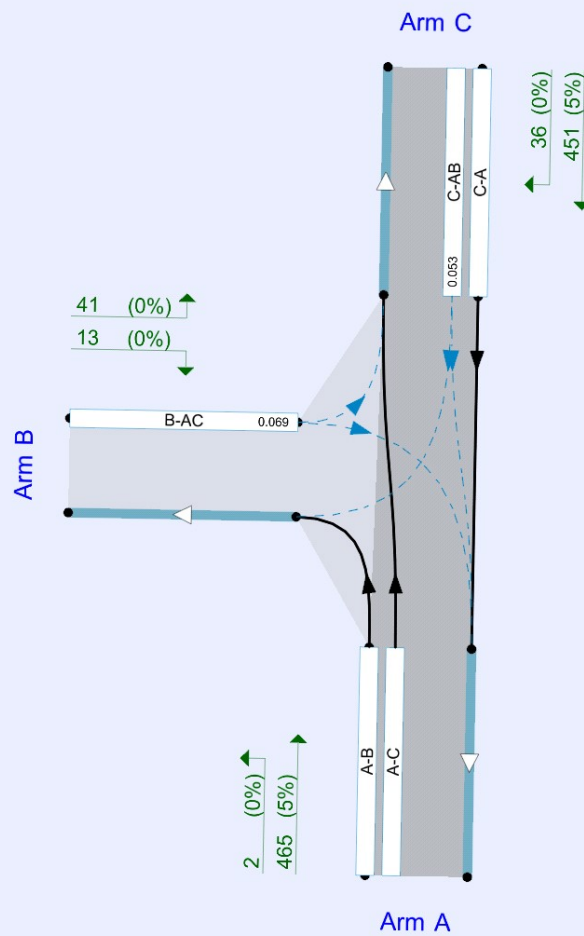
File summary

File Description

Title	
Location	
Site number	
Date	01/12/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\byrne
Description	

Units

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



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

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

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2022	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2022	PM	ONE HOUR	16:00	17:30	15	✓		
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G1
D4	2026	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G1
D5	2031	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G2
D6	2031	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G2
D7	2041	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G3
D8	2041	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G3
D9	Proposed Dev. - Trips Generated	AM	ONE HOUR	08:00	09:30	15			
D10	Proposed Dev. - Trips Generated	PM	ONE HOUR	16:00	17:30	15			
D11	DO SOMETHING 2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G1) + D9+D17
D12	DO SOMETHING 2026	PM	ONE HOUR	16:00	17:30	15	✓	Simple	(D2*G1)+D10+D18
D13	DO SOMETHING 2031	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G2) + D9 + D17 + D19
D14	DO SOMETHING 2031	PM	ONE HOUR	16:00	17:30	15	✓	Simple	(D2*G2)+D10 + D18 + D20
D15	DO SOMETHING 2041	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G3) + D9+D17 + D19
D16	DO SOMETHING 2041	PM	ONE HOUR	16:00	17:30	15	✓	Simple	(D2*G3) +D10+D18+D19
D17	Broomfield Phase 1	AM	ONE HOUR	08:00	09:30	15			
D18	Broomfield Phase 1	PM	ONE HOUR	16:00	17:30	15			
D19	Broomfield Phase 2	AM	ONE HOUR	08:00	09:30	15			
D20	Broomfield Phase 2	PM	ONE HOUR	16:00	17:30	15			

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2026		1.0660
G2	2030		1.1430
G3	2040		1.1960

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Junction 3	✓	100.000	100.000

Junction 3 - 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.76			247.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574	0.092	0.232	0.146	0.332
B-C	749	0.101	0.255	-	-
C-B	717	0.244	0.244	-	-

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	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	421	100.000
B		ONE HOUR	✓	148	100.000
C		ONE HOUR	✓	553	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	6	415
	B	8	0	140
	C	504	49	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	5	10
	B	5	0	5
	C	10	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	8.49	0.4	A	136	204
C-AB	0.13	4.72	0.3	A	93	139
C-A					415	622
A-B					6	8
A-C					381	571

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	650	0.172	111	0.0	0.2	7.001	A
C-AB	65	16	884	0.073	64	0.0	0.1	4.700	A
C-A	352	88			352				
A-B	5	1			5				
A-C	312	78			312				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	632	0.210	133	0.2	0.3	7.566	A
C-AB	87	22	921	0.095	87	0.1	0.2	4.635	A
C-A	410	103			410				
A-B	5	1			5				
A-C	373	93			373				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41	608	0.268	163	0.3	0.4	8.479	A
C-AB	126	32	973	0.130	126	0.2	0.3	4.579	A
C-A	483	121			483				
A-B	7	2			7				
A-C	457	114			457				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41	608	0.268	163	0.4	0.4	8.494	A
C-AB	126	32	973	0.130	126	0.3	0.3	4.591	A
C-A	482	121			482				
A-B	7	2			7				
A-C	457	114			457				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	632	0.210	133	0.4	0.3	7.587	A
C-AB	87	22	921	0.095	88	0.3	0.2	4.661	A
C-A	410	102			410				
A-B	5	1			5				
A-C	373	93			373				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	649	0.172	112	0.3	0.2	7.033	A
C-AB	65	16	884	0.073	65	0.2	0.1	4.719	A
C-A	351	88			351				
A-B	5	1			5				
A-C	312	78			312				

Junction 3 - 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	467	100.000
B		ONE HOUR	✓	54	100.000
C		ONE HOUR	✓	487	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	2	465
	B	13	0	41
	C	451	36	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	7.63	0.1	A	50	74
C-AB	0.09	4.56	0.2	A	64	96
C-A					383	575
A-B					2	3
A-C					427	640

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	586	0.069	40	0.0	0.1	6.597	A
C-AB	45	11	852	0.053	45	0.0	0.1	4.548	A
C-A	322	80			322				
A-B	2	0.38			2				
A-C	350	88			350				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	563	0.086	48	0.1	0.1	6.993	A
C-AB	60	15	882	0.068	60	0.1	0.1	4.476	A
C-A	378	94			378				
A-B	2	0.45			2				
A-C	418	105			418				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	531	0.112	59	0.1	0.1	7.624	A
C-AB	86	21	925	0.093	86	0.1	0.2	4.398	A
C-A	450	113			450				
A-B	2	0.55			2				
A-C	512	128			512				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	531	0.112	59	0.1	0.1	7.628	A
C-AB	86	22	925	0.093	86	0.2	0.2	4.406	A
C-A	450	113			450				
A-B	2	0.55			2				
A-C	512	128			512				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	563	0.086	49	0.1	0.1	6.997	A
C-AB	60	15	882	0.068	61	0.2	0.1	4.498	A
C-A	378	94			378				
A-B	2	0.45			2				
A-C	418	105			418				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	586	0.069	41	0.1	0.1	6.605	A
C-AB	45	11	852	0.053	45	0.1	0.1	4.563	A
C-A	321	80			321				
A-B	2	0.38			2				
A-C	350	88			350				

Junction 3 - 2026, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G1

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		ONE HOUR	✓	449	100.000
B		ONE HOUR	✓	158	100.000
C		ONE HOUR	✓	589	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	6	442
	B	9	0	149
	C	537	52	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	5	10
	B	5	0	5
	C	10	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.29	8.89	0.4	A	145	217
C-AB	0.14	4.70	0.4	A	104	156
C-A					437	655
A-B					6	9
A-C					406	609

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	644	0.185	118	0.0	0.2	7.175	A
C-AB	72	18	896	0.080	71	0.0	0.2	4.675	A
C-A	372	93			372				
A-B	5	1			5				
A-C	333	83			333				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	35	625	0.227	142	0.2	0.3	7.811	A
C-AB	97	24	936	0.104	97	0.2	0.2	4.612	A
C-A	432	108			432				
A-B	6	1			6				
A-C	398	99			398				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	43	599	0.290	173	0.3	0.4	8.866	A
C-AB	143	36	992	0.144	143	0.2	0.4	4.571	A
C-A	506	126			506				
A-B	7	2			7				
A-C	487	122			487				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	43	599	0.290	174	0.4	0.4	8.885	A
C-AB	143	36	992	0.145	143	0.4	0.4	4.587	A
C-A	506	126			506				
A-B	7	2			7				
A-C	487	122			487				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	35	625	0.227	142	0.4	0.3	7.836	A
C-AB	98	24	936	0.104	98	0.4	0.2	4.642	A
C-A	432	108			432				
A-B	6	1			6				
A-C	398	99			398				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	644	0.185	119	0.3	0.2	7.209	A
C-AB	72	18	897	0.080	72	0.2	0.2	4.696	A
C-A	372	93			372				
A-B	5	1			5				
A-C	333	83			333				

Junction 3 - 2026, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2026	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G1

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		ONE HOUR	✓	498	100.000
B		ONE HOUR	✓	58	100.000
C		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	2	496
	B	14	0	44
	C	481	38	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	7.89	0.1	A	53	79
C-AB	0.10	4.54	0.2	A	71	107
C-A					405	608
A-B					2	3
A-C					455	682

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	578	0.075	43	0.0	0.1	6.721	A
C-AB	50	12	862	0.058	49	0.0	0.1	4.523	A
C-A	341	85			341				
A-B	2	0.40			2				
A-C	373	93			373				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	554	0.093	52	0.1	0.1	7.167	A
C-AB	67	17	894	0.075	67	0.1	0.1	4.451	A
C-A	400	100			400				
A-B	2	0.48			2				
A-C	446	111			446				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	520	0.122	63	0.1	0.1	7.884	A
C-AB	97	24	941	0.103	97	0.1	0.2	4.377	A
C-A	475	119			475				
A-B	2	0.59			2				
A-C	546	136			546				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	520	0.122	63	0.1	0.1	7.890	A
C-AB	97	24	941	0.103	97	0.2	0.2	4.386	A
C-A	474	119			474				
A-B	2	0.59			2				
A-C	546	136			546				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	554	0.093	52	0.1	0.1	7.174	A
C-AB	67	17	894	0.075	68	0.2	0.1	4.472	A
C-A	400	100			400				
A-B	2	0.48			2				
A-C	446	111			446				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	578	0.075	43	0.1	0.1	6.732	A
C-AB	50	13	862	0.058	50	0.1	0.1	4.537	A
C-A	341	85			341				
A-B	2	0.40			2				
A-C	373	93			373				

Junction 3 - 2031, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2031	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G2

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		ONE HOUR	✓	481	100.000
B		ONE HOUR	✓	169	100.000
C		ONE HOUR	✓	632	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	7	474
	B	9	0	160
	C	576	56	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.32	9.39	0.5	A	155	233
C-AB	0.16	4.67	0.5	A	119	179
C-A					461	691
A-B					6	9
A-C					435	653

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	32	637	0.200	126	0.0	0.3	7.390	A
C-AB	81	20	911	0.088	80	0.0	0.2	4.649	A
C-A	395	99			395				
A-B	5	1			5				
A-C	357	89			357				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	38	617	0.247	152	0.3	0.3	8.122	A
C-AB	111	28	954	0.116	110	0.2	0.3	4.595	A
C-A	458	114			458				
A-B	6	2			6				
A-C	426	107			426				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	186	47	589	0.316	186	0.3	0.5	9.365	A
C-AB	165	41	1015	0.163	165	0.3	0.5	4.573	A
C-A	531	133			531				
A-B	8	2			8				
A-C	522	131			522				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	186	47	589	0.316	186	0.5	0.5	9.392	A
C-AB	166	41	1016	0.163	166	0.5	0.5	4.588	A
C-A	530	133			530				
A-B	8	2			8				
A-C	522	131			522				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	38	617	0.247	153	0.5	0.3	8.152	A
C-AB	111	28	954	0.116	112	0.5	0.3	4.625	A
C-A	457	114			457				
A-B	6	2			6				
A-C	426	107			426				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	32	637	0.200	128	0.3	0.3	7.432	A
C-AB	81	20	911	0.089	81	0.3	0.2	4.674	A
C-A	395	99			395				
A-B	5	1			5				
A-C	357	89			357				

Junction 3 - 2031, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2031	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G2

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		ONE HOUR	✓	534	100.000
B		ONE HOUR	✓	62	100.000
C		ONE HOUR	✓	557	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	2	531
	B	15	0	47
	C	515	41	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	8.22	0.2	A	57	85
C-AB	0.12	4.51	0.3	A	81	122
C-A					430	645
A-B					2	3
A-C					488	732

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	569	0.082	46	0.0	0.1	6.877	A
C-AB	56	14	873	0.064	55	0.0	0.1	4.495	A
C-A	363	91			363				
A-B	2	0.43			2				
A-C	400	100			400				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	543	0.102	55	0.1	0.1	7.379	A
C-AB	76	19	909	0.083	76	0.1	0.2	4.424	A
C-A	425	106			425				
A-B	2	0.51			2				
A-C	478	119			478				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	506	0.134	68	0.1	0.2	8.215	A
C-AB	111	28	960	0.116	111	0.2	0.3	4.355	A
C-A	502	125			502				
A-B	3	0.63			3				
A-C	585	146			585				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	506	0.134	68	0.2	0.2	8.221	A
C-AB	111	28	961	0.116	111	0.3	0.3	4.368	A
C-A	501	125			501				
A-B	3	0.63			3				
A-C	585	146			585				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14	543	0.102	56	0.2	0.1	7.388	A
C-AB	76	19	909	0.084	76	0.3	0.2	4.449	A
C-A	424	106			424				
A-B	2	0.51			2				
A-C	478	119			478				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	12	569	0.082	47	0.1	0.1	6.888	A
C-AB	56	14	874	0.064	56	0.2	0.1	4.511	A
C-A	363	91			363				
A-B	2	0.43			2				
A-C	400	100			400				

Junction 3 - 2041, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2041	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G3

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		ONE HOUR	✓	504	100.000
B		ONE HOUR	✓	177	100.000
C		ONE HOUR	✓	661	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	7	496
	B	10	0	167
	C	603	59	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.34	9.78	0.5	A	162	244
C-AB	0.18	4.66	0.5	A	130	195
C-A					477	715
A-B					7	10
A-C					455	683

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	632	0.211	132	0.0	0.3	7.544	A
C-AB	87	22	921	0.094	86	0.0	0.2	4.633	A
C-A	411	103			411				
A-B	5	1			5				
A-C	374	93			374				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	40	611	0.260	159	0.3	0.4	8.350	A
C-AB	121	30	966	0.125	120	0.2	0.3	4.583	A
C-A	474	118			474				
A-B	6	2			6				
A-C	446	112			446				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	195	49	582	0.335	194	0.4	0.5	9.746	A
C-AB	182	46	1031	0.177	181	0.3	0.5	4.581	A
C-A	546	136			546				
A-B	8	2			8				
A-C	546	137			546				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	195	49	581	0.335	195	0.5	0.5	9.777	A
C-AB	183	46	1032	0.177	183	0.5	0.5	4.598	A
C-A	546	136			546				
A-B	8	2			8				
A-C	546	137			546				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	40	611	0.260	160	0.5	0.4	8.388	A
C-AB	121	30	967	0.125	122	0.5	0.3	4.615	A
C-A	474	118			474				
A-B	6	2			6				
A-C	446	112			446				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	632	0.211	134	0.4	0.3	7.592	A
C-AB	88	22	921	0.095	88	0.3	0.2	4.659	A
C-A	410	103			410				
A-B	5	1			5				
A-C	374	93			374				

Junction 3 - 2041, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2041	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G3

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		ONE HOUR	✓	559	100.000
B		ONE HOUR	✓	65	100.000
C		ONE HOUR	✓	582	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	2	556
	B	16	0	49
	C	539	43	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	8.47	0.2	A	59	89
C-AB	0.13	4.50	0.3	A	88	132
C-A					446	669
A-B					2	3
A-C					510	765

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	563	0.086	48	0.0	0.1	6.988	A
C-AB	60	15	882	0.068	60	0.0	0.1	4.477	A
C-A	378	95			378				
A-B	2	0.45			2				
A-C	419	105			419				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	535	0.108	58	0.1	0.1	7.536	A
C-AB	82	21	919	0.089	82	0.1	0.2	4.405	A
C-A	441	110			441				
A-B	2	0.54			2				
A-C	500	125			500				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	496	0.143	71	0.1	0.2	8.461	A
C-AB	122	31	974	0.125	122	0.2	0.3	4.347	A
C-A	519	130			519				
A-B	3	0.66			3				
A-C	612	153			612				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	496	0.143	71	0.2	0.2	8.468	A
C-AB	122	31	974	0.126	122	0.3	0.3	4.359	A
C-A	519	130			519				
A-B	3	0.66			3				
A-C	612	153			612				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	535	0.108	58	0.2	0.1	7.546	A
C-AB	83	21	920	0.090	83	0.3	0.2	4.433	A
C-A	441	110			441				
A-B	2	0.54			2				
A-C	500	125			500				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	563	0.086	49	0.1	0.1	7.001	A
C-AB	60	15	882	0.068	61	0.2	0.1	4.495	A
C-A	378	95			378				
A-B	2	0.45			2				
A-C	419	105			419				

Junction 3 - DO SOMETHING 2026, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	DO SOMETHING 2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G1) + D9+D17

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		ONE HOUR	✓	470	100.000
B		ONE HOUR	✓	173	100.000
C		ONE HOUR	✓	647	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	9	460
	B	20	0	153
	C	586	61	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	3	10
	B	2	0	5
	C	9	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.34	10.03	0.5	B	159	238
C-AB	0.18	4.65	0.5	A	132	198
C-A					462	694
A-B					9	13
A-C					422	634

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	33	618	0.211	129	0.0	0.3	7.682	A
C-AB	89	22	917	0.097	88	0.0	0.2	4.624	A
C-A	399	100			399				
A-B	7	2			7				
A-C	347	87			347				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	155	39	596	0.261	155	0.3	0.4	8.523	A
C-AB	122	31	961	0.127	122	0.2	0.3	4.582	A
C-A	460	115			460				
A-B	8	2			8				
A-C	414	103			414				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	48	565	0.336	190	0.4	0.5	9.999	A
C-AB	183	46	1025	0.179	183	0.3	0.5	4.585	A
C-A	530	132			530				
A-B	10	3			10				
A-C	507	127			507				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	48	565	0.337	190	0.5	0.5	10.034	B
C-AB	184	46	1025	0.179	184	0.5	0.5	4.601	A
C-A	529	132			529				
A-B	10	3			10				
A-C	507	127			507				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	155	39	596	0.261	156	0.5	0.4	8.563	A
C-AB	123	31	962	0.128	124	0.5	0.3	4.610	A
C-A	459	115			459				
A-B	8	2			8				
A-C	414	103			414				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	33	618	0.211	130	0.4	0.3	7.728	A
C-AB	89	22	918	0.097	90	0.3	0.2	4.649	A
C-A	398	100			398				
A-B	7	2			7				
A-C	347	87			347				

Junction 3 - DO SOMETHING 2026, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	DO SOMETHING 2026	PM	ONE HOUR	16:00	17:30	15	✓	Simple	(D2*G1) +D10+D18

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		ONE HOUR	✓	556	100.000
B		ONE HOUR	✓	72	100.000
C		ONE HOUR	✓	546	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	12	544
	B	19	0	53
	C	504	42	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	8.66	0.2	A	66	99
C-AB	0.12	4.56	0.3	A	82	124
C-A					419	628
A-B					11	17
A-C					499	748

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	560	0.096	53	0.0	0.1	7.097	A
C-AB	57	14	864	0.066	56	0.0	0.1	4.546	A
C-A	354	89			354				
A-B	9	2			9				
A-C	409	102			409				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	533	0.121	64	0.1	0.1	7.674	A
C-AB	77	19	898	0.086	77	0.1	0.2	4.483	A
C-A	414	103			414				
A-B	11	3			11				
A-C	489	122			489				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	495	0.159	79	0.1	0.2	8.647	A
C-AB	113	28	947	0.119	113	0.2	0.3	4.427	A
C-A	488	122			488				
A-B	13	3			13				
A-C	599	150			599				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	495	0.159	79	0.2	0.2	8.656	A
C-AB	113	28	948	0.120	113	0.3	0.3	4.438	A
C-A	488	122			488				
A-B	13	3			13				
A-C	599	150			599				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	533	0.121	65	0.2	0.1	7.687	A
C-AB	77	19	899	0.086	78	0.3	0.2	4.508	A
C-A	414	103			414				
A-B	11	3			11				
A-C	489	122			489				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	560	0.096	54	0.1	0.1	7.112	A
C-AB	57	14	865	0.066	57	0.2	0.1	4.561	A
C-A	354	89			354				
A-B	9	2			9				
A-C	409	102			409				

Junction 3 - DO SOMETHING 2031, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	DO SOMETHING 2031	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G2) + D9 + D17 + D19

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		ONE HOUR	✓	516	100.000
B		ONE HOUR	✓	189	100.000
C		ONE HOUR	✓	749	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	10	506
	B	20	0	169
	C	669	80	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	3	9
	B	2	0	5
	C	8	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.38	11.06	0.6	B	174	260
C-AB	0.26	4.84	0.8	A	197	295
C-A					491	736
A-B					9	14
A-C					465	697

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	36	608	0.234	141	0.0	0.3	8.038	A
C-AB	128	32	952	0.134	127	0.0	0.3	4.624	A
C-A	436	109			436				
A-B	7	2			7				
A-C	381	95			381				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	170	43	583	0.292	170	0.3	0.4	9.080	A
C-AB	181	45	1004	0.180	180	0.3	0.5	4.650	A
C-A	493	123			493				
A-B	9	2			9				
A-C	455	114			455				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	208	52	548	0.380	207	0.4	0.6	11.009	B
C-AB	280	70	1079	0.259	279	0.5	0.8	4.808	A
C-A	545	136			545				
A-B	11	3			11				
A-C	557	139			557				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	208	52	548	0.380	208	0.6	0.6	11.061	B
C-AB	281	70	1080	0.260	281	0.8	0.8	4.836	A
C-A	544	136			544				
A-B	11	3			11				
A-C	557	139			557				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	170	43	583	0.292	171	0.6	0.4	9.136	A
C-AB	181	45	1005	0.180	183	0.8	0.5	4.691	A
C-A	492	123			492				
A-B	9	2			9				
A-C	455	114			455				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	36	608	0.234	143	0.4	0.3	8.100	A
C-AB	129	32	952	0.135	130	0.5	0.3	4.661	A
C-A	435	109			435				
A-B	7	2			7				
A-C	381	95			381				

Junction 3 - DO SOMETHING 2031, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	DO SOMETHING 2031	PM	ONE HOUR	16:00	17:30	15	✓	Simple	(D2*G2)+D10 + D18 + D20

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		ONE HOUR	✓	632	100.000
B		ONE HOUR	✓	89	100.000
C		ONE HOUR	✓	609	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	12	619
	B	20	0	69
	C	557	51	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	9.44	0.3	A	81	122
C-AB	0.16	4.58	0.4	A	110	164
C-A					449	673
A-B					11	17
A-C					568	853

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	553	0.121	66	0.0	0.1	7.386	A
C-AB	74	18	880	0.084	73	0.0	0.2	4.553	A
C-A	385	96			385				
A-B	9	2			9				
A-C	466	117			466				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	523	0.153	80	0.1	0.2	8.125	A
C-AB	102	25	919	0.111	101	0.2	0.2	4.511	A
C-A	446	111			446				
A-B	11	3			11				
A-C	557	139			557				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	479	0.204	97	0.2	0.3	9.422	A
C-AB	153	38	975	0.157	152	0.2	0.4	4.502	A
C-A	517	129			517				
A-B	14	3			14				
A-C	682	171			682				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	479	0.204	98	0.3	0.3	9.439	A
C-AB	153	38	975	0.157	153	0.4	0.4	4.518	A
C-A	517	129			517				
A-B	14	3			14				
A-C	682	171			682				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	523	0.153	80	0.3	0.2	8.140	A
C-AB	102	26	919	0.111	103	0.4	0.3	4.539	A
C-A	445	111			445				
A-B	11	3			11				
A-C	557	139			557				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	553	0.121	67	0.2	0.1	7.411	A
C-AB	74	19	881	0.084	74	0.3	0.2	4.576	A
C-A	384	96			384				
A-B	9	2			9				
A-C	466	117			466				

Junction 3 - DO SOMETHING 2041, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	DO SOMETHING 2041	AM	ONE HOUR	08:00	09:30	15	✓	Simple	(D1*G3) + D9+D17 + D19

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		ONE HOUR	✓	539	100.000
B		ONE HOUR	✓	197	100.000
C		ONE HOUR	✓	778	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	10	528
	B	21	0	176
	C	696	83	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	3	9
	B	2	0	5
	C	9	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.40	11.61	0.7	B	181	271
C-AB	0.28	4.90	0.9	A	212	319
C-A					502	753
A-B					9	14
A-C					485	727

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	37	603	0.246	147	0.0	0.3	8.219	A
C-AB	137	34	962	0.142	135	0.0	0.3	4.624	A
C-A	449	112			449				
A-B	8	2			8				
A-C	398	99			398				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	44	578	0.307	177	0.3	0.5	9.365	A
C-AB	194	49	1017	0.191	194	0.3	0.5	4.661	A
C-A	506	126			506				
A-B	9	2			9				
A-C	475	119			475				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	217	54	541	0.401	216	0.5	0.7	11.542	B
C-AB	305	76	1096	0.278	304	0.5	0.9	4.868	A
C-A	552	138			552				
A-B	11	3			11				
A-C	582	145			582				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	217	54	541	0.401	217	0.7	0.7	11.609	B
C-AB	306	76	1096	0.279	306	0.9	0.9	4.897	A
C-A	551	138			551				
A-B	11	3			11				
A-C	582	145			582				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	177	44	578	0.307	178	0.7	0.5	9.433	A
C-AB	195	49	1018	0.192	197	0.9	0.5	4.708	A
C-A	505	126			505				
A-B	9	2			9				
A-C	475	119			475				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	37	603	0.246	149	0.5	0.3	8.286	A
C-AB	138	34	963	0.143	138	0.5	0.4	4.659	A
C-A	448	112			448				
A-B	8	2			8				
A-C	398	99			398				

Junction 3 - DO SOMETHING 2041, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	DO SOMETHING 2041	PM	ONE HOUR	16:00	17:30	15	✓	Simple	(D2*G3) +D10+D18+D19

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		ONE HOUR	✓	631	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	668	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	12	618
	B	21	0	63
	C	606	62	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	9.66	0.2	A	77	115
C-AB	0.20	4.58	0.6	A	143	214
C-A					470	706
A-B					11	17
A-C					567	851

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	543	0.116	62	0.0	0.1	7.483	A
C-AB	94	24	905	0.104	93	0.0	0.2	4.533	A
C-A	409	102			409				
A-B	9	2			9				
A-C	465	116			465				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	511	0.147	75	0.1	0.2	8.258	A
C-AB	132	33	949	0.139	131	0.2	0.3	4.512	A
C-A	469	117			469				
A-B	11	3			11				
A-C	556	139			556				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	465	0.198	92	0.2	0.2	9.644	A
C-AB	202	51	1013	0.200	201	0.3	0.6	4.566	A
C-A	534	133			534				
A-B	14	3			14				
A-C	681	170			681				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	465	0.198	92	0.2	0.2	9.661	A
C-AB	202	51	1013	0.200	202	0.6	0.6	4.585	A
C-A	533	133			533				
A-B	14	3			14				
A-C	681	170			681				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	511	0.147	75	0.2	0.2	8.276	A
C-AB	132	33	949	0.139	133	0.6	0.4	4.547	A
C-A	469	117			469				
A-B	11	3			11				
A-C	556	139			556				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	543	0.116	63	0.2	0.1	7.506	A
C-AB	95	24	906	0.105	95	0.4	0.2	4.557	A
C-A	408	102			408				
A-B	9	2			9				
A-C	465	116			465				

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: Junction 4.j9

Path: \\wmfilesrv\Moylan\Projects\19\19-020 - Malahide Road\Design\Traffic\Junction Modelling\MODELLING SEPT 2021\Junction 4

Report generation date: 07/04/2022 19:51:13

»Junction 4 - 2022, AM
 »Junction 4 - 2022, PM
 »Junction 4 - 2026, AM
 »Junction 4 - 2026, PM
 »Junction 4 - 2031, AM
 »Junction 4 - 2031, PM
 »Junction 4 - 2041, AM
 »Junction 4 - 2041, PM
 »Junction 4 - DO SOMETHING 2026, AM
 »Junction 4 - DO SOMETHING 2026, PM
 »Junction 4 - DO SOMETHING 2031, AM
 »Junction 4 - DO SOMETHING 2031, PM
 »Junction 4 - DO SOMETHING 2041, AM
 »Junction 4 - DO SOMETHING 2041, PM

Summary of junction performance

	AM		PM	
	Queue (PCU)	RFC	Queue (PCU)	RFC
Junction 4 - 2022				
Stream B-C	0.0	0.02	0.0	0.01
Stream B-A	0.2	0.17	0.2	0.15
Stream C-AB	0.0	0.02	0.0	0.01
Junction 4 - 2026				
Stream B-C	0.0	0.02	0.0	0.02
Stream B-A	0.3	0.19	0.2	0.16
Stream C-AB	0.0	0.03	0.0	0.01
Junction 4 - 2031				
Stream B-C	0.0	0.02	0.0	0.02
Stream B-A	0.3	0.22	0.2	0.18
Stream C-AB	0.0	0.03	0.0	0.01
Junction 4 - 2041				
Stream B-C	0.0	0.02	0.0	0.02
Stream B-A	0.3	0.24	0.3	0.19
Stream C-AB	0.0	0.03	0.0	0.01
Junction 4 - DO SOMETHING 2026				
Stream B-C	0.0	0.03	0.0	0.02
Stream B-A	0.5	0.30	0.3	0.20
Stream C-AB	0.0	0.03	0.0	0.02
Junction 4 - DO SOMETHING 2031				
Stream B-C	0.0	0.03	0.0	0.02
Stream B-A	0.5	0.33	0.3	0.22
Stream C-AB	0.1	0.04	0.0	0.03
Junction 4 - DO SOMETHING 2041				
Stream B-C	0.0	0.04	0.0	0.02
Stream B-A	0.6	0.35	0.3	0.24
Stream C-AB	0.1	0.04	0.0	0.03

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

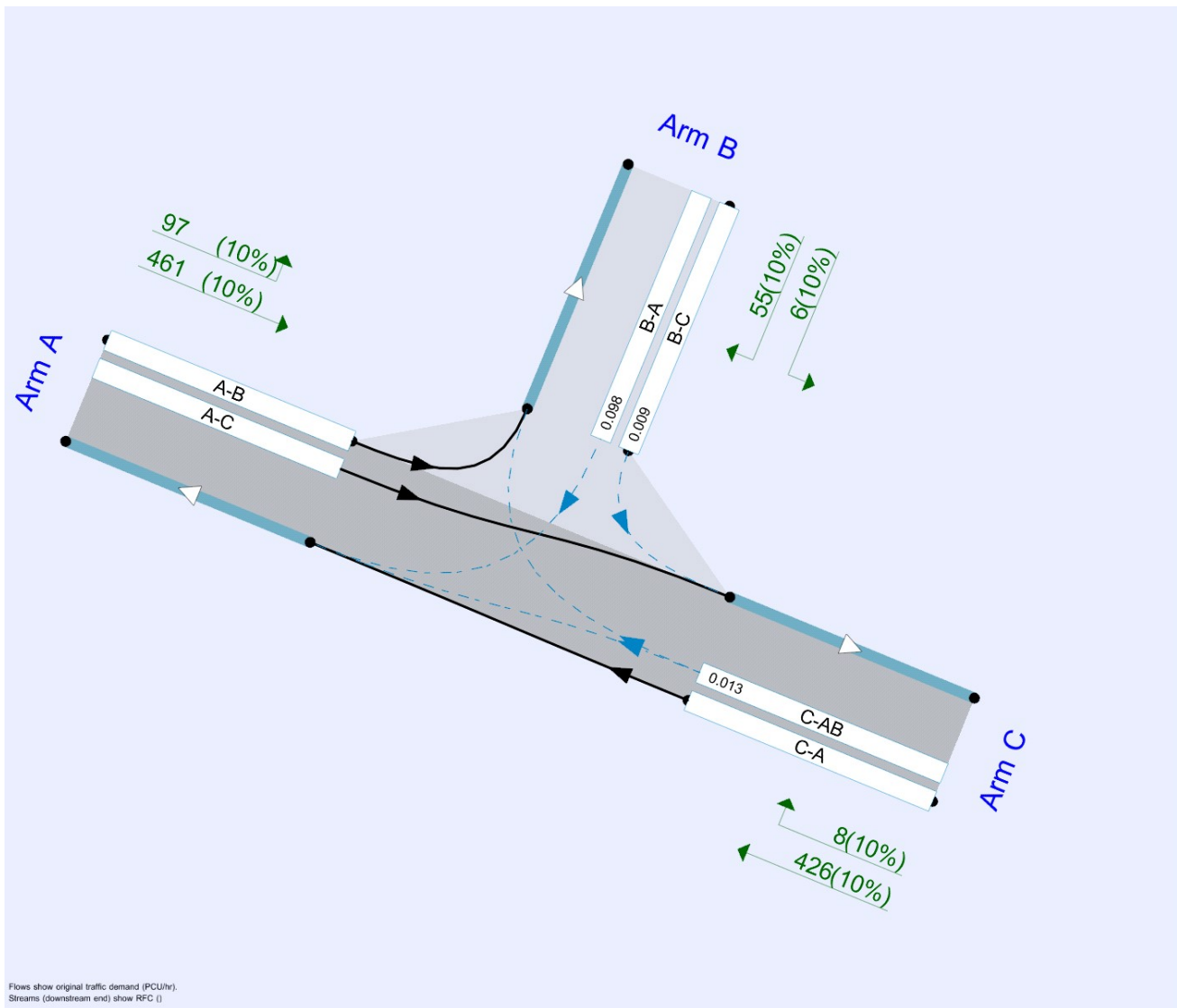
File summary

File Description

Title	
Location	
Site number	
Date	01/12/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\byrne
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

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2022	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2022	PM	ONE HOUR	16:00	17:30	15	✓		
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G1
D4	2026	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G1
D5	2031	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G2
D6	2031	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G2
D7	2041	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G3
D8	2041	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G3
D9	Proposed Dev. - Trips Generated	AM	ONE HOUR	08:00	09:30	15			
D10	Proposed Dev. - Trips Generated	PM	ONE HOUR	16:00	17:30	15			
D11	Broomfield Ph1	AM	ONE HOUR	08:00	09:30	15			
D12	Broomfield Ph1	PM	ONE HOUR	16:00	17:30	15			
D13	Broomfield Ph2	AM	ONE HOUR	08:00	09:30	15			
D14	Broomfield Ph2	PM	ONE HOUR	16:00	17:30	15			
D15	DO SOMETHING 2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G1+D9+D11+D13
D16	DO SOMETHING 2026	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G1+D10+D12+D14
D17	DO SOMETHING 2031	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G2+D9+D11+D13
D18	DO SOMETHING 2031	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G2+D10+D12+D14
D19	DO SOMETHING 2041	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G3+D9+D11+D13
D20	DO SOMETHING 2041	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G3+D10+D12+D14

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2026		1.0660
G2	2031		1.1430
G3	2041		1.1960

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Junction 4	✓	100.000	100.000

Junction 4 - 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.30			148.2	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.48	6.48	6.48	6.48		1.00	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574	0.103	0.261	0.164	0.372
B-C	573	0.087	0.219	-	-
C-B	660	0.252	0.252	-	-

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	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	558	100.000
B		ONE HOUR	✓	61	100.000
C		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	97	461
	B	55	0	6
	C	426	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.35	0.0	A	6	8
B-A	0.17	13.68	0.2	B	50	76
C-AB	0.02	5.17	0.0	A	15	22
C-A					384	575
A-B					89	134
A-C					423	635

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	478	0.009	4	0.0	0.0	8.363	A
B-A	41	10	421	0.098	41	0.0	0.1	10.414	B
C-AB	10	3	776	0.013	10	0.0	0.0	5.172	A
C-A	316	79			316				
A-B	73	18			73				
A-C	347	87			347				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	458	0.012	5	0.0	0.0	8.741	A
B-A	49	12	391	0.126	49	0.1	0.2	11.582	B
C-AB	14	3	803	0.017	14	0.0	0.0	5.018	A
C-A	376	94			376				
A-B	87	22			87				
A-C	414	104			414				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	430	0.015	7	0.0	0.0	9.348	A
B-A	61	15	350	0.173	60	0.2	0.2	13.656	B
C-AB	20	5	842	0.024	20	0.0	0.0	4.814	A
C-A	458	114			458				
A-B	107	27			107				
A-C	508	127			508				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	430	0.015	7	0.0	0.0	9.351	A
B-A	61	15	350	0.173	61	0.2	0.2	13.679	B
C-AB	20	5	842	0.024	20	0.0	0.0	4.816	A
C-A	458	114			458				
A-B	107	27			107				
A-C	508	127			508				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	458	0.012	5	0.0	0.0	8.747	A
B-A	49	12	391	0.126	50	0.2	0.2	11.612	B
C-AB	14	3	803	0.017	14	0.0	0.0	5.019	A
C-A	376	94			376				
A-B	87	22			87				
A-C	414	104			414				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	478	0.009	5	0.0	0.0	8.369	A
B-A	41	10	421	0.098	42	0.2	0.1	10.448	B
C-AB	10	3	776	0.013	10	0.0	0.0	5.174	A
C-A	316	79			316				
A-B	73	18			73				
A-C	347	87			347				

Junction 4 - 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	392	100.000
B		ONE HOUR	✓	58	100.000
C		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	48	344
	B	52	0	6
	C	407	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	8.62	0.0	A	6	8
B-A	0.15	11.74	0.2	B	48	72
C-AB	0.01	5.02	0.0	A	5	8
C-A					371	557
A-B					44	66
A-C					316	473

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	502	0.009	4	0.0	0.0	7.966	A
B-A	39	10	451	0.087	39	0.0	0.1	9.590	A
C-AB	4	0.92	792	0.005	4	0.0	0.0	5.022	A
C-A	305	76			305				
A-B	36	9			36				
A-C	259	65			259				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	487	0.011	5	0.0	0.0	8.224	A
B-A	47	12	427	0.109	47	0.1	0.1	10.393	B
C-AB	5	1	821	0.006	5	0.0	0.0	4.853	A
C-A	364	91			364				
A-B	43	11			43				
A-C	309	77			309				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	466	0.014	7	0.0	0.0	8.619	A
B-A	57	14	395	0.145	57	0.1	0.2	11.721	B
C-AB	7	2	862	0.008	7	0.0	0.0	4.631	A
C-A	445	111			445				
A-B	53	13			53				
A-C	379	95			379				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	466	0.014	7	0.0	0.0	8.621	A
B-A	57	14	395	0.145	57	0.2	0.2	11.735	B
C-AB	7	2	862	0.008	7	0.0	0.0	4.633	A
C-A	445	111			445				
A-B	53	13			53				
A-C	379	95			379				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	487	0.011	5	0.0	0.0	8.227	A
B-A	47	12	427	0.109	47	0.2	0.1	10.412	B
C-AB	5	1	821	0.006	5	0.0	0.0	4.853	A
C-A	364	91			364				
A-B	43	11			43				
A-C	309	77			309				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	501	0.009	5	0.0	0.0	7.969	A
B-A	39	10	451	0.087	39	0.1	0.1	9.616	A
C-AB	4	0.92	792	0.005	4	0.0	0.0	5.022	A
C-A	305	76			305				
A-B	36	9			36				
A-C	259	65			259				

Junction 4 - 2026, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G1

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		ONE HOUR	✓	595	100.000
B		ONE HOUR	✓	65	100.000
C		ONE HOUR	✓	463	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	103	491
	B	59	0	6
	C	454	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.60	0.0	A	6	9
B-A	0.19	14.63	0.3	B	54	81
C-AB	0.03	5.12	0.0	A	16	25
C-A					408	612
A-B					95	142
A-C					451	676

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	471	0.010	5	0.0	0.0	8.485	A
B-A	44	11	411	0.107	44	0.0	0.1	10.774	B
C-AB	11	3	785	0.014	11	0.0	0.0	5.119	A
C-A	337	84			337				
A-B	78	19			78				
A-C	370	92			370				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	450	0.013	6	0.0	0.0	8.907	A
B-A	53	13	379	0.139	53	0.1	0.2	12.123	B
C-AB	15	4	814	0.019	15	0.0	0.0	4.957	A
C-A	400	100			400				
A-B	93	23			93				
A-C	442	110			442				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	420	0.017	7	0.0	0.0	9.599	A
B-A	65	16	335	0.193	64	0.2	0.3	14.591	B
C-AB	23	6	857	0.026	23	0.0	0.0	4.744	A
C-A	487	122			487				
A-B	114	28			114				
A-C	541	135			541				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	419	0.017	7	0.0	0.0	9.603	A
B-A	65	16	335	0.193	65	0.3	0.3	14.626	B
C-AB	23	6	857	0.026	23	0.0	0.0	4.746	A
C-A	487	122			487				
A-B	114	28			114				
A-C	541	135			541				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	450	0.013	6	0.0	0.0	8.914	A
B-A	53	13	379	0.139	53	0.3	0.2	12.161	B
C-AB	15	4	814	0.019	15	0.0	0.0	4.960	A
C-A	400	100			400				
A-B	93	23			93				
A-C	442	110			442				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	471	0.010	5	0.0	0.0	8.492	A
B-A	44	11	411	0.107	44	0.2	0.1	10.817	B
C-AB	11	3	785	0.015	11	0.0	0.0	5.121	A
C-A	337	84			337				
A-B	78	19			78				
A-C	370	92			370				

Junction 4 - 2026, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2026	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G1

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		ONE HOUR	✓	418	100.000
B		ONE HOUR	✓	62	100.000
C		ONE HOUR	✓	437	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	51	367
	B	55	0	6
	C	434	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	8.78	0.0	A	6	9
B-A	0.16	12.30	0.2	B	51	76
C-AB	0.01	4.97	0.0	A	6	9
C-A					395	593
A-B					47	70
A-C					336	505

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	497	0.010	5	0.0	0.0	8.050	A
B-A	42	10	443	0.094	41	0.0	0.1	9.842	A
C-AB	4	1	802	0.005	4	0.0	0.0	4.963	A
C-A	325	81			325				
A-B	39	10			39				
A-C	276	69			276				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	481	0.012	6	0.0	0.0	8.334	A
B-A	50	12	418	0.119	50	0.1	0.1	10.753	B
C-AB	5	1	833	0.007	5	0.0	0.0	4.786	A
C-A	387	97			387				
A-B	46	11			46				
A-C	330	82			330				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	458	0.015	7	0.0	0.0	8.776	A
B-A	61	15	383	0.159	61	0.1	0.2	12.287	B
C-AB	8	2	877	0.009	8	0.0	0.0	4.554	A
C-A	473	118			473				
A-B	56	14			56				
A-C	404	101			404				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	458	0.015	7	0.0	0.0	8.778	A
B-A	61	15	383	0.159	61	0.2	0.2	12.304	B
C-AB	8	2	877	0.009	8	0.0	0.0	4.554	A
C-A	473	118			473				
A-B	56	14			56				
A-C	404	101			404				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	481	0.012	6	0.0	0.0	8.339	A
B-A	50	12	418	0.119	50	0.2	0.2	10.772	B
C-AB	5	1	833	0.007	5	0.0	0.0	4.788	A
C-A	387	97			387				
A-B	46	11			46				
A-C	330	82			330				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	496	0.010	5	0.0	0.0	8.054	A
B-A	42	10	443	0.094	42	0.2	0.1	9.871	A
C-AB	4	1	802	0.005	4	0.0	0.0	4.966	A
C-A	325	81			325				
A-B	39	10			39				
A-C	276	69			276				

Junction 4 - 2031, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2031	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G2

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		ONE HOUR	✓	638	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	496	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	111	527
	B	63	0	7
	C	487	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.93	0.0	A	6	9
B-A	0.22	15.91	0.3	C	58	87
C-AB	0.03	5.06	0.0	A	19	28
C-A					436	655
A-B					102	153
A-C					484	725

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	464	0.011	5	0.0	0.0	8.633	A
B-A	47	12	399	0.119	47	0.0	0.1	11.228	B
C-AB	13	3	796	0.016	13	0.0	0.0	5.058	A
C-A	361	90			361				
A-B	83	21			83				
A-C	397	99			397				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	441	0.014	6	0.0	0.0	9.113	A
B-A	57	14	365	0.155	56	0.1	0.2	12.820	B
C-AB	17	4	828	0.021	17	0.0	0.0	4.887	A
C-A	428	107			428				
A-B	100	25			100				
A-C	474	118			474				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	407	0.019	8	0.0	0.0	9.923	A
B-A	69	17	318	0.218	69	0.2	0.3	15.861	C
C-AB	26	7	875	0.030	26	0.0	0.0	4.664	A
C-A	520	130			520				
A-B	122	31			122				
A-C	580	145			580				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	406	0.019	8	0.0	0.0	9.928	A
B-A	69	17	318	0.218	69	0.3	0.3	15.909	C
C-AB	26	7	875	0.030	26	0.0	0.0	4.664	A
C-A	520	130			520				
A-B	122	31			122				
A-C	580	145			580				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	440	0.014	6	0.0	0.0	9.121	A
B-A	57	14	365	0.155	57	0.3	0.2	12.871	B
C-AB	18	4	828	0.021	18	0.0	0.0	4.890	A
C-A	428	107			428				
A-B	100	25			100				
A-C	474	118			474				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	463	0.011	5	0.0	0.0	8.641	A
B-A	47	12	399	0.119	48	0.2	0.2	11.280	B
C-AB	13	3	796	0.016	13	0.0	0.0	5.059	A
C-A	361	90			361				
A-B	83	21			83				
A-C	397	99			397				

Junction 4 - 2031, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2031	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G2

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		ONE HOUR	✓	448	100.000
B		ONE HOUR	✓	66	100.000
C		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	55	393
	B	59	0	7
	C	465	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	8.97	0.0	A	6	9
B-A	0.18	13.04	0.2	B	55	82
C-AB	0.01	4.90	0.0	A	6	10
C-A					424	635
A-B					50	76
A-C					361	541

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	491	0.011	5	0.0	0.0	8.152	A
B-A	45	11	434	0.103	44	0.0	0.1	10.155	B
C-AB	5	1	813	0.006	5	0.0	0.0	4.897	A
C-A	348	87			348				
A-B	41	10			41				
A-C	296	74			296				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	474	0.013	6	0.0	0.0	8.469	A
B-A	53	13	407	0.131	53	0.1	0.2	11.203	B
C-AB	6	2	847	0.007	6	0.0	0.0	4.710	A
C-A	415	104			415				
A-B	49	12			49				
A-C	353	88			353				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	449	0.017	8	0.0	0.0	8.972	A
B-A	65	16	369	0.177	65	0.2	0.2	13.017	B
C-AB	9	2	895	0.010	9	0.0	0.0	4.467	A
C-A	507	127			507				
A-B	60	15			60				
A-C	433	108			433				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	449	0.017	8	0.0	0.0	8.975	A
B-A	65	16	369	0.177	65	0.2	0.2	13.041	B
C-AB	9	2	895	0.010	9	0.0	0.0	4.467	A
C-A	507	127			507				
A-B	60	15			60				
A-C	433	108			433				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	474	0.013	6	0.0	0.0	8.474	A
B-A	53	13	407	0.131	54	0.2	0.2	11.229	B
C-AB	6	2	847	0.007	6	0.0	0.0	4.712	A
C-A	415	104			415				
A-B	49	12			49				
A-C	353	88			353				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	491	0.011	5	0.0	0.0	8.158	A
B-A	45	11	434	0.103	45	0.2	0.1	10.188	B
C-AB	5	1	813	0.006	5	0.0	0.0	4.899	A
C-A	348	87			348				
A-B	41	10			41				
A-C	296	74			296				

Junction 4 - 2041, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2041	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G3

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		ONE HOUR	✓	667	100.000
B		ONE HOUR	✓	73	100.000
C		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	116	551
	B	66	0	7
	C	509	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	10.18	0.0	B	7	10
B-A	0.24	16.94	0.3	C	60	91
C-AB	0.03	5.02	0.0	A	21	31
C-A					456	684
A-B					106	160
A-C					506	759

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	458	0.012	5	0.0	0.0	8.740	A
B-A	50	12	391	0.127	49	0.0	0.2	11.562	B
C-AB	14	3	803	0.017	14	0.0	0.0	5.017	A
C-A	377	94			377				
A-B	87	22			87				
A-C	415	104			415				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	434	0.015	6	0.0	0.0	9.263	A
B-A	59	15	355	0.166	59	0.2	0.2	13.349	B
C-AB	19	5	837	0.023	19	0.0	0.0	4.840	A
C-A	448	112			448				
A-B	104	26			104				
A-C	496	124			496				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	397	0.020	8	0.0	0.0	10.168	B
B-A	72	18	306	0.237	72	0.2	0.3	16.870	C
C-AB	29	7	888	0.032	29	0.0	0.0	4.610	A
C-A	543	136			543				
A-B	128	32			128				
A-C	607	152			607				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	397	0.020	8	0.0	0.0	10.175	B
B-A	72	18	306	0.237	72	0.3	0.3	16.935	C
C-AB	29	7	888	0.032	29	0.0	0.0	4.610	A
C-A	543	136			543				
A-B	128	32			128				
A-C	607	152			607				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	434	0.015	6	0.0	0.0	9.271	A
B-A	59	15	355	0.166	60	0.3	0.2	13.415	B
C-AB	19	5	837	0.023	19	0.0	0.0	4.843	A
C-A	448	112			448				
A-B	104	26			104				
A-C	496	124			496				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	458	0.012	5	0.0	0.0	8.750	A
B-A	50	12	391	0.127	50	0.2	0.2	11.623	B
C-AB	14	3	803	0.017	14	0.0	0.0	5.017	A
C-A	377	94			377				
A-B	87	22			87				
A-C	415	104			415				

Junction 4 - 2041, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2041	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G3

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		ONE HOUR	✓	469	100.000
B		ONE HOUR	✓	69	100.000
C		ONE HOUR	✓	490	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	57	411
	B	62	0	7
	C	487	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.12	0.0	A	7	10
B-A	0.19	13.60	0.3	B	57	86
C-AB	0.01	4.85	0.0	A	7	11
C-A					443	664
A-B					53	79
A-C					378	566

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	487	0.011	5	0.0	0.0	8.222	A
B-A	47	12	427	0.110	46	0.0	0.1	10.379	B
C-AB	5	1	821	0.006	5	0.0	0.0	4.851	A
C-A	364	91			364				
A-B	43	11			43				
A-C	310	77			310				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	469	0.014	6	0.0	0.0	8.565	A
B-A	56	14	399	0.140	56	0.1	0.2	11.534	B
C-AB	7	2	857	0.008	7	0.0	0.0	4.658	A
C-A	434	109			434				
A-B	52	13			52				
A-C	370	92			370				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	442	0.018	8	0.0	0.0	9.116	A
B-A	68	17	360	0.190	68	0.2	0.3	13.572	B
C-AB	10	2	908	0.011	10	0.0	0.0	4.408	A
C-A	530	133			530				
A-B	63	16			63				
A-C	453	113			453				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	442	0.018	8	0.0	0.0	9.119	A
B-A	68	17	360	0.190	68	0.3	0.3	13.601	B
C-AB	10	2	908	0.011	10	0.0	0.0	4.408	A
C-A	530	133			530				
A-B	63	16			63				
A-C	453	113			453				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	469	0.014	6	0.0	0.0	8.570	A
B-A	56	14	399	0.140	56	0.3	0.2	11.568	B
C-AB	7	2	857	0.008	7	0.0	0.0	4.660	A
C-A	434	109			434				
A-B	52	13			52				
A-C	370	92			370				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	487	0.011	5	0.0	0.0	8.230	A
B-A	47	12	427	0.110	47	0.2	0.1	10.420	B
C-AB	5	1	821	0.006	5	0.0	0.0	4.851	A
C-A	364	91			364				
A-B	43	11			43				
A-C	310	77			310				

Junction 4 - DO SOMETHING 2026, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	DO SOMETHING 2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G1+D9+D11+D13

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		ONE HOUR	✓	610	100.000
B		ONE HOUR	✓	100	100.000
C		ONE HOUR	✓	481	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	113	496
	B	89	0	11
	C	470	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	10.29	0.0	B	10	16
B-A	0.30	17.12	0.5	C	81	122
C-AB	0.03	5.10	0.0	A	21	31
C-A					420	630
A-B					104	156
A-C					456	683

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	462	0.019	8	0.0	0.0	8.739	A
B-A	67	17	406	0.164	66	0.0	0.2	11.602	B
C-AB	14	4	791	0.018	14	0.0	0.0	5.098	A
C-A	348	87			348				
A-B	85	21			85				
A-C	374	93			374				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	3	437	0.023	10	0.0	0.0	9.288	A
B-A	80	20	374	0.213	79	0.2	0.3	13.432	B
C-AB	20	5	822	0.024	20	0.0	0.0	4.936	A
C-A	413	103			413				
A-B	102	25			102				
A-C	446	112			446				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	398	0.032	13	0.0	0.0	10.278	B
B-A	98	24	329	0.297	97	0.3	0.5	17.023	C
C-AB	29	7	867	0.033	29	0.0	0.0	4.724	A
C-A	500	125			500				
A-B	125	31			125				
A-C	547	137			547				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	397	0.032	13	0.0	0.0	10.292	B
B-A	98	24	329	0.297	98	0.5	0.5	17.117	C
C-AB	29	7	867	0.033	29	0.0	0.0	4.724	A
C-A	500	125			500				
A-B	125	31			125				
A-C	547	137			547				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	3	436	0.023	10	0.0	0.0	9.302	A
B-A	80	20	374	0.213	80	0.5	0.3	13.521	B
C-AB	20	5	822	0.024	20	0.0	0.0	4.939	A
C-A	413	103			413				
A-B	102	25			102				
A-C	446	112			446				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	461	0.019	9	0.0	0.0	8.751	A
B-A	67	17	406	0.164	67	0.3	0.2	11.686	B
C-AB	14	4	791	0.018	14	0.0	0.0	5.101	A
C-A	347	87			347				
A-B	85	21			85				
A-C	374	93			374				

Junction 4 - DO SOMETHING 2026, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	DO SOMETHING 2026	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G1+D10+D12+D14

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		ONE HOUR	✓	460	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	449	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	78	382
	B	68	0	8
	C	441	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.09	0.0	A	8	12
B-A	0.20	13.34	0.3	B	63	94
C-AB	0.02	5.02	0.0	A	15	23
C-A					397	596
A-B					72	108
A-C					350	525

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	489	0.013	6	0.0	0.0	8.201	A
B-A	52	13	436	0.118	51	0.0	0.1	10.272	B
C-AB	11	3	799	0.013	10	0.0	0.0	5.023	A
C-A	328	82			328				
A-B	59	15			59				
A-C	287	72			287				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	471	0.016	8	0.0	0.0	8.540	A
B-A	62	15	409	0.150	61	0.1	0.2	11.380	B
C-AB	14	4	830	0.017	14	0.0	0.0	4.856	A
C-A	390	97			390				
A-B	70	18			70				
A-C	343	86			343				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	445	0.021	9	0.0	0.0	9.085	A
B-A	75	19	372	0.202	75	0.2	0.3	13.313	B
C-AB	20	5	874	0.023	20	0.0	0.0	4.638	A
C-A	474	119			474				
A-B	86	22			86				
A-C	420	105			420				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	445	0.021	9	0.0	0.0	9.088	A
B-A	75	19	372	0.202	75	0.3	0.3	13.342	B
C-AB	20	5	874	0.023	20	0.0	0.0	4.640	A
C-A	474	119			474				
A-B	86	22			86				
A-C	420	105			420				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	471	0.016	8	0.0	0.0	8.544	A
B-A	62	15	409	0.150	62	0.3	0.2	11.413	B
C-AB	14	4	830	0.017	14	0.0	0.0	4.856	A
C-A	390	97			390				
A-B	70	18			70				
A-C	343	86			343				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	489	0.013	6	0.0	0.0	8.209	A
B-A	52	13	436	0.118	52	0.2	0.1	10.316	B
C-AB	11	3	799	0.013	11	0.0	0.0	5.023	A
C-A	327	82			327				
A-B	59	15			59				
A-C	287	72			287				

Junction 4 - DO SOMETHING 2031, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D17	DO SOMETHING 2031	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G2+D9+D11+D13

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		ONE HOUR	✓	653	100.000
B		ONE HOUR	✓	105	100.000
C		ONE HOUR	✓	514	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	121	532
	B	93	0	12
	C	503	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	10.74	0.0	B	11	16
B-A	0.33	18.90	0.5	C	85	128
C-AB	0.04	5.04	0.1	A	24	35
C-A					448	672
A-B					111	166
A-C					488	732

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	453	0.020	9	0.0	0.0	8.907	A
B-A	70	17	395	0.177	69	0.0	0.2	12.130	B
C-AB	16	4	802	0.020	16	0.0	0.0	5.038	A
C-A	371	93			371				
A-B	91	23			91				
A-C	400	100			400				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	426	0.025	11	0.0	0.0	9.534	A
B-A	83	21	360	0.232	83	0.2	0.3	14.292	B
C-AB	22	5	835	0.026	22	0.0	0.0	4.867	A
C-A	440	110			440				
A-B	109	27			109				
A-C	478	120			478				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	382	0.034	13	0.0	0.0	10.725	B
B-A	102	26	312	0.328	101	0.3	0.5	18.766	C
C-AB	33	8	885	0.037	33	0.0	0.1	4.646	A
C-A	533	133			533				
A-B	133	33			133				
A-C	586	146			586				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	382	0.034	13	0.0	0.0	10.744	B
B-A	102	26	312	0.328	102	0.5	0.5	18.901	C
C-AB	33	8	885	0.037	33	0.1	0.1	4.647	A
C-A	533	133			533				
A-B	133	33			133				
A-C	586	146			586				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	425	0.025	11	0.0	0.0	9.552	A
B-A	83	21	360	0.232	84	0.5	0.3	14.414	B
C-AB	22	5	835	0.026	22	0.1	0.0	4.868	A
C-A	440	110			440				
A-B	109	27			109				
A-C	478	120			478				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	453	0.020	9	0.0	0.0	8.922	A
B-A	70	17	395	0.177	70	0.3	0.2	12.230	B
C-AB	16	4	802	0.020	16	0.0	0.0	5.041	A
C-A	371	93			371				
A-B	91	23			91				
A-C	400	100			400				

Junction 4 - DO SOMETHING 2031, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D18	DO SOMETHING 2031	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G2+D10+D12+D14

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		ONE HOUR	✓	490	100.000
B		ONE HOUR	✓	81	100.000
C		ONE HOUR	✓	481	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	82	408
	B	72	0	9
	C	472	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.31	0.0	A	8	12
B-A	0.22	14.21	0.3	B	66	100
C-AB	0.03	4.96	0.0	A	16	24
C-A					425	637
A-B					75	113
A-C					375	562

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	483	0.014	7	0.0	0.0	8.308	A
B-A	55	14	426	0.128	54	0.0	0.2	10.611	B
C-AB	11	3	810	0.014	11	0.0	0.0	4.955	A
C-A	351	88			351				
A-B	62	15			62				
A-C	307	77			307				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	464	0.017	8	0.0	0.0	8.687	A
B-A	65	16	398	0.164	65	0.2	0.2	11.886	B
C-AB	15	4	844	0.018	15	0.0	0.0	4.779	A
C-A	417	104			417				
A-B	74	18			74				
A-C	367	92			367				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	435	0.022	10	0.0	0.0	9.309	A
B-A	80	20	358	0.223	79	0.2	0.3	14.173	B
C-AB	22	6	892	0.025	22	0.0	0.0	4.551	A
C-A	507	127			507				
A-B	90	23			90				
A-C	449	112			449				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	435	0.022	10	0.0	0.0	9.313	A
B-A	80	20	358	0.223	80	0.3	0.3	14.213	B
C-AB	22	6	892	0.025	22	0.0	0.0	4.551	A
C-A	507	127			507				
A-B	90	23			90				
A-C	449	112			449				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	464	0.017	8	0.0	0.0	8.692	A
B-A	65	16	398	0.164	65	0.3	0.2	11.927	B
C-AB	15	4	844	0.018	15	0.0	0.0	4.781	A
C-A	417	104			417				
A-B	74	18			74				
A-C	367	92			367				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	483	0.014	7	0.0	0.0	8.317	A
B-A	55	14	426	0.128	55	0.2	0.2	10.660	B
C-AB	11	3	810	0.014	11	0.0	0.0	4.958	A
C-A	351	88			351				
A-B	62	15			62				
A-C	307	77			307				

Junction 4 - DO SOMETHING 2041, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D19	DO SOMETHING 2041	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G3+D9+D11+D13

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		ONE HOUR	✓	682	100.000
B		ONE HOUR	✓	108	100.000
C		ONE HOUR	✓	537	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	126	556
	B	96	0	12
	C	525	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	11.10	0.0	B	11	17
B-A	0.35	20.36	0.6	C	88	132
C-AB	0.04	5.00	0.1	A	26	38
C-A					467	701
A-B					116	173
A-C					511	766

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	448	0.020	9	0.0	0.0	9.024	A
B-A	72	18	386	0.187	71	0.0	0.2	12.520	B
C-AB	17	4	809	0.021	17	0.0	0.0	4.998	A
C-A	387	97			387				
A-B	95	24			95				
A-C	419	105			419				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	418	0.026	11	0.0	0.0	9.717	A
B-A	86	22	350	0.246	86	0.2	0.4	14.952	B
C-AB	24	6	845	0.028	24	0.0	0.0	4.821	A
C-A	459	115			459				
A-B	113	28			113				
A-C	500	125			500				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	371	0.036	13	0.0	0.0	11.079	B
B-A	105	26	300	0.352	105	0.4	0.6	20.217	C
C-AB	36	9	898	0.040	36	0.0	0.1	4.594	A
C-A	555	139			555				
A-B	139	35			139				
A-C	613	153			613				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	370	0.036	13	0.0	0.0	11.105	B
B-A	105	26	300	0.352	105	0.6	0.6	20.363	C
C-AB	36	9	898	0.040	36	0.1	0.1	4.595	A
C-A	555	139			555				
A-B	139	35			139				
A-C	613	153			613				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	418	0.026	11	0.0	0.0	9.739	A
B-A	86	22	350	0.246	87	0.6	0.4	15.101	C
C-AB	24	6	845	0.028	24	0.1	0.0	4.822	A
C-A	459	115			459				
A-B	113	28			113				
A-C	500	125			500				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	447	0.021	9	0.0	0.0	9.043	A
B-A	72	18	386	0.187	73	0.4	0.3	12.633	B
C-AB	17	4	809	0.021	17	0.0	0.0	5.000	A
C-A	387	97			387				
A-B	95	24			95				
A-C	419	105			419				

Junction 4 - DO SOMETHING 2041, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D20	DO SOMETHING 2041	PM	ONE HOUR	16:00	17:30	15	✓	Simple	D2*G3+D10+D12+D14

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		ONE HOUR	✓	511	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	502	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	From A	0	84	426
	From B	75	0	9
	From C	494	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	From A	0	10	10
	From B	10	0	10
	From C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	9.48	0.0	A	8	13
B-A	0.24	14.88	0.3	B	69	103
C-AB	0.03	4.91	0.0	A	17	26
C-A					444	666
A-B					77	116
A-C					391	587

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	479	0.014	7	0.0	0.0	8.385	A
B-A	57	14	420	0.135	56	0.0	0.2	10.859	B
C-AB	12	3	818	0.014	12	0.0	0.0	4.910	A
C-A	366	92			366				
A-B	64	16			64				
A-C	321	80			321				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	459	0.018	8	0.0	0.0	8.792	A
B-A	68	17	390	0.173	67	0.2	0.2	12.260	B
C-AB	16	4	854	0.019	16	0.0	0.0	4.727	A
C-A	435	109			435				
A-B	76	19			76				
A-C	383	96			383				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	3	428	0.024	10	0.0	0.0	9.476	A
B-A	83	21	349	0.237	82	0.2	0.3	14.835	B
C-AB	24	6	905	0.026	24	0.0	0.0	4.492	A
C-A	529	132			529				
A-B	93	23			93				
A-C	470	117			470				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	3	428	0.024	10	0.0	0.0	9.481	A
B-A	83	21	349	0.237	83	0.3	0.3	14.879	B
C-AB	24	6	905	0.026	24	0.0	0.0	4.492	A
C-A	529	132			529				
A-B	93	23			93				
A-C	470	117			470				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	458	0.018	8	0.0	0.0	8.801	A
B-A	68	17	390	0.173	68	0.3	0.2	12.312	B
C-AB	16	4	854	0.019	16	0.0	0.0	4.728	A
C-A	435	109			435				
A-B	76	19			76				
A-C	383	96			383				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	479	0.014	7	0.0	0.0	8.393	A
B-A	57	14	420	0.135	57	0.2	0.2	10.913	B
C-AB	12	3	818	0.015	12	0.0	0.0	4.910	A
C-A	366	92			366				
A-B	64	16			64				
A-C	321	80			321				

TRANSYT 15	
Version: 15.5.2.7994 © Copyright TRL Limited, 2018	
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Filename: Junction 1 - DO SOMETHING - AM.t16

Path: \\wmfilesrv\Moylan\Projects\19\19-020 - Malahide Road\Design\Traffic\Stress Test\Junction 1 - Stress Test\Junction 1 - Stress Test - AM

Report generation date: 07/04/2022 20:37:52

»Network Diagrams

«A3 - Stress Test - 2041 (OPENING YEAR + 15 YEARS) : D3 - Stress Test - 2041 (OPENING YEAR + 15 YEARS), * :

»Summary

»Network Options

»Traffic Nodes

»Arms and Traffic Streams

»Pedestrian Crossings

»Local OD Matrix - Local Matrix: 1

»Traffic Stream Results

»Pedestrian Crossing Results

»Network Results

»Point to Point Journey Time

»Final Prediction Table

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAINf.silva
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber
			✓		✓		✓	✓					

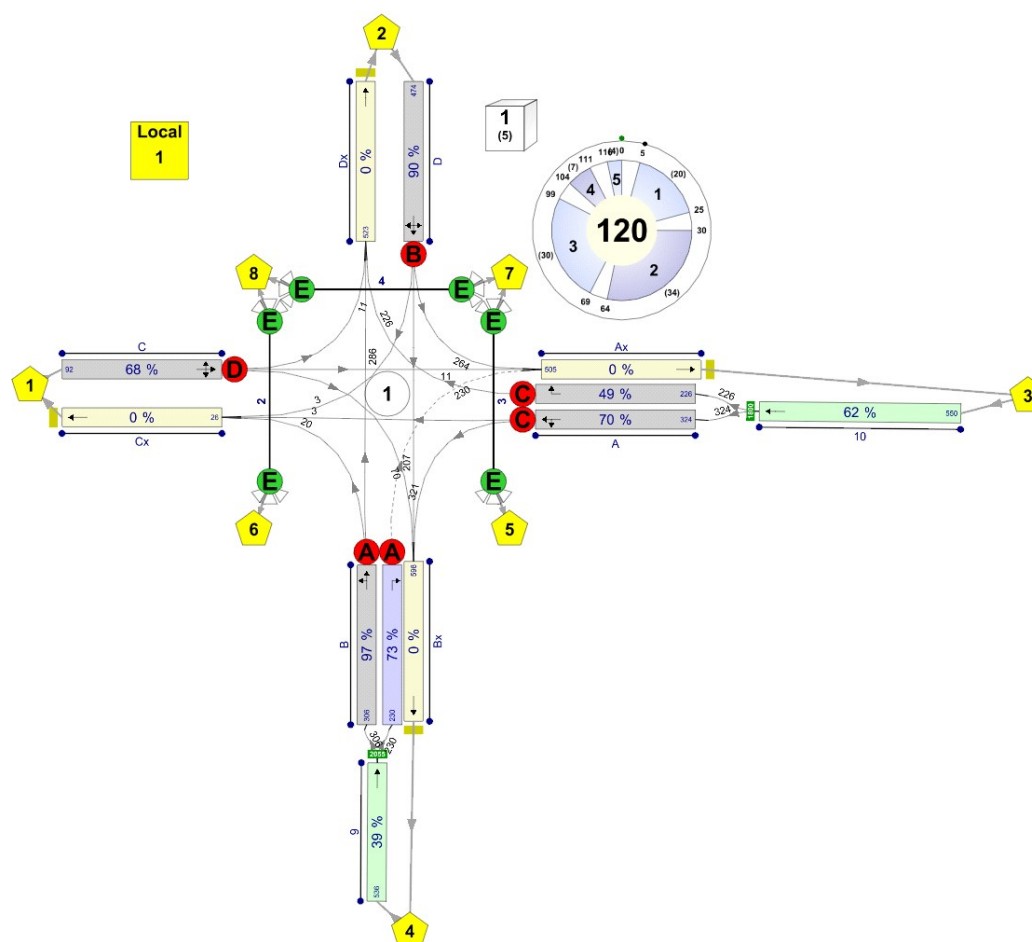
Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	Veh	Veh	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Numerical		ID	Normal	Normal	✓

Network Diagrams



(untitled)
Diagram produced using TRANSYT 15.5.2.7994

A3 - Stress Test - 2041 (OPENING YEAR + 15 YEARS)

D3 - Stress Test - 2041 (OPENING YEAR + 15 YEARS), *

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
3	07/04/2022 20:37:42	07/04/2022 20:37:43	08:00	120	693.42	46.90	97.14	B/1	0	0	B/1	10/1	B/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
Stress Test - 2041 (OPENING YEAR + 15 YEARS)		D3	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
Stress Test - 2041 (OPENING YEAR + 15 YEARS),				08:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
120		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	100	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms ² [-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms ² [-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

Traffic node	Name	Description
1	(untitled)	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
A	(untitled)		1
Ax	(untitled)		
B	(untitled)		1
Bx	(untitled)		
C	(untitled)		1
Cx	(untitled)		
D	(untitled)		1
Dx	(untitled)		
9			1
10			1

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A	1	(untitled)			100.00	✓	Sum of lanes	1800	✓	1800	✓		Normal	
	2				14.00	✓	Sum of lanes	1800			✓		Normal	
Ax	1	(untitled)		✓	135.48								Normal	
B	1	(untitled)			100.00	✓	Sum of lanes	1800			✓		Normal	
	2				18.00	✓	Sum of lanes	1800			✓	✓	Normal	
Bx	1	(untitled)		✓	139.32								Normal	
C	1	(untitled)			100.00	✓	Sum of lanes	1800			✓		Normal	
Cx	1	(untitled)		✓	139.64								Normal	
D	1	(untitled)			100.00	✓	Sum of lanes	1800			✓		Normal	
Dx	1	(untitled)		✓	134.86								Normal	
9	1			✓	43.24	✓	Sum of lanes	2055					Normal	
10	1			✓	63.04	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
A	1	1	(untitled)			1800
	2	1	(untitled)			1800
Ax	1	1	(untitled)			
B	1	1	(untitled)			1800
	2	1	(untitled)			1800
Bx	1	1	(untitled)			
C	1	1	(untitled)			1800
Cx	1	1	(untitled)			
D	1	1	(untitled)			1800
Dx	1	1	(untitled)			
9	1	1	(untitled)			2055
10	1	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Queue limit (PCU)	Excess queue penalty (£)	Has degree of saturation limit
A	1	CTM	100	100	100		0.00				
	2	Flare	100	100	100		2.00				
Ax	1	NetworkDefault	100	100	100		0.00				
B	1	PDM	100	100	100		0.00	✓	0.00	0.00	
	2	Flare	100	100	100		4.00				
Bx	1	NetworkDefault	100	100	100		0.00				
C	1	PDM	100	100	100		0.00				
Cx	1	NetworkDefault	100	100	100		0.00				
D	1	PDM	100	100	100		0.00				
Dx	1	NetworkDefault	100	100	100		0.00				
9	1	NetworkDefault	100	100	100		0.00				
10	1	NetworkDefault	100	100	100		0.00				

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
A	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120
	2	2.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120
Ax	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120
B	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120
	2	4.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120
Bx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120
C	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120
Cx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120
D	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120
Dx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120
9	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120
10	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (Veh/hr)	Normal Flow (Veh/hr)
A	1	324	324
	2	226	226
Ax	1	505	505
B	1	306	306
	2	230	230
Bx	1	598	598
C	1	92	92
Cx	1	26	26
D	1	474	474
Dx	1	523	523
9	1	536	536
10	1	550	550

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A	1	1	C	
	2	1	C	
B	1	1	A	
	2	1	A	
C	1	1	D	
D	1	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
C	1	12.00	30.00
D	1	12.00	30.00
9	1	5.19	30.00
10	1	7.56	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
A	1	1	10/1	A/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	10/1	A/2	1.68	30.00	✓	Straight	Straight Movement
Ax	1	1	C/1	Ax/1	16.26	30.00	✓	Straight	Straight Movement
B	1	1	9/1	B/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	9/1	B/2	2.16	30.00	✓	Straight	Straight Movement
Bx	1	1	A/1	Bx/1	16.72	30.00	✓	Nearside	38.14
Cx	1	1	A/1	Cx/1	16.76	30.00	✓	Straight	Straight Movement
Dx	1	1	C/1	Dx/1	16.18	30.00	✓	Nearside	40.00
Ax	1	2	D/1	Ax/1	16.26	30.00	✓	Nearside	40.00
Bx	1	2	D/1	Bx/1	16.72	30.00	✓	Straight	Straight Movement
Cx	1	2	B/1	Cx/1	16.76	30.00	✓	Nearside	45.31
Dx	1	2	B/1	Dx/1	16.18	30.00	✓	Straight	Straight Movement
Ax	1	3	B/2	Ax/1	16.26	30.00	✓	Offside	46.69
Bx	1	3	C/1	Bx/1	16.72	30.00	✓	Offside	60.00
Cx	1	3	D/1	Cx/1	16.76	30.00	✓	Offside	55.00
Dx	1	3	A/2	Dx/1	16.18	30.00	✓	Offside	47.67

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
B	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	A/2	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	8.00	5.33	5.40
4	(untitled)		1		Farside	7.00	4.67	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25		

Normal Input Flows (Veh/hr)

	To							
	1	2	3	4	5	6	7	8
From	1	0	11	11	70	0	0	0
	2	3	0	264	207	0	0	0
	3	3	226	0	321	0	0	0
	4	20	286	230	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (Veh/hr)

	To								
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	100	0
	6	0	0	0	0	0	0	0	100
	7	0	0	0	0	100	0	0	100
	8	0	0	0	0	0	100	100	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	C/1	Cx/1	#0000FF
	2	(untitled)	D/1	Dx/1	#FF0000
	3	(untitled)	10/1	Ax/1	#00FF00
	4	(untitled)	9/1	Bx/1	#FFFF00
	5	(untitled)	3:2E	3:2X	#FF00FF
	6	(untitled)	2:1E	2:1X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (Veh/hr)
1	1		1	2	C/1, Dx/1	Normal	11
	2		1	3	C/1, Ax/1	Normal	11
	3		1	4	C/1, Bx/1	Normal	70
	5		2	3	D/1, Ax/1	Normal	264
	6		2	4	D/1, Bx/1	Normal	207
	7		2	1	D/1, Cx/1	Normal	3
	16		4	2	9/1, B/1, Dx/1	Normal	286
	49		4	1	9/1, B/1, Cx/1	Normal	20
	50		4	3	9/1, B/2, Ax/1	Normal	230
	51		3	2	10/1, A/2, Dx/1	Normal	226
	52		3	4	10/1, A/1, Bx/1	Normal	321
	53		3	1	10/1, A/1, Cx/1	Normal	3

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	100
	18		8	6	2:2E, 2:1X	Normal	100
	22		5	7	3:2E, 3:1X	Normal	100
	34		6	8	2:1E, 2:2X	Normal	100
	41		7	8	4:2E, 4:1X	Normal	100
	42		7	5	3:1E, 3:2X	Normal	100

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A	1	70	44	324	1800	30	51.27	6.62	38.05	65.52	2.48	68.00
		2	49	106	226	1800	30	23.81	2.23	111.56	21.22	0.87	22.09
	Ax	1	0	Unrestricted	505	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	97	3	306	1800	20	134.75	15.92	91.53	162.64	5.41	168.05
		2	73	37	230	1800	20	54.84	5.03	125.71	49.75	2.40	52.15
	Bx	1	0	Unrestricted	598	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	68	47	92	1800	7	80.93	3.65	20.99	29.37	1.35	30.72
	Cx	1	0	Unrestricted	26	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	90	11	474	1800	34	67.98	18.71	107.59	127.11	6.88	133.99
	Dx	1	0	Unrestricted	523	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	39	153	536	2055	120	9.90	8.32	110.61	20.94	2.95	23.89
	10	1	62	61	550	1800	120	25.57	13.80	125.85	55.48	5.09	60.56

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Calculated sat flow (Veh/hr)	Calculated capacity (Veh/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	A	1	324	324	0		1800	465	70		44	1.02	30
		2	226	226	0		1800	465	49		106	1.01	30
	Ax	1	505	505	0		Unrestricted	Unrestricted	0		Unrestricted	0.89	120
	B	1	306	306	0		1800	315	97		3	0.61	20
		2	230	230	0		1800	315	73		37	0.66	20
	Bx	1	598	598	0		Unrestricted	Unrestricted	0		Unrestricted	0.62	120
	C	1	92	92	0		1800	135	68		47	0.00	7
	Cx	1	26	26	0		Unrestricted	Unrestricted	0		Unrestricted	1.00	120
	D	1	474	474	0		1800	525	90		11	0.00	34
	Dx	1	523	523	0		Unrestricted	Unrestricted	0		Unrestricted	0.85	120
	9	1	536	536	0		2055	1357	39		153	0.00	120
	10	1	550	550	0		1800	885	62		61	0.00	120

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	A	1	12.00	51.27	3.83	0.78	65.52	61.10	174.86	23.10	2.48
		2	1.68	23.81	1.26	0.24	21.22	30.61	62.30	6.88	0.87
	Ax	1	16.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	12.00	134.75	5.14	6.32	162.64	141.11	268.84	162.94	5.41
		2	2.16	54.84	2.43	1.07	49.75	83.16	161.43	29.84	2.40
	Bx	1	16.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	12.00	80.93	1.38	0.69	29.37	116.83	88.03	19.46	1.35
	Cx	1	16.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	12.00	67.98	5.38	3.57	127.11	115.72	447.24	101.28	6.88
	Dx	1	16.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	5.19	9.90	1.35	0.13	20.94	43.92	231.55	3.85	2.95
	10	1	7.56	25.57	3.40	0.51	55.48	73.79	390.76	15.07	5.09

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (Veh)	Mean max queue (Veh)	Max queue storage (Veh)	Utilised storage (%)	Average storage excess queue (Veh)	Average limit excess queue (Veh)	Excess queue penalty (£ per hr)	Wasted time starvation (s per cycle)	Wasted time blocking back (s per cycle)	Wasted time total (s per cycle)	Estimated blocking
08:00-09:00	A	1	0.00	6.62	17.39	38.05	0.00	0.00	0.00	2.00	0.00	2.00	
		2	2.00	2.23	2.00	111.56	0.11	0.00	0.00	0.00	0.00	0.00	
	Ax	1	0.00	0.00	23.56	0.00	0.00	0.00	0.00	40.00	0.00	40.00	
	B	1	0.00	15.92	17.39	91.53	0.00	12.25	0.00	0.00	0.00	0.00	
		2	4.00	5.03	4.00	125.71	0.39	0.00	0.00	0.00	0.00	0.00	
	Bx	1	0.00	0.00	24.23	0.00	0.00	0.00	0.00	25.00	0.00	25.00	
	C	1	0.00	3.65	17.39	20.99	0.00	0.00	0.00	0.00	0.00	0.00	
	Cx	1	0.00	0.00	24.29	0.00	0.00	0.00	0.00	100.00	0.00	100.00	
	D	1	0.00	18.71	17.39	107.59	0.06	0.00	0.00	0.00	0.00	0.00	
	Dx	1	0.00	0.00	23.45	0.00	0.00	0.00	0.00	35.00	0.00	35.00	
	9	1	0.00	8.32	7.52	110.61	0.02	0.00	0.00	0.00	55.00	55.00	
	10	1	0.00	13.80	10.96	125.85	0.23	0.00	0.00	0.00	64.00	64.00	

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
08:00-09:00	A	1	32.40	5.69	5.69	63.27
		2	3.16	1.59	1.99	25.38
	Ax	1	68.42	2.28	30.00	16.26
	B	1	30.60	12.47	2.45	146.75
		2	4.14	3.60	1.15	56.30
	Bx	1	83.31	2.78	30.00	16.72
	C	1	9.20	2.37	3.87	92.93
	Cx	1	3.63	0.12	30.00	16.76
	D	1	47.40	10.53	4.50	79.98
	Dx	1	70.53	2.35	30.00	16.18
	9	1	23.18	2.25	10.32	15.09
	10	1	34.67	5.06	6.85	33.14

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (Veh)	Max End of Green Queue EoTS (Veh)	Max End of Red Queue EoTS (Veh)	PCU Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A	1	0.00	0.00	✓	6.63	0.79	6.58	1.00	0.00	68.00
		2	0.00	0.00	✓	2.23	0.23	2.23	1.00	0.00	22.09
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
	B	1	0.00	0.00	✓	17.79	8.19	16.14	1.00	0.00	168.05
		2	0.00	0.00	✓	5.01	1.01	5.01	1.00	0.00	52.15
	Bx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
	C	1	0.00	0.00	✓	3.67	0.71	3.54	1.00	0.00	30.72
	Cx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
	D	1	0.00	0.00	✓	18.98	3.84	15.03	1.00	0.00	133.99
	Dx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
	9	1	0.00	0.00	✓	8.32			1.00	0.00	23.89
	10	1	0.00	0.00	✓	13.80			1.00	0.00	60.56

Pedestrian Crossing Results

Pedestrian Crossings: Pedestrian summary

Time Segment	Crossing	Side	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Mean max queue (Ped)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	(ALL)	(ALL)	27	100	11000	4	56.61	3.22	22.33	22.33

Pedestrian Crossings: Flows and signals

Time Segment	Crossing	Side	Calculated flow entering (Ped/hr)	Calculated flow out (Ped/hr)	Flow discrepancy (Ped/hr)	Adjusted flow warning	Calculated sat flow (Ped/hr)	Calculated capacity (Ped/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	(ALL)	(ALL)	100	100	0		11000	367	27		267	0.00	4

Pedestrian Crossings: Stops and delays

Time Segment	Crossing	Side	Mean Cruise Time per Ped (s)	Mean Delay per Ped (s)	Uniform delay (Ped-hr/hr)	Random plus oversat delay (Ped-hr/hr)	Weighted cost of delay (£ per hr)
08:00-09:00	2	1	6.33	56.61	1.57	0.00	22.33
		2	6.33	56.61	1.57	0.00	22.33
	3	1	6.33	56.61	1.57	0.00	22.33
		2	6.33	56.61	1.57	0.00	22.33
	4	1	5.67	56.61	1.57	0.00	22.33
		2	5.67	56.61	1.57	0.00	22.33

Pedestrian Crossings: Queues and blocking

Time Segment	Crossing	Side	Mean max queue (Ped)	Max queue storage (Ped)	Utilised storage (%)	Average storage excess queue (Ped)	Average limit excess queue (Ped)	Excess queue penalty (£ per hr)
08:00-09:00	(ALL)	(ALL)	3.22	10.00	32.22	0.00	0.00	0.00

Pedestrian Crossings: Journey times

Time Segment	Crossing	Side	Distance travelled (Ped-km/hr)	Time spent (Ped-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
08:00-09:00	2	1	0.90	1.75	0.51	62.94
		2	0.90	1.75	0.51	62.94
	3	1	0.90	1.75	0.51	62.94
		2	0.90	1.75	0.51	62.94
	4	1	0.80	1.73	0.46	62.28
		2	0.80	1.73	0.46	62.28

Pedestrian Crossings: Advanced

Time Segment	Crossing	Side	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Mean Max Queue EoTS (Ped)	Ped Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	(ALL)	(ALL)	0.00	0.00	3.22	1.00	0.00	22.33

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
3	07/04/2022 20:37:42	07/04/2022 20:37:43	08:00	120	693.42	46.90	97.14	B/1	0	0	B/1	10/1	B/

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	97	0	4390	861	30.72	532.02	27.43	559.45

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	27	600	24	56.61	133.97	133.97

Network Results: Flows and signals

Time Segment	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))
08:00-09:00	4990	4990	0		97		3	885

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	10.61	33.84	33.60	13.30	666.00	43.84	1825.00	362.43	27.43

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
08:00-09:00	125.85	0.00	202.00	119.00	321.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
08:00-09:00	415.85	61.56	6.76

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0.00	0.00	✓	1.00	0.00	0.00	693.42

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

	To							
	1	2	3	4	5	6	7	8
From	1	0.0	109.1	109.2	109.7	0.0	0.0	0.0
	2	96.7	0.0	96.2	96.7	0.0	0.0	0.0
	3	113.2	74.7	0.0	113.1	0.0	0.0	0.0
	4	178.6	178.0	87.7	0.0	0.0	0.0	0.0
	5	0.0	0.0	0.0	0.0	0.0	62.9	0.0
	6	0.0	0.0	0.0	0.0	0.0	0.0	62.9
	7	0.0	0.0	0.0	0.0	62.9	0.0	62.3
	8	0.0	0.0	0.0	0.0	62.9	62.3	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (Veh/hr)	Pedestrian calculated flow (Ped/hr)	Normal journey time (s)	Pedestrian journey time (s)	Calculated Total Flow (Veh/hr)	Avg journey time (s)
1	1	2	11		109.12		11	109.12
2	1	3	11		109.19		11	109.19
3	1	4	70		109.65		70	109.65
5	2	3	264		96.24		264	96.24
6	2	4	207		96.70		207	96.70
7	2	1	3		96.74		3	96.74
16	4	2	286		178.02		286	178.02
17	8	7		100		62.28	100	62.28
18	8	6		100		62.94	100	62.94
22	5	7		100		62.94	100	62.94
34	6	8		100		62.94	100	62.94
41	7	8		100		62.28	100	62.28
42	7	5		100		62.94	100	62.94
49	4	1	20		178.60		20	178.60
50	4	3	230		87.65		230	87.65
51	3	2	226		74.70		226	74.70
52	3	4	321		113.12		321	113.12
53	3	1	3		113.16		3	113.16

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)
A	1	(untitled)	1	1	C	324	1800	30	2.00	70	44	63.27	51.27	61.10	6.62
	2		1	1	C	226 <	1800	30	0.00	49	106	25.38	23.81	30.61	2.23 +
Ax	1	(untitled)				505	Unrestricted	120	40.00	0	Unrestricted	16.26	0.00	0.00	0.00
B	1	(untitled)	1	1	A	306	1800	20	0.00	97	3	146.75	134.75	141.11	15.92
	2		1	1	A	230 <	1800	20	0.00	73	37	56.30	54.84	83.16	5.03 +
Bx	1	(untitled)				598	Unrestricted	120	25.00	0	Unrestricted	16.72	0.00	0.00	0.00
C	1	(untitled)	1	1	D	92	1800	7	0.00	68	47	92.93	80.93	116.83	3.65
Cx	1	(untitled)				26	Unrestricted	120	100.00	0	Unrestricted	16.76	0.00	0.00	0.00
D	1	(untitled)	1	1	B	474 <	1800	34	0.00	90	11	79.98	67.98	115.72	18.71 +
Dx	1	(untitled)				523	Unrestricted	120	35.00	0	Unrestricted	16.18	0.00	0.00	0.00
9	1		1			536 <	2055	120	55.00	39	153	15.09	9.90	43.92	8.32 +
10	1		1			550 <	1800	120	64.00	62	61	33.14	25.57	73.79	13.80 +

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
2	1	(untitled)	1	1	E	100	11000	4	27	267	62.94	56.61	3.22	100	0
	2	(untitled)	1	1	E	100	11000	4	27	267	62.94	56.61	3.22	100	0
3	1	(untitled)	1	1	E	100	11000	4	27	267	62.94	56.61	3.22	100	0
	2	(untitled)	1	1	E	100	11000	4	27	267	62.94	56.61	3.22	100	0
4	1	(untitled)	1	1	E	100	11000	4	27	267	62.28	56.61	3.22	100	0
	2	(untitled)	1	1	E	100	11000	4	27	267	62.28	56.61	3.22	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	410.65	51.10	8.04	24.17	13.30	532.02	27.43	0.00	559.45
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	5.20	10.45	0.50	9.43	0.00	133.97	0.00	0.00	133.97
TOTAL	415.85	61.56	6.76	33.60	13.30	666.00	27.43	0.00	693.42

- | < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- | * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- | ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- | + = average link/traffic stream excess queue is greater than 0
- | **P.I. = PERFORMANCE INDEX**



TRANSYT 15	
Version: 15.5.2.7994 © Copyright TRL Limited, 2018	
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Filename: Junction 1 - DO SOMETHING - PM.t16

Path: \\wmfilesrv\Moylan\Projects\19\19-020 - Malahide Road\Design\Traffic\Stress Test\Junction 1 - Stress Test\Junction 1 - Stress Test- PM

Report generation date: 07/04/2022 20:41:03

»Network Diagrams

«A3 - Stress Test - 2041 (OPENING YEAR + 15 YEARS) : D3 - Stress Test- 2041 (OPENING YEAR + 15 YEARS), * :

»Summary

»Arms and Traffic Streams

»Pedestrian Crossings

»Signal Timings

»Traffic Stream Results

»Pedestrian Crossing Results

»Network Results

»Point to Point Journey Time

»Final Prediction Table

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAINf.silva
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber
			✓		✓		✓	✓					

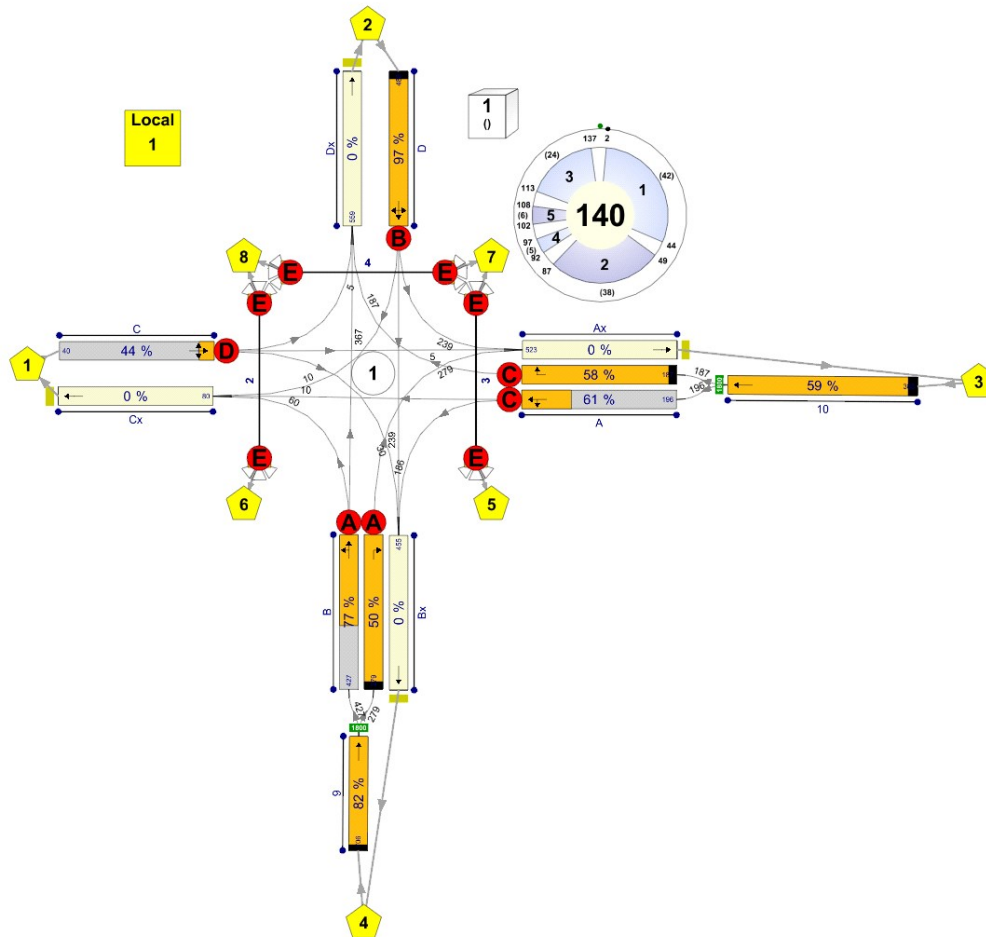
Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	Veh	Veh	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Numerical		ID	Normal	Normal	✓

Network Diagrams



(untitled)
Diagram produced using TRANSYT 15.5.2.7994

A3 - Stress Test - 2041 (OPENING YEAR + 15 YEARS)

D3 - Stress Test- 2041 (OPENING YEAR + 15 YEARS), *

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
3	07/04/2022 20:40:54	07/04/2022 20:40:55	18:00	140	792.79	54.33	97.32	D/1	0	0	D/1	9/1	D/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
Stress Test - 2041 (OPENING YEAR + 15 YEARS)		D3	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
Stress Test- 2041 (OPENING YEAR + 15 YEARS),				18:00	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
A	(untitled)		1
Ax	(untitled)		
B	(untitled)		1
Bx	(untitled)		
C	(untitled)		1
Cx	(untitled)		
D	(untitled)		1
Dx	(untitled)		
9			1
10			1

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A	1	(untitled)			100.00	✓	Sum of lanes	1800			✓		Normal	
	2				14.00	✓	Sum of lanes	1800			✓		Normal	
Ax	1	(untitled)		✓	135.07								Normal	
B	1	(untitled)			100.00	✓	Sum of lanes	1800	✓	1800	✓		Normal	
	2				18.00	✓	Sum of lanes	1800			✓		Normal	
Bx	1	(untitled)		✓	139.57								Normal	
C	1	(untitled)			100.00	✓	Sum of lanes	1800			✓		Normal	
Cx	1	(untitled)		✓	139.63								Normal	
D	1	(untitled)			100.00	✓	Sum of lanes	1800			✓		Normal	
Dx	1	(untitled)		✓	134.93								Normal	
9	1			✓	36.93	✓	Sum of lanes	1800					Normal	
10	1			✓	61.37	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
A	1	1	(untitled)			1800
	2	1	(untitled)			1800
Ax	1	1	(untitled)			
B	1	1	(untitled)			1800
	2	1	(untitled)			1800
Bx	1	1	(untitled)			
C	1	1	(untitled)			1800
Cx	1	1	(untitled)			
D	1	1	(untitled)			1800
Dx	1	1	(untitled)			
9	1	1	(untitled)			1800
10	1	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
A	1	NetworkDefault	100	100	100		0.00		
	2	Flare	100	100	100		2.00		
Ax	1	NetworkDefault	100	100	100		0.00		
B	1	CTM	100	100	100		0.00		
	2	Flare	100	100	100		4.00		
Bx	1	NetworkDefault	100	100	100		0.00		
C	1	NetworkDefault	100	100	100		0.00		
Cx	1	NetworkDefault	100	100	100		0.00		
D	1	NetworkDefault	100	100	100		0.00		
Dx	1	NetworkDefault	100	100	100		0.00		
9	1	NetworkDefault	100	100	100		0.00		
10	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
A	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	140
	2	2.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	140
Ax	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	140
B	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	140
	2	4.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	140
Bx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	140
C	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	140
Cx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	140
D	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	140
Dx	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	140
9	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	140
10	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	140

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (Veh/hr)	Normal Flow (Veh/hr)
A	1	196	196
	2	187	187
Ax	1	523	523
B	1	427	427
	2	279	279
Bx	1	455	455
C	1	40	40
Cx	1	80	80
D	1	488	488
Dx	1	559	559
9	1	706	706
10	1	383	383

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A	1	1	C	
	2	1	C	
B	1	1	A	
	2	1	A	
C	1	1	D	
D	1	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
C	1	12.00	30.00
D	1	12.00	30.00
9	1	4.43	30.00
10	1	7.36	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
A	1	1	10/1	A/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	10/1	A/2	1.68	30.00	✓	Straight	Straight Movement
Ax	1	1	C/1	Ax/1	16.21	30.00	✓	Straight	Straight Movement
B	1	1	9/1	B/1	12.00	30.00	✓	Straight	Straight Movement
	2	1	9/1	B/2	2.16	30.00	✓	Straight	Straight Movement
Bx	1	1	A/1	Bx/1	16.75	30.00	✓	Nearside	39.81
Cx	1	1	A/1	Cx/1	16.76	30.00	✓	Straight	Straight Movement
Dx	1	1	C/1	Dx/1	16.19	30.00	✓	Nearside	40.37
Ax	1	2	D/1	Ax/1	16.21	30.00	✓	Nearside	40.00
Bx	1	2	D/1	Bx/1	16.75	30.00	✓	Straight	Straight Movement
Cx	1	2	B/1	Cx/1	16.76	30.00	✓	Nearside	43.92
Dx	1	2	B/1	Dx/1	16.19	30.00	✓	Straight	Straight Movement
Ax	1	3	B/2	Ax/1	16.21	30.00	✓	Offside	48.08
Bx	1	3	C/1	Bx/1	16.75	30.00	✓	Offside	59.63
Cx	1	3	D/1	Cx/1	16.76	30.00	✓	Offside	55.00
Dx	1	3	A/2	Dx/1	16.19	30.00	✓	Offside	48.08

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	8.00	5.33	5.40
4	(untitled)		1		Farside	7.00	4.67	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Signal Timings

Network Default: 140s cycle time; 140 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		4	NetworkDefault	140

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Relative

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	36	300	0	0	Traffic	
	B	(untitled)	38	38	0	0	Traffic	
	C	(untitled)	24	24	0	0	Traffic	
	D	(untitled)	5	5	0	1	Traffic	
	E	(untitled)	5	6	0	0	Pedestrian	0

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1
	5	E	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 2, 3, 4, 5	44, 62, 80, 98, 115
	2	(untitled)	Single	1, 2, 3, 5, 4	30, 72, 89, 99, 109
	3	(untitled)	Single	1, 2, 4, 3, 5	32, 72, 82, 98, 108
	4	(untitled)	Single	1, 2, 4, 5, 3	44, 87, 97, 108, 137
	5	(untitled)	Single	1, 2, 5, 3, 4	44, 62, 80, 98, 115
	6	(untitled)	Single	1, 2, 5, 4, 3	44, 62, 80, 98, 115
	7	(untitled)	Single	1, 3, 2, 4, 5	44, 62, 80, 98, 115
	8	(untitled)	Single	1, 3, 2, 5, 4	44, 62, 80, 98, 115
	9	(untitled)	Single	1, 3, 4, 2, 5	44, 62, 80, 98, 115
	10	(untitled)	Single	1, 3, 4, 5, 2	44, 62, 80, 98, 115

Intergreen Matrix for Controller Stream 1

		To				
From		A	B	C	D	E
	A		5	5	5	5
	B	5		5	5	5
	C	5	5		5	5
	D	5	5	5		5
	E	5	5	5	5	

Banned Stage transitions for Controller Stream 1

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

Interstage Matrix for Controller Stream 1

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

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	2	44	42	1	36
	2	✓	2	B	49	87	38	1	38
	3	✓	4	D	92	97	5	1	5
	4	✓	5	E	102	108	6	1	5
	5	✓	3	C	113	137	24	1	24

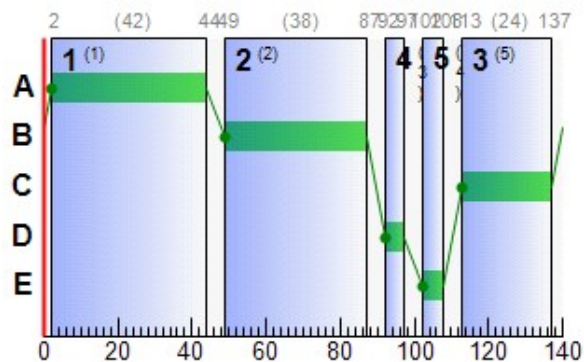
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	2	44	42
	B	1	✓	49	87	38
	C	1	✓	113	137	24
	D	1	✓	92	97	5
	E	1	✓	102	108	6

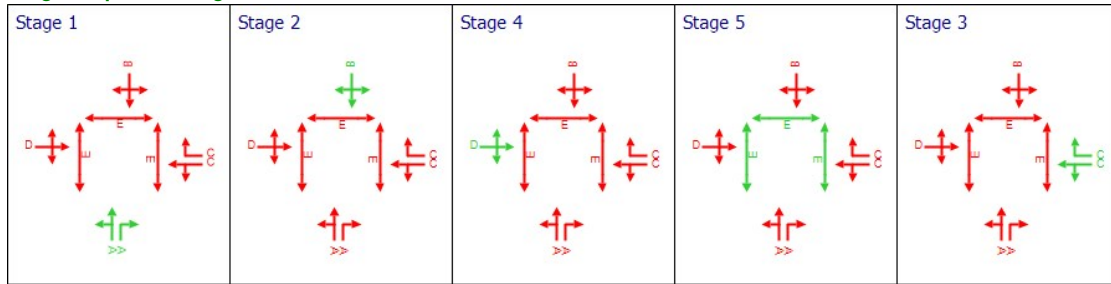
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	C	113	137	24
A	2	1	1	C	113	137	24
B	1	1	1	A	2	44	42
B	2	1	1	A	2	44	42
C	1	1	1	D	92	97	5
D	1	1	1	B	49	87	38

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
18:00-19:00	1	0.00	0.00	0.00	0.00

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	A	1	61	64	196	1800	24	80.19	5.57	32.05	61.86	1.79	63.65
		2	58	72	187	1800	24	37.11	2.41	120.37	27.31	0.80	28.12
	Ax	1	0	Unrestricted	522	Unrestricted	140	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	77	30	425	1800	42	58.90	10.21	58.70	98.71	3.28	101.99
		2	50	99	278	1800	42	36.27	4.25	106.37	39.71	1.37	41.08
	Bx	1	0	Unrestricted	455	Unrestricted	140	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	44	125	40	1800	5	80.23	1.68	9.69	12.66	0.54	13.19
	Cx	1	0	Unrestricted	80	Unrestricted	140	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	97	3	488	1800	38	106.91	26.42	151.93	205.78	8.21	213.99
	Dx	1	0	Unrestricted	557	Unrestricted	140	0.00	0.00	0.00	0.00	0.00	0.00
	9	1	82	23	706	1800	140	39.96	41.56	647.12	111.27	1.32	112.58
10	1	59	69	383	1800	140	40.32	27.35	256.19	60.91	3.94	64.85	

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Calculated sat flow (Veh/hr)	Calculated capacity (Veh/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
18:00-19:00	A	1	196	196	0		1800	321	61		64	1.22	24
		2	187	187	0		1800	321	58		72	1.27	24
	Ax	1	522	522	1	✓	Unrestricted	Unrestricted	0		Unrestricted	0.68	140
	B	1	425	425	2	✓	1800	553	77		30	1.03	42
		2	278	278	1	✓	1800	553	50		99	1.02	42
	Bx	1	455	455	0		Unrestricted	Unrestricted	0		Unrestricted	0.80	140
	C	1	40	40	0		1800	90	44		125	0.00	5
	Cx	1	80	80	0		Unrestricted	Unrestricted	0		Unrestricted	0.79	140
	D	1	488	488	0		1800	501	97		3	0.00	38
	Dx	1	557	557	2	✓	Unrestricted	Unrestricted	0		Unrestricted	0.86	140
	9	1	706	703	0		1800	866	82		23	0.00	140
	10	1	383	382	0		1800	645	59		69	0.00	140

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
18:00-19:00	A	1	12.00	80.19	3.89	0.46	61.86	73.20	131.39	11.77	1.79
		2	1.68	37.11	1.51	0.42	27.31	34.35	53.77	10.33	0.80
	Ax	1	16.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		2	12.00	58.90	5.71	1.24	98.71	61.65	230.72	31.22	3.28
	B	1	2.16	36.27	2.52	0.28	39.71	39.40	102.86	6.51	1.37
		2	16.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Bx	1	12.00	80.23	0.72	0.17	12.66	106.82	38.39	4.34	0.54
		2	16.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	12.00	106.91	6.78	7.72	205.78	134.16	475.18	179.54	8.21
		2	16.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	4.43	39.96	6.09	1.75	111.27	14.94	60.72	44.26	1.32
		2	7.36	40.32	3.86	0.43	60.91	82.22	303.24	10.97	3.94

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (Veh)	Mean max queue (Veh)	Max queue storage (Veh)	Utilised storage (%)	Average storage excess queue (Veh)	Average limit excess queue (Veh)	Excess queue penalty (£ per hr)	Wasted time starvation (s per cycle)	Wasted time blocking back (s per cycle)	Wasted time total (s per cycle)	Estimated blocking
18:00-19:00	A	1	0.00	5.57	17.39	32.05	0.00	0.00	0.00	1.00	0.00	1.00	
		2	2.00	2.41	2.00	120.37	0.26	0.00	0.00	0.00	0.00	0.00	
	Ax	1	0.00	0.00	23.49	0.00	0.00	0.00	0.00	40.00	0.00	40.00	
		2	0.00	10.21	17.39	58.70	0.00	0.00	0.00	0.00	0.00	0.00	
	B	1	0.00	4.25	4.00	106.37	0.12	0.00	0.00	0.00	0.00	0.00	
		2	0.00	0.00	24.27	0.00	0.00	0.00	0.00	43.00	0.00	43.00	
	Bx	1	0.00	1.68	17.39	9.69	0.00	0.00	0.00	3.00	0.00	3.00	
		2	0.00	0.00	24.28	0.00	0.00	0.00	0.00	85.00	0.00	85.00	
	C	1	0.00	26.42	17.39	151.93	2.18	0.00	0.00	0.00	0.00	0.00	
		2	0.00	0.00	23.47	0.00	0.00	0.00	0.00	51.00	0.00	51.00	
	D	1	0.00	41.56	6.42	647.12	21.51	0.00	0.00	0.00	73.00	73.00	
		2	0.00	27.35	10.67	256.19	9.28	0.00	0.00	0.00	96.00	96.00	

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
18:00-19:00	A	1	19.56	5.01	3.91	92.19
		2	2.61	2.00	1.30	38.62
	Ax	1	70.46	2.35	30.00	16.21
		2	42.49	8.37	5.08	70.90
	B	1	5.00	2.94	1.70	38.10
		2	63.44	2.11	30.00	16.75
	Bx	1	4.00	1.02	3.90	92.23
		2	11.13	0.37	30.00	16.76
	C	1	48.80	16.12	3.03	118.91
		2	75.13	2.50	30.00	16.19
	D	1	26.07	8.70	3.00	44.39
		2	23.51	5.07	4.63	47.69

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (Veh)	Max End of Green Queue EoTS (Veh)	Max End of Red Queue EoTS (Veh)	PCU Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
18:00-19:00	A	1	0.00	0.00		5.58	0.47	5.58	1.00	0.00	63.65
		2	0.00	0.00		2.40	0.40	2.40	1.00	0.00	28.12
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00
		2	0.00	0.00		10.23	1.26	10.22	1.00	0.00	101.99
	B	1	0.00	0.00		4.25	0.25	4.25	1.00	0.00	41.08
		2	0.00	0.00		0.00			1.00	0.00	0.00
	Bx	1	0.00	0.00	✓	1.69	0.18	1.65	1.00	0.00	13.19
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	C	1	0.00	0.00	✓	28.52	9.81	23.50	1.00	0.00	213.99
		2	0.00	0.00	✓	0.00			1.00	0.00	0.00
	Cx	1	0.00	0.00		41.59			1.00	0.00	112.58
		2	0.00	0.00		27.35			1.00	0.00	64.85

Pedestrian Crossing Results

Pedestrian Crossings: Pedestrian summary

Time Segment	Crossing	Side	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Mean max queue (Ped)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
18:00-19:00	(ALL)	(ALL)	21	100	11000	6	64.79	3.72	25.55	25.55

Pedestrian Crossings: Flows and signals

Time Segment	Crossing	Side	Calculated flow entering (Ped/hr)	Calculated flow out (Ped/hr)	Flow discrepancy (Ped/hr)	Adjusted flow warning	Calculated sat flow (Ped/hr)	Calculated capacity (Ped/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
18:00-19:00	(ALL)	(ALL)	100	100	0		11000	471	21		371	0.00	6

Pedestrian Crossings: Stops and delays

Time Segment	Crossing	Side	Mean Cruise Time per Ped (s)	Mean Delay per Ped (s)	Uniform delay (Ped-hr/hr)	Random plus oversat delay (Ped-hr/hr)	Weighted cost of delay (£ per hr)
18:00-19:00	2	1	6.33	64.79	1.80	0.00	25.55
		2	6.33	64.79	1.80	0.00	25.55
	3	1	6.33	64.79	1.80	0.00	25.55
		2	6.33	64.79	1.80	0.00	25.55
	4	1	5.67	64.79	1.80	0.00	25.55
		2	5.67	64.79	1.80	0.00	25.55

Pedestrian Crossings: Queues and blocking

Time Segment	Crossing	Side	Mean max queue (Ped)	Max queue storage (Ped)	Utilised storage (%)	Average storage excess queue (Ped)	Average limit excess queue (Ped)	Excess queue penalty (£ per hr)
18:00-19:00	(ALL)	(ALL)	3.72	10.00	37.22	0.00	0.00	0.00

Pedestrian Crossings: Journey times

Time Segment	Crossing	Side	Distance travelled (Ped-km/hr)	Time spent (Ped-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
18:00-19:00	2	1	0.90	1.98	0.46	71.12
		2	0.90	1.98	0.46	71.12
	3	1	0.90	1.98	0.46	71.12
		2	0.90	1.98	0.46	71.12
	4	1	0.80	1.96	0.41	70.45
		2	0.80	1.96	0.41	70.45

Pedestrian Crossings: Advanced

Time Segment	Crossing	Side	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Mean Max Queue EoTS (Ped)	Ped Factor	Cost of traffic penalties (£ per hr)	Performance Index (£ per hr)
18:00-19:00	(ALL)	(ALL)	0.00	0.00	3.72	1.00	0.00	25.55

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst over PR
3	07/04/2022 20:40:54	07/04/2022 20:40:55	18:00	140	792.79	54.33	97.32	D/1	0	0	D/1	9/1	D/

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	97	0	4314	1015	36.33	618.21	21.26	639.47

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
18:00-19:00	21	600	36	64.79	153.33	153.33

Network Results: Flows and signals

Time Segment	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))
18:00-19:00	4914	4910	9	✓	97		3	1051

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Weighted cost of stops (£ per hr)
18:00-19:00	10.32	39.80	41.87	12.47	771.54	34.52	1396.26	298.94	21.26

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
18:00-19:00	647.12	0.00	223.00	169.00	392.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
18:00-19:00	397.38	68.39	5.81

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warm up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Performance Index (£ per hr)
18:00-19:00	0.00	0.00		1.00	0.00	0.00	792.79

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

	To							
	1	2	3	4	5	6	7	8
From	1	0.0	108.4	108.4	109.0	0.0	0.0	0.0
	2	135.7	0.0	135.1	135.7	0.0	0.0	0.0
	3	156.6	102.5	0.0	156.6	0.0	0.0	0.0
	4	132.0	131.5	98.7	0.0	0.0	0.0	0.0
	5	0.0	0.0	0.0	0.0	0.0	71.1	0.0
	6	0.0	0.0	0.0	0.0	0.0	0.0	71.1
	7	0.0	0.0	0.0	0.0	71.1	0.0	70.5
	8	0.0	0.0	0.0	0.0	0.0	71.1	70.5

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (Veh/hr)	Pedestrian calculated flow (Ped/hr)	Normal journey time (s)	Pedestrian journey time (s)	Calculated Total Flow (Veh/hr)	Avg journey time (s)
1	1	2	5		108.42		5	108.42
2	1	3	5		108.44		5	108.44
3	1	4	30		108.98		30	108.98
5	2	3	239		135.12		239	135.12
6	2	4	239		135.65		239	135.65
7	2	1	10		135.66		10	135.66
16	4	2	367		131.48		367	131.48
17	8	7		100		70.45	100	70.45
18	8	6		100		71.12	100	71.12
22	5	7		100		71.12	100	71.12
34	6	8		100		71.12	100	71.12
41	7	8		100		70.45	100	70.45
42	7	5		100		71.12	100	71.12
43	4	1	60		132.04		60	132.04
44	4	3	279		98.69		279	98.69
45	3	4	186		156.62		186	156.62
46	3	1	10		156.63		10	156.63
47	3	2	187		102.50		187	102.50

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)
A	1	(untitled)	1	1	C	196	1800	24	1.00	61	64	92.19	80.19	73.20	5.57
	2		1	1	C	187 <	1800	24	0.00	58	72	38.62	37.11	34.35	2.41 +
Ax	1	(untitled)				522	Unrestricted	140	40.00	0	Unrestricted	16.21	0.00	0.00	0.00
B	1	(untitled)	1	1	A	425	1800	42	0.00	77	30	70.90	58.90	61.65	10.21
	2		1	1	A	278 <	1800	42	0.00	50	99	38.10	36.27	39.40	4.25 +
Bx	1	(untitled)				455	Unrestricted	140	43.00	0	Unrestricted	16.75	0.00	0.00	0.00
C	1	(untitled)	1	1	D	40	1800	5	3.00	44	125	92.23	80.23	106.82	1.68
Cx	1	(untitled)				80	Unrestricted	140	85.00	0	Unrestricted	16.76	0.00	0.00	0.00
D	1	(untitled)	1	1	B	488 <	1800	38	0.00	97	3	118.91	106.91	134.16	26.42 +
Dx	1	(untitled)				557	Unrestricted	140	51.00	0	Unrestricted	16.19	0.00	0.00	0.00
9	1		1			706 <	1800	140	73.00	82	23	44.39	39.96	14.94	41.56 +
10	1		1			383 <	1800	140	96.00	59	69	47.69	40.32	82.22	27.35 +

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
2	1	(untitled)	1	1	E	100	11000	6	21	371	71.12	64.79	3.72	100	0
	2	(untitled)	1	1	E	100	11000	6	21	371	71.12	64.79	3.72	100	0
3	1	(untitled)	1	1	E	100	11000	6	21	371	71.12	64.79	3.72	100	0
	2	(untitled)	1	1	E	100	11000	6	21	371	71.12	64.79	3.72	100	0
4	1	(untitled)	1	1	E	100	11000	6	21	371	70.45	64.79	3.72	100	0
	2	(untitled)	1	1	E	100	11000	6	21	371	70.45	64.79	3.72	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	392.18	56.57	6.93	31.07	12.47	618.21	21.26	0.00	639.47
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	5.20	11.82	0.44	10.80	0.00	153.33	0.00	0.00	153.33
TOTAL	397.38	68.39	5.81	41.87	12.47	771.54	21.26	0.00	792.79

- | < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- | * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- | ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- | + = average link/traffic stream excess queue is greater than 0
- | P.I. = PERFORMANCE INDEX



Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.1.7462 © Copyright TRL Limited, 2019									
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Filename: Junction 2 - Stress Test - AM-PM.j9

Path: \\wmfilesrv\Moylan\Projects\19\19-020 - Malahide Road\Design\Traffic\Stress Test\Junction 2 - Stress Test\Junction 2 - Stress Test

Report generation date: 07/04/2022 20:43:44

»JUNCTION 2 - Stress Test - 2041, AM

»JUNCTION 2 - Stress Test - 2041, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
JUNCTION 2 - Stress Test - 2041										
Stream B-AC	D5	0.1	7.58	0.11	A	D6	0.1	7.13	0.05	A
Stream C-AB		0.1	5.99	0.04	A		0.1	6.37	0.04	A

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

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

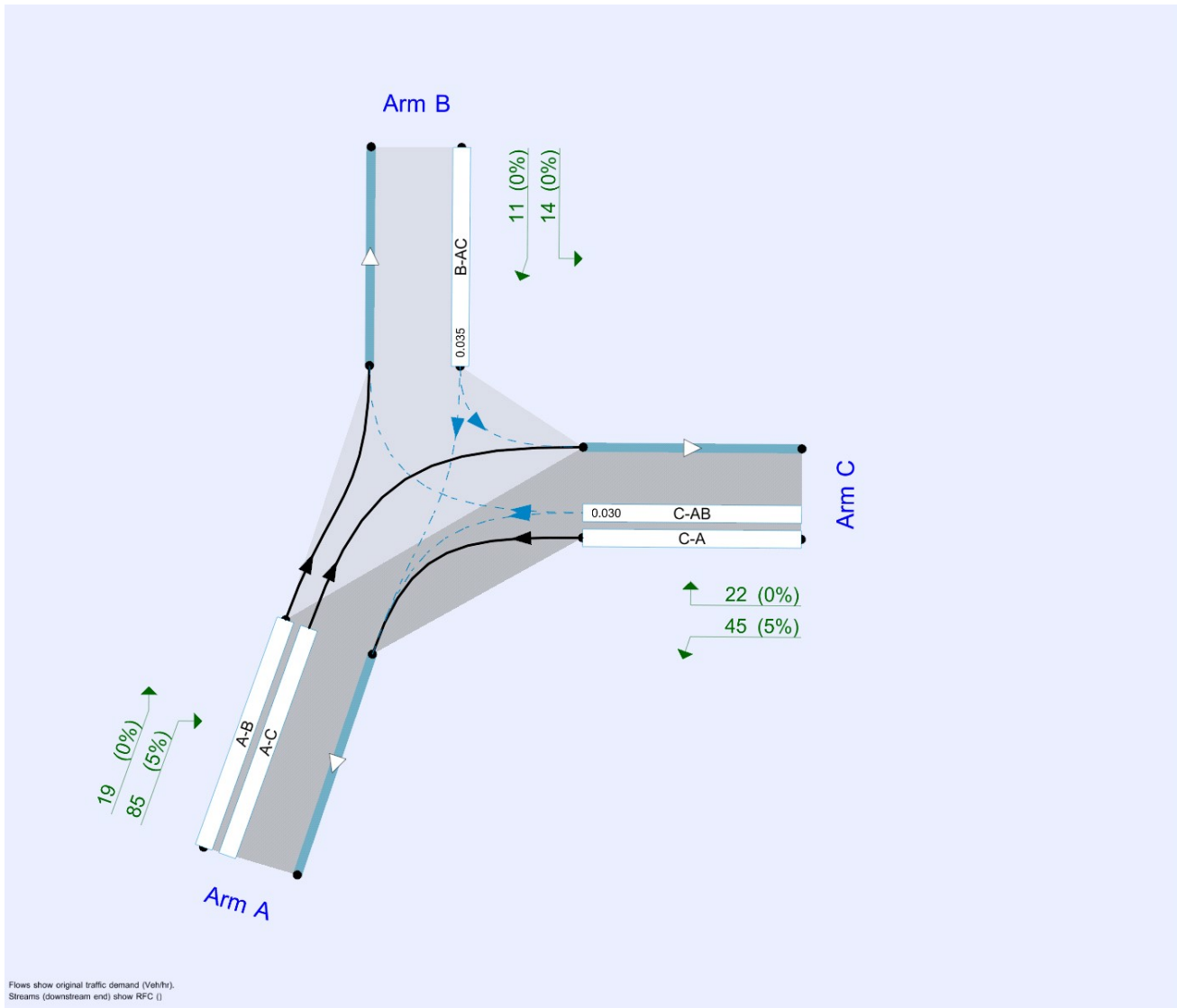
File summary

File Description

Title	
Location	
Site number	
Date	27/02/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAINf.silva
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	AM	ONE HOUR	08:00	09:30	15	
D2	2025	PM	ONE HOUR	18:00	19:30	15	
D3	2030	AM	ONE HOUR	08:00	09:30	15	
D4	2030	PM	ONE HOUR	18:00	19:30	15	
D5	2041	AM	ONE HOUR	08:00	09:30	15	✓
D6	2041	PM	ONE HOUR	18:00	19:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	JUNCTION 2 - Stress Test	✓	100.000	100.000

JUNCTION 2 - Stress Test - 2041, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Streamstown Lane (S)		Major
B	Carrey's Lane (N)		Minor
C	Streamstown Lane (E)		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	5.50			20.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	90	55

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	508	0.094	0.239	0.150	0.341
B-C	626	0.098	0.248	-	-
C-B	586	0.232	0.232	-	-

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	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2041	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	135	100.000
B		ONE HOUR	✓	56	100.000
C		ONE HOUR	✓	127	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	10	125
	B	17	0	39
	C	110	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	7.58	0.1	A	51	77
C-AB	0.04	5.99	0.1	A	19	28
C-A					98	147
A-B					9	14
A-C					115	172

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	552	0.076	42	0.0	0.1	7.052	A
C-AB	15	4	617	0.024	15	0.0	0.0	5.981	A
C-A	81	20			81				
A-B	8	2			8				
A-C	94	24			94				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	13	546	0.092	50	0.1	0.1	7.267	A
C-AB	18	5	623	0.029	18	0.0	0.0	5.949	A
C-A	96	24			96				
A-B	9	2			9				
A-C	112	28			112				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	15	537	0.115	62	0.1	0.1	7.572	A
C-AB	23	6	632	0.037	23	0.0	0.1	5.910	A
C-A	117	29			117				
A-B	11	3			11				
A-C	138	34			138				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	15	537	0.115	62	0.1	0.1	7.575	A
C-AB	23	6	632	0.037	23	0.1	0.1	5.915	A
C-A	117	29			117				
A-B	11	3			11				
A-C	138	34			138				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	13	546	0.092	50	0.1	0.1	7.271	A
C-AB	18	5	623	0.029	18	0.1	0.0	5.959	A
C-A	96	24			96				
A-B	9	2			9				
A-C	112	28			112				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	552	0.076	42	0.1	0.1	7.062	A
C-AB	15	4	617	0.024	15	0.0	0.0	5.989	A
C-A	81	20			81				
A-B	8	2			8				
A-C	94	24			94				

JUNCTION 2 - Stress Test - 2041, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2041	PM	ONE HOUR	18:00	19:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	104	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	67	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	19	85
	B	11	0	14
	C	45	22	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.13	0.1	A	23	34
C-AB	0.04	6.37	0.1	A	22	33
C-A					40	60
A-B					17	26
A-C					78	117

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	543	0.035	19	0.0	0.0	6.858	A
C-AB	18	4	589	0.030	17	0.0	0.0	6.293	A
C-A	33	8			33				
A-B	14	4			14				
A-C	64	16			64				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	539	0.042	22	0.0	0.0	6.971	A
C-AB	21	5	590	0.036	21	0.0	0.0	6.325	A
C-A	39	10			39				
A-B	17	4			17				
A-C	76	19			76				

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	532	0.052	27	0.0	0.1	7.131	A
C-AB	26	7	591	0.045	26	0.0	0.1	6.370	A
C-A	47	12			47				
A-B	21	5			21				
A-C	94	23			94				

18:45 - 19:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	532	0.052	28	0.1	0.1	7.131	A
C-AB	26	7	591	0.045	26	0.1	0.1	6.375	A
C-A	47	12			47				
A-B	21	5			21				
A-C	94	23			94				

19:00 - 19:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	539	0.042	23	0.1	0.0	6.973	A
C-AB	21	5	590	0.036	21	0.1	0.0	6.331	A
C-A	39	10			39				
A-B	17	4			17				
A-C	76	19			76				

19:15 - 19:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	543	0.035	19	0.0	0.0	6.861	A
C-AB	18	4	589	0.030	18	0.0	0.0	6.301	A
C-A	33	8			33				
A-B	14	4			14				
A-C	64	16			64				

Junctions 9									
PICADY 9 - Priority Intersection Module									
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Filename: Junction 3_Stress Test.j9

Path: \\wmfilesrv\Moylan\Projects\19\19-020 - Malahide Road\Design\Traffic\Stress Test\Junction 3 - Stress Test\Junction 3 - Stress Test

Report generation date: 07/04/2022 20:49:55

»Stress Test - AM & PM - 2041, AM

»Stress Test - AM & PM - 2041, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
Stress Test - AM & PM - 2041										
Stream B-AC	D5	0.7	11.67	0.41	B	D6	0.4	10.71	0.25	B
Stream C-AB		1.4	5.58	0.38	A		0.7	4.96	0.21	A

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

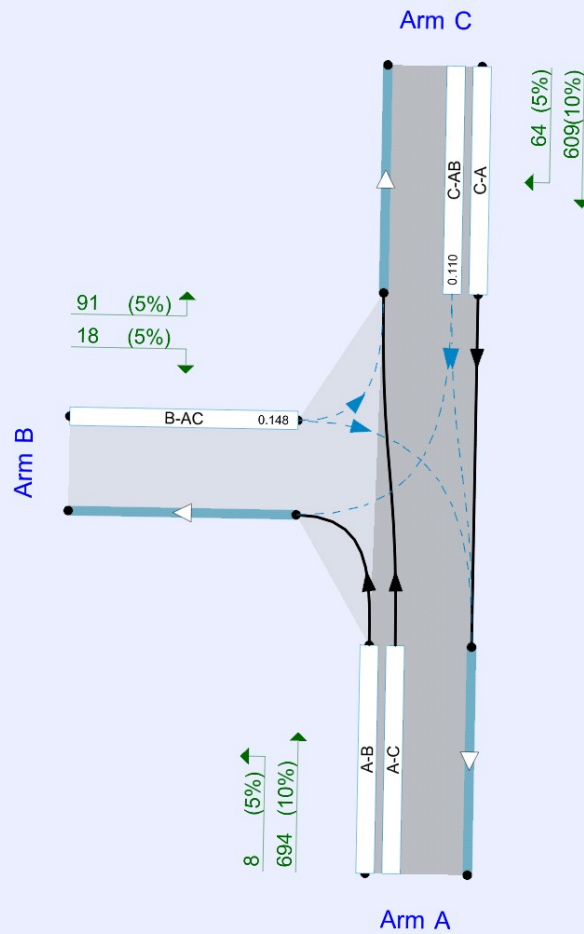
File summary

File Description

Title	
Location	
Site number	
Date	01/12/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAINI.byrne
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

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	AM	ONE HOUR	08:00	09:30	15	
D2	2025	PM	ONE HOUR	16:00	17:30	15	
D3	2030	AM	ONE HOUR	08:00	09:30	15	
D4	2030	PM	ONE HOUR	16:00	17:30	15	
D5	2041	AM	ONE HOUR	08:00	09:30	15	✓
D6	2041	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Stress Test - AM & PM	✓	100.000	100.000

Stress Test - AM & PM - 2041, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.76			247.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574	0.092	0.232	0.146	0.332
B-C	749	0.101	0.255	-	-
C-B	717	0.244	0.244	-	-

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	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2041	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	560	100.000
B		ONE HOUR	✓	201	100.000
C		ONE HOUR	✓	853	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	9	551
	B	15	0	186
	C	749	104	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	5	10
	B	5	0	5
	C	10	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.41	11.67	0.7	B	184	277
C-AB	0.38	5.58	1.4	A	292	438
C-A					491	736
A-B					8	12
A-C					506	758

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	608	0.249	150	0.0	0.3	8.220	A
C-AB	183	46	986	0.186	181	0.0	0.5	4.824	A
C-A	459	115			459				
A-B	7	2			7				
A-C	415	104			415				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	181	45	583	0.310	180	0.3	0.5	9.382	A
C-AB	264	66	1046	0.253	263	0.5	0.7	4.981	A
C-A	502	126			502				
A-B	8	2			8				
A-C	495	124			495				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	55	545	0.406	220	0.5	0.7	11.603	B
C-AB	426	106	1133	0.376	423	0.7	1.4	5.520	A
C-A	514	128			514				
A-B	10	2			10				
A-C	607	152			607				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	55	545	0.406	221	0.7	0.7	11.674	B
C-AB	428	107	1134	0.377	427	1.4	1.4	5.576	A
C-A	512	128			512				
A-B	10	2			10				
A-C	607	152			607				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	181	45	582	0.310	182	0.7	0.5	9.453	A
C-AB	266	67	1048	0.254	269	1.4	0.8	5.051	A
C-A	501	125			501				
A-B	8	2			8				
A-C	495	124			495				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	608	0.249	152	0.5	0.4	8.291	A
C-AB	185	46	987	0.187	186	0.8	0.5	4.875	A
C-A	458	114			458				
A-B	7	2			7				
A-C	415	104			415				

Stress Test - AM & PM - 2041, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2041	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	702	100.000
B		ONE HOUR	✓	109	100.000
C		ONE HOUR	✓	673	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	8	694
	B	18	0	91
	C	609	64	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	10.71	0.4	B	100	150
C-AB	0.21	4.96	0.7	A	151	226
C-A					467	700
A-B					7	11
A-C					637	955

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	21	554	0.148	81	0.0	0.2	7.989	A
C-AB	99	25	897	0.110	98	0.0	0.3	4.843	A
C-A	408	102			408				
A-B	6	2			6				
A-C	522	131			522				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	521	0.188	98	0.2	0.2	8.933	A
C-AB	139	35	939	0.148	138	0.3	0.4	4.846	A
C-A	466	117			466				
A-B	7	2			7				
A-C	624	156			624				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	473	0.254	120	0.2	0.4	10.678	B
C-AB	214	54	1003	0.214	213	0.4	0.7	4.943	A
C-A	527	132			527				
A-B	9	2			9				
A-C	764	191			764				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	473	0.254	120	0.4	0.4	10.709	B
C-AB	215	54	1003	0.214	215	0.7	0.7	4.965	A
C-A	526	131			526				
A-B	9	2			9				
A-C	764	191			764				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	521	0.188	98	0.4	0.2	8.962	A
C-AB	139	35	940	0.148	140	0.7	0.4	4.885	A
C-A	466	116			466				
A-B	7	2			7				
A-C	624	156			624				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	21	554	0.148	82	0.2	0.2	8.025	A
C-AB	99	25	897	0.111	100	0.4	0.3	4.874	A
C-A	407	102			407				
A-B	6	2			6				
A-C	522	131			522				

Junctions 9											
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Filename: Junction 4_Stress Test.j9

Path: M:\Projects\19\19-020 - Malahide Road\Design\Traffic\Stress Test\Junction 4 - Stress Test\Junction 4 - DO SOMETHING

Report generation date: 15/03/2022 10:50:40

»DO SOMETHING - 2041, AM

»DO SOMETHING - 2041, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS
DO SOMETHING - 2041												
Stream B-C	D5	0.0	12.10	0.04	B	A	D6	0.0	9.84	0.02	A	A
Stream B-A		0.8	24.22	0.44	C			0.4	16.27	0.28	C	
Stream C-AB		0.1	4.94	0.04	A			0.0	4.91	0.03	A	

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

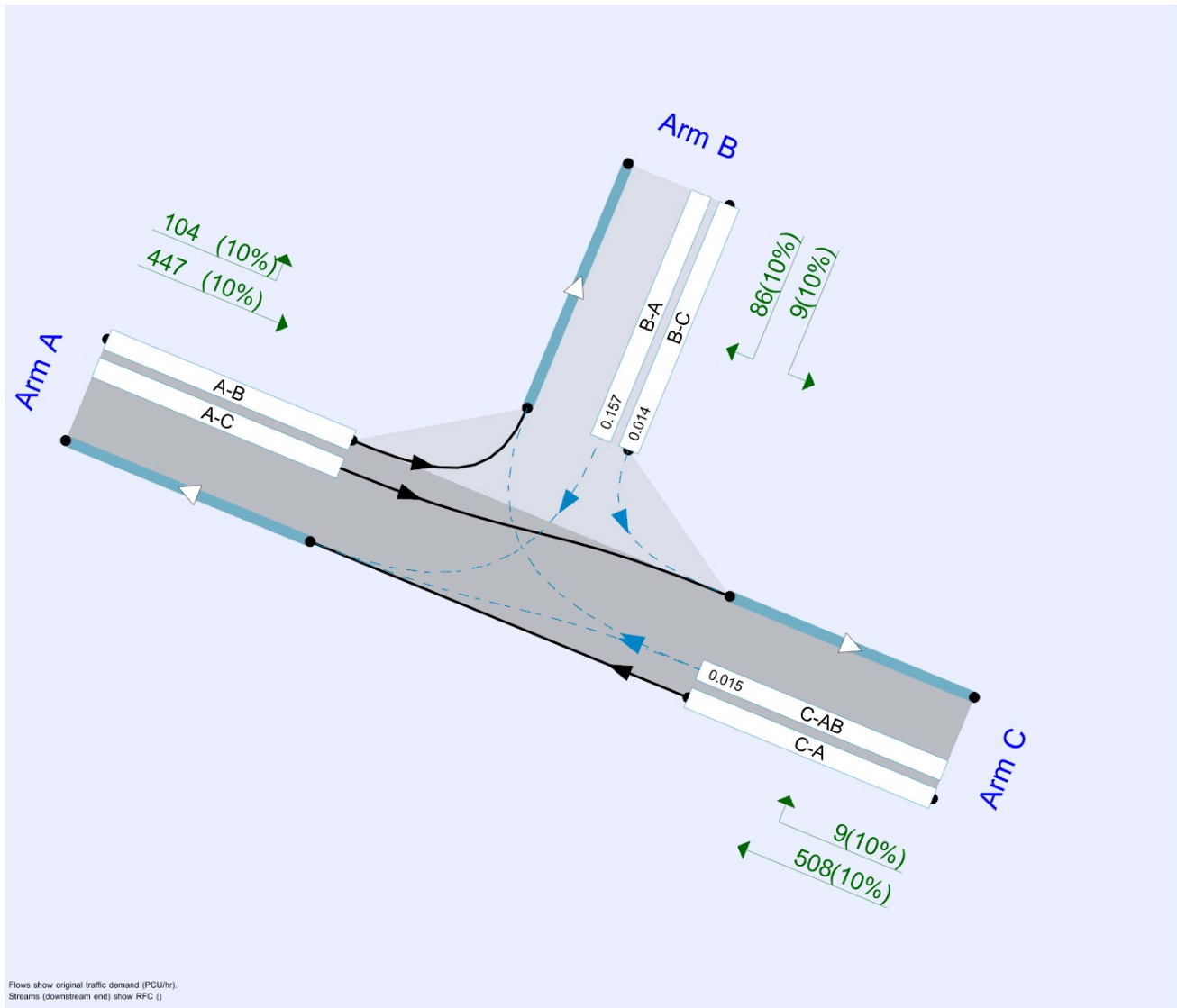
File summary

File Description

Title	
Location	
Site number	
Date	01/12/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\l.byrne
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2041	AM	ONE HOUR	08:00	09:30	15
D6	2041	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	DO SOMETHING	100.000

DO SOMETHING - 2041, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.30			148.2	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.48	6.48	6.48	6.48		1.00	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574	0.103	0.261	0.164	0.372
B-C	573	0.087	0.219	-	-
C-B	660	0.252	0.252	-	-

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	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2041	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	705	100.000
B		✓	128	100.000
C		✓	559	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	135	570
	B	116	0	12
	C	548	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	12.10	0.0	B
B-A	0.44	24.22	0.8	C
C-AB	0.04	4.94	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	437	0.021	9	0.0	9.239	A
B-A	87	380	0.230	86	0.3	13.395	B
C-AB	17	818	0.020	17	0.0	4.942	A
C-A	404			404			
A-B	102			102			
A-C	429			429			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	403	0.027	11	0.0	10.098	B
B-A	104	343	0.304	104	0.5	16.511	C
C-AB	23	856	0.027	23	0.0	4.757	A
C-A	479			479			
A-B	121			121			
A-C	512			512			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	342	0.039	13	0.0	12.039	B
B-A	128	291	0.439	126	0.8	23.835	C
C-AB	36	912	0.039	36	0.1	4.520	A
C-A	580			580			
A-B	149			149			
A-C	628			628			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	340	0.039	13	0.0	12.099	B
B-A	128	291	0.439	128	0.8	24.215	C
C-AB	36	912	0.039	36	0.1	4.522	A
C-A	580			580			
A-B	149			149			
A-C	628			628			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	401	0.027	11	0.0	10.138	B
B-A	104	343	0.304	106	0.5	16.788	C
C-AB	23	856	0.027	24	0.0	4.760	A
C-A	479			479			
A-B	121			121			
A-C	512			512			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	436	0.021	9	0.0	9.268	A
B-A	87	380	0.230	88	0.3	13.569	B
C-AB	17	818	0.021	17	0.0	4.942	A
C-A	404			404			
A-B	102			102			
A-C	429			429			

DO SOMETHING - 2041, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2041	PM	ONE HOUR	16:00	17:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	551	100.000
B		✓	95	100.000
C		✓	517	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	104	447
	B	86	0	9
	C	508	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	9.84	0.0	A
B-A	0.28	16.27	0.4	C
C-AB	0.03	4.91	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	471	0.014	7	0.0	8.526	A
B-A	65	413	0.157	64	0.2	11.334	B
C-AB	13	820	0.016	13	0.0	4.906	A
C-A	377			377			
A-B	78			78			
A-C	337			337			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	448	0.018	8	0.0	8.997	A
B-A	77	381	0.203	77	0.3	13.003	B
C-AB	17	856	0.020	17	0.0	4.722	A
C-A	447			447			
A-B	93			93			
A-C	402			402			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	413	0.024	10	0.0	9.827	A
B-A	95	338	0.280	94	0.4	16.199	C
C-AB	26	909	0.028	26	0.0	4.485	A
C-A	543			543			
A-B	115			115			
A-C	492			492			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	412	0.024	10	0.0	9.836	A
B-A	95	338	0.280	95	0.4	16.271	C
C-AB	26	909	0.028	26	0.0	4.485	A
C-A	543			543			
A-B	115			115			
A-C	492			492			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	448	0.018	8	0.0	9.007	A
B-A	77	381	0.203	78	0.3	13.079	B
C-AB	17	856	0.020	17	0.0	4.723	A
C-A	447			447			
A-B	93			93			
A-C	402			402			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	471	0.014	7	0.0	8.538	A
B-A	65	412	0.157	65	0.2	11.407	B
C-AB	13	820	0.016	13	0.0	4.909	A
C-A	376			376			
A-B	78			78			
A-C	337			337			

UK and Ireland Office Locations

