ATKINS

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Coastal Quarter SHD 2

Traffic and Transport Assessment

Shankill Property Investments Limited

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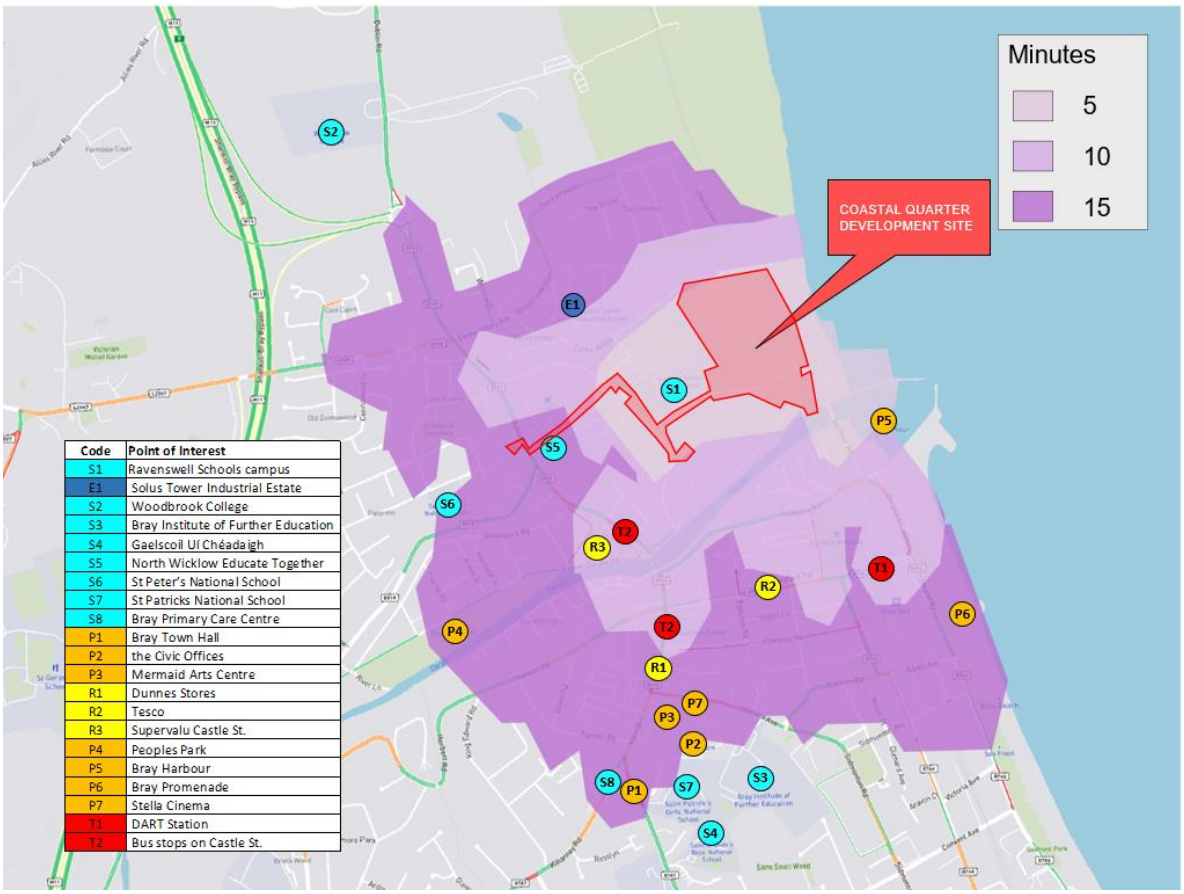
Executive Summary

The proposed Coastal Quarter development consists of 586 no. residential units in a mix of apartments, duplexes and houses. In addition, a childcare facility, café, retail unit and 1 no. commercial unit (incorporating a gym and a juice bar) are proposed along with all associated and ancillary development and infrastructural works, hard and soft landscaping, open spaces, boundary treatment works, ancillary car and bicycle parking spaces at surface, undercroft and basement levels. The site is approximately 9.37 ha straddling the boundary between Wicklow Co. Co and Dun Laoghaire Rathdown Co Co in Bray.

The proposed development is the 1st phase of a larger redevelopment of the former Bray Golf Course lands, now known as Harbour Point. This will be a mixed-use development that has been identified in the Bray Municipal District LAP (Local Area Plan) as an extension to Bray Town Centre.

The proposed development includes development as permitted under ABP-311181-21 together with minor revisions chiefly addressing conditions and new proposals for Blocks A and B which were previously refused.

The proposed development embraces the 15 Minute City concept, minimising the need for private transport. While the development proposal includes a childcare facility, café, convenience store, gym and juice bar, retail and recreational facilities within the scheme in addition to houses and apartments, all other essential services are within a 15-minute walk (1.5km) of the subject site. The following figure represents the 5, 10 and 15 minute walking isochrones relative to the Coastal Quarter.



The site is exceptionally well served by existing public transport with Bray DART station 700m to the south and Bray-Dublin Bus routes (bus stops 4131 and 106331) 600m to the west of the subject lands. Whilst not required for the subject application, connectivity will be further enhanced in the coming years through the realisation of the following projects;

- Bus Connects: Bray to UCD and onwards to Dublin City Centre Due for construction commencement between 2022 - 2027

- Wicklow County Council (WCC) is undertaking Part 8 approval procedures to carry out the design and construction of the Bray Sustainable Transport Bridge (Ref. PRR 21/869). Part 8 planning has been granted and is currently under judicial review.
- Luas extension to Bray: post 2035
- National Cycle Network Route 5 (Dundalk to Wexford): this route will pass immediately to the east of the site and link the site to the north to Shankill and beyond to Dublin.

Thus, it is expected that car ownership will be well below traditional suburban residential development rates. In anticipation of this it is proposed to provide parking spaces at an overall rate of 0.82 / unit (not including commercial or visitor parking), significantly below traditional development plan standards. A car club parking space is also provided to further minimise the need for car ownership.

In contrast to car parking provision, bicycle parking is proposed at a rate of 2 spaces per house and 1 space per apartment bedroom, in line with the National Cycle Manual Standards and that of the Design Standards for New Apartments. All bike parking is secure and easily accessible.

In January 2021 the National Remote Work Strategy was published by the Department of Enterprise Trade and Employment which lays out the long-term strategy to promote home and remote working for public sector and private sector employees. The strategy mandates that 20% of the public sector workforce move to home and remote working in 2021. Furthermore, the strategy notes that more than 25% of the private sector workers in Ireland are capable of working remotely.

Therefore, in addition to the significant opportunities to travel to work by active travel and public transport modes, residents of the Coastal Quarter development may avail of the home and remote working opportunities, including flexible working opportunities, as promoted by the National Remote Work Strategy. This change in work practice will reduce overall work trips and optimise flexible working opportunities that will enable residents to avoid travel to work and to also facilitate residents to commute to their place of employment outside of the peak traffic and travel periods.

In overall terms, the Coastal Quarter development will be fully consistent with the National Planning Framework objective of compact growth in a location that will optimise the resident's opportunities to travel by active travel and public transport modes, fully consistent with the overall objectives of the NTA Greater Dublin Area Transport Strategy.

The development therefore presents as an exemplar of integrated land use and transportation planning that is fully consistent with the 'Avoid - Shift -Improve Model' as set out in the Dun Laoghaire Rathdown Development Plan. This approach, which is based on avoiding or reducing the need to travel, shifting to more environmentally friendly modes and improving the efficiency of motorised transport modes, is echoed in the transport objectives of the current and draft Wicklow County Development Plan, the Bray Municipal District Local Area Plan and the Bray and Environs Transport Study.

In this context, and in the more general context of rapidly changing lifestyles and work patterns it is anticipated that the impact of the proposed development on the existing road network will be modest and well within the carrying capacity of existing infrastructure.

This TTA should be read with reference to all other submitted planning application documentation including the Engineering Reports and Drawings, and the Architectural and Landscape Architectural Drawings.

1. Introduction

1.1. Overview

This report details the Traffic and Transportation Assessment (TTA) associated with the planning application for the proposed Coastal Quarter, Bray. The development constitutes Phase 1 of the proposed Harbour Point development. It should be noted that this planning application is a revised application following a recent submission to An Bord Pleanála (Ref: ABP-311181-21). Permission was granted for the development with the exception of Block A and Block B. From a traffic and transportation perspective, based on recent consideration by An Bord Pleanála, the TTA was found to be robust and determined to be fit for purpose. Ultimately the Bord determined that there were no grounds for refusal based on traffic, transportation or roads. This TTA is therefore a modified version of the TTA that was submitted with the previous planning application with updates to reflect relatively minor modifications to the traffic and transport characteristics of the proposed development. Furthermore, the data used to inform the traffic modelling which underpins this TTA has been reviewed and remains relevant. The transportation characteristics and impact of both the Coastal Quarter Development and of the full Harbour Point Masterplan Development are addressed in this TTA.

The Coastal Quarter lands are bounded to the west by the R761 Road, to the east by the main line rail DART line, to the south by the Dargle River and to the north by Corke Abbey residential development and Woodbrook Glen. The site location is shown in Figure 1-1 below.

Figure 1-1 - Coastal Quarter Site Location (Approximate Location)

1.2. Harbour Point Masterplan Description

In overall master planning terms, the Harbour Point Masterplan Development (as noted in the Harbour Point Masterplan Document) is to consist of the Coastal Quarter and Riverside Quarter. The overall

indicative masterplan layout is shown in Figure 1-2 below and will consist of residential, creche, restaurant & café, local shops and community centre.

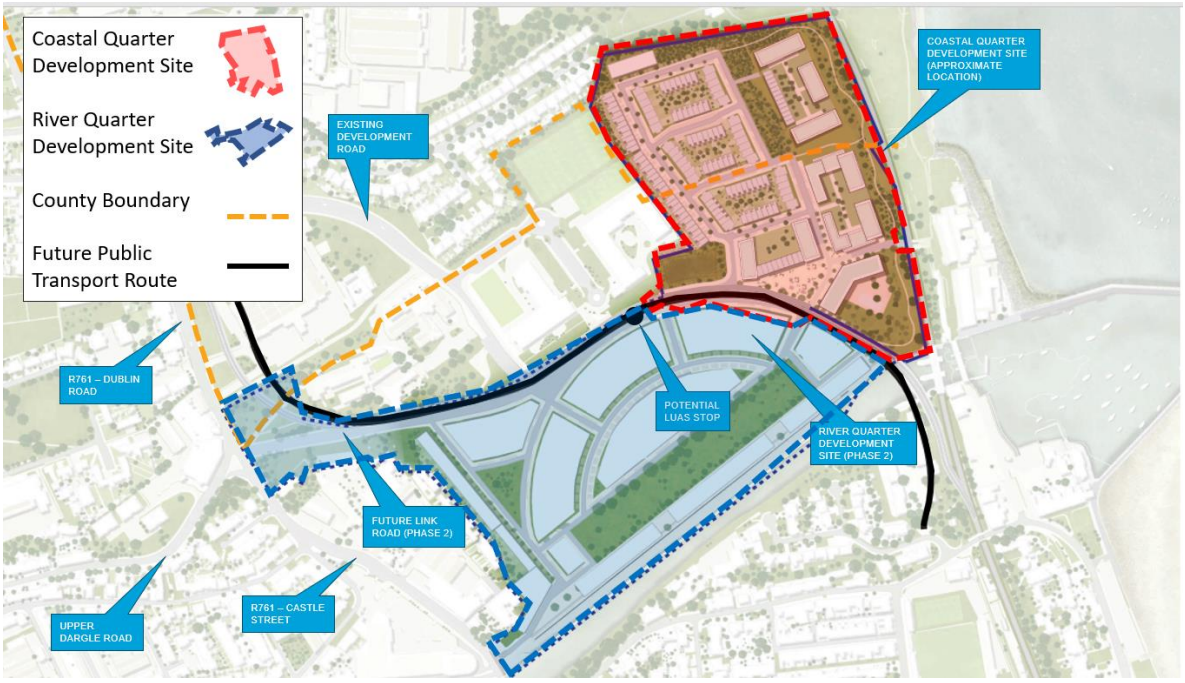


Figure 1-2 - Harbour Point Masterplan Development Layout

1.3. Coastal Quarter Development Description

The Coastal Quarter consists of:

- 586 no. residential units;
- 627 m^2 Creche;
- 249 m^2 Retail unit;
- 195 m^2 Café;
- 512 m^2 Gym & Juice Bar.

A full description of the proposed development is included in the Planning Report & Statement of Consistency and full details of all pedestrian and cycle connections, road and street layouts, car parking and cycle parking are contained on the Architects, Landscape Architects and Engineering drawings and in the Engineering Report. The rational for the quantum of car parking and cycle parking is provided within this TTA.

Consultation with ABP, DLRCC and WCC in respect to the pre-application consultation ref ABP-308291-20 on part of the subject site for the permitted development for 234 no. residential units, a childcare facility, café and retail unit ref ABP-311181-21 remain relevant to this planning application. These have been fully addressed as part of this planning submission comprising of 586 no. residential units in a mix of apartments, duplexes and houses within the same site boundary.

As such, the transport planning aspects of the proposed site have been developed through close consultation, as noted above, between the Applicant, Wicklow County Council and Dun Laoghaire Rathdown County Council and other key stakeholders including Irish Rail. This consultation has

included an extensive quantum of pre-planning meetings in the context of the proposed site layout for the master plan of the Harbour Point development and the Phase 1 Coastal Quarter Development.

1.4. Transport Planning Context

A summary of the key policy documents pertinent to the proposed development and which have underpinned the development proposals and the preparation of this TTA are summarised below. Further details, including maps, of existing and proposed infrastructure are contained in Section 2 of this report and are illustrated in Drawing 5214419/CE/SK/2001 as per Appendix G.

1.4.1. National Sustainable Mobility Policy

The Department of Transport published the National Sustainable Mobility Policy in April 2022. The Policy sets out a strategic framework for active and sustainable travel for the period up to 2030 to help Ireland meet its international and national climate obligations to achieve a 51% reduction in carbon emissions by end of this decade.

The overall target is to "deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars. It will make it easier for people to choose walking, cycling and use public transport daily instead of having to use a petrol or diesel car.

To achieve this target there are a number of initiatives including:

- Integrated land use and transport planning;
- Improvement to walking and cycle infrastructure;
- Improved public transport capacity;
- Identifying and implementation of suitable demand management measures;
- Behavioural change programmes and measure; and
- Improved safe, accessible, comfortable, safe and affordable journey for all people and all trips.

The policy document is supported by Action Plan 2022-2025 to measure performance of the aims, targets or objective identified in the Policy.

The MMP will align with this Policy document through the identification of measures which cater for and enhance access for active travel modes, public transport, facilitating new and enhanced access and connections to services and amenities in the local area.

1.4.2. Transport Strategy for the Greater Dublin Area 2022 -2042

The Transport Strategy for the Greater Dublin Area (GDA) 2022-2042 established the framework for transport provision for the city region. This Strategy, which is underpinned by the capital investment program set out in the National Development Plan 2018-2027, is based on the following over-riding objective: *"To contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods."*

In particular, the Strategy aims to achieve a work commuting modal share target of 55% for sustainable travel modes, reducing the single occupancy private car modal share to a maximum 45%, as set out in Smarter Travel Policy. The Strategy presents infrastructure proposals by mode of transport. Albeit not a requirement for the subject site as demonstrated later in this document, those that may benefit the development in the future are as follows:

Transport Strategy Objective	Proposed Site Context
Extension of Luas Green Line to Bray	Proposed route will run through the masterplan lands into the existing Bray Dart Station. LUAS stops can be accommodated within the masterplan lands serving the development.
Core Radial Bus Network	Existing bus corridor on Dublin Road on western masterplan lands boundary to be upgraded as Core Bus Corridor 13 of Bus Connects.
Greater Dublin Area Cycle Network Plan	Primary Route B1 is located on R761 Dublin Road along the western masterplan lands boundary. This route will be upgraded as part of Core Bus Corridor 13 of Bus Connects. Route 14 /N5, The East Coast Trail, is located to the east of the Dart east coast rail line on the masterplan lands site boundary. Connection to this route from the development will be facilitated via the Rail Underpass. Route BG1 is located to the north of the Dargle River on the southern masterplan lands boundary, this scheme has been implemented as part of the completed Bray Flood Defence Scheme. This route will be maintained as part of the masterplan lands layout and provides a high quality link from the Coastal Quarter to Bray Town Centre in under 5 minutes walking

1.4.3. Bray and Environs Transport Study

In April 2019 the National Transport Authority, in consultation with TII, Wicklow County Council and Dun Laoghaire Rathdown County Council, published the Bray and Environs Transport Study. The overarching purpose in undertaking this study was to facilitate the land use objectives of Wicklow County Council and Dun Laoghaire-Rathdown County Council as provided for in statutory regional, county and local plan.

The Study is set in the context of the overarching transport objectives set out in the Transport Strategy for the Greater Dublin Area and sets out more detailed transport requirements to facilitate planned development sites in the south of Dun Laoghaire Rathdown and the Bray area. These development sites include the subject Masterplan Lands, and the Study specifically sets out the following requirements to serve the full build out of the lands:

- Golf Club Lands development roads;
- Pedestrian and cycle links from the Golf Club to Bray Town Centre;
- Dublin Road bus priority (part of Bray Core Bus Corridor);
- Wicklow County Council (WCC) is undertaking Part 8 approval procedures to carry out the design and construction of the Bray Sustainable Transport Bridge (Ref. PRR 21/869). Part 8 planning has been granted and is currently under judicial review.
- Development of interchange at Bray DART Station; and
- Commitment to the phased introduction of bus and enhanced rail services in line with increased demand.

The Coastal Quarter will incorporate the required street network to facilitate the development of these lands and the full requirement of development roads will be completed through the development of the Riverside Quarter.

Existing and substantive pedestrian and cycle links from the lands to the town, centre, seafront and other parts of Bray will be further enhanced by linkages to be developed as part of the Coastal Quarter and Riverside Quarter developments.

Upon delivery of the public transport, pedestrian and cycle bridge (Part 8 – Bray Sustainable Transport Bridge) the development will avail of an additional access to the Station. This bridge, which is subject to Urban Regeneration and Development Fund (URDF) funding, is subject to a planning application by Wicklow County Council which has been submitted as of July 2021 (Planning Reference PRR 21/869). The layout of the Coastal Quarter and the proposed bridge has been coordinated with Wicklow County Council. A number of meetings have been held between Wicklow

County Council and representatives of the former Golf Club Lands including pre-planning meetings in relation to the SHD planning application (Ref ABP 308291-20). While the subject scheme has been designed to the existing road network (refer to drawing 5214419-ATK-01-ZZ-DR-CE-104 for further detail), it can also be adapted to the above referenced scheme should it be granted permission in the future.

In terms of bus services, the development will have direct access to existing high frequency bus services on R761 Dublin Road immediately adjacent the site. As noted above, the NTA are planning the implementation of enhanced bus services on the entire bus network including enhancements to the capacity and efficiency of services on Corridor 13 to the city centre along the R761. The Development will directly benefit from these planned improvements. The development will also facilitate and directly benefit from the proposed bus service and infrastructure improvements along Bus Corridor 13 as and when these are rolled out by the NTA.

The development and improvement of the new interchange at Bray DART station is currently at detailed design stage.

1.4.4. Bray Municipal District Local Area Plan 2018 - 2024

The purpose of the Bray Municipal District LAP is to put in place a land use framework that will guide the future sustainable development of the Bray Municipal District, which includes the settlement of Bray. The key objective for the Bray Municipal District LAP is for

… development to be based around environmental protection (in particular to identify which key natural and built assets to protect given the pressure for development), sustainability and developing the town in a manner that would generate the minimal number of car journeys and maximum use of public transport.

Listed below are the key relevant sustainable transport policies of the Bray Municipal District LAP together with a summary of the corresponding characteristics of the proposed development that relate to the delivery of these policies.

Table 1-1 – Relevant Bray Municipal District LAP Transport Policies

Policy Reference	Policy Description	Development Approach
PT1	To cooperate with NTA and other relevant transport planning bodies in the delivery of a high quality, integrated transport system in the Bray MD area.	Both the Coastal Quarter and Harbour Point development facilitates the future further provision of high-quality public transport improvements i.e, extension of LUAS to Bray and Bus Connects Core Corridor 13 on the R761
PT2	To support and facilitate the implementation of measures to improve overall accessibility, public transport and walking / cycling opportunities within the Municipal District and between the Municipal District and other centres of population and activity identified in the Bray and Environs Local Transport Study.	The development allows the delivery of the proposed public transport, pedestrian and cycle bridge (Part 8 – Bray Sustainable Transport Bridge, Planning Reference PRR 21/869) to Bray Dart Station, the relevant routes contained within the Greater Dublin Area Cycle Network Plan and further local pedestrian and cycle linkages.
PT3	To promote the development of transport interchanges and 'nodes' in the Bray MD where	The Coastal Quarter development allows the delivery of the public

Policy Reference	Policy Description	Development Approach
	a number of transport types can interchange with ease	transport, pedestrian and cycle bridge (Part 8 – Bray Sustainable Transport Bridge, Planning Reference PRR 21/869) to Bray Dart Station allowing for the provision of the transport interchange at the Bray Dart Station with future Luas services.
PT7	To promote the delivery of improved and new bus services both in and out of the District but also within the District.	The Coastal Quarter development allows for the bus connection to the Bray Dart Station via the proposed public transport, pedestrian and cycle bridge (Part 8 – Bray Sustainable Transport Bridge, Planning Reference PRR 21/869) and delivery of the proposed Bus Connects Core Corridor 13 on the R761
CW1	To improve existing or provide new foot and cycleways on existing public roads, as funding allows, and to facilitate the development of a cycling and walking amenity routes throughout the District in accordance with the NTA's "Permeability Best Practice Guide" including foot and cycleways off road (e.g. through open spaces, along established rights-of-way etc), in order to achieve the most direct route to the principal destination (be that town centre, schools, community facilities or transport nodes), while ensuring that personal safety, particularly at night time, is of the utmost priority	The Coastal Quarter development provides connections to the existing pedestrian and cycle facilities and includes the provision of offline facilities within the developments open spaces serving the development and allowing future connections into existing parklands and adjacent existing residential development.
CW4	To ensure that cycle infrastructure provided in the Bray MD is delivered in a manner consistent with the National Cycle Manual.	Cycle infrastructure for the Coastal Quarter development is designed in accordance with the National Cycle Manual.
RO5	With respect to the major development area at the former Bray Golf Course, excellent linkages shall be provided from the site to surrounding areas; multiple access points for both vehicles and cyclists / pedestrians shall be developed and in particular, the development shall include linkages through the site between the Dublin Road and Bray seafront / the DART station and public walking route along the river.	Both the Coastal Quarter and the Harbour Point development will incorporate two vehicular access routes on to the Dublin Road. The site will be further connected to the DART Station via the proposed public transport, pedestrian and cycle bridge (Part 8 – Bray Sustainable Transport Bridge, Planning Reference PRR 21/869). The site will be directly connected to the existing walking and cycling route along the river frontage.
R10	To improve existing or provide new foot and cycle links (as funding allows) at the following locations in Bray MD, and ensure developments along these routes are so designed as to allow for / not impede the delivery of required improvements.	These are as noted above and further detailed in Section 2 of this report.

1.4.5. Wicklow Development Plan 2016-2022

The Wicklow County Development Plan 2016-2022 contains specific policies in terms of sustainable travel and transportation. The proposed development, by virtue of its location, scale and typology is consistent with both the strategic sustainable transportation policies of the Plan and the specific transportation objectives. In terms of overall policy, the Councils transport strategy is to

"Craft land use policies to produce settlements of such form and layout that facilitates and encourages sustainable forms of movement and transport, prioritising walking and cycling, and for larger settlements, bus transport."

Listed below are the key relevant sustainable transport policies of the current County Development Plan together with a summary of the corresponding characteristics of the proposed development that relate to the delivery of these policies.

Table 1-2 – Relevant Wicklow County Development Plan Transport Policies

Policy Reference	Policy Description	Development Approach
TR1	To cooperate with NTA and other relevant transport planning bodies in the delivery of a high quality, integrated transport system in the Greater Dublin Area.	The Coastal Quarter development facilitates the future provision of high-quality public transport improvements i.e, extension of LUAS to Bray and Bus Connects Core Corridor 13 on the R761 Road
TR2	To promote the development of transport interchanges and 'nodes' where a number of transport types can interchange with ease.	The Coastal Quarter development allows the delivery of the public transport, pedestrian and cycle bridge (Part 8 – Bray Sustainable Transport Bridge, Planning Reference PRR 21/869) to Bray Dart Station allowing for the future provision Luas services to the transport interchange at the Bray Dart Station.
TR5	To facilitate, through both the zoning of land and the tie-in of new facilities with the development of land and the application of supplementary development contributions, the extension of the LUAS or other mass transit to Bray town centre, Bray train station and Fassaroe.	The Coastal Quarter development allows the delivery of the public transport, pedestrian and cycle bridge (Part 8 – Bray Sustainable Transport Bridge, Planning Reference PRR 21/869) to Bray Dart Station allowing for the future provision Luas services to the transport interchange at the Bray Dart Station.
TR7	To promote the delivery of improved and new bus services both in and out of the County but also within the County	The Coastal Quarter development facilitates the future provision of the NTA BusConnects network improvements and core bus corridor 13 along the R761 Dublin Road
TR9	To improve existing or provide new foot and cycleways on existing public roads, as funding allows	The Coastal Quarter development facilities the delivery of the proposed public transport, pedestrian and cycle bridge (Part 8 – Bray Sustainable Transport Bridge, Planning Reference PRR 21/869) to Bray Dart Station.
TR11	To facilitate the development of foot and cycleways off road (e.g. through open spaces, along established rights-of-way etc), in order	The Coastal Quarter development provides connections to the existing pedestrian and cycle facilities and

Policy Reference	Policy Description	Development Approach
	to achieve the most direct route to the principal destination (be that town centre, schools, community facilities or transport nodes), while ensuring that personal safety, particularly at night time, is of the utmost priority.	includes the provision of offline facilities within the developments open spaces serving the development and allowing future connections into existing parklands and adjacent existing residential development.
TR15	Traffic Impact Assessments will be required for new developments in accordance with the thresholds set out in the 'Design Manual for Roads and Bridges' the 'Traffic & Transport Assessment Guidelines' (TII) and the Design Manual for Urban Roads and Streets (DoECLG & DoTTS).	The traffic and transport assessment for the Coastal Quarter development has taken account of the thresholds set out in the 'Design Manual for Urban Roads and Streets' the 'Traffic & Transport Assessment Guidelines'.
TR16	Road Safety Audits and/or Road Safety Impact Assessments shall be required at the discretion of the Planning Authority, but shall generally be required where new road construction or a permanent change to the existing road layout is proposed.	A road safety audit has been carried out for the Coastal Quarter development.
TR35	New / expanded developments shall be accompanied by appropriate car parking provision, with particular regard being taken of the potential to reduce private car use in locations where public transport and parking enforcement are available. At such locations, the car parking standards set out in Appendix 1 Table 7.1 shall be taken as maximum standards, and such a quantum of car parking will only be permitted where it can be justified	The parking strategy for the Coastal Quarter development has taken account of the specifics of the site location and proximity to public transport.
TR36	Provision shall be made in all new / expanded developments for disabled parking (and associated facilities such as signage, dished kerbs etc), at a suitable and convenient location for users.	The Coastal Quarter development has provided disabled parking at the required quantum and at convenient locations within the development.
TR37	Provision shall be made for off street loading / unloading facilities in all new / expanded developments which are to receive regular deliveries.	Loading bays and drop off / pick up bays have been incorporated in the Coastal Quarter development.

1.4.6. Draft Wicklow County Development Plan 2022-2028

Wicklow County Council have prepared a draft of a new County Development Plan for the period 2022 - 2028. Relevant objectives that will be facilitated by the proposed Coastal Quarter and overall Harbour Point development are as follows:

- The new plan will support the need for compact growth and better integration of transport and land use planning, including walking and cycling infrastructure, public transport, park-and-ride facilities, etc.
- Any land zoned for residential development will be located in close proximity and/or be well connected to existing / planned services (e.g. schools, retail, community/health centres, sports/amenity facilities, etc.) and employment sites. The new plan will have as a key 'plan dynamic' the encouragement of a shift from car-orientated urban patterns to walkable, cyclable, and transit orientated development patterns.
- To integrate climate change mitigation and adaptation as guiding principles throughout the plan and address the areas of sustainable and low carbon transportation and enhancing public transport and access to same

- Include a policy to require that the design and layout of new residential development achieves highly permeable, well connected streets in accordance with best practice as set out in the Design Manual Urban Roads and Streets (DTTS & DECLG 2013).
- To retain existing foot and cycle way objectives in the new County Development Plan and to enhance in accordance with any advice or updated strategies / requirements of the NTA.
- To retain existing public transport objectives in the new County Development Plan and to enhance the policy framework to encourage and facilitate the improvement of public transport in accordance with any national advice or updated strategies / requirements.
- To provide strong policy support for improvement to public transport in the County, for the provision of enhanced walking and cycling networks.

1.4.7. Dun Laoghaire Rathdown County Development Plan 2022-2028

The Dun Laoghaire Rathdown County Council Development Plan 2022 – 2028 contains specific policies in terms of sustainable travel and transportation. The development plan proposes that a holistic approach to transport is required with the aim to reduce dependency on the private car in favour of walking, cycling and public transport. The plan notes that there has been a move away from the traditional approach of supplying ever more road space to meet increased transport demand and is facilitated by the adoption of the 'Avoid–Shift- Improve' approach. The 'Avoid-Shift-Improve' approach model is detailed below:

- Avoid – reduce or avoid the need to travel, i.e Irish governments Remote Working Strategy
- Shift – shift to more environmentally friendly modes, i.e walking, cycling, e-bikes, e-scooters
- Improve – improve energy efficiency of transport modes and vehicle technology, i.e electrification of public transport vehicles

This document sets out the following relevant objectives which are supported and facilitated by the Coastal Quarter and overall Harbour Point development.

Table 1-3 - DLRCC County Development (2022 – 2028) Plan Policy

Policy Reference	Policy Description	Development Approach
Policy Objective T1: Integration of Land Use and Transport Policies	It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high-quality public transport systems.	Bray DART Station is located within walking and cycling distance of the Coastal Quarter development. The Coastal Quarter development site is located adjacent the R761 Road bus corridor that will be upgraded as Bus Connects Core Bus Route 13. The Coastal Quarter development site is within walking distance of the R761 Road bus stops.
Policy Objective T3: Delivery of Enabling Transport Infrastructure	It is a Policy Objective to support the delivery of enabling transport infrastructure so as to allow development take place in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES	The Coastal Quarter development allows the delivery of the public transport, pedestrian and cycle bridge (Part 8 – Bray Sustainable Transport Bridge, Planning Reference PRR 21/869) to Bray Dart Station allowing for the future provision of the Luas transport interchange at the Bray Dart Station.

Policy Reference	Policy Description	Development Approach
		The site facilitates the upgrade of the Dublin Road bus corridor per the NTA plans for Bus Connects Core Bus Route 13.
Policy Objective T4: Development of Sustainable Travel and Transportation Policies	"It is Council policy to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transportation strategy for the County and the wider Dublin Region as set out in Department of Transport's 'Smarter Travel, A Sustainable Transport Future 2009 – 2020' and the NTA's 'Greater Dublin Area Draft Transport Strategy 2011-2030'.	The Coastal Quarter development allows the delivery of the public transport, pedestrian and cycle bridge (Part 8 – Bray Sustainable Transport Bridge, Planning Reference PRR 21/869) to Bray Dart Station allowing for the future provision of the Luas transport interchange at the Bray Dart Station. The site facilitates the upgrade of the Dublin Road bus corridor per the NTA plans for Bus Connects Core Bus Route 13.
Policy Objective T5: Public Transport Improvements	It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in 'Smarter Travel, A Sustainable Transport Future 2009-2020', the NTA's 'Greater Dublin Area Transport Strategy 2016-2035' and the NTAs 'Integrated Implementation Plan 2019-2024'.	The Coastal Quarter development allows the delivery of the public transport, pedestrian and cycle bridge (Part 8 – Bray Sustainable Transport Bridge, Planning Reference PRR 21/869) to Bray Dart Station allowing for the future provision of the Luas transport interchange at the Bray Dart Station. The site facilitates the upgrade of the Dublin Road bus corridor per the NTA plans for Bus Connects Core Bus Route 13.
Policy Objective T6: Quality Bus Network/Bus Connects	It is a Policy Objective to co-operate with the NTA and other relevant agencies to facilitate the implementation of the bus network measures as set out in the NTA's 'Greater Dublin Area Transport 2016-2035' and 'Draft Integrated Implementation Plan 2019-2024' and the BusConnects Programme.	The Coastal Quarter development site is located adjacent the R761 Road bus corridor that will be upgraded as Bus Connects Core Bus Route 13. It facilitates the upgrade of the Dublin Road bus corridor per the NTA plans for Bus Connects Core Bus Route 13.
Policy Objective T7: Public Transport Interchanges	It is a Policy Objective to facilitate the provision of quality public transport interchanges at strategic rail, Luas stations and Core Bus Corridors within the County in accordance with national and regional guidelines in order to facilitate focussed access to multiple public transport modes and to maximize the movement of people via sustainable modes.	The proposed development allows for the future provision of the Luas transport interchange at the Bray Dart Station along with development of Core Bus Route 13 as part of the Bus connect project.
Policy Objective T9: Luas Extension and MetroLink	It is a Policy Objective to promote, facilitate and cooperate with other agencies in securing the extension of the Luas network in the County as set out in the NTA's 'Greater Dublin Area Transport Strategy	The proposed development allows for the future provision of the Luas transport interchange at the Bray Dart Station.

Policy Reference	Policy Description	Development Approach
	2016-2035' and including any future upgrade to Metro.	
Policy Objective T11: Walking and Cycling	It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm improvements.	The Coastal Quarter development provides connections to the existing pedestrian and cycle facilities and includes the provision of offline facilities within the developments open spaces serving the development and allowing future connections into existing parklands and adjacent existing residential development.
Policy Objective T12: Footways and Pedestrian Routes	It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice.	The Coastal Quarter development allows for the future provision of pedestrian and cyclists connections to the existing Woodbrook Glen Community Park and Corke Abbey Valley Park subject to agreement to DLRCC. It also facilitates pedestrian and cycle bridge (Part 8 – Bray Sustainable Transport Bridge, Planning Reference PRR 21/869) to Bray Dart Station.
Policy Objective T16: Travel Demand Management	"It is Council policy, in conjunction and co-operation with other agencies, to implement Travel Demand Management measures aimed at reducing the demand for travel and increasing the efficiency of the transport network with due consideration given to the effect of parking controls on nearby residential roads."	The Coastal Quarter development is planned in the context of a Mobility Management Plan based on the physical infrastructure provisions of walking and cycling links and access to public transport bus and DART rail services and Bray Town Centre services. Demand Management is also underpinned by the co-location of residential, education, local retail and leisure and amenity facilities to be provided by the overall Harbour Point Development Masterplan development and the adjacent urban area and town centre. The propensity for car ownership and car use is managed through measures that include reduced residential parking provision and increased cycle parking provision in line the 'Design Standards for New Apartments'. The provision of car club parking spaces will facilitate a lower level of car ownership. The development supports the Irish governments Remote Working Strategy January 2021.

Policy Reference	Policy Description	Development Approach
Policy Objective T19: Car parking Standards	It is a Policy Objective to manage car parking as part of the overall strategic transport needs of the County in accordance with the parking standards.	The Coastal Quarter development has proposed car parking spaces for all land uses which is in line with the County Development Plan and has been discussed in detail in the section 5 of the TTA.
Policy Objective T23: Roads and Streets	It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process.	The coastal Quarter development consists of the following: Link Street Local Street Home zones The street hierarchy and the provided facilities have been detailed in the DMURS statement (doc ref 5214419DG0021)
Policy Objective T26: Traffic and Transport Assessments and Road Safety Audits	It is a Policy Objective to require Traffic and Transport Assessments and/or Road Safety Audits for major developments – in accordance with the TII's 'Traffic and Transport Assessment Guidelines' (2014) - to assess the traffic impacts on the surrounding road network and provide measures to mitigate any adverse impacts - all in accordance with best practice guidelines.	A Quality audit (including road safety audit, walking and cycling audit) has been carried out for the Coastal Quarter development.

1.4.8. Best Practice and Planning Guidance Documents

The following best practice and planning guidance documents have fundamentally informed the development of the site layout and the compilation of this TTA:

- Transport Infrastructure Ireland: Traffic and Transport Assessments Guidelines;
- Department of Transport Tourism and Sport: Design Manual for Urban Roads and Streets;
- National Transport Authority: National Cycle Manual; and
- National Transport Authority: Permeability Best Practice Guidance.

Of particular importance is the Design Manual for Urban Roads and Streets (DMURS) published in 2013. This document is founded on an integrated design approach that is based on safety, sustainable communities, heritage protection and creating a sense of place. DMURS recognises the higher priority of pedestrians and cyclists in the urban environment within a fundamental design objective to create self-regulating streets that are inherently convenient and safe for use by all vulnerable road users. A DMURS Statement of Consistency (5214419DG0021) accompanies this planning submission.

1.5. Scoping Document

The pre-application consultation, ref ABP-308291-20, on part of the subject site for the permitted development for 234 no. residential units, a childcare facility, café and retail unit ref ABP-311181-21 remain relevant to this planning application. These have been fully addressed as part of this planning submission comprising of 586 no. residential units in a mix of apartments, duplexes and houses within the same site boundary.

As requested at the Stage 1 S247 consultation meeting, as undertaken during the previous consultation noted above, a Scoping Document was issued to both Wicklow County Council and Dún Laoghaire Rathdown County Council (DLRCC) in December 2020. The content of this Scoping Document is based on feedback from both Wicklow County Council and Dún Laoghaire Rathdown County Council through pre-application meetings and communications. This all remains relevant for this planning application. The Scoping Document is contained within Appendix A.

1.6. Methodology

The methodology for the traffic and transport impact is consistent with the Traffic and Transport Assessments Guidelines. The methodology is summarised as follows:

- **Baseline Transportation Review:** Undertake a review of current planning policies and objectives, existing public transport services, walking and cycling network and existing and roads infrastructure.
- **Baseline Traffic Flow Review:** Undertake site visits to review current traffic conditions and to make observations on same. Identify key junctions where traffic count survey information is required.
- **Future Transport Infrastructure Review:** Undertake a review of current transport policies, plans and strategy to identify future short, medium and long terms transport proposals which may have a material impact on the travel behaviour associated with the proposed development.
- **Development Proposals Review:** Review the proposed development in terms of provision for access by walking, cycling, public transport and car.
- **Transport Characteristics Review:** Undertake an assessment of the likely modal share, trip generation, assignment and distribution having regard to existing and potential future traffic patterns on the local road network.
- **Identification of Local Road Network Proposals**: Identify proposed junction works on the local road network in terms of new junctions, improvements for pedestrians, cyclists and traffic at existing junctions.
- **Assessment of Road Impact- Operational Phase:** Undertake an assessment of the key junctions during the operational base year, opening year, opening year plus five and opening year plus fifteen assessment years for both 'without development' and 'with development' scenarios in order to determine future operation and any necessary mitigation measures required.

1.7. Consultation

The responses to the comments received from ABP, DLRCC and WCC in respect to the pre-application consultation ref ABP-308291-20, on part of the subject site for the permitted development (ref ABP-311181-21), remain relevant to this planning application. These have been fully addressed as part of this planning submission comprising of 586 no. residential units in a mix of apartments, duplexes and houses within the same site boundary.

A table which references the items raised has been prepared to include responses to these items. The responses made are concise but refer to appropriate section within this TTA and or reference the appropriate engineering drawing. This table is contained within Appendix F 'Record of Consultation' of this TTA report.

1.8. Related Documents

This TTA should be read in conjunction with the submitted Quality Audit (inclusive of the Road Safety Audit) document (Ref: 5214419DG0013), the Engineering and Planning Report document (Ref: 5214419DG0018), the Mobility Management Plan (Ref: 5214419DG0020), the DMURS Statement (Ref: 5214419DG0021) as well as the Roads Engineering drawings and the Environmental Impact Assessment Report.

1.9. References

The following documents have been referenced in preparation of this TTA.

- National Transport Authority, 2011. National Cycle Manual;

- National Transport Authority, 2013. Permeability Best Practice Guidance;
- National Transport Authority, 2016. Transport Strategy for the Greater Dublin Area (GDA) 2016-2035;
- National Transport Authority, 2020. New Dublin Area Bus Network Summary Report;
- Transport Infrastructure Ireland, 2014. Traffic and Transport Assessments Guidelines;
- Wicklow County Council, 2011. Bray Town Development Plan 2011 – 2017;
- Wicklow County Council, 2016. Wicklow County Development Plan 2016 – 2022;
- Wicklow County Council, 2022. Draft Wicklow County Development Plan 2022 – 2028;
- Wicklow County Council, 2018. Bray Municipal District Local Area Plan 2018 – 2024 ;
- Wicklow County Council, 2019. Bray and Environs Transport Study;
- European Commission, 2017. Environmental Impact Assessment (EIA) Directive Guidance on the Preparation of the Environmental Impact Assessment Report;
- Environmental Protection Agency, 2015. Advice Notes for Preparing Environmental Impact Statements – Draft;
- Dublin City Council, 2013. Greater Dublin Area Cycle Network Plan;
- Dun Laoghaire – Rathdown County Council, 2021. Dun Laoghaire Rathdown County Development Plan 2022-2028;
- Eastern and Midlands Regional Assembly, 2019. Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 – 2031;
- Department of Transport Tourism and Sport, 2019. Design Manual for Urban Roads and Streets;
- Department of Transport, 2009. The Smarter Travel Policy Document;
- Department of Transport, Tourism and Sport, 2013. Design Manual for Urban Roads and Streets (DMURS);
- Department of Housing, Local Government and Heritage, 2018. Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities;
- Department of Environment, Heritage and Local Government, 2009. Urban design manual - a best practice guide; and

For further references related to the Environmental Impact Assessment Report (EIAR) Traffic Chapter please refer to the EIAR.

2. Receiving Environment - Pedestrian and Cyclist Facilities

2.1. Current Provision

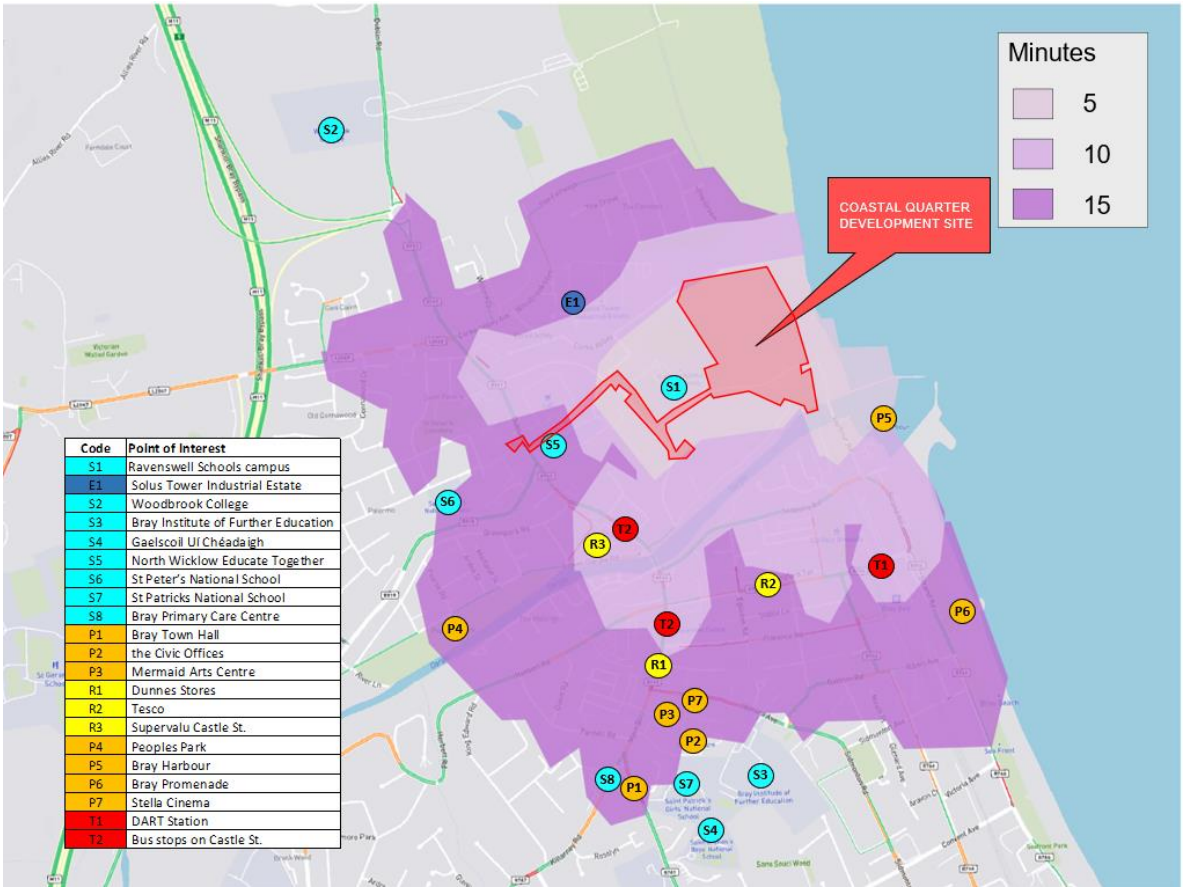
Figure 2-1 - Existing Pedestrian & Cyclist Connections

The existing pedestrian & cyclist connections are identified in Figure 2-1 above and summarised as follows:

- Existing connection from the Harbour Point Masterplan Lands to Bray Dart Station and Bray Promenade via the existing Rail Underpass. Through Consultation referred to in Section 1.3 above, the applicant can confirm that Irish Rail and Wicklow County Council have concluded a License Agreement allowing Wicklow County Council to continue to operate the underpass for pedestrian and cycle access on a 24 hour basis, along with installing appropriate and approved vehicle barriers on both approaches.

  The underpass is part of the BG1 National Cycle Route which runs along the existing Dargle Flood Defence Wall to the underpass, connecting to the future Route 14/N5 East Coast Trail which will be upgraded in conjunction with WCC. This cycle route borders runs, externally, along the perimeter of the proposed development.
- Existing connection to Bray Town Centre via Riverwalk along Dargle River and via Development Roads
- Existing connections to R761 via existing road network
- Existing provision along the R761 Dublin Road
- Existing link between 'The Green' and 'Corke Abbey' north of the proposed development site
- Existing Connection from broader masterplan lands to the existing greenway route along the River Dargle and towards the town centre.

A walking isochrone map indicating the existing walking connectivity for 5, 10 and 15min intervals is shown in Figure 2-2 below. This shows that existing connectivity is greatest towards the south and west while connectivity towards the north is restricted.



Code	Point of Interest
S1	Ravenswell Schools campus
E1	Solus Tower Industrial Estate
S2	Woodbrook College
S3	Bray Institute of Further Education
S4	Gaelscoil Ul Chéadaigh
S5	North Wicklow Educate Together
S6	St Peter's National School
S7	St Patricks National School
S8	Bray Primary Care Centre
P1	Bray Town Hall
P2	the Civic Offices
P3	Mermaid Arts Centre
R1	Dunnes Stores
R2	Tesco
R3	Supervalu Castle St.
P4	Peoples Park
P5	Bray Harbour
P6	Bray Promenade
P7	Stella Cinema
T1	DART Station
T2	Bus stops on Castle St.

Figure 2-2 : Walking Isochrone for Existing Area

2.2. Future Provision

The existing and future pedestrian & cyclist connections are detailed in Figure 2-3 below.

Figure 2-3 - Existing & Future Pedestrian & Cyclist Connections

- 2 no. pedestrian and cycle connections to the north into Corke Abbey Valley Park & adjacent Woodbrook Glen Residential Development to be provided as part of development;
- Enhanced pedestrian and cycle connectivity to the River Dargle on the south will be provided by way of upgrading the existing WCC owned footpath such that it is integrated into the proposed Coastal Gardens. This will provide a high quality, continuous and seamless connection from north to south, through the proposed development. The upgrade portion, including removal of the existing fence and upgrading the existing street lighting will be done in collaboration and with agreement from WCC;
- Wicklow County Council (WCC) is undertaking Part 8 approval procedures to carry out the design and construction of the Bray Sustainable Transport Bridge (Ref. PRR 21/869). Part 8 planning has been granted and is currently under judicial review;
- Proposed Pedestrian & Cyclist Improvements on Castle Street Bridge (Fran O'Toole Bridge), provision of pedestrian and cycle footbridges either side of the existing bridge, to be provided by WCC;
- Improved pedestrian and cyclist facilities along the R761 Dublin Road provided as part of BusConnects - Core Corridor 13 Scheme;
- East Coast Greenway Scheme Greater Dublin Cycle Network route N5 – incorporated within WCC and DLRCC development plans; and

  It should be noted that the N5 East Coast Trail is currently envisaged to run to the east of the DART and does not lie within the development boundary. Cycle paths within the development site are therefore local links only. The detailed design of the underpass area will be undertaken in conjunction with WCC, Irish Rail as well as the NTA in order to facilitate the N5-BG1 link. Since this area is to be a pedestrian priority area, it will be designed for low speeds (less than 20kph). The combined cycle/footpath to the north (east of Block B) is similarly designed for low cycle speeds and is for local access only.

An extract of the Greater Dublin Cycle Network Plan (NTA 2011) is illustrated in Figure 2-4 below.

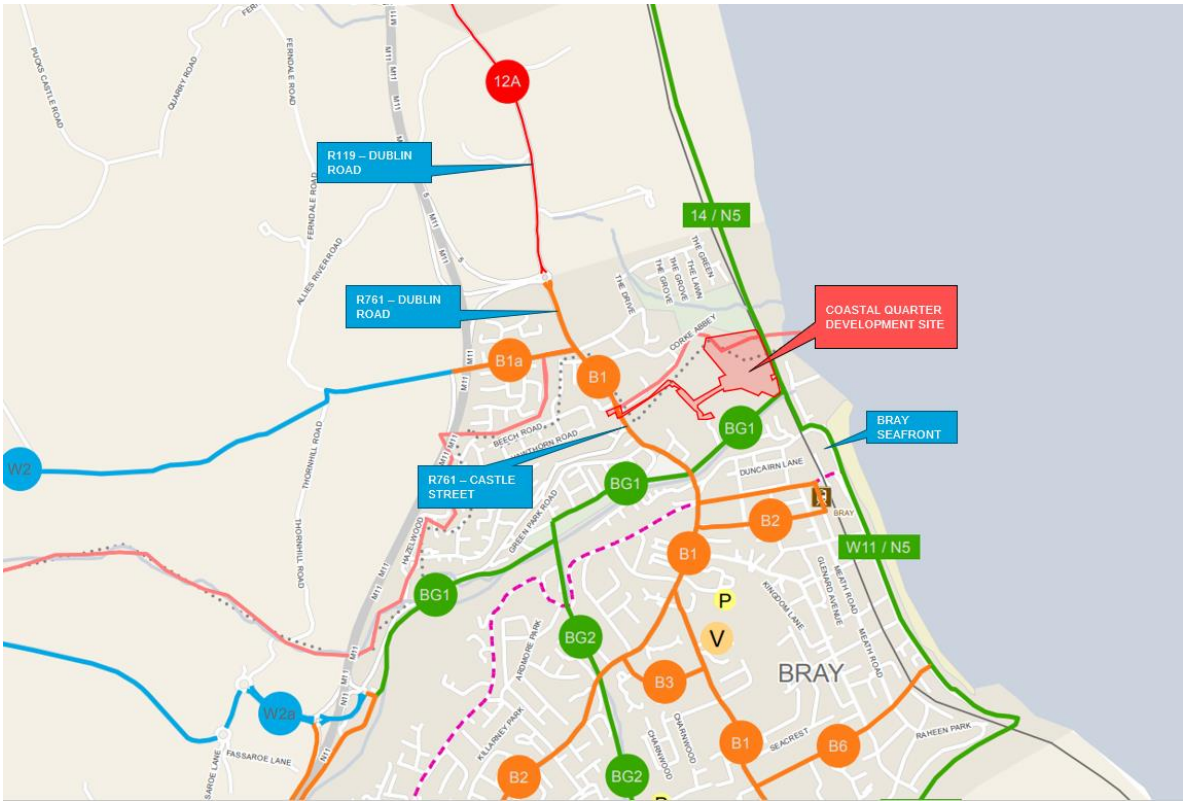


Figure 2-4 - Greater Dublin Cycle Network Plan Cycle Routes (Sheet 20)

The schemes that provide the facilities for the cycle network routes adjacent the development are noted below:

- Route B1 – BusConnects Core Corridor 13 Scheme will provide the facilities associated with this route
- Route BG1 – the facilities associated with the section of greenway route have been implemented along the river front as part of the completed Dargle flood relief scheme
- Route 14/N5 – East Coast Greenway Scheme will provide the facilities associated with this route
- RouteN5/W11 – Stand Road Cycle Scheme provides the facilities associated with this route.

2.3. Pedestrian & Cyclist Summary

In the current context, the proposed development will be well served by the current pedestrian and cyclist provision and the proposed connections provided as part of the Coastal Quarter development. The future pedestrian & cyclist improvements will serve the entire Bray area and whilst not a necessity will no doubt enhance connectivity that will serve the full development of the former Bray Golf Club lands.

3. Receiving Environment - Public Transport

3.1. Current Services

The current public transport services associated with the site is detailed in Figure 3-1.

Figure 3-1 - Current Public Transport Provision

Both the Bray Dart Station and the nearest bus stops on Dublin road are within 800m from the development site, this equates to a walking time within 10 minutes along safe and secure walking routes. The bus services in Table 3-1 serve the proposed development site, these operate along the Dublin Road adjacent the development.

Table 3-1 - Existing Bus Services

Bus Service	Route	Frequency (Mon-Friday)
45a	Dún Laoghaire Rail Station to Kilmacanogue	15-20min
45b	Kilmacanogue - Dun Laoghaire Rail Station	15-20min
84	Blackrock to Newcastle	25-35mins
84a	Blackrock to Bray	25-35mins
145	Heuston Rail Station to Ballywaltrim	10mins
155	IKEA (Ballymun) Towards Bray Rail Station	20mins
184	Newcastle Hospital to Bray Rail Station	30mins

In addition to the existing bus services noted above the development is also served by the existing rail services in Table 3-2 below.

Table 3-2 - Existing Rail Services

Rail Service	Route	Frequency (Mon-Friday)
Dart	Malahide to Greystones / Howth to Greystones	5-10mins
Commuter / Intercity Services	Dublin to Rosslare	10 services

The existing transport services detailed above provide a high level of service and capacity to serve the development.

3.2. Future Services

The future public transport services associated with the proposed development are shown in Figure 3-2 below.

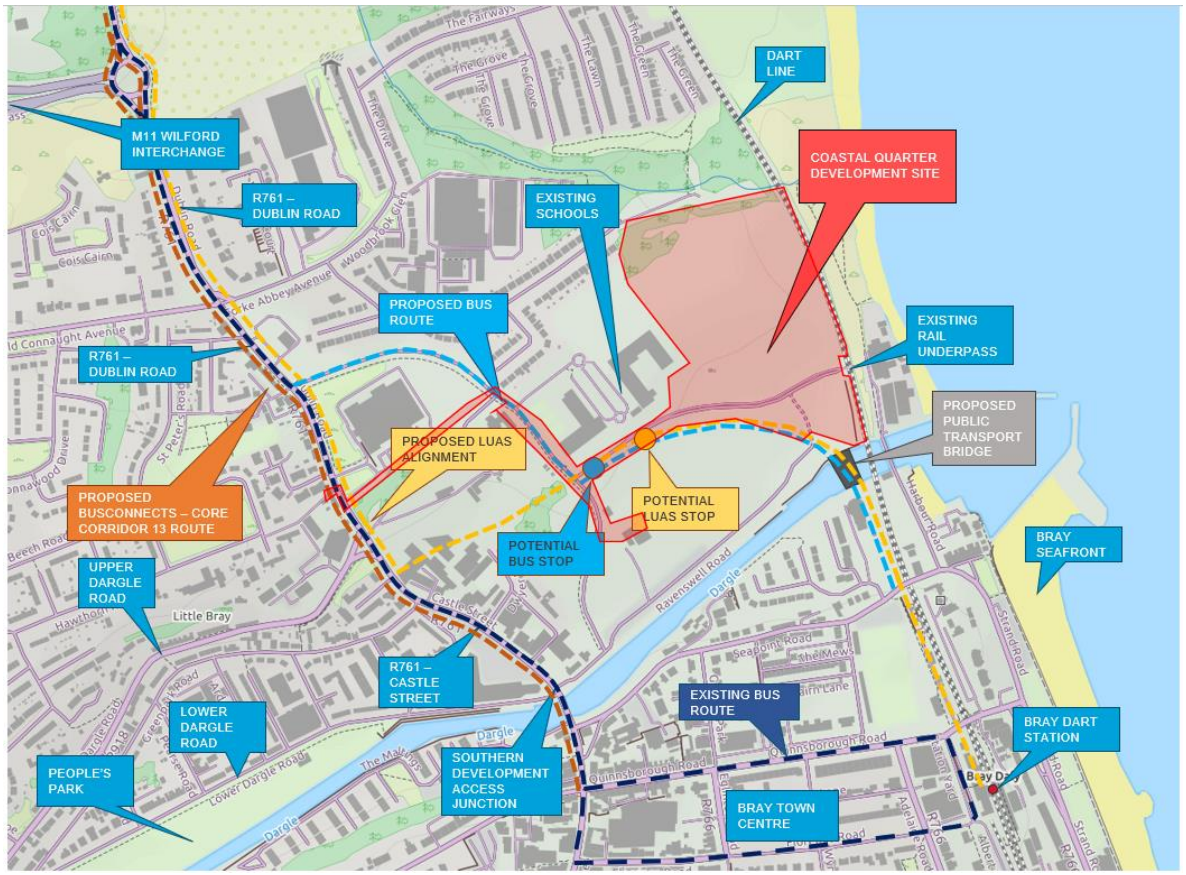


Figure 3-2 : Future Public Transport Provision

3.2.1. Public Transport Bridge

Wicklow County Council (WCC) are continuing to progress matters associated with the Part 8 application for the Bray Sustainable Transport Bridge (Ref PRR 21/869). The layout of the Coastal Quarter and the proposed bridge has been coordinated with Wicklow County Council. A number of meetings have been held between Wicklow County Council and representatives of the former Golf Club Lands including pre-planning meetings in relation to the SHD planning application (Ref ABP 308291-20). While the subject scheme has been designed to the existing road network (refer to drawing 5214419-ATK-01-ZZ-DR-CE-104 for further detail), it can also be adapted to the above referenced scheme should it be granted permission in the future.

This is in line with the requirements of Road Objectives R05 of the Bray Municipal District Local Area Plan. Whilst this bridge will provide for improved connectivity to the site it is not required to serve the proposed development which will have appropriate access to the DART station via both the existing

rail underpass and Riverwalk along with appropriate access to existing bus services along Dublin Road. Indicative location of future bus stop detailed on Figure 3-2.

3.2.2. Luas Route

The future Luas proposals, as set out in the Greater Dublin Area Transport Strategy include the extension of Luas Green line to Bray. This line is not proposed to be developed until after 2035 but it is anticipated that the alignment will be adjacent the R761, into the development lands and into Bray Dart Station via the proposed Public Transport Bridge.

The proposals for the Phase 2 Riverside Quarter of the full Masterplan Development will include for the provision for the potential of LUAS Stops within the development lands with an indicative location detailed on Figure 3-2. The masterplan for the development lands takes cognisance of the provision of the Luas extension and its interface with the development and locations of LUAS stops.

3.2.3. BusConnects – Core Bus Corridor

The NTA are currently developing the BusConnects Scheme, which includes Corridor 13 Bray to UCD and City Centre. As the R761 lies on BusConnects Route 13 Bray to the City Centre, a full upgrade of the carriageway and associated junctions will be provided along the R761. The BusConnects Route 13 layout adjacent the site is detailed in Figure 3-3 and 3-4 below.

Figure 3-3 - BusConnects Route 13 (bus connects.ie – Core Bus Corridor 13 Bray to City Centre Information Brochure Map 53)

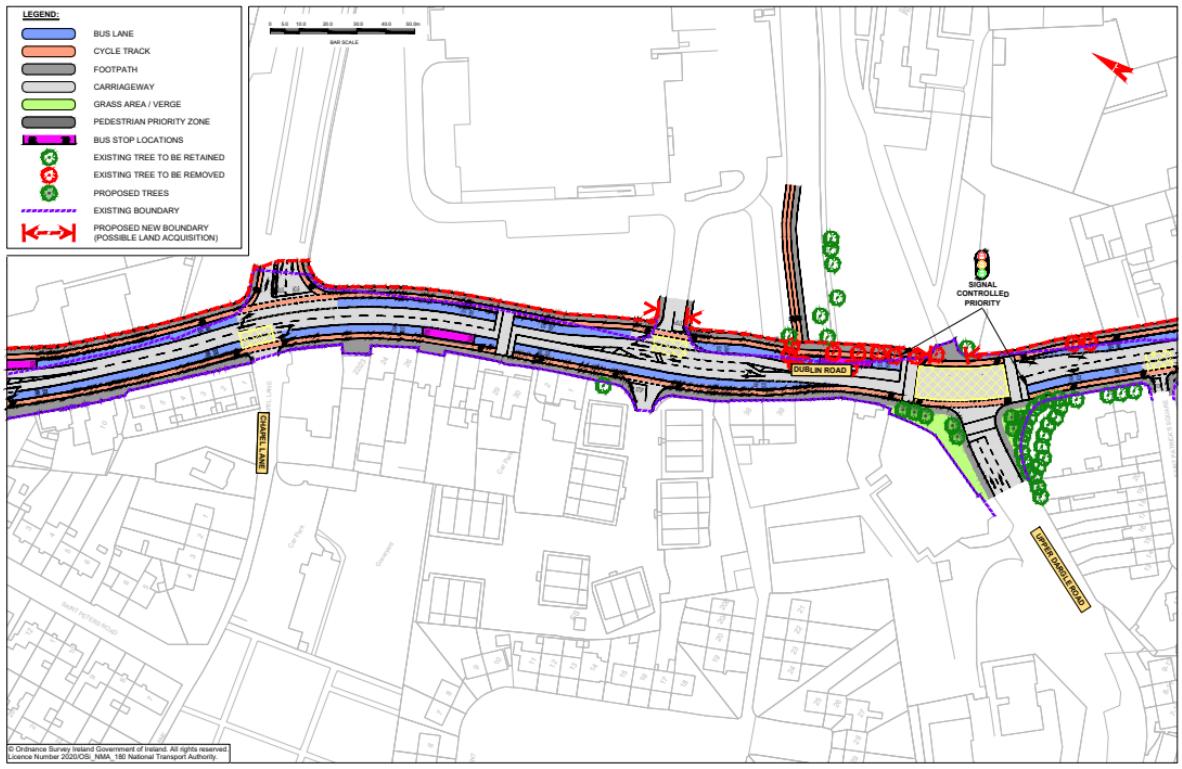
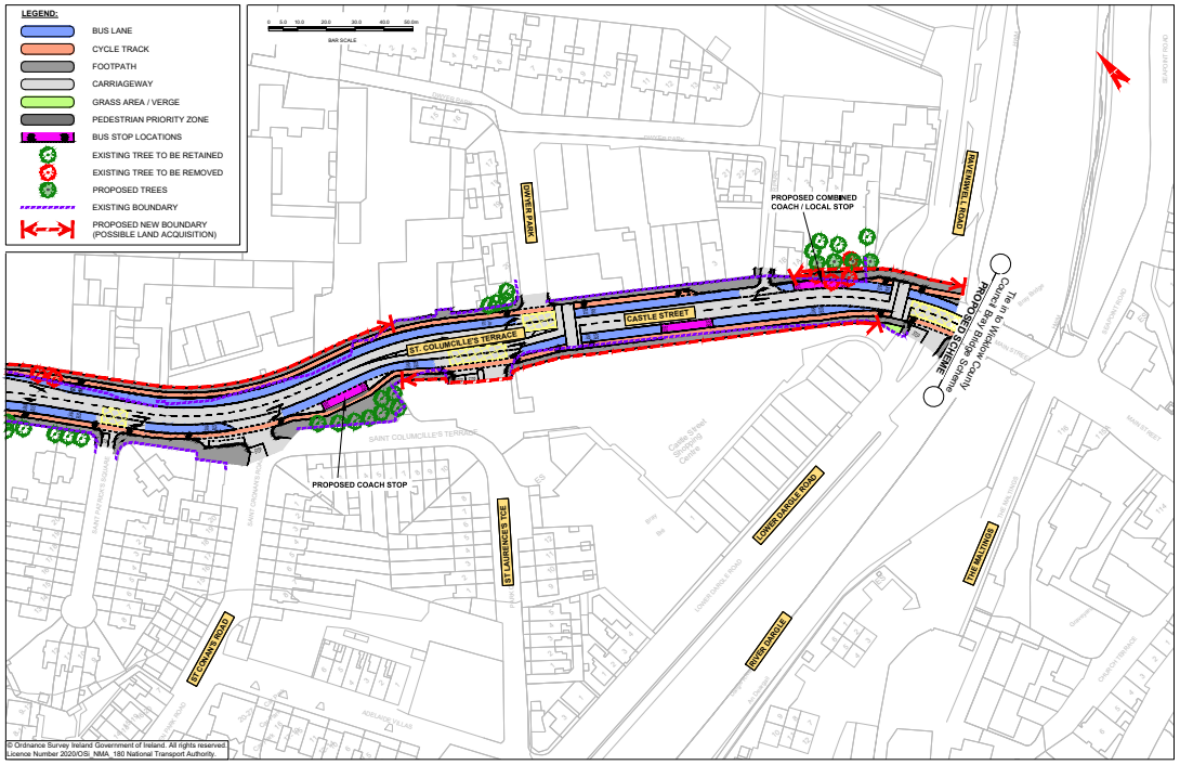


Figure 3-4 - BusConnects Route 13 (bus connects.ie – Core Bus Corridor 13 Bray to City Centre Information Brochure Map 54)



This will include for two-way provision for traffic, buses, cyclist and pedestrians as per Figure 3-5 below. This upgrade will have no impact on the Coastal Quarter development proposals.

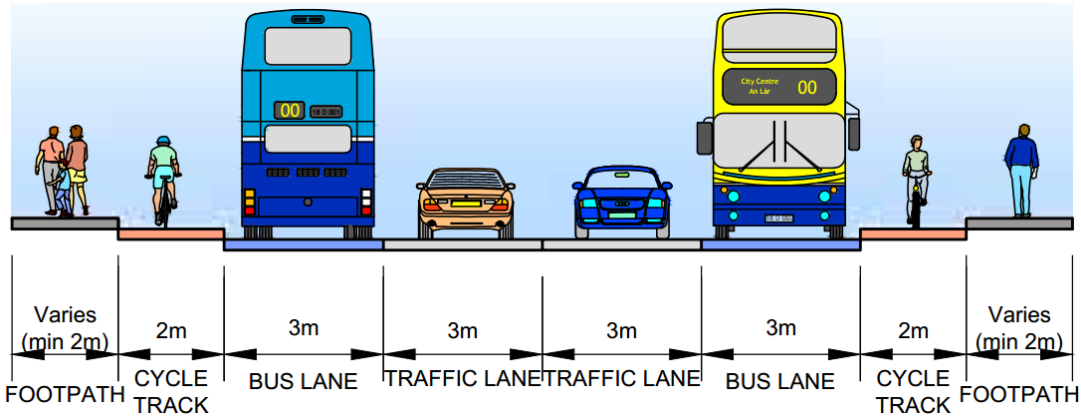


Figure 3-5 - BusConnects Typical Cross Section(busconnects.ie - Core Bus Corridor 13 Bray to City Centre – Information Brochure)

3.2.4. BusConnects - Bus Network Proposals

As part of the BusConnects project the NTA are also proposing a redesign of the bus network to provide a more efficient network with high frequency spines, new orbital routes and increased bus services. Figure 3-6 shows the proposed redesigned routes serving Bray and the development and Figure3-7 provides details of these routes. The main spine route E1, serving Bray along the R761 Dublin Road, incorporates AM & PM peak hour services every 8 minutes.

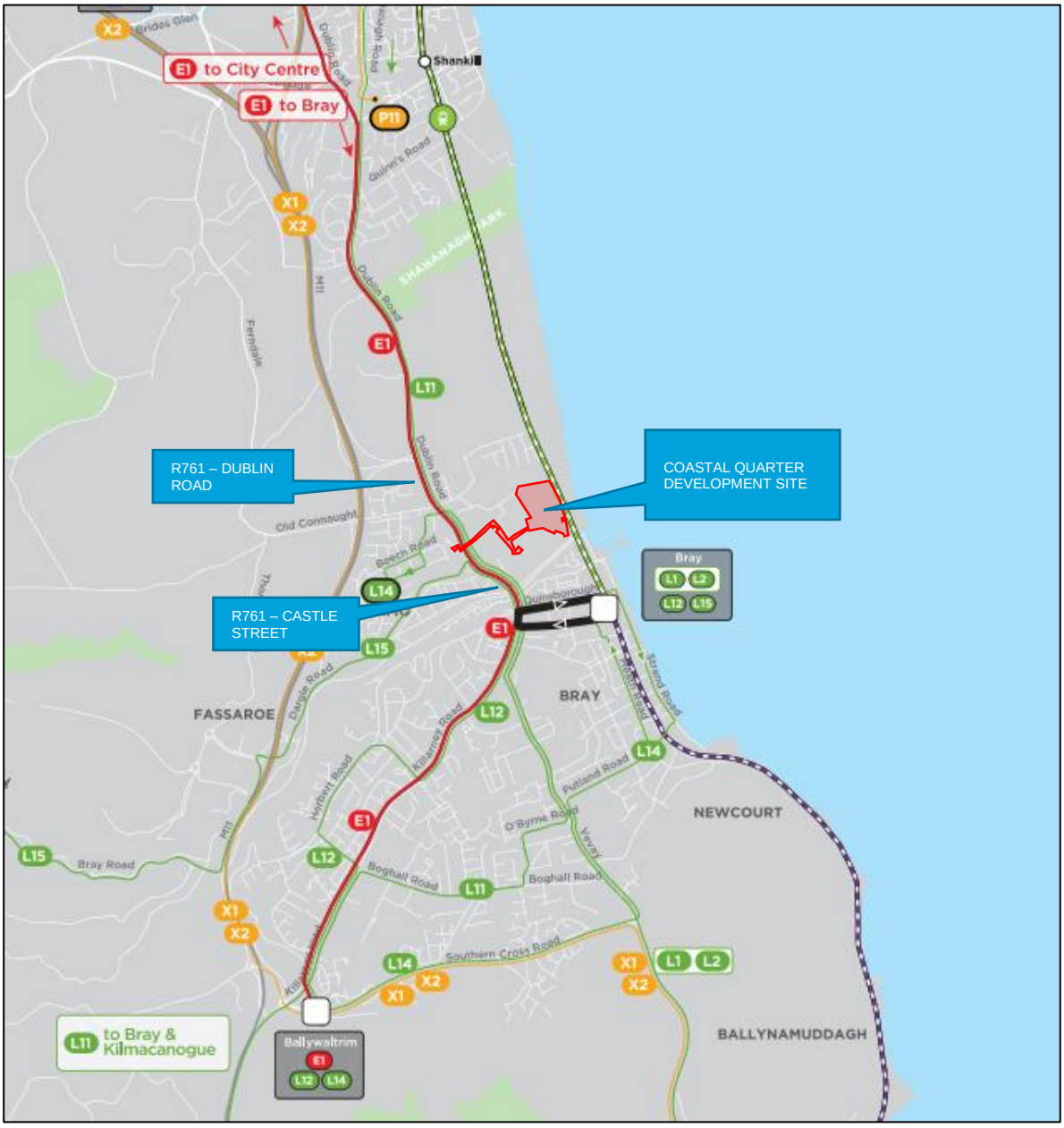


Figure 3-6 - BusConnects Bus Network Map – Bray (busconnects.ie – busconnects final summary report)

		Route	From	Via	To	How Often*
Spine and Branch Routes (all via City Centre)	Spines are very frequent routes made up of individual bus services timetabled to work together along a corridor. At the end of the corridor, the individual services branch o to serve di erent areas. E.g. where bus services A1, A2, A3 and A4 join together that forms the A-Spine.	E1	Bray	Shankill - N - Stillorgan Rd - Donnybrook - City Centre (O Connell St St Stephen s Green) - Phibsborough - St Mobhi Rd - Glasnevin -Ballymun	Balbutcher Lane	Every 10-15 mins
Other City Bound Routes	Other city bound services operate into Dublin City Centre. These services are not part of any Spine, and operate to their own timetable.	11	Belarmine	Sandyford Village - Dundrum Rd - Milltown - Ranelagh - Merrion Sq	Mountjoy Sq	Every 60 mins
		12	Enniskerry	Stepaside - Belarmine - Sandyford Village - Dundrum Rd - Milltown - Ranelagh - Merrion Sq	Mountjoy Sq	Every 60 mins
		98	Loughlinstown Park	Sallynoggin - Dún Laoghaire - Blackrock - Merrion Rd - Ballsbridge - City Centre (Merrion Sq)	Mountjoy Sq	Every 60 mins
Local Routes	Local services provide important connections within local areas, linking to local retail centres and to onward transport connections (e.g. to Rail and Luas, or Spine routes).	198	Glencullen	Blackglen Rd - Sandyford Rd - Balally	Dundrum Luas	Every 120 mins
		201	Bray Station	Greystones - Kilcoole - Newcastle - Newtownmountkennedy - Kilpedder - Glenview (Loop Service)	Bray Station	Every 40 mins
		202	Bray Station	Greystones - Kilcoole - Newcastle - Newtownmountkennedy - Kilpedder - Glenview (Loop Service)	Bray Station	Every 40 mins
		211	Kilmacanogue	Killarney Rd - Boghall Rd - Bray - Shankill - Shanganagh Rd - Sallynoggin	Dun Laoghaire	Every 20 mins
		212	Bray Station	Killarney Rd - Herbert Rd	Southern Cross	Every 10-15 mins
		213	Kiltiernan	Stepaside - Sandyford Ind Est - Stillorgan - Nutley Lane - St Vincent s Hospital - Sydney Parade - Sandymount	Ringsend Bus Garage	Every 60 mins
		214	Palermo	Bray Main St - Putland Rd	Southern Cross	Every 30 mins
		215	Bray Station	Upper Dargle Rd - M - Enniskerry	Shop River	Every 60 mins
		222	Bride s Glen Luas	Wyatville Rd - Churchview Rd -Sallynoggin	Dun Laoghaire	Every 10-15 mins
		226	Kiltiernan	Glenamuck Rd - Carrickmines - Cornelscourt Hill Rd - Deansgrange Rd - Benamore Rd - Carysfort Ave	Blackrock	Every 30 mins
For clarity, Peak Only services are also illustrated on a separate map available on the BusConnects website.						
Peak-time Routes	Peak-time services operate during the peak travel periods, generally weekday mornings and evenings.	301	Kilcoole	Charlesland - Greystones - Bray Southern Cross - N - UCD - St Stephen s Green	Townsend St	Peak - Only
		302	Newcastle	Kilcoole - Charlesland - Greystones - Bray Southern Cross - Cherrywood - UCD - St Stephen s Green	Townsend St	Peak - Only
		311	Shankill	Ballybrack - Baker s Corner - Stillorgan - UCD - St Stephen s Green	Townsend St	Peak - Only
		313	Kiltiernan	Stepaside - Sandyford Ind Est - Stillorgan	UCD	Peak - Only
*Midday frequency shown in table. Services may be more frequent in peak hours. Less frequent at weekends/evenings.						

Figure 3-7 - BusConnects Bus Network Proposals – Bray (busconnects.ie – busconnects final summary report)

3.3. Public Transport Summary

The future corridor and network improvements will serve the entire Bray area and enhance services that will serve the full development of the former Bray Golf Club lands, however the proposed Coastal Quarter development will be adequately served by current bus services and Dart service provision.

The proposed development is aligned with existing planning from WCC in relation to the proposed link road and public transport bridge (Part 8 – Bray Sustainable Transport Bridge, Planning Reference PRR 21/869).

The proposed Coastal Quarter Development does not impede on the delivery of these future transport proposals and will be appropriately incorporated into the next phase of development in consultation with relevant bodies

4. Receiving Environment - Road Network

4.1. Existing Local Road Network

The Proposed development accesses onto existing development roads providing access to the wider street network, the R761 Dublin and R761 Castle Street. The existing development road onto the R761 Dublin Road to the north provides access to Junction 5 of the N11 / M11. The existing development road onto the R761 Castle Street to the south provides access to Bray Town Centre and the N11 road via the Lower Dargle Road & Upper Dargle Road. These road connections are detailed in Figure 4-1 below.

Figure 4-1 - Local Road Network

A description of the key roads is provided below.

4.1.1. Existing Northern Development Road

The existing northern development access road is in full ownership of the Applicant. Please refer to Atkins Drawing 5214419-ATK-ZZ-ZZ-SK-SD-2001 for information on its status. This development road consists of the elements below:

- two traffic lanes
- hatched median with traffic islands
- northbound / westbound bus lane (terminated at the school access junction)
- raised adjacent cycle paths both sides
- footpath both sides

A typical cross-section of the road is shown in Figure 4-2 below.

Figure 4-2 - Existing Northern Development Road

4.1.2. Existing Southern Development Road

The existing southern development access road is in full ownership of the Applicant. Refer to Atkins Drawing 5214419-ATK-ZZ-ZZ-SK-SD-2001 for information on its status. This development road consists of the following elements:

- two traffic lanes;
- raised adjacent cycle paths both sides; and
- footpath on the western side.

A typical cross-section of the road is shown in Figure 4-3 below.

Figure 4-3 - Existing Southern Development Road

4.1.3. Existing Eastern Development Road

The existing eastern development access road is in full ownership of the Applicant. Please refer to Atkins Drawing 5214419-ATK-ZZ-ZZ-SK-SD-2001 for information on its status. This development road consists of the elements below:

- two traffic lanes
- raised adjacent cycle paths both sides
- footpath on the northern side

A typical cross-section of the road is shown in Figure 4-4 below.

Figure 4-4 – Existing Eastern Development Road

4.1.4. R761 Dublin Road

The R761 Dublin Road consists of the following elements:

- two traffic lanes;
- wide central hatched median with turning lane pockets at major junctions;
- on-road cycle lanes both sides; and
- footpath on both sides.

A typical cross-section of the road is shown in Figure 4-5 below.

Figure 4-5 - R761 Dublin Road

4.1.5. R761 Castle Street

The R761 Dublin Road consists of the elements below:

- two traffic lanes
- bus lane on one side southbound
- on-road cycle lane on one side northbound
- footpath on both sides

A typical cross-section of the road is shown in Figure 4-6 below.

Figure 4-6 - R761 Castle Street

4.2. Future Road Network

The existing and proposed road network is shown in Figure 4-7 below and consists of the following elements:

- The proposed BusConnects Core Corridor 13 scheme upgrade of the R761 and associated junctions to facilitate a widened road corridor incorporating improved bus, cycle and pedestrian facilities as detailed in Section 3.
- A Wicklow County Council (WCC) is undertaking Part 8 approval procedures to carry out the design and construction of the Bray Sustainable Transport Bridge (Ref. PRR 21/869). Part 8 planning has been granted and is currently under judicial review. The project has not yet been confirmed by the Planning Authority. This is in line with the requirements of Road Objectives R05 of the Bray Municipal District Local Area Plan and will cater for public transport bus and Luas services together with pedestrians and cyclists.
- Improvements for pedestrians & cyclists are proposed on Castle Street Bridge as per the requirement of Transport Objective R10 of the Bray Municipal District Local Area Plan as detailed in Section 2. As outlined previously, these consist of new pedestrian and cyclist bridges on both sides of the existing bridge and the provision of southbound bus lane across the bridge.
- As part of the Masterplan for the full Harbour Point Masterplan a further development road (shown in dashed purple below) linkage is proposed at the existing traffic signal-controlled junction of the Upper Dargle Road. This is in line with the requirements of Road Objectives R05 of the Bray Municipal District Local Area Plan. This link will further improve permeability of pedestrians, cyclists to and through the development and general traffic onto the local road network.

Figure 4-7 : Existing & Future Road Provision

4.3. Local Road Junctions

The key junctions in the area of influence of the proposed development in terms of potential vehicular traffic impact are illustrated in Figure 4-8 and described in the following sections.

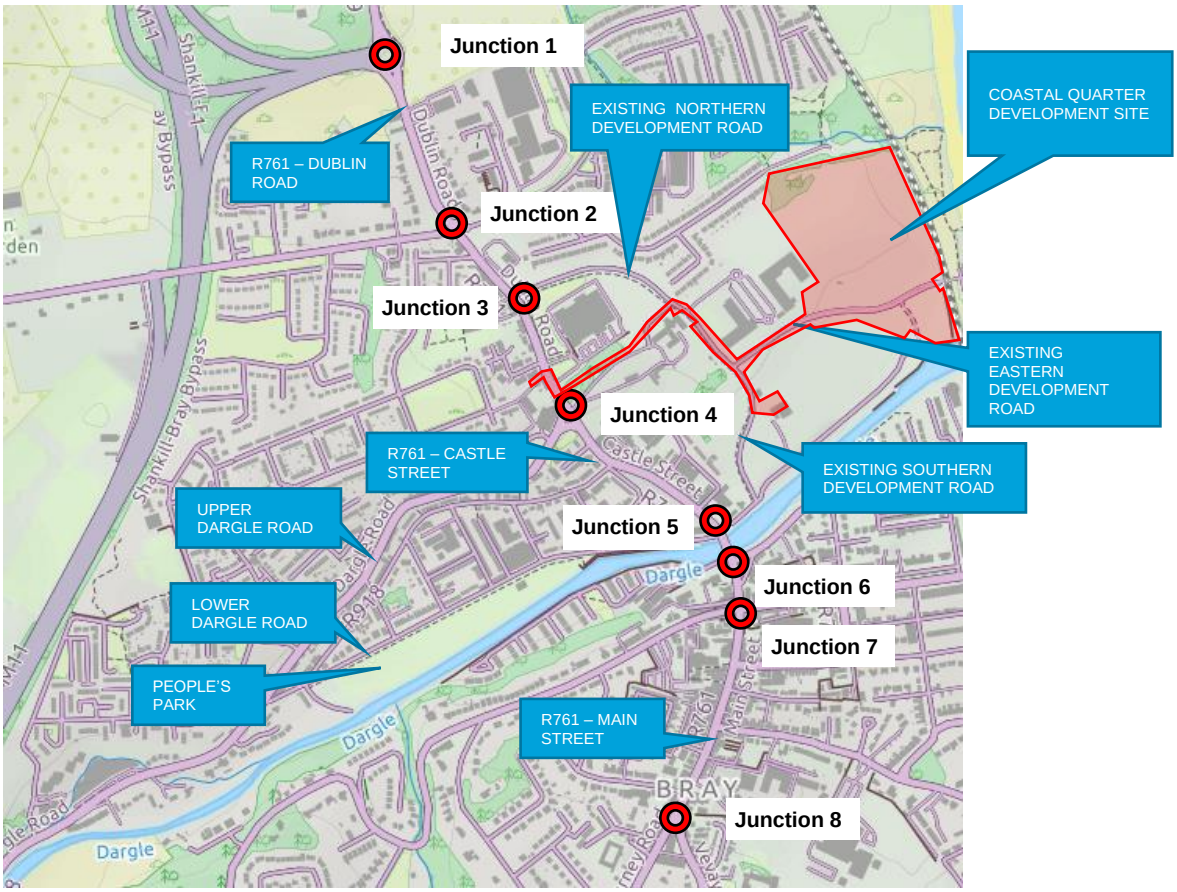


Figure 4-8 - Local Road Network Junction Locations

4.3.1. Junction 1 - Wilford Roundabout

Junction 1 is a large three-arm roundabout between the M11 Wilford Interchange Link arm and the Dublin Road (R119 and R761). The approach along the western and southern arms accommodate double lane configuration whilst a single lane approach exists on the northern arm. Figure 4-9 illustrates the junction layout. There are no pedestrian crossing facilities on any arm, however a cycle lane is provided on both sides of the northern arm and this continues northwards along the R119 Dublin Road.

Figure 4-9 - Junction 1 - Wilford Interchange Link Road / Dublin Rd (R119 / R761)

There are proposals currently being prepared by DLRCC to redesign this junction as a Traffic Signal junction which will incorporate an additional right turning lane on the northern arm, a left slip on the southern arm and pedestrian crossing facilities. This layout is illustrated in Figure 4-10. BusConnects will further advance this layout with the incorporation of north and southbound bus lanes and cycle tracks as detailed in Figure 4-11.

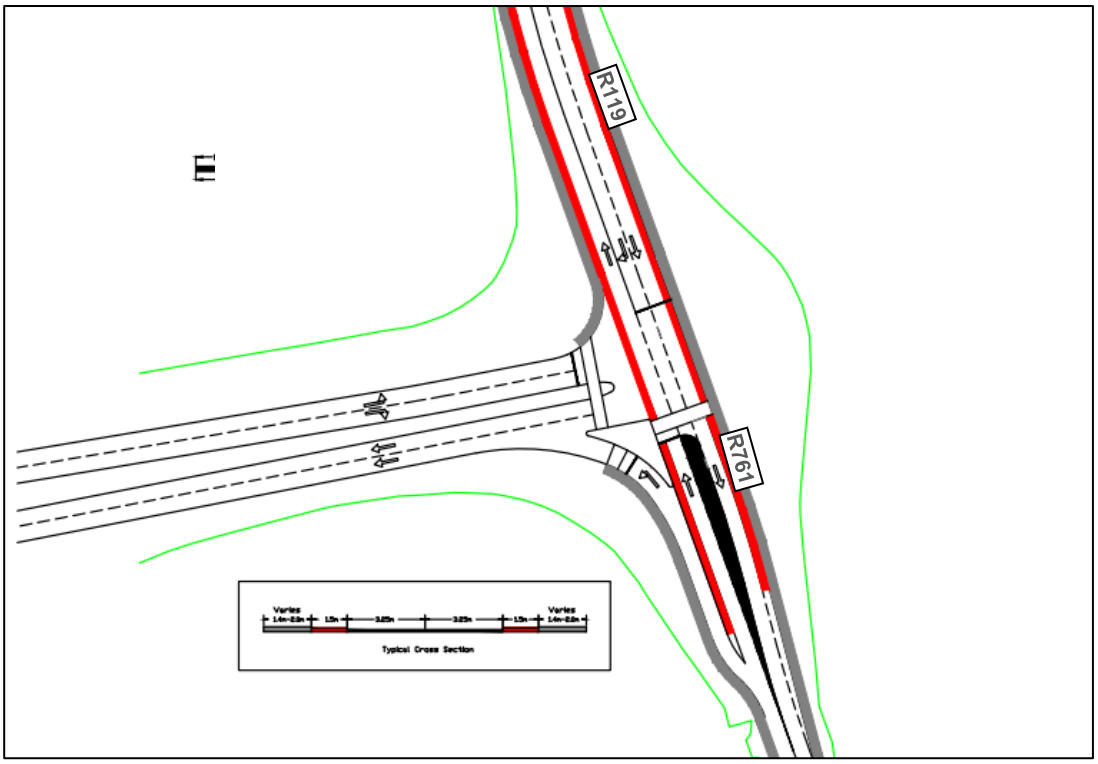


Figure 4-10 - Junction 1 - Wilford Interchange Proposed DLRCC Traffic Signal Junction

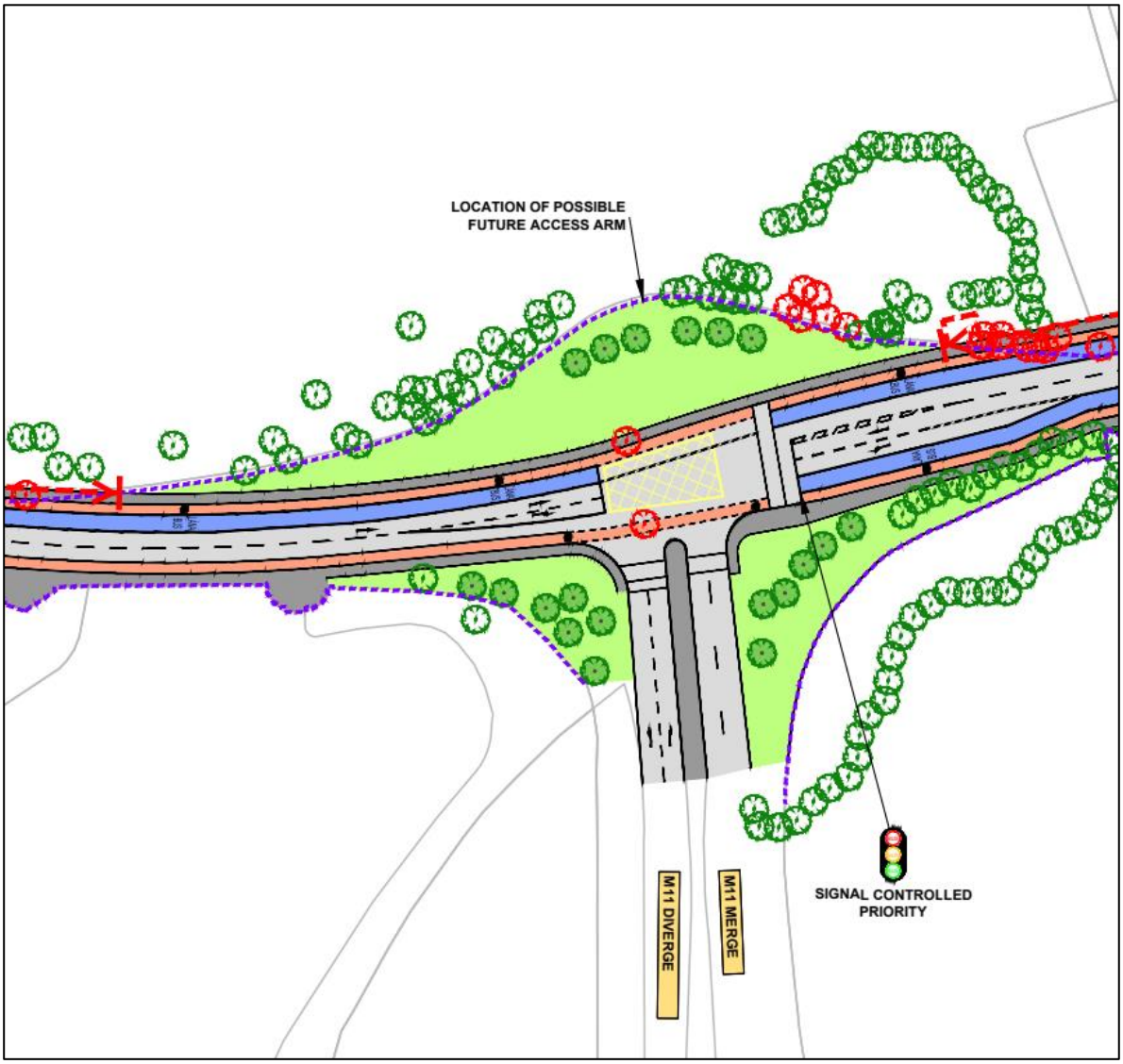


Figure 4-11 - Junction 1 - Wilford Interchange Proposed BusConnects Junction Layout

4.3.2. Junction 2 - Old Connaught Avenue / Corke Abbey Avenue / R761

Junction 2 is a traffic signal junction between R761 Dublin Road and the side road arms of Old Connaught Avenue and Corke Abbey Avenue. Double lane approaches are provided on all arms for a short distance. Left slip lanes are provided on the northern Dublin Road arm and the Corke Abbey arm. Signalised pedestrian crossing facilities are provided on the Old Connaught Avenue arm and the southern Dublin Road arm. Figure 4-12 details the junction layout.

Figure 4-12 - Junction 2 - Old Connaught Avenue / Corke Abbey Avenue / R761 Dublin Rd

4.3.3. Junction 3 - R761 & Northern Development Access Road

Junction 3 is effectively a T-junction between the R761 Dublin Road and the Northern Development Road and operates under priority control with the Northern Development Access Road being the minor arm. Double lane approaches are provided on the Dublin Road southern arm and the Northern Development Access Road. This is a right turn pocket from the Dublin Road northern arm in to Chapel Lane which is a short cul de sac on the western side of the Dublin Road. for a short distance except for Chapel Lane arm.

Pedestrian crossing facilities consist of dropped kerbs crossing on both the Northern Development Access Road and Chapel Lane Figure 4-13 details the junction layout. There is also a mid-block dropped kerb pedestrian crossing due south of the junction on Dublin Road.

Figure 4-13 - Junction 3 - Junction of R761 Dublin Road & Northern Development Access Road

4.3.4. Junction 4 - R761 Castle Street & Upper Dargle Road

Junction 4 is a T-junction between R761 Castle Street & Upper Dargle Road and operates under signalised control. Double lane approaches are provided on Upper Dargle Road with single lane approaches on the R761 Castle Street arms. Left turn slip is provided on the northbound R761 Castle

Street arm onto the Upper Dargle Road. Signalised pedestrian crossing facilities are provided on the R671 Southern arm and the Upper Dargle Road arm. Figure 4-14 details the junction layout.

Figure 4-14 - Junction 4 - Junction of R761 Castle Street & Upper Dargle Road

4.3.5. Junction 5 - R761 Castle Street, Lower Dargle Road & Ravenswell Road

Junction 5 is a crossroad junction between R761 Castle Street, Lower Dargle Road & Ravenswell Road and operates under priority control with the Lower Dargle Road & Ravenswell Road being the minor arms. Single lane approaches are provided on all arms. Pedestrian crossing facilities consist of dropped kerbs crossing on both the Lower Dargle Road and Ravenswell Road. Figure 4-15 details the junction layout.

Figure 4-15 - Junction 5 - Junction of R761 Castle Street, Lower Dargle Road & Ravenswell Road

4.3.6. Junction 6 - R761 Castle Street, The Maltings & Seapoint Road

Junction 6 is a traffic signal junction between R761 Castle Street, The Maltings & Seapoint Road Single lane approaches are provided on all arms. Pedestrian crossing facilities consist of dropped kerbs crossing on both the The Maltings & Seapoint Road. Figure 4-16 details the junction layout.

Figure 4-16 - Junction 6 - Junction of R761 Castle Street, The Maltings & Seapoint Road

4.3.7. Junction 7 - R761 Castle Street, Herbert Road & Quinsborough Road

Junction 7 is a traffic signal junction between R761 Castle Street, Herbert Road & Quinsborough Road. Double lane approaches are provided on all arms for a short distance except for Quinsborough Road which operates as a one-way street heading eastbound away from the junction. Signalised pedestrian crossing facilities are provided on all arms of the junction. Figure 4-17 details the junction layout.

Figure 4-17 - Junction 7 - Junction of R761 Castle Street, Herbert Road & Quinsborough Road

4.3.8. Junction 8 - R761 Main Street, Killarney Road & Vevay Road

Junction 8 is a traffic signal junction between R761 Main Street, R767 Killarney Road & R761 Vevay Road. Double lane approaches are provided on all arms for a short distance except for Vevay Road which has single approaches. There is a slip lane provided between Vevay Road and Killarney Road. Signalised pedestrian crossing facilities are provided on Killarney Road & Vevay Road arms. There is a signalised pedestrian crossing due south of the junction on Main Street. Figure 4-18 details the junction layout.

Figure 4-18 - Junction 8 - R761 Main Street, Killarney Road & Vevay Road

4.4. Proposed Coastal Quarter Development Access Junctions

The proposed Coastal Quarter Development access onto the existing Eastern Development Road is via two priority-controlled junctions as shown in Figure 4-19 below. These junctions are further detailed in the Engineering and Planning Report.

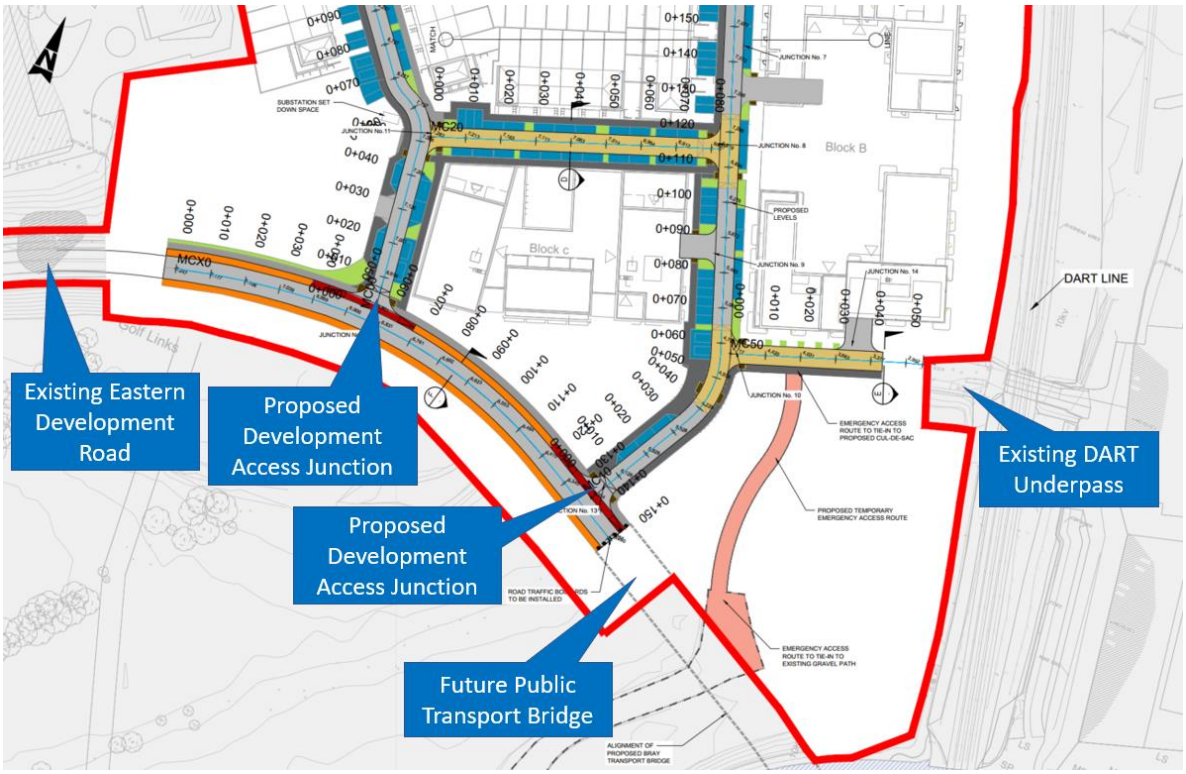


Figure 4-19 - Proposed Coastal Quarter Development Access Junctions

5. Car Parking Provision

5.1. Residential House & Duplex Units Car Parking

5.1.1. Dun Laoghaire-Rathdown Development Plan Requirements

The Dun Laoghaire-Rathdown County Development Plan (2022-2028), Table 12.5, notes the residential dwelling parking requirements in Figure 5-1 below.

Table 12.5 *Car Parking Zones and Standards*

Land Use		Zone 1 MTC Areas and Blackrock	Zone 2 Near Public Transport	Zone 3 Remainder of County (non-rural)	Zone 4 Rural
Houses:	Criterion	Maximum	Standard	Standard	Standard
House 1 bed	unit	1	1	1	Case by case
House 2 bed	unit	1	1	1	Case by case
House 3 bed or more	unit	1	2	2	Case by case
Apartments and Sheltered Housing:					
Apt 1 bed	unit	1	1	1*	Case by Case
Apt 2 bed	unit	1	1	1*	Case by Case
Apt 3 bed +	unit	1	2	2*	Case by Case

Figure 5-1 - DLRCC Residential Car Parking Requirements

The Costal Quarter development is deemed to be classified as Zone 2 (development located near public transport). Under the DLRCC Development Plan, reduced car parking standards for any development may be acceptable dependant on specific criteria, the main criteria relevant to the Coastal Quarter Development is provided below:

- The location of the proposed development in relation to Town Centres and District Centres as well as high density commercial/business areas; and
- The proximity of the proposed development to public transport (both current and future).

5.1.2. Wicklow Development Plan Requirements

Section 1 of Volume 3 - Appendix 1 - Development Design Standards of the Wicklow County Development Plan noted below notes the residential dwelling parking requirements in Figure 5-2 below.

Car parking

- 2 off street car parking spaces shall normally be required for all dwelling units over 2 bedrooms in size. For every 5 residential units provided with only 1 space, 1 visitor space shall be provided. Parking for non-

Figure 5-2 - Wicklow Development Plan Residential Car Parking Requirements

5.1.3. Development Proposal

Given the sites location within the developed urban area and direct proximity to both DART and bus public transport services, Bray town centre, schools, retail, leisure amenities etc. the car parking proposal to be applied to the house and duplex units is outlined below:

- 1 resident space for 2 Bed Units;
- 1.5 resident spaces for 3 Bed Units;
- 2 resident spaces for 4 Bed Units; and
- 1 visitor space per 10 units.

This parking proposal is below the maximum requirements of both the DLRCC and Wicklow Development plan requirements and is in accordance with both councils' policies to promote the reduction of car use in new developments in close proximity to public transport services and proximity to Town Centre. The parking proposal for the house and duplex units is detailed in the Table 5-1 below.

Table 5-1 - House & Duplex Units Car Parking Proposal

Unit Type	No of Units	Resident Parking Ratio	Resident Parking Requirement	Visitor Parking Ratio	Visitor Parking Requirement
2 Bed Houses	13	1 per unit	13	1 per 10 units	1
3 Bed Houses	51	1.5 per unit	77	1 per 10 units	5
4 Bed House	12	2 per unit	24	1 per 10 units	1
2 Bed Duplex	26	1 per unit	26	1 per 10 units	3
3 Bed Duplex	26	1.5 per unit	39	1 per 10 units	3
Total	**128**	**Total Resident Requirement**	**179**	**Total Visitor Requirement**	**13**

A total of 192 no. parking spaces are therefore required for the house and duplex units (including visitor parking). A total of 192 no. will be provided with 179 no. assigned to the residents and a further 13 no. for the visitors. Allocation of these spaces is as shown on Atkins drawings 5214419-ATK-01-ZZ-DR-CE-0119 and 5214419-ATK-01-ZZ-DR-CE-0120 .

5.2. Apartment Units Car Parking

5.2.1. Design Standards for New Apartments

Parking requirements from Section 4.21 of the Design Standards for New Apartments (DHLGH 2020) for all three location classifications are summarised as follows:

Peripheral and/or Less Accessible Urban Locations:

As a benchmark guideline for apartments in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking, such as one space for every 3-4 apartments, should generally be required.

Intermediate Urban Locations:

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.

Central and/or Accessible Urban Locations:

In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such rail and bus stations located in close proximity.

These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services."

Given the development site characteristics noted in Section 1 the development site would be classified as an intermediate urban location with central location characteristics. Whilst a specific standard for intermediate locations is not stated, the range of provision extends from 1 car space per unit for residential and 1 car space per 3-4 units for visitor in peripheral locations to potentially zero provision in a central location.

5.2.2. Development Proposal

The car parking provision for apartments is considered an appropriate provision which is well below the potential one space per unit provision in peripheral locations, but which also affords the residents a reasonable and balanced potential to avail of car ownership whilst not necessarily availing of travel by car for day to day trip purposes. The car parking proposal to be applied to the apartment units is outlined below:

- A range of 0.72 to 0.60 per unit for residential parking; and
- 1 visitor space per 20 units.

This parking proposal is in accordance with both councils' policies to promote the reduction of car use in new developments in close proximity to public transport services. The parking proposal for the apartment units is detailed Table 5-2 below.

Table 5-2 - Apartment Units Car Parking Proposal

Apartment Unit	No of Apartment Units	Resident Parking Ratio	Resident Parking Requirement	Visitor Parking Ratio	Visitor Parking Requirement
Block A Undercroft	162	0.72 per unit	117	1 per 20 units	8
Block B Undercroft & Basement	190	0.62 per unit	118	1 per 20 units	10
Block C Undercroft	80	0.6 per unit	48	1 per 20 units	4
Block D Undercroft	26	0.6 per unit	16	1 per 20 units	1
Total	**458**	**Total Resident Requirement**	**299**	**Total Visitor Requirement**	**23**

A total of 322 no. parking spaces are therefore required for the apartment units. A total of 322 no. will be provided with 299 no. to be assigned to residents and 23 no. for visitors. Allocation of these spaces is as shown on Atkins drawings 5214419-ATK-01-ZZ-DR-CE-0119 and 5214419-ATK-01-ZZ-DR-CE-0120.

5.3. Non-Residential Uses Car Parking

The non-residential uses are located within the Wicklow County Council area and parking is to be provided in accordance with the Wicklow County Development Plan. In line with the residential parking provision, the non-residential uses parking provision are below or aligned with the maximum rate for the Non-Residential Uses as detailed in Table 5-1 of the Wicklow County Development Plan. Table 5-3 Below details the WCC maximum rate and the development provision. The development provision is set out in the context of the local catchment of both the creche and retail units and therefore the very strong potential for short distance trips to these uses to be made on foot.

Table 5-3 - Non-Residential Use Car Parking Proposal

Non-Resi Use	Area/ Details	WCC Maximum Car Parking Rate Table 7.1	WCC Maximum Parking Requirement	Development Proposed Parking Rate	Development Parking Proposal
Gym & Juice Bar	512m^2	5/100m^2 floor area	25	1/100m^2 floor area	5
Convenience Store (Block C)	249m^2	4/100m^2 floor area	10	2/100m^2 floor area	5
Cafe	195m^2	4/100m^2 floor area	8	2/100m^2 floor area	4
Creche (16 Staff & 80 Children)	627m^2	0.5 spaces per staff member + 1 car parking space per 10 children	16 (8 for staff + 8 for set-down)	0.5 spaces per staff member + 1 car parking space per 20 children	12 (8 for staff + 4 for set-down)
Total			47 (39 + 8 Set down)		26 (22 + 4 Set down)

The non-residential uses will be accommodated with 26 no. spaces to be located in a combination of Block B and Surface parking spaces around Block C. A total of 2 no. dedicated set-down spaces will be provided on street adjacent the Creche with the adjacent visitor spaces utilised to allow for the remaining 2 no. set-down spaces. This will allow for a dual use of parking spaces throughout the day, avoiding an over provision of parking.

5.4. Car Parking Location and Allocation

The allocation and location of the proposed car parking to be provided is detailed in Table 5-4 below. The allocation of these spaces is as shown on Atkins drawings 5214419-ATK-01-ZZ-DR-CE-0119 and 5214419-ATK-01-ZZ-DR-CE-0120.

Table 5-4 - Development Car Parking Provision

Parking Location	Total Car Parking Provision	Resident Car Parking	Visitor	Gym & Juice Bar	Staff	Set-down / Club Car
At Grade (on-street & In-Curtilage)	223	182	14	4 – Café 5 – Retail 5 – Juice Bar / Gym	0	8 - set down 4 - creche set down 2 - car share
Block A Undercroft	125	117	8		0	0
Block B Undercroft & Basement	165	143	14		8	0
Block C Undercroft	23	23			0	0
Block D Undercroft	13	13			0	0
Total	**549**	**478**	**36**	**14**	**8**	**14**

Notes:

At Grade - 4 spaces are to be allocated to serve Block D (3 no. for residents and 1 no visitor bay)

Block B - 29 spaces are to be allocated to serve Block C, of which, 25 are resident spaces while 4 are visitor

Block B: All creche staff parking (8 no. in total) to be in basement

Creche: 4 no. set -down spaces for creche (1 no. space is shared with visitor spaces).

Set-down / Club Car: 2 no. car club space, other 8 no. spaces are general set-down spaces.

5.5. Accessible Parking

The Dun Laoghaire-Rathdown County Development Plan notes that 4% of the total number of spaces to be suitable for use by disabled persons. The Development Design Standards of the Wicklow County Development Plan notes that 5% of the total number of spaces to be suitable for use by disabled persons.

The development will provide disabled parking at a rate of 4% as detailed in Table 5-5 below.

Table 5-5 - Accessible Parking Proposal

Parking Location	Total Car Parking Provision	Accessible Parking (>4%)
On-Street & On Curtilage	223	8
Block A Undercroft	125	6
Block B Undercroft & Basement	165	7
Block C Undercroft	23	1
Block D Undercroft	13	1
Total	**549**	**23**

5.6. Electric Vehicle (EV) Charging

The DLRCC Development Plan requires for electric charging points to be provided according to the following:

- Installation of external recharging point for electric vehicles in each dwelling;
- Installation of 1 charging point for every 10 car parking spaces and the installation of ducting for all parking spaces within the property.

The Wicklow County Development Plan (2016 – 2022) requires that 10% of all residential car parking spaces are capable of accommodating E-Charging. The draft Wicklow County Development Plan (2022 – 2028) states that a minimum of one car parking space per five car parking spaces should be equipped with one fully functional EV charging point. Ducting for every parking space is also required.

With all requirements considered, it is proposed that a minimum of 10% of all spaces will be delivered as EV Charging upfront and, in addition, all remaining spaces will be provided with the infrastructure to enable E-Charging in the future.

A total of 223 no. surface car parking spaces have been proposed, of which 113 no. are in-curtilage and 110 no. are on-street. In addition, there are 330 no. under croft spaces proposed.

The proposed E-Charging provision is shown in Table 5-6 below. It should be noted that all of the on-curtilage parking is fully served by EV ducting to be activated by the owner.

Table 5-6 - EV Parking Proposal

Parking Location	Total Car Parking Provision	EV Parking
On-Street & On Curtilage	223	20
Block A Undercroft	125	25
Block B Undercroft & Basement	165	13
Block C Undercroft	23	5
Block D Undercroft	13	3
Total	**549**	**66**

Allocation of these spaces is as shown on Atkins drawings 5214419-ATK-01-ZZ-DR-CE-0119 and 5214419-ATK-01-ZZ-DR-CE-0120.

5.7. Car Club Scheme and Set Down

A Car Club scheme is a sustainable service which allows multiple people to use the same vehicle at different times. The scheme reduces car ownership, car dependency, congestion, noise and air pollution as well as frees up land which would otherwise be used for additional parking spaces. Most Car Club users only use a car when necessary and walk and use public transport more often than car owners. The addition of Car Club vehicles in the proposed Coastal Quarter development would allow residents to have access to pay-as-you-go driving, in close proximity to their homes, which will increase usership of the service.

It is proposed to provide 2 no. Car Club spaces within the proposed Coastal Quarter development. Based on the uptake of the scheme, there is potential to provide additional car sharing spaces. In overall terms car sharing spaces can replace up to 15 no. traditional car parking spaces. Allocation of these spaces is as shown on Atkins drawings 5214419-ATK-01-ZZ-DR-CE-0119 and 5214419-ATK-01-ZZ-DR-CE-0120.

5.8. Motorcycle Spaces

Motorcycle parking is provided within the apartment under-croft areas in line with the DLR Development Plan at 4 spaces per 100 car parking spaces. As such a total of 24 no. motorcycle spaces are provided as follows:

- Block A – 12 no. spaces
- Block B – 10 no. spaces
- Block C – 2 no. spaces
- Block D – no spaces

Allocation of these spaces is as shown on Atkins drawings 5214419-ATK-01-ZZ-DR-CE-0119 and 5214419-ATK-01-ZZ-DR-CE-0120.

6. Bicycle Parking Provision

6.1. House & Duplex Units Bicycle Parking

6.1.1. Dun Laoghaire-Rathdown Development Plan Requirements

Dun Laoghaire-Rathdown Standards for Cycle Parking and associated Cycling Facilities for New Developments (DLR 2015) details the cycle parking requirement, Table 4.1 notes the residential dwelling parking requirements as shown in Figure 6-1 below.

Table 4.1 Cycle parking for residential development

Residential Development type	1 short stay (visitor) parking space per: (Minimum of 2 spaces)	1 long stay parking space per: (Minimum of 2 spaces)
Apartments, Flats, Sheltered housing	5 units	1 unit
Houses - 2 bed dwelling	5 units	1 unit
Houses - 3+ bed dwelling	5 units	1 unit
Sheltered housing	5 units	1 unit
Student Accommodation	5 bedrooms	2 bedrooms

The following should be noted when providing cycle parking for residential areas:

- **Private houses:** Cycle parking should preferably be provided within the footprint of the dwelling but should not require the bike to be brought through the house. Where no private or communal garage is provided, bikes should be stored in private garages, a shed in the garden or secure communal cycle parking compounds. Wall bars or rings are acceptable at the front of a house for short term parking.

Figure 6-1 - DLRCC Residential Bicycle Parking Requirements

6.1.2. Wicklow Development Plan Requirements

Section 7 of Volume 3 - Appendix 1 - Development Design Standards of the Wicklow County Development Plan noted below notes the residential dwelling parking requirements in Figure 6-4 below.

Bicycle parking standards ***Table 7.2***

Type of Development	Cycle Parking Standard
Residential units	1 space per bedroom + 1 visitor space per 2 units

Figure 6-2 - Wicklow Development Plan Residential Bicycle Parking Requirements

6.1.3. Development Proposal

Bicycle parking for the House & Duplex Units is provided on curtilage as secure bike stores to the front of the units. It is proposed to provide bicycle stores that facilitate 2 bicycles per unit. This equates to 256 no. bicycle storage spaces. This is considered to be a sufficient provision to cater for resident bicycles and also allows for the accommodation of visitor bicycles to the units.

6.2. Apartment Units Bicycle Parking Proposal

6.2.1. Apartment Guidelines Bicycle Parking Requirements

The apartment buildings will have secure residents bike storage rooms in the individual building undercrofts. All bike storage areas in undercrofts and the basement of Block B can be reached from at grade either by ramp or entrances from grade. Each apartment block has been designed to have high quality and immediately accessible bike parking adjacent to entrances

Bicycle Parking requirements from Section 4.17 of the Design Standards for New Apartments is detailed below in figure 6-3.

- *Location* – cycle storage facilities should be directly accessible from the public road or from a shared private area that gives direct access to the public road avoiding unnecessarily long access routes with poor passive security or, slopes that can become hazardous in winter weather.
- *Quantity* – 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. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc.

Figure 6-3 - Apartment Guidelines Bicycle Parking Requirements

6.2.2. Development Proposal

The minimum bicycle parking rates within the 'Design Standards for New Apartments' of 1 bicycle space per bedroom for residential and 1 bicycle space per 2 units for visitor as to be provided. The bicycle parking requirements for the apartment units is detailed Table 6-1 below.

Table 6-1 - Apartment Units Bicycle Parking Requirements

Apartment Unit	No of Apartment Units	Resident Parking Ratio	Resident Parking Requirement	Visitor Parking Ratio	Visitor Parking Requirement
Block A	162 (79 no. one bed 76 no. two bed & 7 no three bed)	1 per bedroom	252	1 per 2 units	81
Block B	190 (94 no. one bed, 86 no. two bed & 10 no 3 bed)	1 per bedroom	296	1 per 2 units	95
Block C	80 (45 no. one bed, 31 two bed & 4no. three bed)	1 per bedroom	119	1 per 2 units	40
Block D	26 (20 no. one bed & 6no. two bed)	1 per bedroom	32	1 per 2 units	13

Total	**458**	**Total Resident Requirement**	**699**	**Total Visitor Requirement**	**229**

A total of 928 no. bicycle parking spaces are required for the apartment units with 699 no. for the residents and 229 no. for the visitors. The following provision is proposed.

Table 6-2 - Apartment Units Bicycle Parking Proposal

Apartment Unit	Resident (located within curtilage of Apartment Blocks)	Visitor (located within Under-croft of Apartment Blocks)	Visitor (located at convenient locations adjacent Apartment Blocks))	Total Visitor
Block A	277	58	23	81
Block B	326	48	47	95
Block C	126	20	44	64
Block D	62	8	6	14
Total	**791**	**134**	**120**	**254**

In total 1,045 no. resident spaces have been provided for, 791 no. of these within accessible and secure locations within the under croft allocated for residents, and 254 no. allocated for visitors, 134 no. of which are located within the under croft and 120 no. of which are located at convenient locations outside the apartment blocks. The allocation of these spaces is as shown on Atkins drawings 5214419-ATK-01-ZZ-DR-CE-0119 and 5214419-ATK-01-ZZ-DR-CE-0120.

6.3. Non-Residential Uses Bicycle Parking

The non-residential uses are located within the Wicklow County Council area and bicycle parking is to be provided in accordance with the requirement for Non-Residential Uses as detailed in Table 7.2 of the Wicklow County Council development plan. Table 6-3 Below details the WCC maximum rate and the development provision.

Table 6-3 - Non-Residential Use Bicycle Parking Proposal

Non-Resi Use	Area/Details	WCC Minimum Bicycle Parking Rate Table 7.2	WCC Minimum Bicycle Parking Requirement	Development Proposed Bicycle Parking Rate	Development Bicycle Parking Proposal
Gym & Juice Bar	512m^2	20% of employee numbers subject to minimum of 10 bicycle places or one bike space for every car space, whichever is the greatest.	-	1 per parking space	5
Creche	627m^2 (16 Staff & 80 Children)	None provided	-	1 per 4 Staff and 1 per 10 children	4 for staff + 8 for drop off

Convenience Store	249m^2	1 space for every 10 car spaces	1	1 space for every 10 car spaces	1
Cafe	195m^2	1 space for every 10 car spaces	1	1 space for every 10 car spaces	1

The non-residential uses will be provided with 19 no. cycle parking spaces. 4 no. staff spaces and 8 no. set-down spaces will be provided for the creche. As the development will provide visitor cycling parking for the apartment residential units this can also be utilised for the creche drop-off cycle parking and as additional cycle parking for non-residential uses. The allocation of these spaces is as shown on Atkins drawings 5214419-ATK-01-ZZ-DR-CE-0119 and 5214419-ATK-01-ZZ-DR-CE-0120.

6.4. Mobility Hub at the Orchard Site

The Orchard area of communal open space within the development will serve as a 'Mobility Hub', which will be a key component to the proposed Coastal Quarter.

This hub will accommodate standard bike rental and e-bike rental bikes and an electric cargo bike that will be for the exclusive use of residents of the scheme. This facility will be accessed by key fob, with bikes booked via an App. The rental e-cargo bike owned by the Owner Man Co. is an innovative concept that will encourage residents to use the bike for short trips such as to the local supermarket rather than use a car. The hub will also offer additional secure bike parking facilities to residents who may have non-standard sized bikes and trailers. The Mobility Hub will also offer car club parking spaces located opposite the creche.

The location of the car sharing sites are shown on Atkins drawings 5214419-ATK-01-ZZ-DR-CE-0119 and 5214419-ATK-01-ZZ-DR-CE-0120.

7. Service and Emergency Vehicle Access

7.1. Emergency Access

In accordance with Sections 8.2.4.15 of Dún Laoghaire Rathdown County Development Plan an additional access for emergency use is required to be provided for developments of over 300 units on a case-by-case basis. The development is served by two vehicle access points onto the Eastern Development Road with a further fire tender access via the open space adjacent the DART Line as indicated on Figure 7-1 below. Therefore, the development provides appropriate emergency access.

The character of the development access roads connecting the development to the R761, as detailed in Section 4-1, illustrates there are two existing access routes on to the Dublin Road via the Northern Development Road and Southern Development Road. In addition, the Eastern Development Road facilitates emergency vehicles to mount the kerb and traverse the footpath and cycle path in the unlikely event that the main carriageway of this road is blocked. The use of the footpath and cycle track provision by vehicles mounting the kerb will act as the primary emergency access route.

Figure 7-1 - Emergency Access

However, in the rare event that the primary access route may be potentially impassable a further secondary emergency access point has been provided. This proposed secondary emergency access point is provided towards the south of the site and connects via a vehicle crossover with the Cul-De-Sac adjacent Apartment Block B and will route through the open space provision south of this, before tying in with the existing gravel path which ultimately leads to the public car park and onto the R761 Castle Street.

The emergency access road which routes through the open space provision will be of reinforced grass construction and will in part overlap with the paths proposed within the open space. The landscape scheme has been designed to accommodate the emergency access and road levels can be accommodated by the existing ground levels so as not to raise levels in this flood zone area.

This proposed secondary emergency access road will intersect with the alignment of the future public transport road. The need for this secondary emergency access route will be replaced either once the street network of the River Quarter (Phase 2 of the Harbour Point Masterplan) is built along with the street connection out towards the Upper Dargle Road / Dublin Road Junction or once the public transport bridge (Part 8 – Bray Sustainable Transport Bridge, Planning Reference PRR 21/869) and road connecting into the Eastern Development Road is built, whichever occurs first.

Figure 7-2 below, extract taken from Drawing 5214419-ATK-01-ZZ-DR-CE-0108, illustrates the route of the proposed temporary secondary emergency access route.

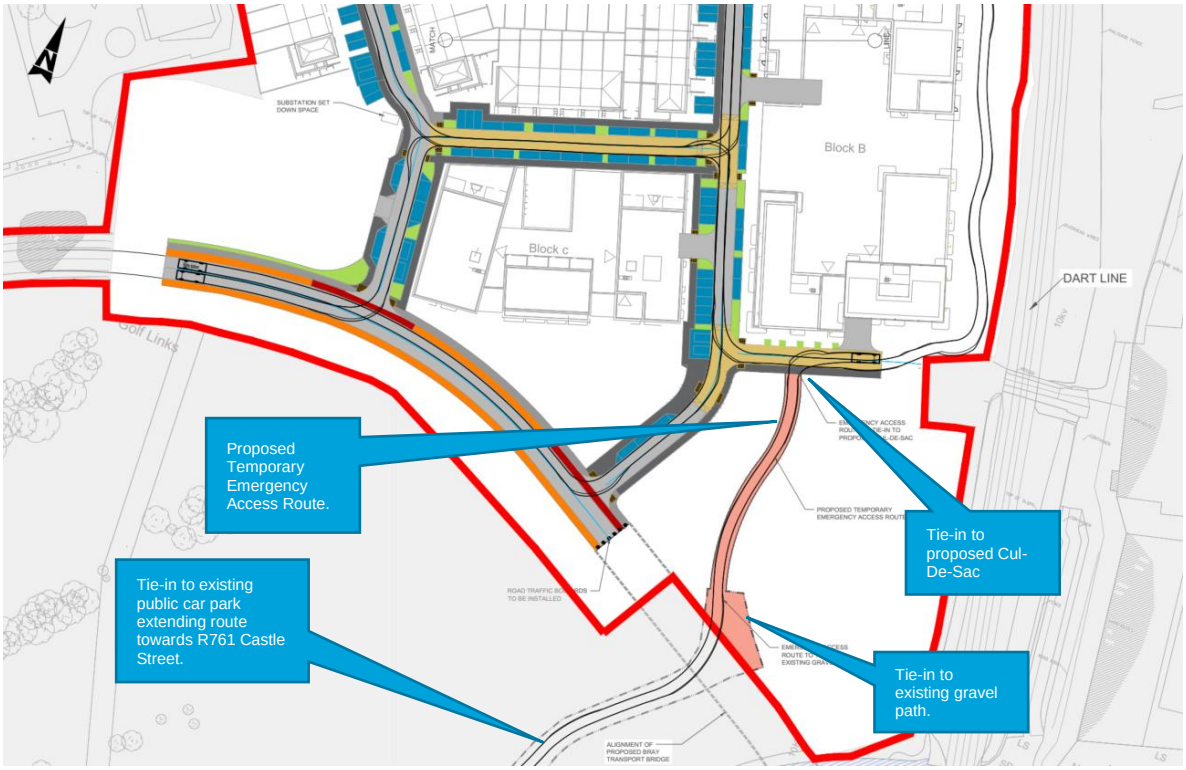


Figure 7-2 – Temporary Secondary Emergency Access

It should be noted that the proposed secondary emergency access road is located within the in 1000-year (0.1% AEP) fluvial flood extents. Discussion on this and its acceptability is outlined in Section 8.1.4 of the accompanying Flood Risk Assessment (5214419DG0019).

The internal road design incorporates appropriate access on all streets for fire tender and ambulance access and incorporates the fire tender route via the open space, as per Figure 7-1, adjacent to Block A and Block B apartment units. This is illustrated on the fire tender vehicle auto-tracking layouts contained within the engineering drawings and the surfacing of the route is appropriately treated as detailed by Park Hood Landscape Architects.

7.2. Refuse and Delivery

Refuse collection and deliveries will be facilitated through the design of the streets to a design vehicle refuse truck. This is illustrated on the refuse vehicle auto-tracking layouts contained within the engineering drawings.

Deliveries and refuse servicing the houses, duplex units and the Block D apartment units will be appropriately accommodated by parking on street which will carry low traffic volumes and wherein there is adequate space for other traffic to pass a delivery vehicle.

Delivery and refuse vehicles servicing the Block A, Block B and Block C apartment units will be appropriately accommodated within the bays provided adjacent these units.

7.3. Existing Underground Irish Water Foul Storage Tank Access

The Orchard is designed as communal amenity space for the development. Access to the Existing Underground Irish Water Foul Storage Tank will be via the access point to the Orchard off the proposed development access road. This access will incorporate a drop-down barrier which will be controlled by the management company and will be accessible on a 24 hour daily basis. The vehicle tracking for this car park has been undertaken to ensure that the standard 18m3 tanker used by Irish Water can be facilitated. All existing manhole lids and vented access point cover lids that are proposed to be trafficked shall be adequately designed at detailed design stage to be suitable for vehicle trafficking. Vehicle swept paths have been undertaken with a similar sized vehicle with a three axle wheelbase of 4.3m (+1.3). Figure 7-3 below from drawing 5214419-ATK-01-ZZ-DR-CE-0126 demonstrates this clearly.

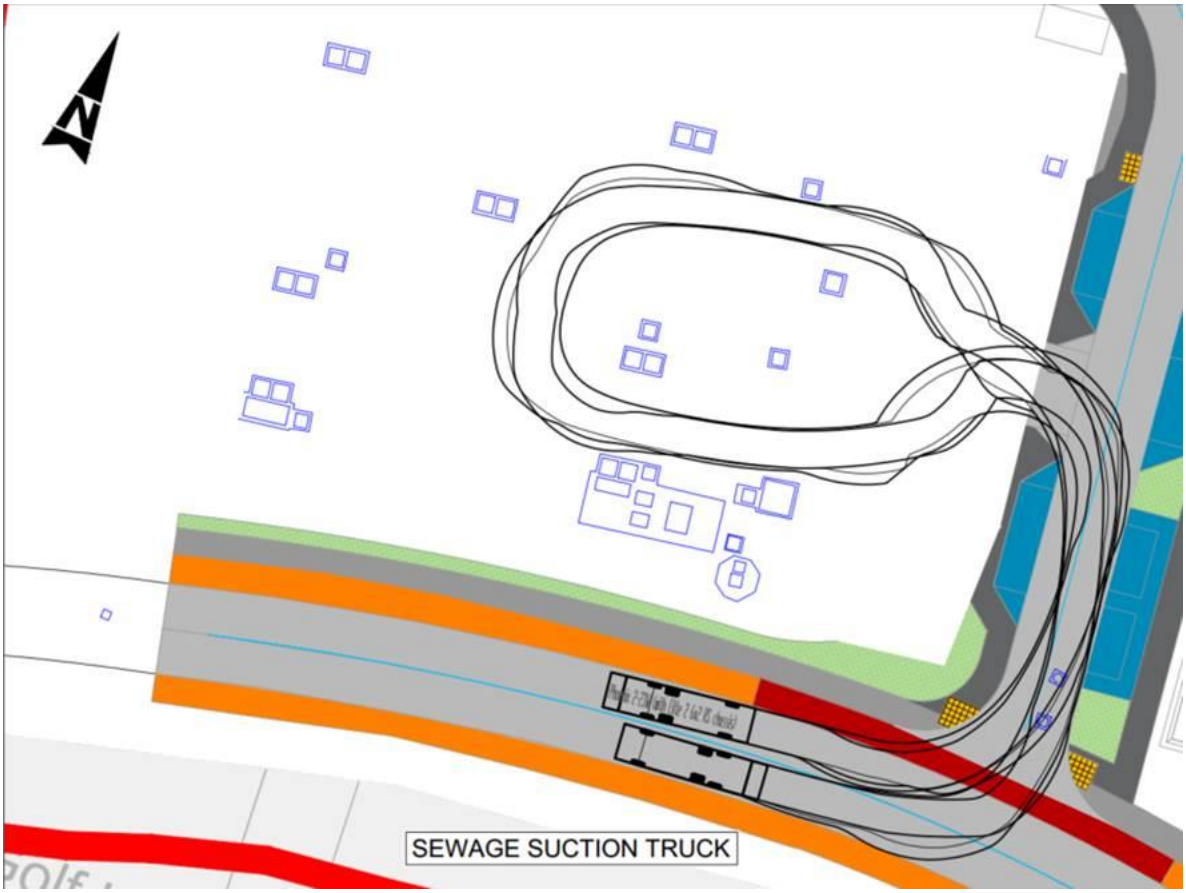


Figure 7-3 : Existing Underground Irish Water Foul Storage Tank Access

8. Traffic Characteristics

8.1. Traffic Surveys

Junction turning counts were undertaken at the relevant junctions in the vicinity of the site on the 29th May 2019 of which 5 no. of these counts will be utilised for the traffic assessment of this development. In addition to the junction turning counts noted above, several Automatic Traffic Counts (ATC) were also undertaken in 2019. These 2019 counts were undertaken prior to the Covid19 impacts. The traffic surveys are provided in Appendix B.

Additional junction turning counts at 3 no. junctions were carried out on the 22nd October 2020, along with 4 no. ATCs that aligned with the 2019 locations. These traffic counts were then compared in order to determine the total reduction in traffic as a result of the Covid19 measures. It was found that the 2020 traffic counts were approximately 15% lower than pre-covid19 levels. As a result, the 2020 traffic counts were all adjusted by 15% in order to account for Covid19.

The traffic counts locations are identified in Figure 8-1 and detailed in Table 8-1 below.

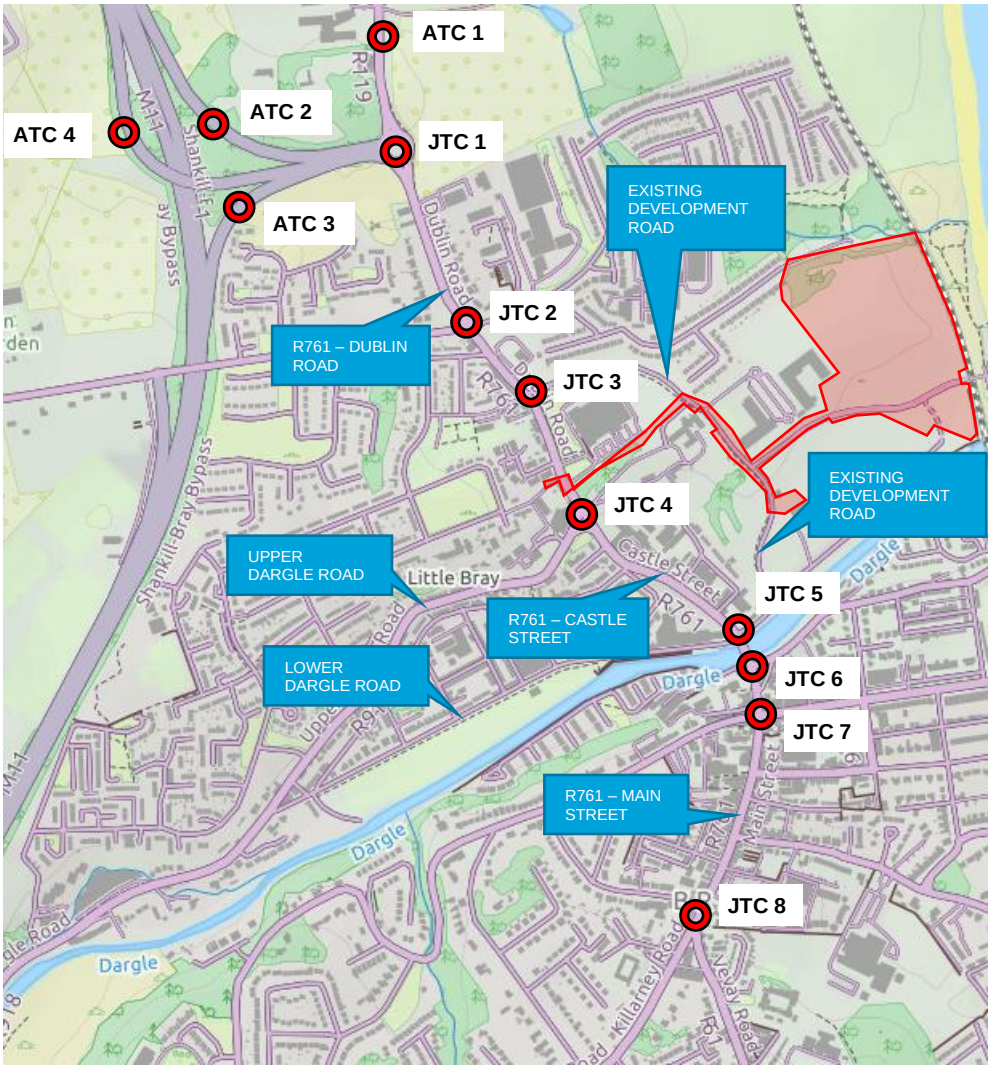


Figure 8-1 - Traffic Survey Locations

Table 8-1 - Traffic Count Locations

Ref:	Description	Date
JTC 1	Wilford Roundabout	29/05/2019
JTC 2	Junction of R761 Dublin Road, Old Connaught Avenue & Corke Abbey Avenue	29/05/2019
JTC 3	Junction of R761 Dublin Road & Development Access Road	22/10/2022
JTC 4	Junction of R761 Castle Street & Upper Dargle Road	29/05/2019
JTC 5	Junction of R761 Castle Street, Lower Dargle Road & Ravenswell Road	22/10/2022
JTC 6	Junction of R761 Castle Street, The Maltings & Seapoint Road	22/10/2022
JTC 7	Junction of R761 Castle Street, Herbert Road & Quinsborough Road	29/05/2019
JTC 8	Junction of R761 Main Street, Killarney Road & Vevay Road	29/05/2019
ATC 1	R119 Dublin Road south of Woodbrook Downs Junction	29/05/2019 & 22/10/2022
ATC 2	Slip Road from M11 southbound to R119/R761 Roundabout	29/05/2019 & 22/10/2022
ATC 3	Slip Road from R119/R761 Roundabout to M11 Southbound	29/05/2019 & 22/10/2022
ATC 4	Slip Road from R119/R761 Roundabout to M11 Northbound	29/05/2019 & 22/10/2022

8.2. Assessment Years and Traffic Growth

The following assessment years are identified to inform the Traffic and Transport Assessment in line with the TII guidelines.

- Opening Year 2024
- Opening Year +5 2029
- Opening Year +15 2039

The yearly traffic growth for traffic counter TMU M11 010.0 N on the adjacent N11 for the periods of 2016 to 2020 is shown in table 8-2. This data was used to assess general growth in traffic over the last five years.

Table 8-2 – N11 Counter TMU M11 015 Growth Percentage

Year	AADT	% Growth from Pervious Year
2018	77400	-
2019	78145	+1.0%
2020	53975	-30.9%
2021	64819	+20.0%
2022	75987	+17.2%

The N11 traffic data indicates 20% and 17% increase in traffic flow in the period 2020 to 2021 and 2021 to 2022. The recovery from the impact of Covid19 has resulted in an increase in traffic volumes on the road network. The assessment of potential growth in background traffic volumes in the Bray area must also consider the following factors:

- Future public transport improvements, including BusConnects and Luas together with improvements to the Bray transport interchange and other projects in north Bray being carried out by Wicklow County Council to improve bus service provision.
- Existing and significant planned improvements to the walking and cycling network in Bray
- Promotion of reduced car use in national and regional planning policy and in both Councils Draft Development plans in favour of walking, cycling and public transport
- A reduction of traffic on the local road network in Bray as a result of Covid19 restrictions.
- Impacts of the National Remote Work Strategy that will see a permanent change in work travel behaviour following the substantive move to remote working during the Covid19 restrictions

In specific terms, when considering the traffic flow data on the adjacent N11 in comparison to the Dublin Road, Castle Street and Main Street in Bray, the latter three form part of an established urban street network wherein the road traffic capacity is limited and, more relevantly, wherein the plans by both the NTA and Local Authority to increase travel capacity are based on the reallocation of existing road space to public transport bus services, cycle tracks and improved footpath and pedestrian crossing provisions. Therefore, not only is there limited carrying capacity on the street network in Bray, as is the case in all such urban street environments, it is the overt policy of both the NTA, Wicklow County Council and Dun Laoghaire Rathdown County Council to upgrade the network in favour of increased capacity for sustainable transport modes. This will result in an increase in travel by these modes.

Furthermore, the specifics of future development in Bray, most relevantly characterised by the lack of potential large development sites in the town, apart from the Harbour Point lands, dictates that travel demand will be dictated by a finite growth in population in the established urban area of the town. This growth will be substantially focussed in Harbour Point. Therefore, apart from the travel demand that will be created by Harbour Point, there will be very limited growth in travel demand in the Bray area and any such growth will be facilitated predominantly by sustainable modes. Moreover, existing travel demand, in line with the national, regional and local transport policies and transport project plans, will see a transfer in mode from car travel to public transport, walking and cycling.

In this context it is considered that the application of a ‘no growth rate’ in terms of existing traffic on Dublin Road, Castle Street and Main Street is the appropriate worst case scenario in terms of the basis for modelling the traffic and transport impacts of the Harbour Point development. Indeed, there is a strong case for assuming a reduction in existing traffic and this scenario has been considered, in a qualitative sense, in the assessment of the future year scenarios.

The proposed assessment years incorporate analysis of both the AM Peak between 08:00 to 09:00 and PM Peak 17:00 to 18:00 as determined from the traffic surveys.

8.3. Total Person Trip Rates

A trip rate estimation exercise has been undertaken using TRICS (Trip Rate Information Computer System) to determine total person trip rates for the residential elements of the development. The total person trip rates estimated from the TRICS database are summarised below with further details contained within Appendix C.

Table 8-3 - Total Person Trip Rates

Use	Units	Period	Arrivals	Departures
Houses & Duplex	Per Unit	AM	0.200	0.765
		PM	0.615	0.282
Apartments	Per Unit	AM	0.106	0.552
		PM	0.368	0.177

8.4. Mode Share

The existing mode share for the development site has been taken from the CSO Census 2016 'Small Areas' data. The image below details the site location in relation to 'Small Area' Ref: Sa2017_257081012.

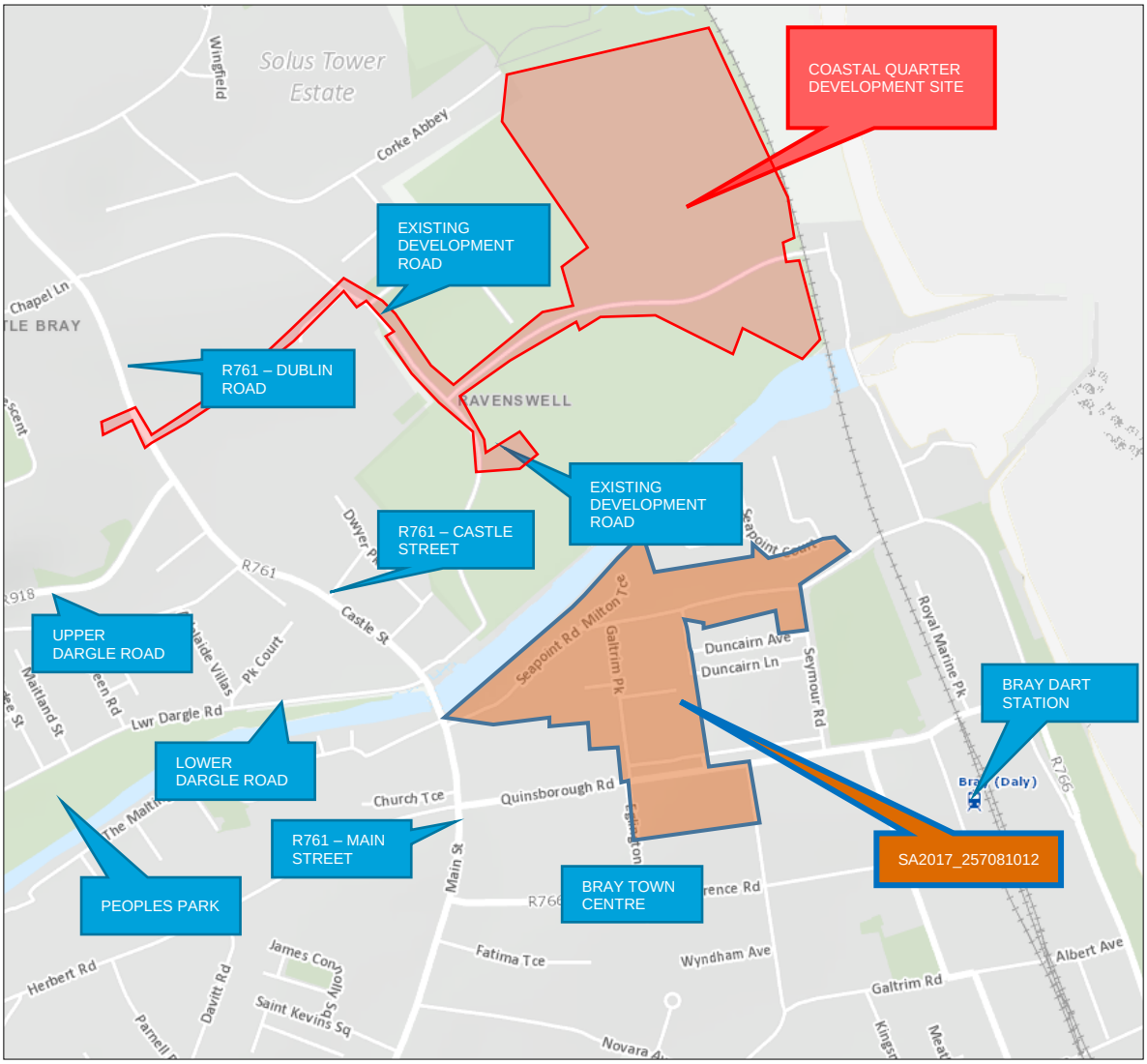


Figure 8-2 - 'Small Area' Ref: Sa2017_257081012.

This location shares similar characteristics with the proposed development site as outlined below

- Low parking provision
- Proximity to Bray Town & Bray Dart Station
- Proximity to Dublin Road Bus Services

The mode share for 'Small Area' Ref: Sa2017_257081012 is provided in Figure 8-3.

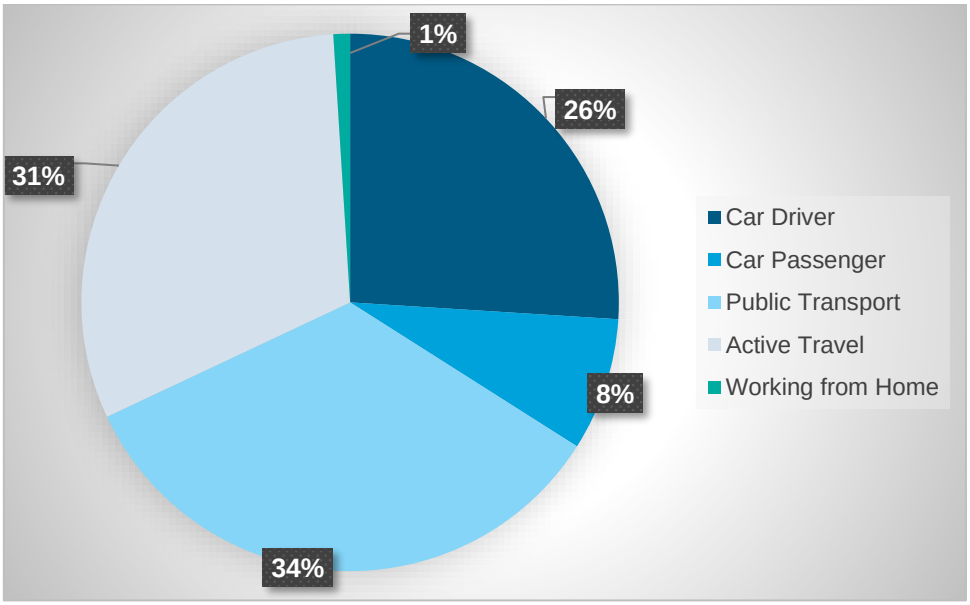


Figure 8-3 - 'Small Area' Ref: Sa2017_257081012 Mode Share - CSO

The proposed development will deliver similar active travel mode shares as detailed in Figure 8-3 through delivery of pedestrian and cyclists' facilities and connections to public transport and Bray Town.

In January 2021 the National Remote Work Strategy was published by the Department of Enterprise Trade and Employment which sets out the long-term strategy to promote home and remote working for public sector and private sector employees. The strategy mandates that 20% of the public sector workforce to move to home and remote working in 2021. The strategy notes that the Regional Working Analysis study carried out in 2020 shows that more than 25% of the private sector workers in Ireland are capable of working remotely. A key aspect of the strategy is to implement legislation in Q3 of 2021 to provide employees the right to request remote work to ensure that work from home opportunities are available to employees after the removal of Covid-19 restrictions.

Therefore, it can be reasonably assumed that the remote working patterns that have developed from the Covid19 restrictions will continue to be substantial in the post Covid19 scenario. Indeed, it can be reasonably assumed that this will be the case regardless of any legislative provisions given the ability of organisations, both public and private, to adapt to remote working and the clear benefits that maintaining a remote working capability will bring to both employees and employers. In overall terms this longer-term change in working patterns will help achieve a longer-term fundamental change in travel behaviour by reducing the need travel to work on a daily basis.

The residents of the Harbour Point development will avail of the home and remote working opportunities including flexible working opportunities as promoted by the National Remote Work Strategy. The estimated opening year mode share for the site based on the increase in working from home is detailed in Figure 8-4 below.

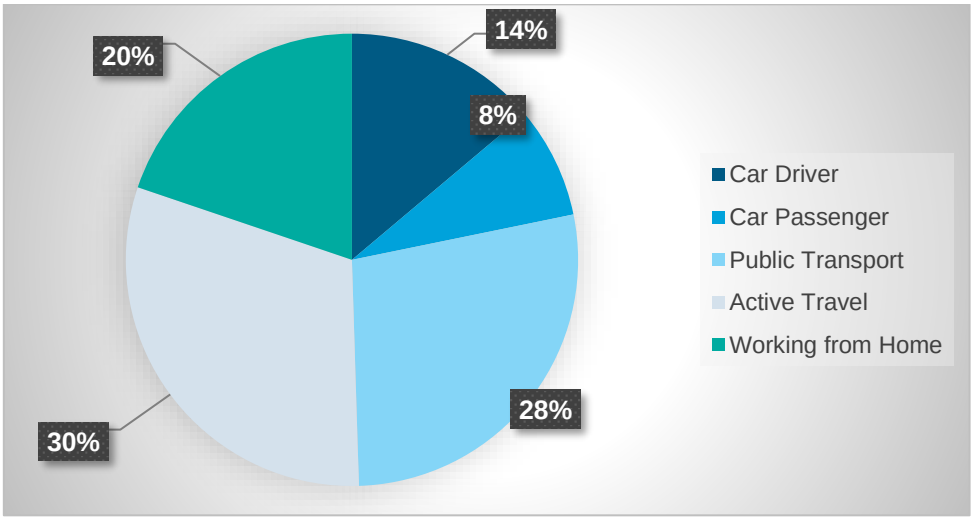


Figure 8-4 - Proposed Development Opening Year Mode Share

The work from home percentage has been applied based on 20% of both the public & private sector workforce moving to home and remote working. The increase in the work from home percentage has been incorporated as a reduction of car driver and public transport mode shares. Furthermore, the National Remote Work Strategy also promotes flexible working allowing employees the opportunity to avoid peak time travel. Therefore, the application of the 20% work from home percentage is appropriate as it allows for both home working on any given day and also a flexible working approach that will facilitate employees travelling to work to do so outside of normal peak hour periods.

Furthermore, the NTA have published a note on the Alternative Future Scenario for Travel Demand (November 2020). This note sets out the approach adopted by the NTA to assess the potential legacy that the Covid-19 pandemic will have on travel demand and travel patterns into the future. The note outlines the following alternative trip rates adjustments for commuter and school related trips:

- Blue Collar Workers – no change
- White Collar Workers – 25% reduction
- Education Primary Level – no change
- Education Secondary Level – 10 % reduction
- Education Tertiary Level – 25% reduction

The above adjustments correlate well to the 20% mode share reduction applied on the basis of the remote work strategy and gives further evidential support to the continued shift in behaviour and travel patterns experienced over the past year and its ongoing maintenance into the future.

8.5. Vehicle Trip Rates

The car driver percentage from the Development Opening Year Mode Share (Figure 7-4) has been applied to the above person trip rates to determine the vehicle trip rate for the Coastal Quarter development as detailed in Table 8-4.

In terms of the assessment the impact of the full development of Harbour Point, creche, restaurant & café, local shops, community centre & leisure centre will predominantly serve the residents and therefore will have minimal additional traffic impact on the adjacent road and street network. Office and retail uses will contribute to additional trip generation. The vehicle trip rates for the office and retail uses are detailed in the table below and provided in Appendix C.

Table 8-4 - Total Vehicle Trip Rates

Use	Units	Period	Arrivals	Departures
Houses & Duplex	Per Unit	AM	0.028	0.107
		PM	0.086	0.039
Apartments	Per Unit	AM	0.015	0.073
		PM	0.052	0.025
Commercial	Per 100m^2	AM	0.370	0.026
		PM	0.032	0.320
Retail	Per 100m^2	AM	0.421	0.178
		PM	0.320	0.451

8.6. Coastal Quarter Public Transport Trip Generation

The public transport percentage from the Coastal Quarter Development Opening Year Mode Share (Figure 8-4) has been applied to the person trip rates to determine the public transport trips for the Coastal Quarter development as detailed in Table 8-5.

Table 8-5 - Coastal Quarter Public Transport Trip Generation

Development Type	No.	Period	Person Trip Rate		Person Trip Generation	
			Arrival	Departure	Arrival	Departure
Houses & Duplex	128 units	AM	0.060	0.229	8	30
		PM	0.175	0.085	23	11
Apartments	458 units	AM	0.032	0.157	15	73
		PM	0.110	0.053	51	25
Total				**AM**	**23**	**103**
				PM	**74**	**36**

The anticipated public transport trip generation by the proposed Coastal Quarter development during the network peaks is estimated to be 126 people during the AM peak hour and 110 people during the PM peak.

A similar exercise has been undertaken for the full residential element of the Harbour Point Masterplan as follows.

Table 8-6 – Harbour Point Masterplan Public Transport Trip Generation

Development Type	No.	Period	Person Trip Rate		Person Trip Generation	
			Arrival	Departure	Arrival	Departure
Houses & Duplex	358 units	AM	0.060	0.229	21	82
		PM	0.175	0.085	63	30
Apartments	879 units	AM	0.032	0.157	28	138
		PM	0.110	0.053	97	47
Total				**AM**	**50**	**220**
				PM	**159**	**77**

The anticipated public transport trip generation by the proposed Harbour Point masterplan (residential only) development during the network peaks is estimated to be 270 people during the AM peak hour and 236 people during the PM peak.

Based on the public transport services noted in Section 3 the peak hour capacity of the services is detailed in Table 8-6 below.

Table 8-7 - Coastal Quarter Public Transport Capacity

Public Transport Type	Period	No. of Services	Capacity
Dart & Rail	AM (08:00-09:00)	9	10080
	PM (17:00-18:00)	8	8960
Bus Services	AM (08:00-09:00)	21	1554
	PM (17:00-18:00)	20	1480
Total	**AM**	**30**	**11635**
	PM	**28**	**10440**

The public transport trip generation of the Coastal Quarter development constitutes less than a 1% of the public transport capacity and can be readily accommodated within the existing public transport services.

The public transport trip generation of the Harbour Point Masterplan residential element constitutes less than 2.5% of the public transport capacity and can be readily accommodated within the existing public transport services.

8.7. Traffic Generation

The traffic generation volumes, taking into account the trip rates and modal splits presented in the previous sections are detailed in the Table 8-8 for the Coastal Quarter Development and Table 8-6 for the full buildout of the Harbour Point Masterplan Development.

Table 8-8 - Coastal Quarter Development Traffic Generation

Development Type	No./Area	Period	Vehicle Trip Rate		Units	Vehicle Trip Generation	
			Arrival	Departure		Arrival	Departure
House & Duplex Units	128 units	AM	0.028	0.107	Per Unit	4	14
		PM	0.086	0.039		11	5
Apartment Units	463 units	AM	0.015	0.073	Per Unit	7	33
		PM	0.052	0.025		23	11
Gym & Juice Bar	512m^2	AM	0.370	0.026	Per 100m^2	2	0
		PM	0.032	0.320		0	2
Total					**AM**	**13**	**48**
					PM	**35**	**18**

Table 8-7 - Harbour Point Development Masterplan Development Traffic Generation

Development Type	No./Area	Period	Vehicle Trip Rate		Units	Vehicle Trip Generation	
			Arrival	Departure		Arrival	Departure
House & Duplex Units	358 units	AM	0.028	0.107	Per Unit	10	38
		PM	0.086	0.039		31	14
Apartment Units	879 units	AM	0.015	0.073	Per Unit	13	64
		PM	0.052	0.025		46	11
Office	5000m^2	AM	0.370	0.026	Per 100m^2	19	2
		PM	0.032	0.320		1	16
Retail Park	12000m^2	AM	0.421	0.178	Per 100m^2	51	2
		PM	0.320	0.451		38	54
Total					**AM**	**93**	**74**
					PM	**116**	**95**

8.8. Trip Distribution and Assignment

The trip distribution of vehicles originating and terminating at the proposed development has been based on the distribution of traffic arriving and departing the local road network as defined by the traffic survey locations agreed as part of the Traffic and Transport Assessment scoping exercise. In terms of traffic assignment at junctions, these have been applied logically through manual assignment. Traffic Movement Diagrams showing the trip distribution and assignment of vehicular traffic is provided in Appendix D.

9. Traffic Impact - Coastal Quarter

As noted in Section 1.1 Overview, the traffic impact assessment in this report supports the revised application following the previous recent submission to An Bord Pleanála (Ref: ABP-311181-21). The differences between the previous development proposals and the current proposals amount to a reduction of 6 number residential units and the addition of a 512sqm (GFA) gym and juice bar. As such these changes to the proposals are considered negligible from a traffic and transport perspective and the traffic impact assessment as presented following is the same as per the assessment for the previous recent proposal.

9.1. Modelled Scenarios

In order to appropriately assess the traffic impact of the Coastal Quarter development the required modelling scenarios to be tested are based in the first instance on the assumption of growth in background traffic and in the second instance on the assumed period for the full build out of the Coastal Quarter development. Given that the growth in background traffic was been estimated to be a 'no growth' scenario then the base year assessment of the relevant junctions based on the 2019 and 2020 traffic surveys also acts as the future year 'without development' scenario.

In terms of the build out period for the Coastal Quarter this is assumed to begin in the opening year of 2024 and be completed by 2029, the 'Opening Year +5' scenario. Therefore, the only 'with development scenario' that needs to be tested, mindful of the 'no growth' scenario in background traffic, is the 'Opening Year +5'

Table 9-1 - Proposed Development Scenarios

Scenario	Development
Base Year	No development
Opening +5 Year with development: 2029	Full buildout of Coastal Quarter Development

This assessment has been carried out with development and existing traffic utilising both the Northern Development Road Assess Junction (Northern Access Junction) onto the R761 Dublin Road and the Ravenswell Road Access Junction onto the R761 Castle Street (Southern Access Junction).

The modelled scenarios were also extended to consider two sensitivity tests. In the first instance, the existing Southern Access junction onto Castle Street was assumed to be closed to vehicular traffic. A further sensitivity analysis was then carried out to assess the traffic impact if the working from home mode share was adjusted from the estimated 20% to a lower value of 10%.

9.2. Percentage Traffic Impact

An initial assessment was undertaken to quantify the additional traffic from the development that will be distributed onto the local road network and the potentially impacted junctions. In order to determine what level of increase is considered above threshold, reference is made to the TII Traffic and Transport Assessment Guidelines (May 2014). This document outlines the following thresholds:

- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road;
- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive.

In the context of the urban road environment in the vicinity of the development it was considered appropriate to apply the 5% threshold. Junctions which are predicted to be impacted by an increase in traffic in excess of 5%, due to development traffic, were considered for further detailed junction assessment and modelling.

The traffic increase resulting from the proposed development was compared to the base year existing traffic volumes at each junction and the percentage increases are presented in the table below. The

assessment was carried out in relation to the traffic generation of the proposed Phase 1 Coastal Quarter.

Table 9-2 - Percentage Traffic Increase

Ref:	Description	Period	Development Traffic	Existing Traffic	Average Traffic Increase
Junction 1	Wilford Roundabout	AM	92	1998	4.1%
		PM	68	1950	
Junction 2	Junction of R761 Dublin Road, Old Connaught Avenue & Corke Abbey Avenue	AM	121	2069	5.5%
		PM	99	1939	
Junction 3	Junction of R761 Dublin Road & Development Access Road	AM	121	1771	6.7%
		PM	99	1461	
Junction 4	Junction of R761 Castle Street & Upper Dargle Road	AM	85	1408	5.6%
		PM	81	1559	
Junction 5	Junction of R761 Castle Street, Lower Dargle Road & Ravenswell Road	AM	89	1871	5.9%
		PM	112	1583	
Junction 6	Junction of R761 Castle Street, The Maltings & Seapoint Road	AM	79	1913	5.0%
		PM	95	1581	
Junction 7	Junction of R761 Castle Street, Herbert Road & Quinsborough Road	AM	58	1353	4.7%
		PM	72	1397	
Junction 8	Junction of R761 Main Street, Killarney Road & Vevay Road	AM	40	1092	4.3%
		PM	51	1007	

The junctions wherein the increase in traffic due the full Coastal Quarter development **does not** exceed 5% are:

- Junction 1: Wilford Roundabout
- Junction 6: Junction of R761 Castle Street, The Maltings & Seapoint Road
- Junction 7: Junction of R761 Castle Street, Herbert Road & Quinsborough Road
- Junction 8: Junction of R761 Main Street, Killarney Road & Vevay Road

The junctions wherein the increase in traffic due the full Coastal Quarter development **does** exceed 5% are:

- Junction 2: Junction of R761 Dublin Road, Old Connaught Avenue & Corke Abbey Avenue
- Junction 3: Junction of R761 Dublin Road & Development Access Road
- Junction 4: Junction of R761 Castle Street & Upper Dargle Road
- Junction 5: Junction of R761 Castle Street, Lower Dargle Road & Ravenswell Road

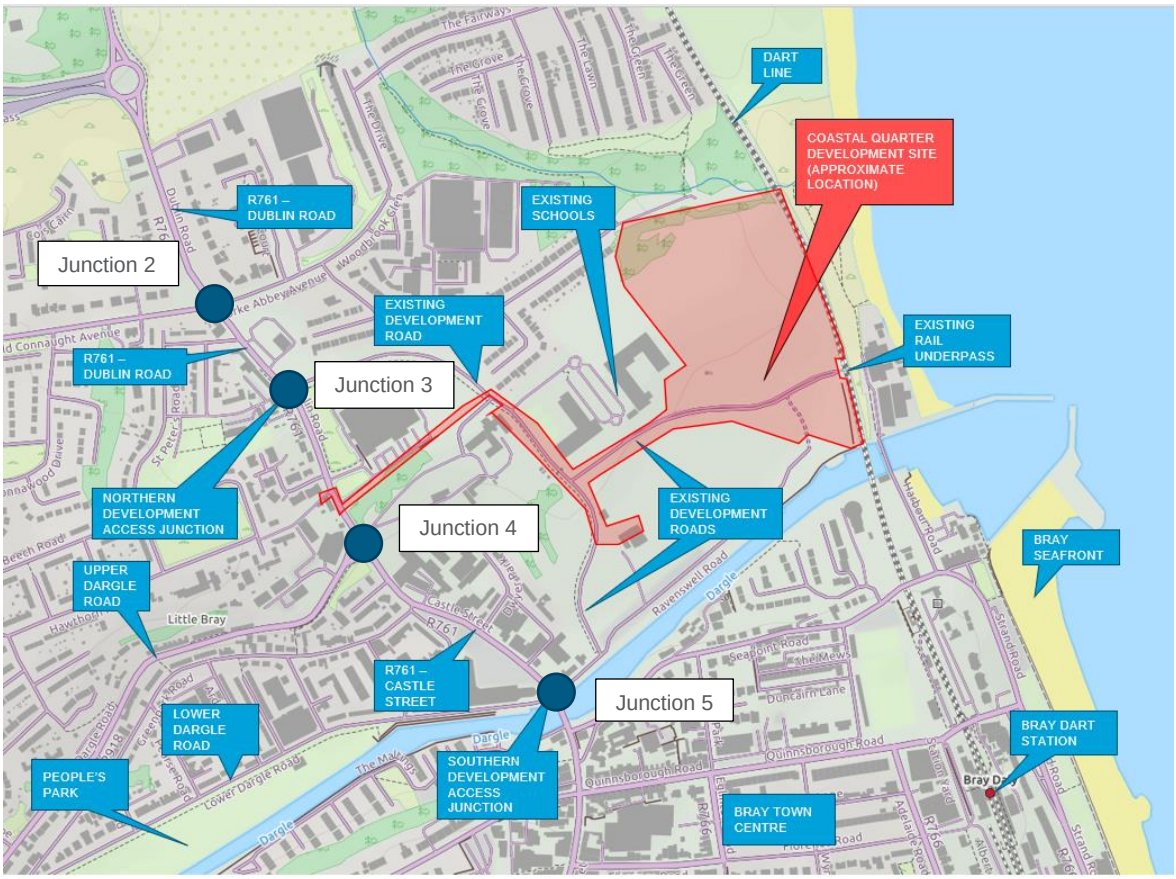


Figure 9-1 - Coastal Quarter Junction Assessment Location

9.3. Junctions Assessment

Detailed results of the modelling scenarios assessments for all junctions is provided within Appendix E of this TTA. Summary results are outlined in the sections below.

9.3.1. Base Year and Opening Year + 5 Assessment

9.3.1.1. Junction 2 R761 Dublin Road, Old Connaught Avenue & Corke Abbey Avenue

Figure 9-2 Junction 2 Diagram

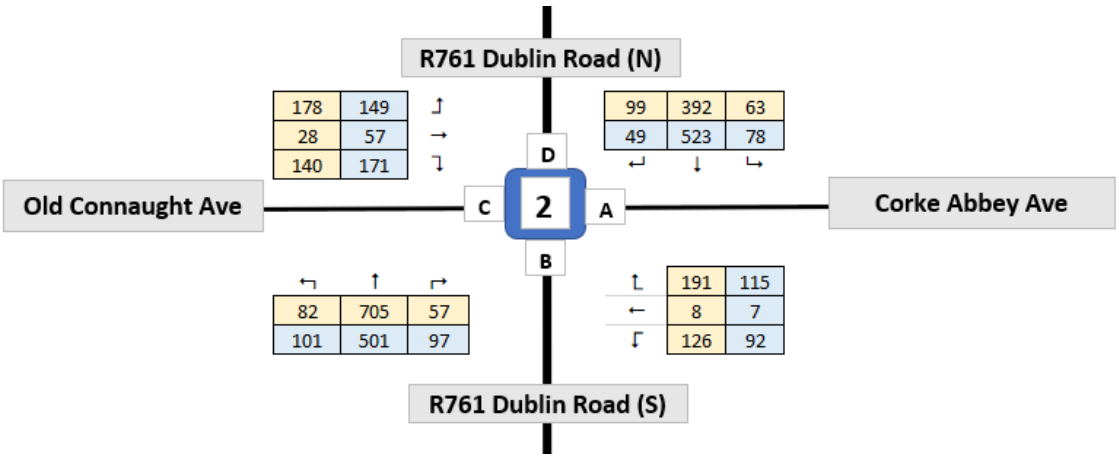


Table 9-3 Junction 2 Base Year and Opening Year +5 Modelling Scenario Analysis

Scenario	Arm / Lane	Description	AM			PM		
			Delay (S/PCU)	Deg. Sat.	Mean Max Queue (PCU)	Delay (S/PCU)	Deg. Sat	Mean Max Queue (PCU)
Base Year	A (1/1+1/2)	Corke Abbey Ave	258.7	105.3%	33.9	110.2	80.7%	12.9
	B (2/1+2/2)	Dublin Rd (S)	209.6	106.9%	75.2	39.9	82.3%	22.8
	C (3/1+3/2)	Old Connaught Ave	57.3	68.1%	10.2	54.0	75.7%	9.7
	D (4/1+4/2)	Dublin Rd (N)	40.0	68.8%	15.3	25.7	40.8%	14.6
Opening Year +5	A (1/1+1/2)	Corke Abbey Ave	278.8	108.8%	31.5	110.4	80.9%	13.1
	B (2/1+2/2)	Dublin Rd (S)	291.7	111.9%	92.3	40.8	83.3%	23.2
	C (3/1+3/2)	Old Connaught Ave	46.6	67.3%	8.2	54.1	76.0%	9.8
	D (4/1+4/2)	Dublin Rd (N)	36.7	68.8%	12.5	25.8	41.3%	14.8

In the Base Year the Old Connaught Avenue Junction has been modelled as per its current layout as a Signalised Junction. The Without Development Scenario operates over the capacity during the AM peak hour. The AM peak hour is the more critical of the two peak periods, where the Degree Of Saturation (DOS) of above 90% is experienced. Arm A and B are operating above capacity.

In the Opening Year +5 the DOS during the AM peak hour is increased for both the concerned arms. However, the % increase on the arms is between 3%-6% which is a marginal impact on the junction due to the proposed development.

9.3.1.2. Junction 3 R761 Dublin Road & Northern Development Access Road

Figure 9-3 Junction 3 Diagram

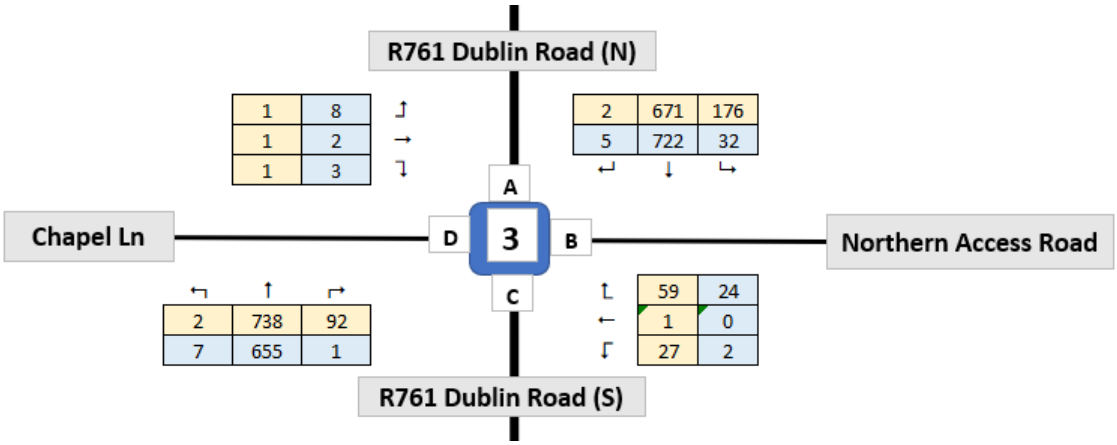


Table 9-4 Junction 3 Base Year and Opening Year +5 Modelling Scenario Analysis

Scenario	Arm/Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Base Year	Stream B-CD	0.1	8.63	0.07	0.0	7.42	0.00
	Stream B-AD	0.4	22.89	0.29	0.1	15.12	0.10

	Stream A-BCD	0.0	8.56	0.01	0.0	7.66	0.01
	Stream D-ABC	0.0	0.00	0.00	0.0	10.65	0.04
	Stream C-B	0.3	11.19	0.24	0.0	8.14	0.00
Opening Year +5	Stream B-CD	0.1	9.11	0.07	0.0	7.52	0.00
	Stream B-AD	0.8	29.52	0.45	0.2	15.87	0.14
	Stream A-BCD	0.0	8.56	0.01	0.0	7.66	0.01
	Stream D-ABC	0.0	0.00	0.00	0.0	10.69	0.04
	Stream C-B	0.3	11.22	0.24	0.0	8.19	0.00

The Opening Year Scenario +5 proposed Northern development access junction was modelled as a Priority Controlled Junction per its current layout.

During the AM and PM with Opening Year +5 all arms of this junction are operating within capacity with a maximum RFC of 0.45 occurring on the Northern Access arm during the AM peak hour. The resultant queueing and delay experienced are all of an acceptable level and in overall terms the impact of development traffic, in comparison to the base year is negligible.

9.3.1.3. Junction 4 R761 Castle Street & Upper Dargle Road

Figure 9-4 Junction 4 Diagram

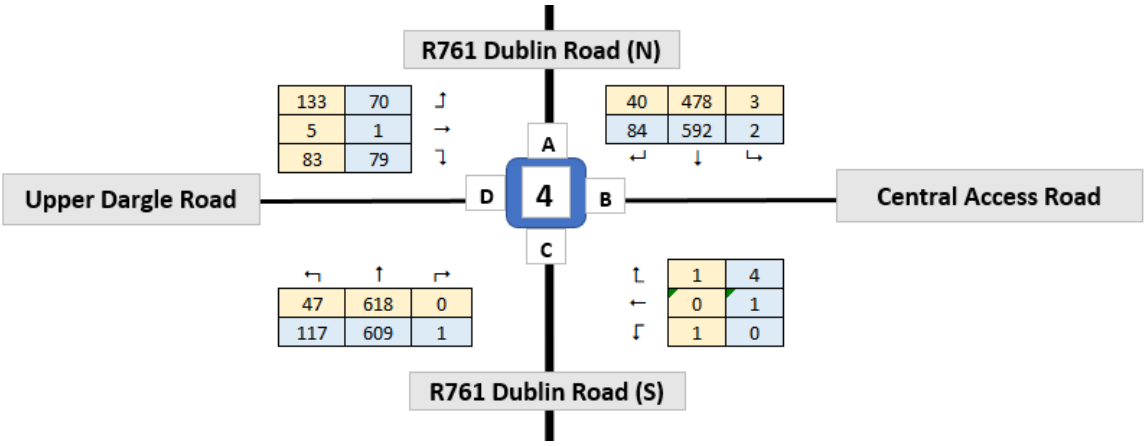


Table 9-5 Junction 4 Base Year and Opening Year +5 Modelling Scenario Analysis

Scenario	Arm / Lane	Description	AM			PM		
			Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)	Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)
Base Year	A (1/1+1/2)	Dublin Rd (N)	24.2	52.7%	13.2	23.2	62.1%	17.6
	B (2/1+2/2)	Minor Arm	50.9	0.6%	0.0	56.3	2.5%	0.1
	C (3/1+3/2)	Dublin Rd (S)	27.8	66.8%	19.7	24.1	66.8%	20.8
	D (4/1+4/2)	Upper Dargle Rd	62.5	66.9%	5.4	65.8	58.5%	3.0
Opening Year +5	A (1/1+1/2)	Dublin Rd (N)	24.2	52.7%	13.2	23.2	62.1%	17.6
	B (2/1+2/2)	Minor Arm	50.9	0.6%	0.0	56.3	2.5%	0.1
	C (3/1+3/2)	Dublin Rd (S)	27.8	66.8%	19.7	24.1	66.8%	20.8
	D (4/1+4/2)	Upper Dargle Rd	62.5	66.9%	5.4	65.8	58.5%	3.0

The junction is modelled per its existing signalised layout in the Opening Year +5 scenario. The impact of development traffic in the Opening Year +5 compared to the Base Year is insignificant. This is due to the fact that development traffic would generally not route through this junction but would travel northbound from the development, towards the M11 / N11 through Junction 3 or southbound through Bray through Junction 5.

9.3.1.4. Junction 5 R761 Castle Street, Lower Dargle Road & Ravenswell Road

Figure 9-5 Junction 5 Diagram

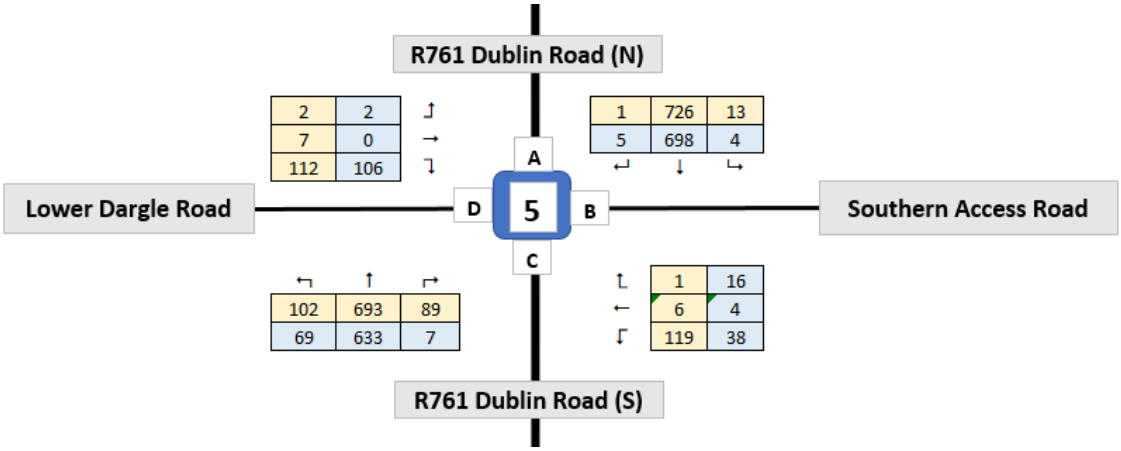


Table 9-6 Junction 5 Base Year and Opening Year +5 Modelling Scenario Analysis

Scenario	Arm / Streams	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Base Year	Stream B-ACD	0.5	12.40	0.32	0.2	12.80	0.19
	Stream A-BCD	0.0	4.18	0.01	0.0	4.19	0.02
	Stream D-ABC	3.4	100.94	0.82	1.0	32.55	0.52
	Stream C-ABD	2.3	6.28	0.47	0.0	4.22	0.03
Opening Year +5	Stream B-ACD	0.6	13.03	0.36	0.3	13.09	0.21
	Stream A-BCD	0.0	4.19	0.01	0.0	4.20	0.02
	Stream D-ABC	4.1	119.03	0.86	1.3	37.55	0.58
	Stream C-ABD	2.4	6.55	0.49	0.2	4.35	0.09

In overall terms the impact of development traffic at the junction is negligible. The Lower Dargle Road arm (Stream D) is operating over capacity in the morning peak hour in the base year. This is somewhat exacerbated in the Opening Year +5 scenario but in relative terms this arm carries only modest traffic flows and there is only a modest increase in queuing on this arm.

9.4. Junction Sensitivity Scenario Assessment

This sensitivity analysis assessment has been carried out with development and existing traffic utilising only the Junction 3, Northern Access Junction, onto the R761 Dublin Road with Junction 5, Southern Access Junction onto the R761 Castle Street, assumed to be closed to traffic.

9.4.1. Base Year & Opening Year + 5 Assessment

9.4.1.1. Junction 2 R761 Dublin Road, Old Connaught Avenue & Corke Abbey Avenue

Table 9-7 Junction 2 Base Year & Opening Year +5 Junction Sensitivity Analysis

Scenario	Arm / Lane	Description	AM			PM		
			Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)	Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)
Base Year	A (1/1+1/2)	Corke Abbey Ave	258.7	105.3%	33.9	110.2	80.7%	12.9
	B (2/1+2/2)	Dublin Rd (S)	209.6	106.9%	75.2	39.9	82.3%	22.8
	C (3/1+3/2)	Old Connaught Ave	57.3	68.1%	10.2	54.0	75.7%	9.7
	D (4/1+4/2)	Dublin Rd (N)	40.0	68.8%	15.3	25.7	40.8%	14.6
Opening Year +5	A (1/1+1/2)	Corke Abbey Ave	278.8	108.8%	31.5	110.4	80.9%	13.1
	B (2/1+2/2)	Dublin Rd (S)	291.7	111.9%	92.3	40.8	83.3%	23.2
	C (3/1+3/2)	Old Connaught Ave	46.6	67.3%	8.2	54.1	76.0%	9.8
	D (4/1+4/2)	Dublin Rd (N)	36.7	68.8%	12.5	25.8	41.3%	14.8

The analysis shows that there are minimal changes to the junction performance in the Opening Year + 5 scenario compared to without development scenario.

9.4.1.2. Junction 3 R761 Dublin Road & Northern Development Access Road

Table 9-8 Junction 3 Base Year & Opening Year +5 Junction Sensitivity Analysis

Scenario	Arm/Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Base Year	Stream B-CD	0.1	8.63	0.07	0.0	7.42	0.00
	Stream B-AD	0.4	22.89	0.29	0.1	15.12	0.10
	Stream A-BCD	0.0	8.56	0.01	0.0	7.66	0.01
	Stream D-ABC	0.0	0.00	0.00	0.0	10.65	0.04
	Stream C-B	0.3	11.19	0.24	0.0	8.14	0.00
Opening Year +5	Stream B-CD	0.8	15.27	0.44	0.2	8.91	0.16
	Stream B-AD	1.2	43.84	0.55	0.2	16.71	0.14
	Stream A-BCD	0.0	9.41	0.01	0.0	7.83	0.01
	Stream D-ABC	0.0	0.00	0.00	0.0	11.12	0.04
	Stream C-B	1.1	18.50	0.54	0.1	8.93	0.09

The analysis shows that all arms on the junctions are operating significantly within capacity on all arms in both scenarios.

9.4.1.3. Junction 4 R761 Castle Street & Upper Dargle Road

Table 9-9 Junction 4 Base Year & Opening Year +5 Junction Sensitivity Analysis

Scenario	Arm / Lane	Description	AM			PM		
			Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)	Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)
Base Year	A (1/1+1/2)	Dublin Rd (N)	24.2	52.7%	13.2	23.2	62.1%	17.6
	B (2/1+2/2)	Central Access	50.9	0.6%	0.0	56.3	2.5%	0.1
	C (3/1+3/2)	Dublin Rd (S)	27.8	66.8%	19.7	24.1	66.8%	20.8
	D (4/1+4/2)	Upper Dargle Rd	62.5	66.9%	5.4	65.8	58.5%	3.0
Opening Year +5	A (1/1+1/2)	Dublin Rd (N)	27.8	66.6%	19.3	25.0	68.1%	20.6
	B (2/1+2/2)	Central Access	52.0	0.6%	0.0	58.5	2.6%	0.1
	C (3/1+3/2)	Dublin Rd (S)	31.4	76.4%	25.0	25.0	69.4%	22.3
	D (4/1+4/2)	Upper Dargle Rd	70.4	74.3%	6.3	69.9	61.8%	3.6

The junction is operating within capacity for both the base year and with development scenarios.

9.4.1.4. Junction 5 R761 Castle Street, Lower Dargle Road & Ravenswell Road

Table 9-10 Junction 5 Base Year & Opening Year +5 Junction Sensitivity Analysis

Scenario	Arm / Streams	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Base Year	Stream B-ACD	0.5	12.40	0.32	0.2	12.80	0.19
	Stream A-BCD	0.0	4.18	0.01	0.0	4.19	0.02
	Stream D-ABC	3.4	100.94	0.82	1.0	32.55	0.52
	Stream C-ABD	2.3	6.28	0.47	0.0	4.22	0.03
Opening Year +5	Stream B-ACD	0.0	0.00	0.00	0.0	0.00	0.00
	Stream A-BCD	0.1	3.92	0.05	0.1	4.13	0.04
	Stream D-ABC	2.7	76.56	0.76	1.1	32.33	0.54
	Stream C-ABD	0.0	0.00	0.00	0.0	0.00	0.00

The Lower Dargle Road arm (Stream D) is operating slightly over capacity in terms of average delay in the morning peak hour in the base year. In the base year the Southern Access junction (Stream B) is modelled as still operational. In the Opening Year +5 this road access is modelled as closed and all arms of the junction are indicated to be operating within capacity.

9.5. Mode Share Sensitivity Scenario Assessment

This sensitivity analysis assessed the scenario of a reduced work from home percentage of 10%, compared to the 20% target set in the National Remote Work Strategy. The mode share for this scenario is detailed in Figure 9-1 Below.

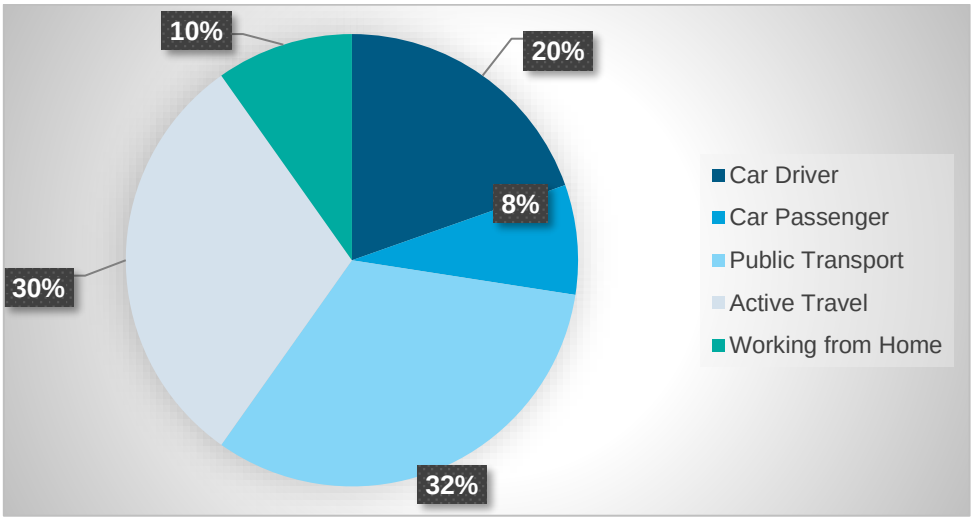


Figure 9-6 - Proposed Sensitivity Analysis Opening Year Mode Share

9.5.1. Base Year & Opening Year +5 Assessment

9.5.1.1. Junction 2 R761 Dublin Road, Old Connaught Avenue & Corke Abbey Avenue

Table 9-11 Junction 2 Base Year & Opening Year +5 Mode Share Sensitivity Analysis

Scenario	Arm / Lane	Description	AM			PM		
			Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)	Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)
Base Year	A (1/1+1/2)	Corke Abbey Ave	258.7	105.3%	33.9	110.2	80.7%	12.9
	B (2/1+2/2)	Dublin Rd (S)	209.6	106.9%	75.2	39.9	82.3%	22.8
	C (3/1+3/2)	Old Connaught Ave	57.3	68.1%	10.2	54.0	75.7%	9.7
	D (4/1+4/2)	Dublin Rd (N)	40.0	68.8%	15.3	25.7	40.8%	14.6
Opening Year +5	A (1/1+1/2)	Corke Abbey Ave	314.7	108.9%	39.0	110.3	81.6%	13.2
	B (2/1+2/2)	Dublin Rd (S)	283.9	111.3%	95.1	41.2	83.7%	23.8
	C (3/1+3/2)	Old Connaught Ave	57.6	69.3%	10.1	55.3	76.7%	10.7
	D (4/1+4/2)	Dublin Rd (N)	39.4	68.8%	15.3	25.9	41.5%	15.0

Comparing the Opening Year + 5 results in this scenario to the Opening Year + 5 with the higher working from home assumption, per Section 9.3.1.1, the operating characteristics of the junction are very similar. This is reflective of the very minor relative increase in vehicular traffic due to the assumed lower working from home cohort.

9.5.1.2. Junction 3 R761 Dublin Road & Northern Development Access Road

Table 9-12 Junction 3 Base Year & Opening Year +5 Mode Share Sensitivity Analysis

Scenario	Arm/Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Base Year	Stream B-CD	0.1	8.63	0.07	0.0	7.42	0.00
	Stream B-AD	0.4	22.89	0.29	0.1	15.12	0.10
	Stream A-BCD	0.0	8.56	0.01	0.0	7.66	0.01
	Stream D-ABC	0.0	0.00	0.00	0.0	10.65	0.04
	Stream C-B	0.3	11.19	0.24	0.0	8.14	0.00
Opening Year +5	Stream B-CD	0.1	9.32	0.07	0.0	7.71	0.00
	Stream B-AD	1.0	33.44	0.52	0.2	17.26	0.17
	Stream A-BCD	0.0	8.56	0.01	0.0	7.74	0.01
	Stream D-ABC	0.0	0.00	0.00	0.0	11.39	0.05
	Stream C-B	0.3	11.24	0.24	0.0	8.35	0.00

In the Opening Year +5 all arms of the junction are operating with significant reserve capacity and nominal queuing.

9.5.1.3. Junction 4 R761 Castle Street & Upper Dargle Road

Table 9-13 Junction 4 Base Year & Opening Year +5 Mode Share Sensitivity Analysis

Scenario	Arm / Lane	Description	AM			PM		
			Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)	Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)
Base Year	A (1/1+1/2)	Dublin Rd (N)	24.2	52.7%	13.2	23.2	62.1%	17.6
	B (2/1+2/2)	Central Access	50.9	0.6%	0.0	56.3	2.5%	0.1
	C (3/1+3/2)	Dublin Rd (S)	27.8	66.8%	19.7	24.1	66.8%	20.8
	D (4/1+4/2)	Upper Dargle Rd	62.5	66.9%	5.4	65.8	58.5%	3.0
Opening Year +5	A (1/1+1/2)	Dublin Rd (N)	24.2	52.7%	13.2	23.2	62.1%	17.6
	B (2/1+2/2)	Central Access	50.9	0.6%	0.0	56.3	2.5%	0.1
	C (3/1+3/2)	Dublin Rd (S)	27.8	66.8%	19.7	24.1	66.8%	20.8
	D (4/1+4/2)	Upper Dargle Rd	62.5	66.9%	5.4	65.8	58.5%	3.0

Similarly, the analysis is made with the assumption that both Northern and Southern access are operational. The junction appears to be operating well within capacity.

9.5.1.4. Junction 5 R761 Castle Street, Lower Dargle Road & Ravenswell Road

Table 9-14 Junction 5 Base Year & Opening Year +5 Mode Share Sensitivity Analysis

Scenario	Arm / Streams	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Without Development	Stream B-ACD	0.5	12.40	0.32	0.2	12.80	0.19
	Stream A-BCD	0.0	4.18	0.01	0.0	4.19	0.02
	Stream D-ABC	3.4	100.94	0.82	1.0	32.55	0.52
	Stream C-ABD	2.3	6.28	0.47	0.0	4.22	0.03
With Development (Phase 1: 0.2 split)	Stream B-ACD	0.6	13.61	0.38	0.3	13.16	0.22
	Stream A-BCD	0.0	4.19	0.01	0.0	4.21	0.02
	Stream D-ABC	4.5	129.83	0.88	1.4	39.86	0.60
	Stream C-ABD	2.5	6.70	0.50	0.3	4.41	0.12

In overall terms the impact of development traffic at the junction is negligible. The Lower Dargle Road arm (Stream D) is operating over capacity in the morning peak hour in the base year. This is somewhat exacerbated in the Opening Year +5 scenario but in relative terms this arm carries only modest traffic flows and there is only a modest increase in queuing on this arm.

9.6. Conclusion

Given that the growth in background traffic has been estimated to be a 'no growth' scenario, the base year traffic was also used for all future scenarios which considered the "without development" scenario. Similarly, since the background traffic is not expected to grow – only the Opening Year + 5 assessment was required to be assessed (based on development completion in 2029).

The assessment has been subject to sensitivity testing. The sensitivity testing scenarios were as follows:

- The existing Southern Access junction onto Castle Street was assumed to be closed to vehicular traffic; and
- To assess the traffic impact if the working from home mode share was adjusted from the estimated 20% to a lower value of 10%.

TII's Traffic and Transport Assessment Guidelines (May 2014) were used to determine thresholds for junction assessment based on the traffic data collected. It was found that 4 no. of the total 8 no. junctions required assessment. The junctions which required assessment were as follows:

- Junction 2: R761 Dublin Road, Old Connaught Avenue & Corke Abbey Avenue;
- Junction 3: R761 Dublin Road & Northern Development Access Road;
- Junction 4: R761 Castle Street & Upper Dargle Road; and
- Junction 5: R761 Castle Street, Lower Dargle Road & Ravenswell Road.

The junctions 3, 4 and 5 are expected to perform well within capacity for all future scenarios/sensitivity analyses while junctions 2 is expected to operate over capacity during both peak hours. It was found that the AM peak hour is the more critical of the two peak periods.

Although junction 2 is expected to operate over capacity, the Opening Year + 5 "Do Something" scenario indicates that the maximum degree of saturation increases on the arms is only 5% above that of the existing traffic scenario. Given the urban nature of this junction, it is not unexpected that this junction is at or slightly over capacity at certain periods of the day. The increase in degree of saturation is therefore represents a marginal impact on the junction due to the proposed development.

10. Cumulative Impact - Harbour Point Masterplan Full Buildout

10.1. Modelled Scenarios

In order to appropriately assess the traffic impact of the full Harbour Point development the required modelling scenarios to be tested are similar to the Coastal Quarter and based in the first instance on the assumption of growth in background traffic and in the second instance on the assumed period for the full build out of the full development. Given that the growth in background traffic was been estimated to be a 'no growth' scenario then the base year assessment of the relevant junctions based on the 2019 and 2020 traffic surveys also acts as the future year 'without development' scenario.

In terms of the build out period for the full Harbour Point development, this is assumed, for the purposes of the traffic assessment, to begin in the opening year of 2024 and be completed by 2039, the 'Opening Year + 15' scenario. Therefore, the only 'with development scenario' that needs to be tested, mindful of the 'no growth' scenario in background traffic, is the 'Opening Year + 15'

Table 10-1 - Proposed Development Scenarios

Scenario	Development
Base Year	No development
Opening +15 Year with development - 2039	Harbour Point Masterplan Full Buildout

This assessment has been carried out with development and existing traffic utilising both the Northern Development Road Access Junction (Northern Access Junction) onto the R761 Dublin Road and the upgraded Upper Dargle Road Signalised Junction (Central Access Junction) onto the Dublin Road. The Ravenswell Road Access Junction onto the R761 Castle Street (Southern Access Junction) is assumed to be closed to through traffic and will cater to only a minor volume of development traffic.

10.1.1. Base Year & Opening Year +15 Assessment

10.1.1.1. Junction 2 R761 Dublin Road, Old Connaught Avenue & Corke Abbey Avenue

Figure 10-1 Junction 2 Diagram

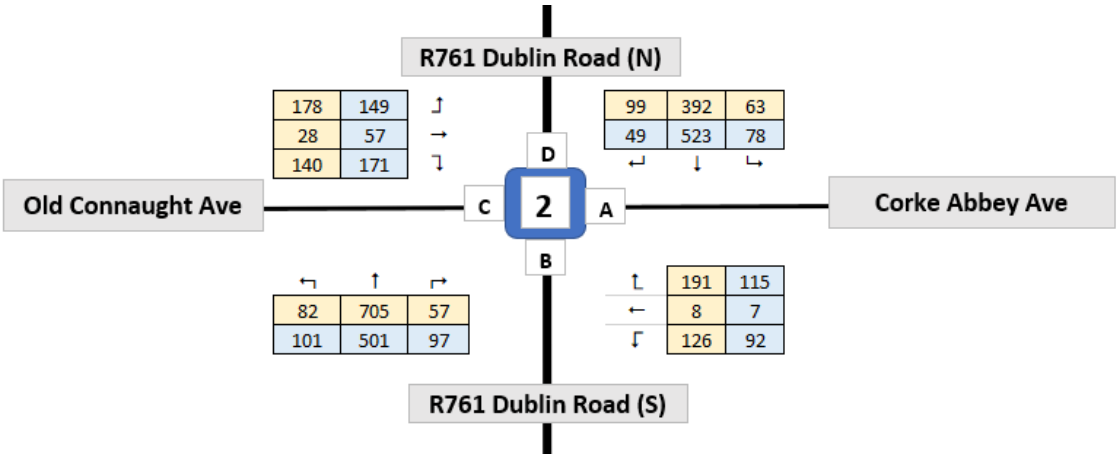


Table 10-2 Junction 2 Base Year & Opening Year +15 Assessment

Scenario	Arm / Lane	Description	AM			PM		
			Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)	Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)
Base Year	A (1/1+1/2)	Corke Abbey Ave	258.7	105.3%	33.9	110.2	80.7%	12.9
	B (2/1+2/2)	Dublin Rd (S)	209.6	106.9%	75.2	39.9	82.3%	22.8
	C (3/1+3/2)	Old Connaught Ave	57.3	68.1%	10.2	54.0	75.7%	9.7
	D (4/1+4/2)	Dublin Rd (N)	40.0	68.8%	15.3	25.7	40.8%	14.6
Opening Year +15	A (1/1+1/2)	Corke Abbey Ave	383.2	113.1%	44.7	121.0	88.7%	13.1
	B (2/1+2/2)	Dublin Rd (S)	342.5	115.0%	118.8	47.1	88.7%	26.3
	C (3/1+3/2)	Old Connaught Ave	56.1	70.9%	9.6	54.1	76.6%	9.7
	D (4/1+4/2)	Dublin Rd (N)	36.0	68.8%	12.8	26.2	42.5%	14.9

The junction operates within capacity except for the Corke Abbey Avenue and Dublin Road south approaches in the morning peak. The junction is operating over capacity in the base year and the addition of the development traffic increases delays and queues on these approaches. This is acceptable in an urban location but with increased choices in the Bray area for travel by public transport, on foot and bicycle and to travel off peak such levels of congestion would be unlikely to occur.

10.1.1.2. Junction 3 R761 Dublin Road & Northern Development Access Road

Figure 10-2 Junction 3 Diagram

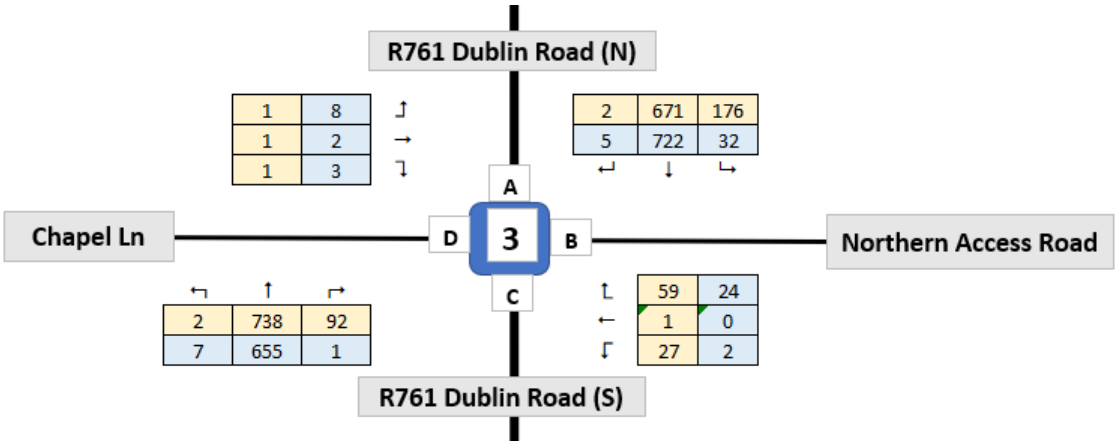


Table 10-3 – Junction 3 Base Year & Opening Year +15 Assessment

Scenario	Arm/Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Base Year	Stream B-CD	0.1	8.63	0.07	0.0	7.42	0.00
	Stream B-AD	0.4	22.89	0.29	0.1	15.12	0.10

	Stream A-BCD	0.0	8.56	0.01	0.0	7.66	0.01
	Stream D-ABC	0.0	0.00	0.00	0.0	10.65	0.04
	Stream C-B	0.3	11.19	0.24	0.0	8.14	0.00
Opening Year +15	Stream B-CD	0.1	8.69	0.07	0.0	7.56	0.00
	Stream B-AD	0.4	23.09	0.29	0.2	15.99	0.14
	Stream A-BCD	0.0	8.56	0.01	0.0	7.65	0.01
	Stream D-ABC	0.0	0.00	0.00	0.0	10.73	0.04
	Stream C-B	0.3	11.49	0.24	0.0	8.32	0.00

This junction operates well within capacity in terms of both the base year and the Opening Year +15 scenarios.

10.1.1.3. Junction 4 R761 Castle Street & Upper Dargle Road

Figure 10-3 Junction 4 Diagram

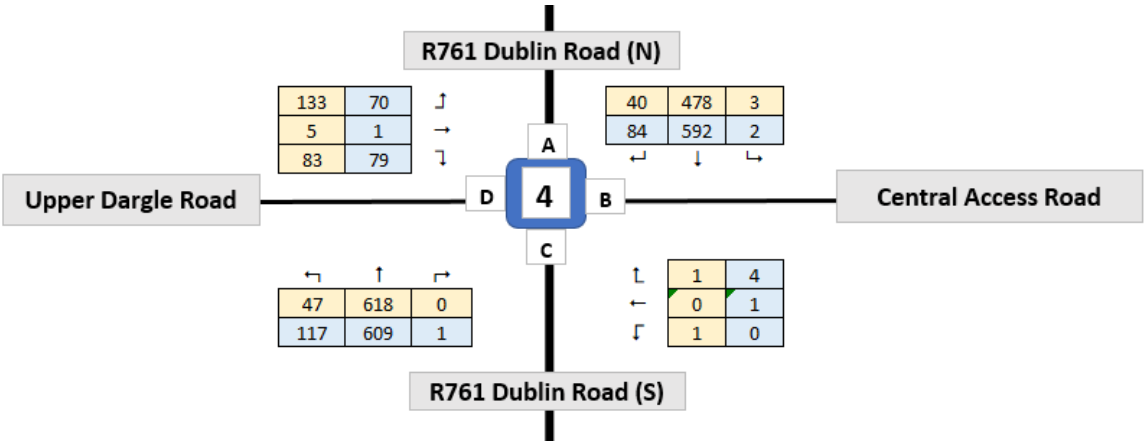


Table 10-4 Junction 4 Base Year & Opening Year +15 Assessment

Scenario	Arm / Lane	Description	AM			PM		
			Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)	Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)
Base Year	A (1/1+1/2)	Dublin Rd (N)	24.2	52.7%	13.2	23.2	62.1%	17.6
	B (2/1+2/2)	Central Access	50.9	0.6%	0.0	56.3	2.5%	0.1
	C (3/1+3/2)	Dublin Rd (S)	27.8	66.8%	19.7	24.1	66.8%	20.8
	D (4/1+4/2)	Upper Dargle Rd	62.5	66.9%	5.4	65.8	58.5%	3.0
Opening Year +15	A (1/1+1/2)	Dublin Rd (N)	25.7	54.0%	13.3	25.4	64.4%	18.1
	B (2/1+2/2)	Central Access	71.4	76.1%	7.1	76.8	70.8%	4.9
	C (3/1+3/2)	Dublin Rd (S)	32.1	77.9%	24.6	27.1	72.5%	22.9
	D (4/1+4/2)	Upper Dargle Rd	74.3	78.0%	7.5	69.3	64.3%	4.3

The junction operates within capacity on all arms including for the completion of the central access arm to serve the full Harbour Point development.

10.1.1.4. Junction 5 R761 Castle Street, Lower Dargle Road & Ravenswell Road

Figure 10-4 Junction 5 Diagram

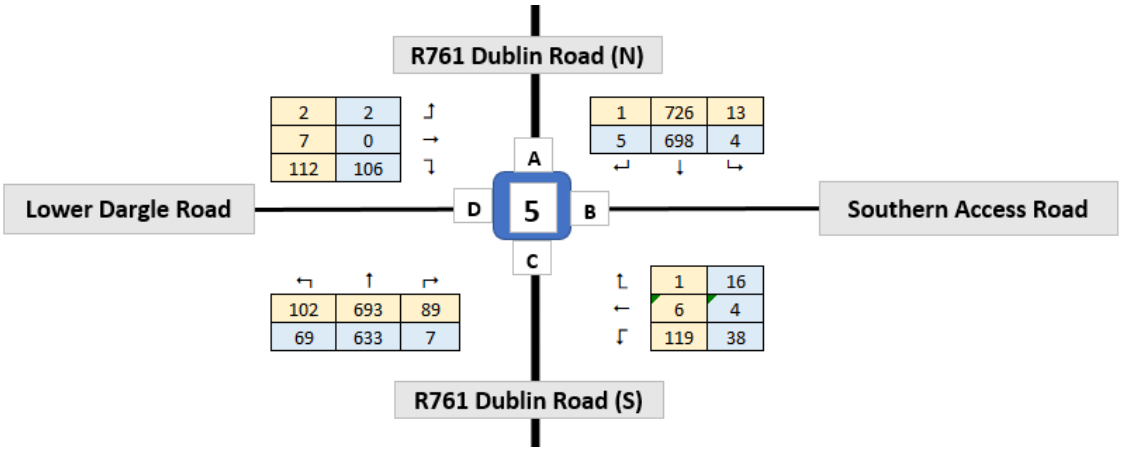


Table 10-5 Junction 5 Base Year & Opening Year +15 Assessment

Scenario	Arm / Streams	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Base Year	Stream B-ACD	0.5	12.40	0.32	0.2	12.80	0.19
	Stream A-BCD	0.0	4.18	0.01	0.0	4.19	0.02
	Stream D-ABC	3.4	100.94	0.82	1.0	32.55	0.52
	Stream C-ABD	2.3	6.28	0.47	0.0	4.22	0.03
Opening Year +15	Stream B-ACD	0.0	0.00	0.00	0.0	0.00	0.00
	Stream A-BCD	0.0	3.81	0.01	0.0	4.00	0.03
	Stream D-ABC	2.9	91.30	0.78	1.2	36.73	0.55
	Stream C-ABD	0.0	0.00	0.00	0.0	0.00	0.00

This junction continues to operate within capacity on all arms in the Opening Year + 15 scenario.

10.2. Mode Share Sensitivity Scenario Assessment

Similar to the Coastal Quarter, this sensitivity analysis assessed the scenario of a reduced work from home percentage of 10%, compared to the 20% target set in the National Remote Work Strategy. The mode share for this scenario is detailed in Figure 9-1 Below

10.2.1.1. Base Year & Opening Year +15 Assessment

10.2.1.2. Junction 2

Table 10-6 Junction 2 Base Year & Opening Year +5 Junction Sensitivity Analysis

Scenario	Arm / Lane	Description	AM			PM		
			Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)	Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)
Base Year	A (1/1+1/2)	Corke Abbey Ave	258.7	105.3%	33.9	110.2	80.7%	12.9
	B (2/1+2/2)	Dublin Rd (S)	209.6	106.9%	75.2	39.9	82.3%	22.8
	C (3/1+3/2)	Old Connaught Ave	57.3	68.1%	10.2	54.0	75.7%	9.7
	D (4/1+4/2)	Dublin Rd (N)	40.0	68.8%	15.3	25.7	40.8%	14.6
Opening Year +15	A (1/1+1/2)	Corke Abbey Ave	414.6	117.3%	45.2	103.0	89.2%	10.8
	B (2/1+2/2)	Dublin Rd (S)	415.7	119.7%	135.5	48.9	89.7%	28.4
	C (3/1+3/2)	Old Connaught Ave	48.4	70.0%	8.0	54.1	76.7%	9.7
	D (4/1+4/2)	Dublin Rd (N)	35.8	68.8%	13.2	26.5	43.0%	16.0

In this worst case scenario all arms of the junction operate within capacity except for the Cork Abbey and Dublin Road South approaches in the morning peak hour. Within urban locations it is acceptable that junctions operate over capacity during some periods of the day. In reality further transfers to public transport coupled with increased opportunities for workers to travel off peak and indeed work from home will result in this scenario not being realised.

10.2.1.3. Junction 3 R761 Dublin Road & Northern Development Access Road

Table 10-7 Junction 3 Base Year & Opening Year +5 Junction Sensitivity Analysis

Scenario	Arm/Stream	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Base Year	Stream B-CD	0.1	8.63	0.07	0.0	7.42	0.00
	Stream B-AD	0.4	22.89	0.29	0.1	15.12	0.10
	Stream A-BCD	0.0	8.56	0.01	0.0	7.66	0.01
	Stream D-ABC	0.0	0.00	0.00	0.0	10.65	0.04
	Stream C-B	0.3	11.19	0.24	0.0	8.14	0.00
Opening Year +15	Stream B-CD	0.1	8.87	0.07	0.0	7.60	0.00
	Stream B-AD	0.5	25.27	0.35	0.2	16.31	0.15
	Stream A-BCD	0.0	8.56	0.01	0.0	7.65	0.01
	Stream D-ABC	0.0	0.00	0.00	0.0	10.75	0.04
	Stream C-B	0.3	11.52	0.24	0.0	8.38	0.00

This junction operates well within capacity on all arms in both peak hours in the Opening Year + 15.

10.2.1.4. Junction 4 R761 Castle Street & Upper Dargle Road

Table 10-8 Junction 4 Base Year & Opening Year +5 Junction Sensitivity Analysis

Scenario	Arm / Lane	Description	AM			PM		
			Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)	Delay (S/PCU)	Deg Sat	Mean Max Queue (PCU)
Base Year	A (1/1+1/2)	Dublin Rd (N)	24.2	52.7%	13.2	23.2	62.1%	17.6
	B (2/1+2/2)	Central Access	50.9	0.6%	0.0	56.3	2.5%	0.1
	C (3/1+3/2)	Dublin Rd (S)	27.8	66.8%	19.7	24.1	66.8%	20.8
	D (4/1+4/2)	Upper Dargle Rd	62.5	66.9%	5.4	65.8	58.5%	3.0
Opening Year +15	A (1/1+1/2)	Dublin Rd (N)	26.8	55.3%	13.2	26.0	64.9%	18.3
	B (2/1+2/2)	Central Access	70.7	78.6%	7.7	76.7	71.7%	5.5
	C (3/1+3/2)	Dublin Rd (S)	34.2	80.2%	24.5	28.1	74.0%	23.7
	D (4/1+4/2)	Upper Dargle Rd	68.0	73.6%	7.1	70.1	65.9%	4.9

The junction operates within capacity on all arms in both the morning and evening peak hour in the Opening Year +15 scenario.

10.2.1.5. Junction 5 R761 Castle Street, Lower Dargle Road & Ravenswell Road

Table 10-9 Junction 5 Base Year & Opening Year +5 Junction Sensitivity Analysis

Scenario	Arm / Streams	AM			PM		
		Max Queue (PCU)	Average Delay (S)	RFC	Max Queue (PCU)	Average Delay (S)	RFC
Base Year	Stream B-ACD	0.5	12.40	0.32	0.2	12.80	0.19
	Stream A-BCD	0.0	4.18	0.01	0.0	4.19	0.02
	Stream D-ABC	3.4	100.94	0.82	1.0	32.55	0.52
	Stream C-ABD	2.3	6.28	0.47	0.0	4.22	0.03
Opening Year +15	Stream B-ACD	0.0	0.00	0.00	0.0	0.00	0.00
	Stream A-BCD	0.0	3.77	0.01	0.0	3.99	0.03
	Stream D-ABC	3.1	98.48	0.80	1.2	38.53	0.56
	Stream C-ABD	0.0	0.00	0.00	0.0	0.00	0.00

The junction operates well within capacity in both peak hours in the Opening Year +15 scenario.

10.3. Other Committed Development

The no growth scenario considered as part of the traffic impact relates solely to car trips. In terms of overall trips, it is considered that these will grow in line with population and development expansions associated with planned and committed developments but that the capacity to accommodate these will be served by public transport and other sustainable transport options.

The proposed development is thus planned in the context of the existing and committed wider transport strategy being planned and implemented by the NTA for Bray and the surrounding area. This includes the planned BusConnects initiatives, including the bus corridor project from Bray to UCD and the improved Bus Network and the Bray Area Cycle Network Plan.

10.4. Conclusion

In order to appropriately assess the traffic impact of the full Harbour Point development, the required modelling scenarios to be tested are similar to the Coastal Quarter and based in the first instance on the assumption of growth in background traffic and in the second instance on the assumed period for the full build out of the full development.

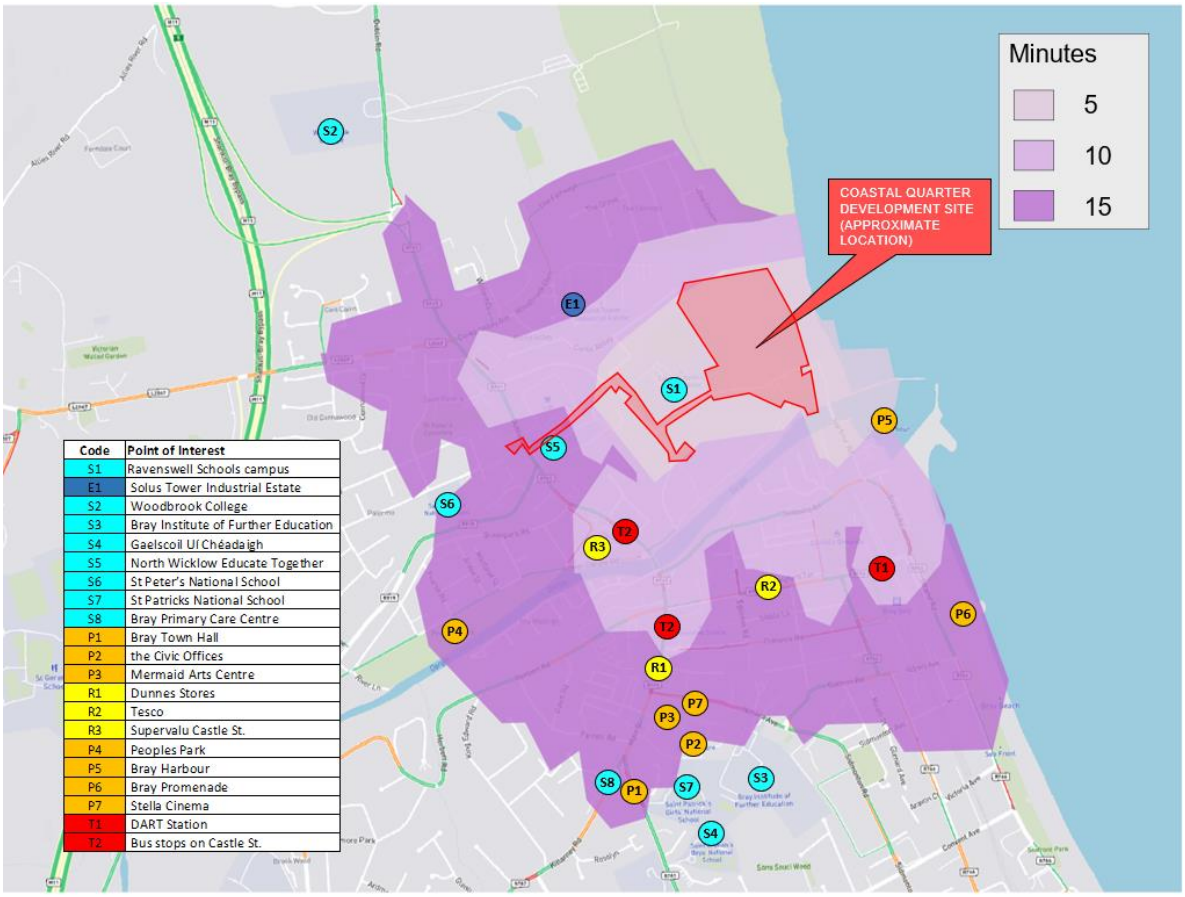
This assessment has been carried out with development and existing traffic utilising both the Northern Development Road Assess Junction (Northern Access Junction) onto the R761 Dublin Road and the upgraded Upper Dargle Road Signalised Junction (Central Access Junction) onto the Dublin Road. The Ravenswell Road Access Junction onto the R761 Castle Street (Southern Access Junction) is assumed to be closed to through traffic and will cater to only a minor volume of development traffic

All junctions operate well within capacity with the exception of Junction 2. In the worst case scenario, where mode share for working remotely is reduced to 10%, all arms of the junction operate within capacity except for the Cork Abbey and Dublin Road South approaches in the morning peak hour. Within urban locations it is acceptable that junctions operate over capacity during some periods of the day. In reality further transfers to public transport coupled with increased opportunities for workers to travel off peak and indeed work from home will result in this scenario not being realised.

11. Conclusion

11.1. Receiving Environment

The proposed development embraces the 15 Minute City concept, minimising the need for private transport. While the development proposal includes a childcare facility, café, convenience store, gym and juice bar, retail and recreational facilities within the scheme in addition to houses and apartments, all other essential services are within a 15-minute walk (1.5km) of the subject site. The following figure represents the 5, 10 and 15 minute walking isochrones relative to the Coastal Quarter.



The site is exceptionally well served by existing public transport with Bray DART station 700m to the south and Bray-Dublin Bus routes (bus stops 4131 and 106331) 600m to the west of the subject lands.

Connectivity will be further enhanced in the coming years through the realisation of the following projects;

- Bus Connects: Bray to UCD and onwards to Dublin City Centre Due for completion between 2022 – 2027;
- Wicklow County Council (WCC) is undertaking Part 8 approval procedures to carry out the design and construction of the Bray Sustainable Transport Bridge (Ref. PRR 21/869). Part 8 planning has been granted and is currently under judicial review;
- Luas extension to Bray: post 2035; and
- National Cycle Network Route 5 (Dundalk to Wexford): this route will pass immediately to the east of the site and link the site to the north to Shankill and beyond to Dublin.

11.2. Operational Traffic Impact

Given that the growth in background traffic has been estimated to be a 'no growth' scenario, the base year traffic was also used for all future scenarios which considered the "without development" scenario. Similarly, since the background traffic is not expected to grow – only the Opening Year + 5 assessment was required to be assessed (based on development completion in 2027).

The assessment has been subject to sensitivity testing. The sensitivity testing scenarios were as follows:

- The existing Southern Access junction onto Castle Street was assumed to be closed to vehicular traffic; and
- To assess the traffic impact if the working from home mode share was adjusted from the estimated 20% to a lower value of 10%.

TII's Traffic and Transport Assessment Guidelines (May 2014) were used to determine thresholds for junction assessment based on the traffic data collected. It was found that 4 no. of the total 8 no. junctions required assessment. The junctions which required assessment were as follows:

- Junction 2: R761 Dublin Road, Old Connaught Avenue & Corke Abbey Avenue;
- Junction 3: R761 Dublin Road & Northern Development Access Road;
- Junction 4: R761 Castle Street & Upper Dargle Road; and
- Junction 5: R761 Castle Street, Lower Dargle Road & Ravenswell Road.

The junctions 3, 4 & 5 are expected to perform well within capacity for all future scenarios/sensitivity analyses while junction 2 is expected to operate over capacity during the AM peak hour. It was found that the AM peak hour is the more critical of the two peak periods.
Although junctions 2 is expected to operate over capacity, the Opening Year + 5 "Do Something" scenario indicates that the that the maximum degree of saturation increases on the arms is only 5% above that of the existing traffic scenario. This indicates a marginal impact on the junction due to the proposed development.

11.3. Cumulative Traffic Impact

In order to appropriately assess the traffic impact of the full Harbour Point development, the required modelling scenarios to be tested are similar to the Coastal Quarter and based in the first instance on the assumption of growth in background traffic and in the second instance on the assumed period for the full build out of the full development.

This assessment has been carried out with development and existing traffic utilising both the Northern Development Road Assess Junction (Northern Access Junction) onto the R761 Dublin Road and the upgraded Upper Dargle Road Signalised Junction (Central Access Junction) onto the Dublin Road. The Ravenswell Road Access Junction onto the R761 Castle Street (Southern Access Junction) is assumed to be closed to through traffic and will cater to only a minor volume of development traffic

All junctions operate well within capacity with the exception of Junction 2. In the worst case scenario, where mode share for working remotely is reduced to 10%, all arms of the junction operate within capacity except for the Cork Abbey and Dublin Road South approaches in the morning peak hour. Within urban locations it is acceptable that junctions operate over capacity during some periods of the day. In reality further transfers to public transport coupled with increased opportunities for workers to travel off peak and indeed work from home will result in this scenario not being realised.

11.4. Conclusion

The site is exceptionally well served by existing public transport with Bray DART station 700m to the south and Bray-Dublin Bus routes (bus stops 4131 and 106331) 600m to the west of the subject lands. Connectivity will be further enhanced in the coming years through the realisation of the following projects;

- Bus Connects: Bray to UCD and onwards to Dublin City Centre Due for completion between 2022 – 2027;
- Wicklow County Council (WCC) is undertaking Part 8 approval procedures to carry out the design and construction of the Bray Sustainable Transport Bridge (Ref. PRR 21/869). Part 8 planning has been granted and is currently under judicial review;
- Luas extension to Bray: post 2035; and
- National Cycle Network Route 5 (Dundalk to Wexford): this route will pass immediately to the east of the site and link the site to the north to Shankill and beyond to Dublin.

Thus, it is expected that car ownership will be well below traditional suburban residential development rates. In anticipation of this, it is proposed to provide parking spaces to serve the housing units at an overall rate of 0.82 / unit (not including commercial or visitor parking), significantly below traditional development plan standards. A car club parking spaces is also provided so as to further reduce the need for car ownership.

In contrast to car parking provision, bicycle parking is proposed at a rate of 2 spaces per house and 1 space per apartment bedroom, in line with the National Cycle Manual Standards and that of the Design Standards for New Apartments. All bike parking is secure and easily accessible.

In January 2021, the National Remote Work Strategy was published by the Department of Enterprise Trade and Employment which lays out the long-term strategy to promote home and remote working for public sector and private sector employees. The strategy mandates that 20% of the public sector workforce move to home and remote working in 2021. Furthermore, the strategy notes that more than 25% of the private sector workers in Ireland are capable of working remotely.

Therefore, in addition to the significant opportunities to travel to work by active travel and public transport modes, residents of the Harbour Point development may avail of the home and remote working opportunities, including flexible working opportunities, as promoted by the National Remote Work Strategy. This change in work practice will reduce overall work trips and optimise flexible working opportunities that will enable residents to avoid travel to work and to also facilitate residents to commute to their place of employment outside of the peak traffic and travel periods.

In overall terms, the Harbour Point development will be fully consistent with the National Planning Framework objective of compact growth in a location that will optimise the residents opportunities to travel by active travel and public transport modes, fully consistent with the overall objectives of the NTA Greater Dublin Area Transport Strategy.

The development therefore presents as an exemplar of integrated land use and transportation planning that is fully consistent with the 'Avoid - Shift -Improve Model' as set out in the Draft Dun Laoghaire Rathdown Development Plan. This approach, which is based on avoiding or reducing the need to travel, shifting to more environmentally friendly modes and improving the efficiency of motorised transport modes, is echoed in the transport objectives of the current and draft Wicklow County Development Plan, the Bray Municipal District Local Area Plan and the Bray and Environs Transport Study.

In this context, and in the more general context of rapidly changing lifestyles and work patterns it is anticipated that the impact of the proposed development on the existing road network will be modest and well within the carrying capacity of existing infrastructure.

Appendices

Appendix A. Scoping Document

ATKINS

Member of the SNC-Lavalin Group

Coastal Quarter Planning Application

TTA Scoping Document

Shankill Property Investments Ltd.

November 2020

Notice

This document and its contents have been prepared and are intended solely for *Shankill Property Investments Ltd.* information and use in relation to *Coastal Quarter Planning Application*.

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This document has 17 pages including the cover.

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 0	Scoping Document	PD	JW	JW	KB	25/11/20

Client signoff

Client	Shankill Property Investments Ltd.
Project	Coastal Quarter Planning Application
Job number	5193890
Client signature / date	

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1.1. Introduction

This scoping report has been prepared by Atkins on behalf of the client Shankill Property Investments Ltd., with reference to the proposed Coastal Quarter Residential Developemnt. This report is being submitted to Dún Laoghaire–Rathdown County Council and Wicklow county council following formal pre-application meetings wherein details of the proposed site layout were presented to the County Council. Therefore, this document should be read in conjunction with the scheme booklets submitted to the Council prior to these meetings.

The scoping report is an important part of the traffic and transport assessment process. It is precursor to the preparation of a Traffic and Transport Assessment (TTA). With this in mind, Atkins have designed this scoping study to:

Inform and guide the initial contact between the client and the transport department of the planning authority;

To put into context the importance of traffic and transport implications as an integral element of the development proposal;

To emphasise the role of transport access to the development by all modes;

To facilitate the planning authority in its review process at an early stage of scheme development.

The TTA will be accompanied by a number of supporting documents including:

- Mobility Management Plan
- Road Safety Audit (Stage 1)
- DMURS Street Design Audit
- Design Stage Traffic Management Plan.

1.2. Thresholds

With reference to Section 2.1 'Thresholds' of TII's Traffic and Transport Assessment Guidelines May 2014, the proposed development is determined to require a traffic and transport assessment on the basis that it is a residential development exceeding 200 no. dwellings.

1.3. Scoping Details

The following table has been developed in line with Section 2.3 'Scoping' of TII's Traffic and Transport Assessment Guidelines May 2014 and outlines the key development details and relevant areas of interest.

Table 1-1 – Scoping Details

Ref	Item	Requirements
1	Location, size and nature of development.	The Site is located on the northern side of Bray town centre on the Dublin Road, Bray, Co. Wicklow. The site is bounded by an existing development road to the South, Colaiste Raithin school to the West, Corke Abbey residential development and Woodbrook Glen to the North and DART line and coast to the East. The site location is shown in Appendix A. The subject planning application of the Coastal Quarter will be the first phase of the overall Bray Golf

		Course Lands Masterplan development. This first phase comprises of below: • 588 residential units and • 700 sqm Creche Unit • 275 sqm Commercial Unit • 350 sqm Convivence Store • 180 sqm Café This first phase of development will be served off the existing development roads and access junctions (northern access junction and southern access junction at Ravenswell Road) onto the R761 road to the east. No amendment is proposed to the layout of these existing junctions.
2	Is the development in line with National, County and LAP policy?	The proposed development is consistent within zoning objectives of the Dún Laoghaire Rathdown County Development Plan 2016-2022 and the Wicklow County Development Plan 2016-2022.
3	The existing use(s) of the land.	The existing land use is predominantly a greenfield site.
4	Does the development involve relocation of an existing use?	No relocation of an existing use is proposed.
5	Are there any special circumstances relevant to this proposal?	In accordance with the Planning and Development (Housing) and Residential Tenancies Act 2016 the proposed development constitutes Strategic Housing Development on the basis that it is a housing development of more than 100 residential units and thus the associated planning application is to be made directly to An Bord Pleanála. In addition, the site is split between two local authorities and therefore the requirements have been considered for both the Wicklow County Council & Dún Laoghaire-Rathdown County Council Development Plan requirements.
6	What provisions are there for pedestrians/cyclists/public transport/disabled access?	The street layout of the proposed development is being developed in accordance with DMURS and thus the appropriate measures are being considered which will facilitate an accessible, permeable, connected and socially inclusive street network for pedestrian and cyclist movement in line with the design ethos contained therein. The existing public transport includes Howth/Malahide to Greystones DART Service, Dublin to Dublin to Rosslare Commuter Service and Dublin Bus Routes (45A, 45B,84, 84N, 145, 155 & 184). Future proposals for Public Transport include Bus Connects - Core Corridor 13 Scheme (Public Consultation Stage) and Luas Green Line Extension to Bray (Concept Stage).

		The site layout shown in Appendix B provides for high level of permeability for pedestrians and cyclists. The existing pedestrian & cyclist connections are noted below: • Existing connection to Bray Dart Station and Bray Promenade via Dart Underpass • Existing connection to Bray Town Centre via Riverwalk along Dargle River and via Development Roads • Existing provision along the R761 Dublin Road The future pedestrian & cyclist connections are noted below: • Development connection to the north into Existing Park Lands & Adjacent Development to be provided as part of development • Connection to Bray Dart Station via proposed Public Transport Bridge to be provided as a WCC Part 8 Scheme proceeding to planning in 2020 • Proposed Pedestrian & Cyclist Improvements on Castle Street Bridge, provision of pedestrian and cycle footbridges either side of the existing bridge, to be provided as a WCC Part 8 Scheme proceeding to planning in 2021 • Improved pedestrian and cyclist facilities along the R761 Dublin Road provided as part of BusConnects - Core Corridor 13 Scheme • East Coast Greenway Scheme Greater Dublin Cycle Network route N5 – incorporated within WCC and DLRCC development plans • Completion of Strand Road Cycle Scheme at Marine Terrace under the NTA Stimulus Programme 2020
8	What data sources, guidance is available?	CSO Census 2016, MyPlan.ie, TII Project Appraisal Guidelines, TII Traffic Count Data, TII Publications Website, UK DMRB TA 79/99.
9	Are traffic surveys of the existing traffic conditions required?	Traffic survey data recorded in 2019 for the N11 Upgrade Model will be utilised for the Traffic Impact Assessment as agreed with WCC and the NTA. The 2019 traffic count data will be supported with 2020 traffic counts at the both development road access junctions. These 2020 counts will include

		ATC counts at corresponding locations to the 2019 data in order to determine any adjustment required in relation to Covid19 traffic impacts. These junction turning counts and ATCs will provide 'normalised' base year traffic flow data. The JTC and ATC counts locations are as shown in Appendix A.
10	Potential trip/traffic generation from the site. Initial estimates from existing similar development in the locality.	Whilst the application that the TTA will support is for the proposed Coastal Quarter development, it is considered appropriate to include the impacts of traffic generated by the entire Bray Golf Course Lands Masterplan development. A combination of the TRICS database people trip rates for similar sites and CSO 2016 mode share data for adjacent existing developments will be utilised to determine the appropriate residential traffic generation for the residential elements of the Coastal Quarter development and the entire Bray Golf Course Lands Masterplan development. An assessment scenario will be included allowing for a reduced residential traffic generation due to the implementation of working from home policies post Covid19, this reduction will be based on ongoing survey research and will be based on the most up to date survey data available. TRICS database vehicle trip rates for similar locations as the subject site will used for the traffic generation of the non- residential elements of the Coastal Quarter development and the entire Bray Golf Course Lands Masterplan development.
11	What are the targets for mode share and how are they to be achieved?	Targets for mode share will be developed with reference to Smarter Travel – A Sustainable Transport future 2009 – 2020, Dun Laoghaire Rathdown and Wicklow County Development Plan, in tandem with a review of those currently being achieved by adjacent existing developments utilised for the trip generation noted above. Measures to achieve targets will be incorporated in the Mobility Management Plan (MMP) which will be submitted as part of the application. The MMP will promote and support the use of more sustainable transport modes such as walking, cycling and public transport.
12	Are trip distribution and assignment models to be used?	Residential traffic distribution at the development access junctions onto the R761 will be based on the traffic counts carried out at adjacent residential developments, namely Woodbrook Downs and Corke Abbey. Trip assignment at the other junctions will be based on existing turning proportions obtained from the junction turning counts.

13	Are further traffic generation surveys required or can the TRICS database be used to estimate trip rates?	The TRICS database is to be utilised.
14	What is the rate of traffic growth locally?	Based on a review of Unit 5.3 'Travel Demand Projections' of TII's Project Appraisal Guidelines, the 'Low Growth' rate associated with the 'Wicklow' region is considered appropriate as a maximum estimate of potential growth in background traffic given the existing bus and DART services and future arrival of BusConnects and limited potential for significant development in the area. For the period of 2016 to 2030 the 'Low Growth' rate is 1.0140 for LV's and 1.0361 for HV's. For the period beyond 2030 the 'Low Growth' rate is 1.0033 for LV's and 1.0153 for HV's.
15	When is the critical time period of assessment? i.e. consider the peak hour for development traffic and also the peak hour for the network.	Based on traffic count data the peak hours of development and local road traffic occur during the 08:00 to 09:00 and 17:00 to 18:00 time periods. Assessments will be undertaken for the base year, opening year, opening year +5 and opening year +15.
16	When will the site become fully operational? Are there significant phases to the project?	The Coastal Quarter development site subject of this TTA scoping study is currently envisaged, allowing for planning, detailed design and construction, to be operational by 2022.
17	Are there ways to reduce car dependency? Is a mobility management plan required?	Please refer to Item 6 and Item 11. An MMP Mobility is proposed to be submitted as part of the Coastal Quarter Planning Application covering proposals to reduce car dependency including but not limited to: • Provision of pedestrian lines to Bray Town centre and Public Transport Services (Dublin Bus Services and DART services) • Appropriate car parking provision in context of proximity to town Bray centre and public transport provision below the maximum requirement of the development plan. • Provision of cycle parking provision in line with the minimum requirement of the development plan.
18	Will the site attract traffic from other adjacent sites?	The site will attract minimal volumes of traffic from adjacent sites. Attracted traffic will be generally be in the form of residential visitors and occur outside of the peak times.
19	Are there any adjacent developments committed or proposed that will have significant trip / traffic implications?	Planning Application Ref: ABP30584419 consisting of 685 no. residential units and 1 no. childcare facility located at Townland of Corke Little, Woodbrook, Shankill, Co. Dublin has been granted permission. This proposed development is located to the north of the proposed development. The traffic generation from the above development on the existing road network will be considered in the traffic analysis for the proposed development.

20	What is the cumulative impact of the development within the area?	Cumulative impacts for the full development of the entire Bray Golf Course Masterplan will be considered in the TTA.
21	What will be the area of impact of the proposal, i.e. adjacent local regional, National Road routes and junctions	The area of anticipated material impact and impacted junctions are as shown in Appendix A. In addition, an assessment of the impacts the N11 / M11 mainline flows will be carried out in order to determine the percentage level of traffic impact on the strategic road network.
22	Will adjacent links or junctions become overloaded or be impacted significantly? Is a new or modified road access likely?	The impact on the adjacent junctions as shown in Appendix A, will be assessed as part of the TTA process. The impact of the traffic generation of the Coastal Quarter development on the adjacent junctions is not expected to require amendment to those junctions. As noted by Wicklow County Council the current development access junction at Ravenswell Road (southern access junction) is planned to be closed to traffic in the future. The Coastal Quarter development will be served by the two existing development road access junctions, Northern Access Junction and Southern Access Junction (at Ravenswell Road). An assessment scenario will be included for the Coastal Quarter development traffic and existing development traffic (i.e. school traffic) accessing only via the northern access junction. To facilitate the future phases of the Bray Golf Course Masterplan an upgraded signalised junction between the Upper Dargle Road and R761 will be required to accommodate a 4th arm for a future development access road into the masterplan lands. This proposed junction will be analysed as part of assessing the traffic impacts of the entire Bray Golf Course Masterplan. In line with the Coastal Quarter a similar scenario with the Ravenswell Road (southern access junction) being closed to traffic will be carried out for the Bray Golf Course Masterplan traffic assessment, however given that the masterplan includes development adjacent the southern access junction an allowance for local traffic at this junction will be included.
23	What level of car and bicycle parking provision is proposed?	In relation to the apartment units the requirements set out in the Design Standards for New Apartments will be applied in relation to both car and cycle parking. In terms of the car parking for the housing units, the site is split between two local authorities and therefore the requirements will be considered in terms of both the Wicklow County Council & Dún Laoghaire-Rathdown County Council Development Plan requirements, it is noted that in both development plans car parking is a maximum provision. A

		consistent cycle parking provision will be applied to the housing units. In terms of the cycle parking for the housing units, the site is split between two local authorities and therefore the requirements will be considered in terms of both the Wicklow County Council & Dún Laoghaire-Rathdown Standards for Cycle Parking requirements, it is noted that in both development plans cycle parking is a minimum provision. A consistent cycle parking provision will be applied to the housing units. Car and cycle parking provision for the non-residential elements of the development will be in accordance with the Wicklow County Council Development plan requirements.
24	What sightlines/ visibility splays are available at the proposed development accesses?	Visibility splays / sightline requirements will be incorporated within the proposed development design.
25	Do they comply with the requirements of the appropriate standard? i.e TII 'Geometric Design of Junctions' or DMURS	DMURS design standard is the appropriate standard to apply to the development junctions.
26	Are there any road safety implications?	None anticipated; see Item 27.
27	Is a Road Safety Impact Assessment or Road Safety Audit required? Refer to TII standards.	A Road Safety Audit of the access junction and internal development street network will be undertaken. In accordance with Section 5.4 of DMURS a Quality Audit is recommended to be undertaken. The Quality Audit will include the Stage 1 Road Safety Audit and DMURS Street Design Audit.
28	What type of transport analysis is most suitable? i.e. isolated junction models or local area models?	Isolated junction models are the most appropriate type of modelling software for use. Traffic signals will be modelled with JCT's LINSIG V3, roundabout junctions will be modelled with ARCADY module of TRL's 'Junctions 9' and priority- controlled junctions will be modelled with PICADY module of TRL's 'Junctions 9'.

Appendix A: Site Location (Include Traffic Survey Locations)

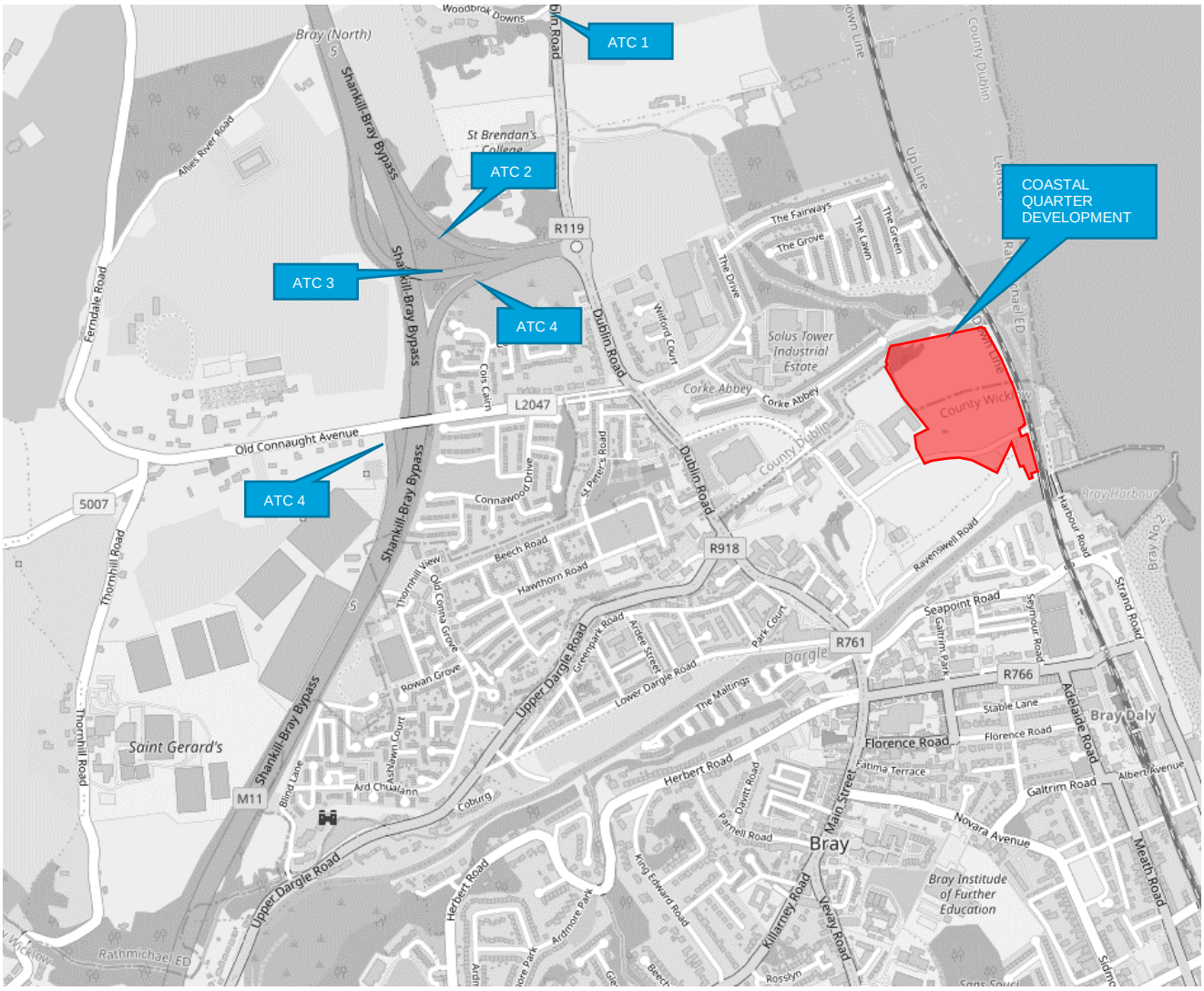

Figure 1 - Location of Existing ATC Counts

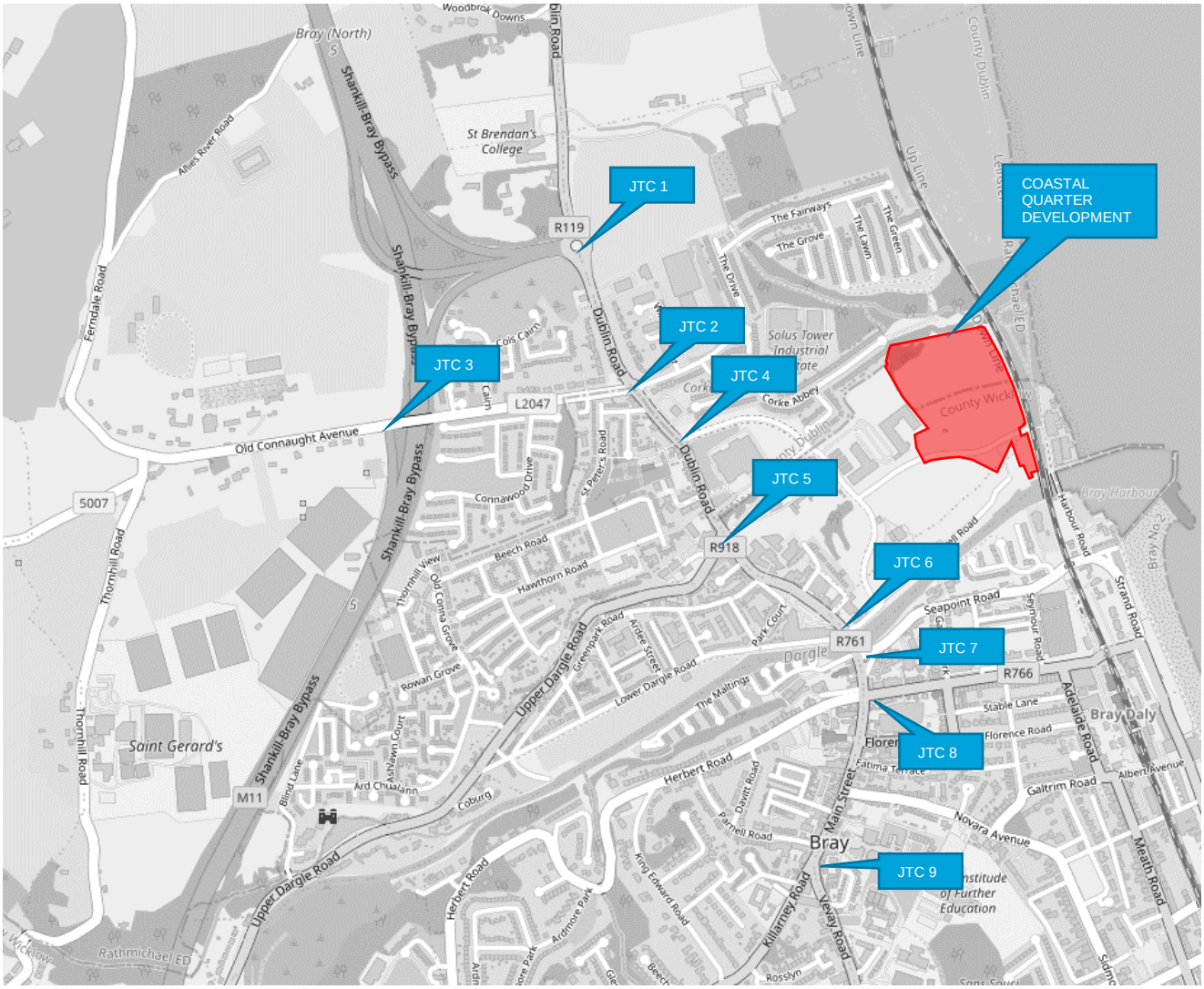

Figure 2 - Location of Existing JTC Counts

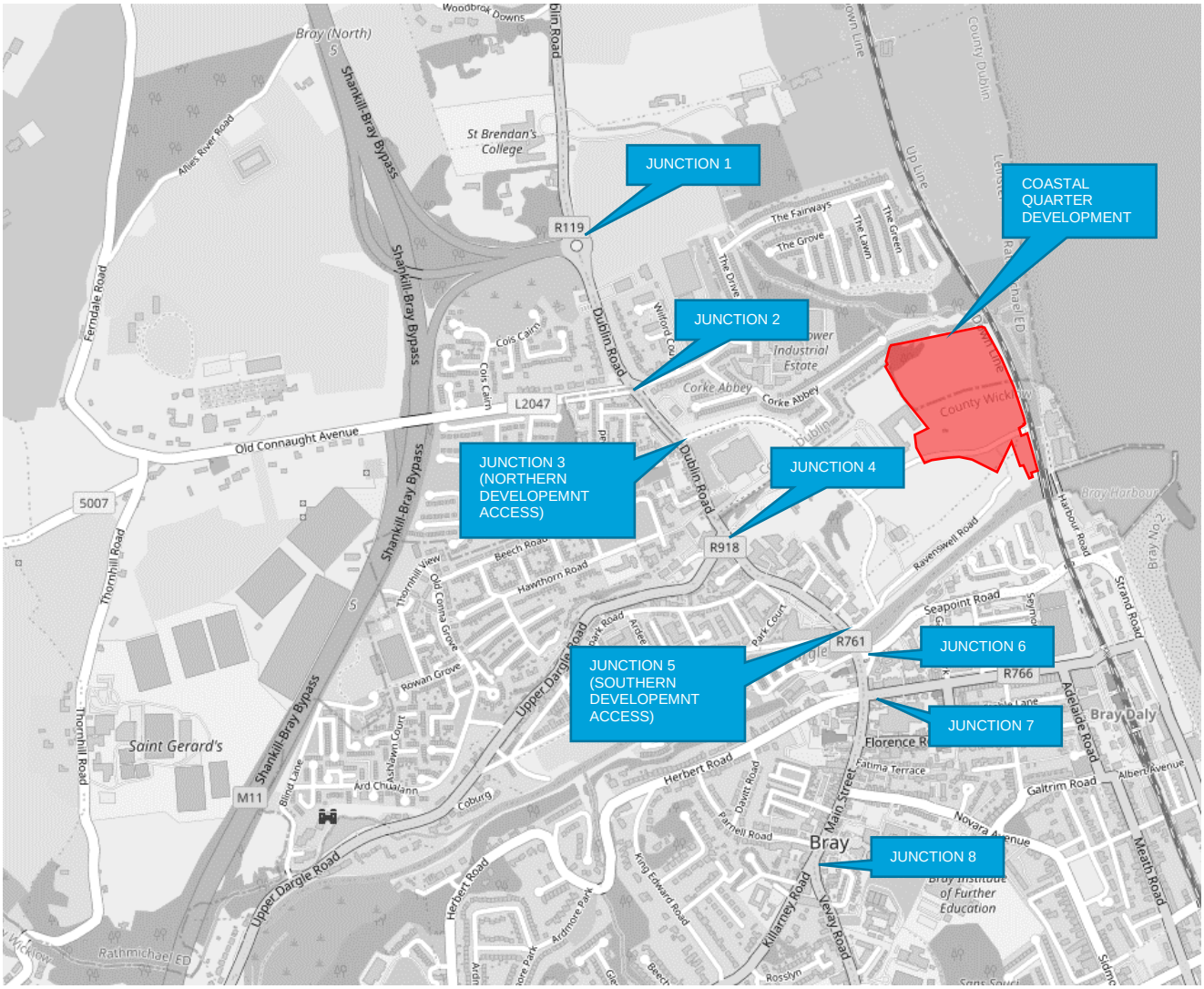

Figure 3 - Location of Impacted Junctions

Appendix B: Proposed Site Layout

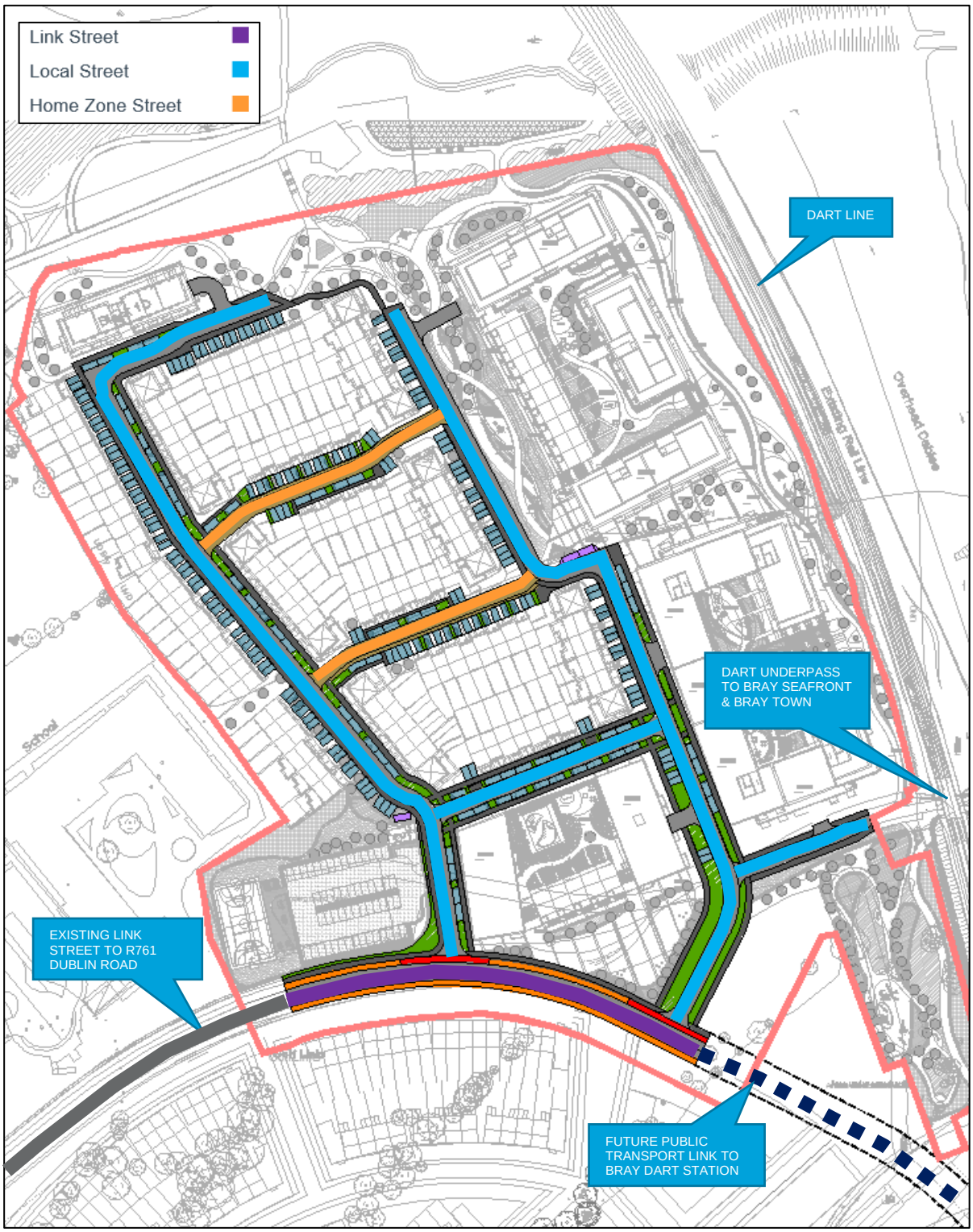

Figure 4 - Internal Layout and Road Hierarchy of Coastal Quarter

Figure 5 - Permeability Connections

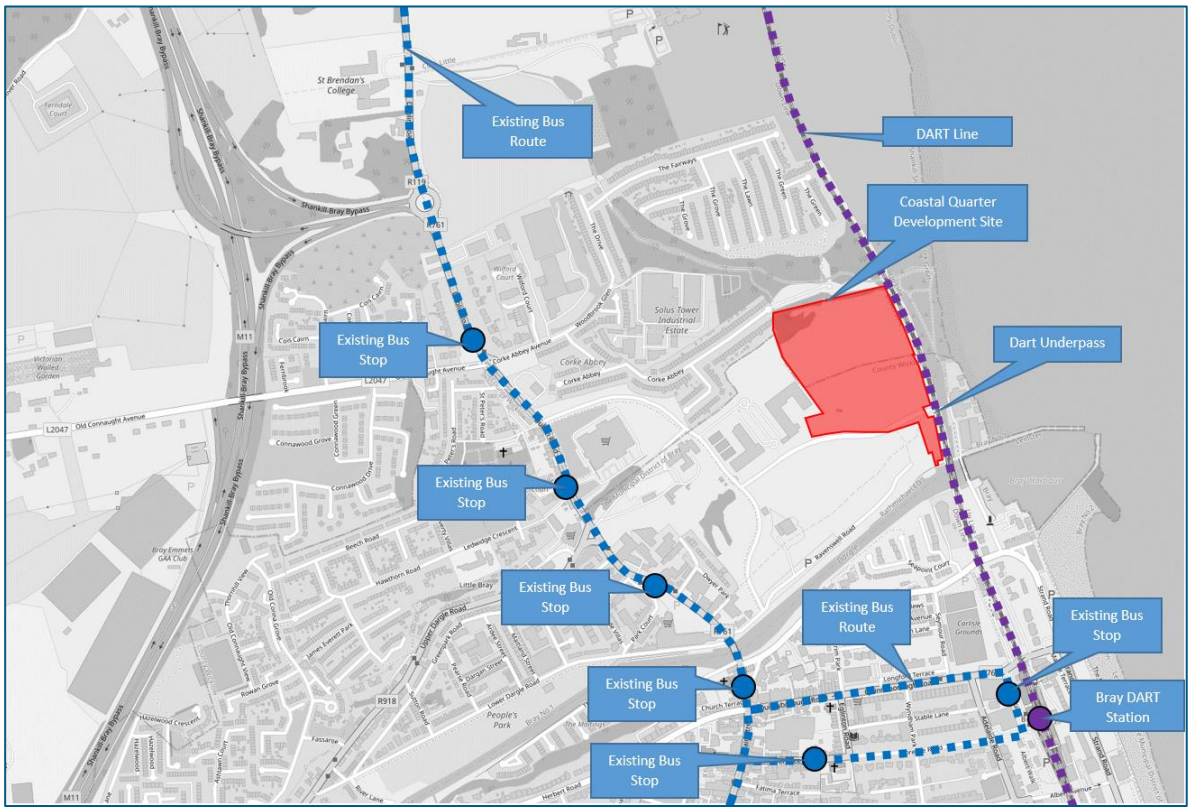

Figure 6 - Current Public Transport Provision

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Appendix B. Traffic Surveys

B.1.1. Referred from Woodbrook JTC Surveys (J1 & J2)

B.1.2. Conducted JTC Surveys (J3, J5 & J6)

B.1.3. Referred from N11 JTC Surveys (J4, J7 & J8)

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3319-IRE Woodbrook Traffic Surveys
Junction Turning Count
15/05/2018

Site 2 - Dublin Road(NNW) / Dublin Road(SSE) / M11

Origin Arm A Dublin Road(NNW)

	Destination : Arm A Dublin Road(NNW)							Total	**Destination :** Arm B Dublin Road(SSE)							Total	**Destination :** Arm C M11							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	0	0	0	0	0	0	0	0	22	3	1	0	1	0	1	28	12	2	1	0	0	0	0	15	43
07:15	0	0	0	0	0	0	0	0	12	5	1	0	2	0	2	22	17	1	1	0	0	1	0	20	42
07:30	0	0	0	0	0	0	0	0	21	6	0	0	2	0	2	31	36	5	0	0	0	0	0	41	72
07:45	0	0	0	0	0	0	0	0	25	9	1	0	3	2	2	42	41	3	1	0	0	0	0	45	87
1 Hr	0	0	0	0	0	0	0	0	80	23	3	0	8	2	7	123	106	11	3	0	0	1	0	121	244
08:00	0	0	0	0	0	0	0	0	35	5	3	0	3	0	0	46	35	2	3	0	0	1	0	41	87
08:15	1	0	0	0	0	0	0	1	43	5	1	0	1	0	0	50	76	2	2	0	1	1	0	82	133
08:30	0	0	0	0	0	0	0	0	44	4	2	0	3	0	2	55	65	7	0	0	0	0	0	72	127
08:45	0	0	0	0	0	0	0	0	42	1	1	0	2	0	6	52	41	5	0	1	0	1	0	48	100
1 Hr	1	0	0	0	0	0	0	1	164	15	7	0	9	0	8	203	217	16	5	1	1	3	0	243	447
09:00	0	0	0	0	0	0	0	0	48	1	0	0	3	1	4	57	44	4	2	0	0	0	0	50	107
09:15	0	0	0	0	0	0	0	0	44	5	1	0	3	1	2	56	30	6	1	0	0	0	0	37	93
09:30	0	0	0	0	0	0	0	0	36	5	2	0	4	0	3	50	32	1	1	0	0	0	0	34	84
09:45	1	0	0	0	0	0	0	1	56	7	1	0	2	0	6	72	24	6	1	1	0	0	0	32	105
1 Hr	1	0	0	0	0	0	0	1	184	18	4	0	12	2	15	235	130	17	5	1	0	0	0	153	389
10:00	0	0	0	0	0	0	0	0	49	3	1	0	2	0	1	56	26	2	0	0	0	0	0	28	84
10:15	0	0	0	0	0	0	0	0	36	3	0	0	4	1	2	46	18	2	1	1	1	0	0	23	69
10:30	1	0	0	0	0	0	0	1	40	5	2	0	2	2	0	51	27	5	1	0	0	0	0	33	85
10:45	1	0	0	0	0	0	0	1	43	3	2	1	2	0	0	51	31	5	1	0	0	1	0	38	90
1 Hr	2	0	0	0	0	0	0	2	168	14	5	1	10	3	3	204	102	14	3	1	1	1	0	122	328
11:00	0	0	0	0	0	0	0	0	42	5	0	0	4	0	2	53	21	5	0	0	0	0	0	26	79
11:15	1	0	0	0	0	0	0	1	38	5	1	0	1	1	3	49	27	6	1	0	0	0	0	34	84
11:30	0	0	0	0	0	0	0	0	49	7	0	0	1	0	3	60	30	6	3	0	0	0	0	39	99
11:45	0	0	0	0	0	0	0	0	58	4	5	0	3	0	5	75	27	4	2	0	0	0	0	33	108
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12:30	2	0	0	0	0	0	0	2	53	6	1	0	2	1	1	64	31	2	1	0	1	0	0	35	101
12:45	0	0	0	0	0	0	0	0	43	7	0	0	2	2	2	56	40	2	3	1	0	0	0	46	102
1 Hr	2	0	0	0	0	0	0	2	186	21	1	0	8	4	7	227	139	12	8	1	1	1	0	162	391
13:00	0	0	0	0	0	0	0	0	36	2	0	0	1	0	1	40	45	1	2	0	0	0	0	48	88
13:15	2	0	0	0	0	0	0	2	43	2	0	0	3	1	0	49	31	3	0	0	0	0	0	34	85
13:30	2	0	0	0	0	0	0	2	51	5	0	0	3	0	0	59	27	3	0	1	0	0	0	31	92
13:45	0	0	0	0	0	0	0	0	47	2	0	0	0	0	0	49	48	3	0	0	0	0	0	51	100
1 Hr	4	0	0	0	0	0	0	4	177	11	0	0	7	1	1	197	151	10	2	1	0	0	0	164	365
14:00	0	0	0	0	0	0	0	0	56	2	3	1	3	0	2	67	35	6	0	0	0	0	0	41	108
14:15	0	0	0	0	0	0	0	0	55	5	1	0	3	0	1	65	40	2	1	0	0	0	0	43	108
14:30	1	0	0	0	0	0	0	1	60	8	0	1	4	0	1	74	37	6	2	0	0	0	0	45	120
14:45	1	0	1	0	0	0	0	2	49	3	1	0	0	1	0	54	46	8	2	0	0	0	0	56	112
1 Hr	2	0	1	0	0	0	0	3	220	18	5	2	10	1	4	260	158	22	5	0	0	0	0	185	448
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15:15	2	0	0	0	0	0	0	2	52	3	2	0	6	0	4	67	43	5	0	0	0	0	0	48	117
15:30	1	0	0	0	0	0	0	1	54	3	1	0	1	0	8	67	55	9	0	0	0	0	0	64	132
15:45	1	0	0	0	0	0	0	1	41	7	0	0	3	0	1	52	52	16	4	0	1	0	0	73	126
1 Hr	6	0	0	0	0	0	0	6	190	15	3	0	13	0	14	235	190	32	7	0	1	0	0	230	471
16:00	0	0	0	0	0	0	0	0	48	6	0	0	1	1	2	58	41	16	1	0	0	0	0	58	116
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16:30	1	0	0	0	0	0	0	1	52	7	0	0	3	0	7	69	80	19	1	0	0	0	0	100	170
16:45	0	0	0	0	0	0	0	0	53	6	1	0	1	2	2	65	69	14	1	1	0	0	0	85	150
1 Hr	1	1	0	0	0	0	0	2	212	20	2	0	10	3	13	260	249	61	6	1	0	0	0	317	579
17:00	0	0	0	0	0	0	0	0	65	6	0	0	2	2	1	76	71	12	0	0	0	0	0	83	159
17:15	0	0	0	0	0	0	0	0	63	10	0	0	3	3	3	82	87	15	1	1	0	1	0	105	187
17:30	0	0	0	0	0	0	0	0	62	5	0	0	6	0	7	80	70	4	1	0	0	0	0	75	155
17:45	0	0	0	0	0	0	0	0	50	1	0	0	4	1	4	60	59	6	0	0	0	0	0	65	125
1 Hr	0	0	0	0	0	0	0	0	240	22	0	0	15	6	15	298	287	37	2	1	0	1	0	328	626
18:00	0	0	0	0	0	0	0	0	56	6	0	0	4	1	7	74	60	8	0	0	0	0	0	68	142
18:15	0	0	0	0	0	0	0	0	46	1	0	0	4	1	2	54	62	9	0	0	0	0	0	71	125
18:30	1	0	0	0	0	0	0	1	59	2	0	0	4	0	3	68	66	0	0	0	0	1	0	67	136
18:45	1	0	0	0	0	0	0	1	42	2	0	0	5	0	4	53	71	3	1	0	0	0	0	75	129
1 Hr	2	0	0	0	0	0	0	2	203	11	0	0	17	2	16	249	259	20	1	0	0	1	0	281	532
Total	22	1	1	0	0	0	0	24	2211	209	36	3	128	25	116	2728	2093	273	53	7	4	8	0	2438	5190

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3319-IRE Woodbrook Traffic Surveys
Junction Turning Count
15/05/2018

Site 2 - Dublin Road(NNW) / Dublin Road(SSE) / M11

Origin Arm B Dublin Road

	Destination : Arm A Dublin Road(NNW)							Total	**Destination :** Arm B Dublin Road(SSE)							Total	**Destination :** Arm C M11							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	39	5	3	0	2	0	9	58	0	0	0	0	0	0	0	0	169	26	1	0	1	1	0	198	256
07:15	40	4	0	0	4	0	13	61	0	0	0	0	0	0	0	0	188	36	3	0	0	2	0	229	290
07:30	61	13	3	0	2	0	12	91	0	0	0	0	0	0	0	0	187	18	1	1	0	2	0	209	300
07:45	74	7	2	0	5	3	14	105	0	0	0	0	0	0	0	0	166	12	0	0	0	0	0	178	283
1 Hr	214	29	8	0	13	3	48	315	0	0	0	0	0	0	0	0	710	92	5	1	1	5	0	814	1129
08:00	82	10	3	0	5	0	11	111	0	0	0	0	0	0	0	0	165	8	1	0	0	5	0	179	290
08:15	105	6	1	0	4	2	13	131	0	0	0	0	0	0	0	0	144	5	4	0	1	1	0	155	286
08:30	108	5	3	0	1	2	5	124	0	0	0	0	0	0	0	0	140	20	1	0	3	1	0	165	289
08:45	61	7	0	0	1	1	3	73	0	0	0	0	0	0	0	0	135	14	0	0	2	1	0	152	225
1 Hr	356	28	7	0	11	5	32	439	0	0	0	0	0	0	0	0	584	47	6	0	6	8	0	651	1090
09:00	47	8	2	0	7	2	4	70	0	0	0	0	0	0	0	0	121	10	2	0	0	1	0	134	204
09:15	55	9	0	0	2	0	1	67	0	1	0	0	0	0	0	1	110	15	2	1	0	2	0	130	198
09:30	61	11	2	0	3	0	2	79	2	0	0	0	0	0	0	2	91	17	1	0	0	0	0	109	190
09:45	58	8	1	0	3	2	2	74	0	0	0	0	0	0	0	0	115	20	3	1	0	2	0	141	215
1 Hr	221	36	5	0	15	4	9	290	2	1	0	0	0	0	0	3	437	62	8	2	0	5	0	514	807
10:00	57	6	1	0	3	1	4	72	0	0	0	0	0	0	0	0	74	18	5	2	0	2	0	101	173
10:15	57	7	0	0	3	0	1	68	3	0	0	0	0	0	0	3	115	12	1	1	0	1	0	130	201
10:30	62	3	0	0	3	1	2	71	1	1	0	0	0	0	0	2	95	16	7	2	0	1	0	121	194
10:45	49	6	1	0	2	3	1	62	2	0	0	0	0	0	0	2	89	10	2	1	1	2	0	105	169
1 Hr	225	22	2	0	11	5	8	273	6	1	0	0	0	0	0	7	373	56	15	6	1	6	0	457	737
11:00	56	11	1	0	3	1	3	75	2	0	0	0	0	0	0	2	91	15	0	0	0	0	0	106	183
11:15	40	10	2	0	2	1	5	60	1	0	0	0	0	0	0	1	106	14	5	2	1	1	0	129	190
11:30	45	5	1	0	3	0	2	56	0	0	0	0	0	0	0	0	95	11	4	0	1	0	0	111	167
11:45	57	12	2	0	3	0	1	75	2	0	0	0	0	0	0	2	68	10	1	1	1	0	0	81	158
1 Hr	198	38	6	0	11	2	11	266	5	0	0	0	0	0	0	5	360	50	10	3	3	1	0	427	698
12:00	59	6	1	0	2	0	4	72	2	0	0	0	0	0	0	2	92	13	4	1	0	0	0	110	184
12:15	54	14	1	0	3	0	1	73	1	1	0	0	0	0	0	2	81	12	0	0	0	2	0	95	170
12:30	63	4	3	0	3	1	0	74	1	1	0	0	0	0	0	2	91	16	1	0	0	0	0	108	184
12:45	54	6	0	0	2	1	0	63	2	0	0	0	0	0	0	2	98	14	2	1	1	1	0	117	182
1 Hr	230	30	5	0	10	2	5	282	6	2	0	0	0	0	0	8	362	55	7	2	1	3	0	430	720
13:00	60	6	0	0	3	0	4	73	0	0	0	0	0	0	0	0	98	14	3	1	1	0	0	117	190
13:15	50	6	0	0	2	0	1	59	2	0	0	0	0	0	0	2	101	9	3	2	0	0	0	115	176
13:30	61	2	1	0	3	0	3	70	3	0	0	0	0	0	0	3	96	21	1	0	1	0	0	119	192
13:45	56	5	2	0	2	3	5	73	1	0	0	0	0	0	0	1	83	19	2	0	1	2	0	107	181
1 Hr	227	19	3	0	10	3	13	275	6	0	0	0	0	0	0	6	378	63	9	3	3	2	0	458	739
14:00	66	4	0	0	3	1	0	74	0	0	0	0	0	0	0	0	90	10	4	0	0	3	0	107	181
14:15	56	5	1	1	1	0	2	66	0	0	0	0	0	0	0	0	104	9	1	0	0	1	0	115	181
14:30	57	4	1	0	3	0	1	66	1	0	0	0	0	0	0	1	105	12	5	1	0	0	0	123	190
14:45	59	8	3	0	3	1	2	76	0	0	0	0	0	0	0	0	90	15	5	0	1	1	0	112	188
1 Hr	238	21	5	1	10	2	5	282	1	0	0	0	0	0	0	1	389	46	15	1	1	5	0	457	740
15:00	58	1	1	1	2	2	4	69	0	0	0	0	0	0	0	0	100	16	3	0	0	1	0	120	189
15:15	72	5	1	0	1	0	1	80	1	0	0	0	0	0	0	1	97	12	2	1	0	0	0	112	193
15:30	70	2	2	0	4	0	1	79	2	0	0	0	0	0	0	2	100	16	5	2	2	0	0	125	206
15:45	64	6	0	0	2	0	0	72	1	0	0	0	0	0	0	1	98	12	1	0	3	0	0	114	187
1 Hr	264	14	4	1	9	2	6	300	4	0	0	0	0	0	0	4	395	56	11	3	5	1	0	471	775
16:00	58	5	0	0	2	0	2	67	0	0	0	0	0	0	0	0	112	17	1	1	0	2	0	133	200
16:15	60	7	1	0	2	0	0	70	1	0	0	0	0	0	0	1	102	13	1	2	2	0	0	120	191
16:30	64	4	1	0	4	1	1	75	0	1	0	0	0	0	0	1	90	13	1	0	0	2	0	106	182
16:45	55	5	3	0	4	0	5	72	0	0	0	0	0	0	0	0	98	16	2	0	3	0	0	119	191
1 Hr	237	21	5	0	12	1	8	284	1	1	0	0	0	0	0	2	402	59	5	3	5	4	0	478	764
17:00	69	4	0	0	3	0	1	77	0	0	0	0	0	0	0	0	110	12	1	1	0	2	0	126	203
17:15	62	1	2	0	4	0	2	71	2	0	0	0	0	0	0	2	110	7	0	0	1	2	0	120	193
17:30	60	1	1	0	3	1	1	67	1	0	0	0	0	0	0	1	118	10	1	0	2	1	0	132	200
17:45	62	2	0	0	3	0	1	68	0	0	0	0	0	0	0	0	92	8	1	0	1	0	0	102	170
1 Hr	253	8	3	0	13	1	5	283	3	0	0	0	0	0	0	3	430	37	3	1	4	5	0	480	766
18:00	64	3	0	0	3	1	2	73	0	0	0	0	0	0	0	0	99	11	1	0	0	1	0	112	185
18:15	59	4	0	0	1	0	2	66	1	1	0	0	0	0	0	2	93	6	0	0	2	0	0	101	169
18:30	47	2	0	0	4	0	0	53	0	0	0	0	1	0	0	1	105	10	0	0	0	0	0	115	169
18:45	55	4	0	0	2	0	0	61	1	0	0	0	0	0	0	1	96	4	0	0	1	0	0	101	163
1 Hr	225	13	0	0	10	1	4	253	2	1	0	0	1	0	0	4	393	31	1	0	3	1	0	429	686
Total	2888	279	53	2	135	31	154	3542	36	6	0	0	1	0	0	43	5213	654	95	25	33	46	0	6066	9651

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Site 2 - Dublin Road(NNW) / Dublin Road(SSE) / M11

Origin Arm C M11

	Destination : Arm A Dublin Road(NNW)							Total	**Destination :** Arm B Dublin Road							Total	**Destination :** Arm C M11							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	6	1	0	0	0	0	0	7	44	7	2	1	2	1	0	57	0	0	0	0	0	0	0	0	64
07:15	6	1	0	0	0	0	0	7	48	13	3	0	3	0	0	67	0	0	0	0	0	0	0	0	74
07:30	4	4	1	0	1	0	0	10	62	11	2	0	0	0	0	75	1	1	0	0	0	0	0	2	87
07:45	15	3	0	1	2	0	0	21	89	13	6	0	1	0	0	109	0	0	0	0	0	0	0	0	130
1 Hr	31	9	1	1	3	0	0	45	243	44	13	1	6	1	0	308	1	1	0	0	0	0	0	2	355
08:00	14	2	0	0	3	0	0	19	101	14	2	0	2	1	0	120	0	1	0	0	0	0	0	1	140
08:15	22	1	0	0	0	0	0	23	69	7	3	2	0	0	0	81	0	0	0	0	0	0	0	0	104
08:30	25	3	1	1	0	1	0	31	56	14	1	0	0	0	0	71	0	0	0	0	0	0	0	0	102
08:45	12	2	1	0	0	0	0	15	69	11	1	0	3	1	0	85	1	0	0	0	0	0	0	1	101
1 Hr	73	8	2	1	3	1	0	88	295	46	7	2	5	2	0	357	1	1	0	0	0	0	0	2	447
09:00	20	3	1	1	0	0	0	25	80	11	5	1	0	1	0	98	1	0	0	0	0	0	0	1	124
09:15	16	2	1	0	0	0	0	19	84	14	1	0	0	0	0	99	2	0	0	0	0	0	0	2	120
09:30	18	4	0	0	0	0	0	22	84	15	3	0	0	0	0	102	0	1	0	0	0	0	0	1	125
09:45	8	1	1	1	0	0	0	11	74	16	4	1	1	0	0	96	0	0	0	0	0	0	0	0	107
1 Hr	62	10	3	2	0	0	0	77	322	56	13	2	1	1	0	395	3	1	0	0	0	0	0	4	476
10:00	13	1	0	0	0	0	0	14	72	14	1	0	1	0	0	88	1	0	0	0	0	0	0	1	103
10:15	14	3	0	1	0	0	0	18	84	18	1	0	0	2	0	105	3	1	0	1	0	0	0	5	128
10:30	17	1	0	0	0	0	0	18	86	7	5	0	0	0	0	98	1	0	0	0	0	0	0	1	117
10:45	22	2	2	0	0	1	0	27	75	9	3	0	2	0	0	89	1	1	1	0	0	0	0	3	119
1 Hr	66	7	2	1	0	1	0	77	317	48	10	0	3	2	0	380	6	2	1	1	0	0	0	10	467
11:00	29	2	0	0	0	0	0	31	55	4	3	0	0	0	0	62	1	0	0	0	0	0	0	1	94
11:15	28	4	3	0	0	0	0	35	69	8	4	0	2	0	0	83	1	0	0	0	0	0	0	1	119
11:30	17	1	0	0	0	0	0	18	74	12	2	0	1	0	0	89	1	0	0	0	0	0	0	1	108
11:45	18	2	0	0	0	0	0	20	74	14	4	0	1	0	0	93	3	1	0	0	0	0	0	4	117
1 Hr	92	9	3	0	0	0	0	104	272	38	13	0	4	0	0	327	6	1	0	0	0	0	0	7	438
12:00	11	1	0	1	0	0	0	13	74	12	0	0	2	0	0	88	1	0	0	0	0	0	0	1	102
12:15	7	3	1	0	0	0	0	11	84	13	0	1	1	1	0	100	0	0	0	0	0	0	0	0	111
12:30	19	1	0	0	0	0	0	20	73	8	1	0	1	1	0	84	1	0	0	0	0	0	0	1	105
12:45	16	1	0	0	0	0	0	17	87	7	0	0	0	1	0	95	0	0	0	0	1	0	0	1	113
1 Hr	53	6	1	1	0	0	0	61	318	40	1	1	4	3	0	367	2	0	0	0	1	0	0	3	431
13:00	10	1	0	0	0	0	0	11	61	10	4	0	1	0	0	76	3	0	0	0	0	0	0	3	90
13:15	12	0	0	0	0	0	0	12	80	19	1	1	1	1	0	103	1	0	0	0	0	0	0	1	116
13:30	19	1	1	0	0	0	0	21	87	10	4	0	0	2	0	103	4	0	0	0	0	0	0	4	128
13:45	17	1	2	0	0	0	0	20	78	7	2	1	1	0	0	89	0	0	0	0	0	0	0	0	109
1 Hr	58	3	3	0	0	0	0	64	306	46	11	2	3	3	0	371	8	0	0	0	0	0	0	8	443
14:00	13	1	0	0	0	0	0	14	73	8	4	0	0	2	0	87	0	0	0	0	0	0	0	0	101
14:15	16	0	2	0	0	0	0	18	76	10	1	0	0	1	0	88	0	0	0	0	0	0	0	0	106
14:30	17	2	0	0	0	0	0	19	91	9	1	2	0	0	0	103	1	0	1	0	0	0	0	2	124
14:45	24	2	0	0	0	0	0	26	86	11	0	0	2	2	0	101	2	3	0	0	0	0	0	5	132
1 Hr	70	5	2	0	0	0	0	77	326	38	6	2	2	5	0	379	3	3	1	0	0	0	0	7	463
15:00	9	4	0	0	0	0	0	13	81	9	2	1	1	1	0	95	2	0	0	0	0	0	0	2	110
15:15	13	2	1	0	0	0	0	16	78	10	0	1	1	0	0	90	0	1	0	0	0	0	0	1	107
15:30	24	2	1	0	0	0	0	27	106	10	0	0	1	0	0	117	0	0	0	0	0	0	0	0	144
15:45	14	2	0	0	1	1	0	18	111	13	1	0	0	1	0	126	2	2	0	0	0	0	0	4	148
1 Hr	60	10	2	0	1	1	0	74	376	42	3	2	3	2	0	428	4	3	0	0	0	0	0	7	509
16:00	11	2	0	0	0	0	0	13	84	12	1	0	2	2	0	101	0	0	0	0	0	0	0	0	114
16:15	4	0	0	0	0	0	0	4	86	6	2	0	1	0	0	95	16	0	0	0	0	0	0	16	115
16:30	10	0	0	0	0	0	0	10	86	9	1	1	0	1	0	98	15	1	0	1	0	1	0	18	126
16:45	6	0	0	0	0	0	0	6	71	6	1	0	0	0	0	78	24	4	0	0	0	0	0	28	112
1 Hr	31	2	0	0	0	0	0	33	327	33	5	1	3	3	0	372	55	5	0	1	0	1	0	62	467
17:00	5	0	1	0	0	0	0	6	96	10	1	0	1	2	0	110	22	6	0	0	0	0	0	28	144
17:15	2	0	0	0	0	0	0	2	63	9	0	0	0	3	0	75	51	10	0	0	0	0	0	61	138
17:30	7	0	0	0	0	0	0	7	78	6	0	0	0	3	0	87	42	6	0	1	0	0	0	49	143
17:45	3	0	0	0	0	0	0	3	73	4	2	0	1	1	0	81	30	2	0	1	0	0	0	33	117
1 Hr	17	0	1	0	0	0	0	18	310	29	3	0	2	9	0	353	145	24	0	2	0	0	0	171	542
18:00	5	0	0	0	0	0	0	5	92	4	0	0	0	1	0	97	20	2	1	0	0	0	0	23	125
18:15	7	0	0	0	0	0	0	7	79	10	0	0	0	3	0	92	18	1	0	0	0	0	0	19	118
18:30	8	0	0	0	0	0	0	8	77	6	2	0	1	5	0	91	25	2	0	0	0	0	0	27	126
18:45	8	0	0	0	0	0	0	8	74	3	0	0	0	1	0	78	38	4	0	0	0	0	0	42	128
1 Hr	28	0	0	0	0	0	0	28	322	23	2	0	1	10	0	358	101	9	1	0	0	0	0	111	497
Total	641	69	20	6	7	3	0	746	3734	483	87	13	37	41	0	4395	335	50	3	4	1	1	0	394	5535

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Site 2 - Dublin Road(NNW) / Dublin Road(SSE) / M11

ORIGIN SUMMARY

	Origin : Arm A Dublin Road(NNW)							Total	Origin : Arm B Dublin Road(SSE)							Total	Origin : Arm C M11							Total	Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	34	5	2	0	1	0	1	43	208	31	4	0	3	1	9	256	50	8	2	1	2	1	0	64	363
07:15	29	6	2	0	2	1	2	42	228	40	3	0	4	2	13	290	54	14	3	0	3	0	0	74	406
07:30	57	11	0	0	2	0	2	72	248	31	4	1	2	2	12	300	67	16	3	0	1	0	0	87	459
07:45	66	12	2	0	3	2	2	87	240	19	2	0	5	3	14	283	104	16	6	1	3	0	0	130	500
1 Hr	186	34	6	0	8	3	7	244	924	121	13	1	14	8	48	1129	275	54	14	2	9	1	0	355	1728
08:00	70	7	6	0	3	1	0	87	247	18	4	0	5	5	11	290	115	17	2	0	5	1	0	140	517
08:15	120	7	3	0	2	1	0	133	249	11	5	0	5	3	13	286	91	8	3	2	0	0	0	104	523
08:30	109	11	2	0	3	0	2	127	248	25	4	0	4	3	5	289	81	17	2	1	0	1	0	102	518
08:45	83	6	1	1	2	1	6	100	196	21	0	0	3	2	3	225	82	13	2	0	3	1	0	101	426
1 Hr	382	31	12	1	10	3	8	447	940	75	13	0	17	13	32	1090	369	55	9	3	8	3	0	447	1984
09:00	92	5	2	0	3	1	4	107	168	18	4	0	7	3	4	204	101	14	6	2	0	1	0	124	435
09:15	74	11	2	0	3	1	2	93	165	25	2	1	2	2	1	198	102	16	2	0	0	0	0	120	411
09:30	68	6	3	0	4	0	3	84	154	28	3	0	3	0	2	190	102	20	3	0	0	0	0	125	399
09:45	81	13	2	1	2	0	6	105	173	28	4	1	3	4	2	215	82	17	5	2	1	0	0	107	427
1 Hr	315	35	9	1	12	2	15	389	660	99	13	2	15	9	9	807	387	67	16	4	1	1	0	476	1672
10:00	75	5	1	0	2	0	1	84	131	24	6	2	3	3	4	173	86	15	1	0	1	0	0	103	360
10:15	54	5	1	1	5	1	2	69	175	19	1	1	3	1	1	201	101	22	1	2	0	2	0	128	398
10:30	68	10	3	0	2	2	0	85	158	20	7	2	3	2	2	194	104	8	5	0	0	0	0	117	396
10:45	75	8	3	1	2	1	0	90	140	16	3	1	3	5	1	169	98	12	6	0	2	1	0	119	378
1 Hr	272	28	8	2	11	4	3	328	604	79	17	6	12	11	8	737	389	57	13	2	3	3	0	467	1532
11:00	63	10	0	0	4	0	2	79	149	26	1	0	3	1	3	183	85	6	3	0	0	0	0	94	356
11:15	66	11	2	0	1	1	3	84	147	24	7	2	3	2	5	190	98	12	7	0	2	0	0	119	393
11:30	79	13	3	0	1	0	3	99	140	16	5	0	4	0	2	167	92	13	2	0	1	0	0	108	374
11:45	85	8	7	0	3	0	5	108	127	22	3	1	4	0	1	158	95	17	4	0	1	0	0	117	383
1 Hr	293	42	12	0	9	1	13	370	563	88	16	3	14	3	11	698	370	48	16	0	4	0	0	438	1506
12:00	78	7	2	0	0	0	1	88	153	19	5	1	2	0	4	184	86	13	0	1	2	0	0	102	374
12:15	80	9	2	0	4	2	3	100	136	27	1	0	3	2	1	170	91	16	1	1	1	1	0	111	381
12:30	86	8	2	0	3	1	1	101	155	21	4	0	3	1	0	184	93	9	1	0	1	1	0	105	390
12:45	83	9	3	1	2	2	2	102	154	20	2	1	3	2	0	182	103	8	0	0	1	1	0	113	397
1 Hr	327	33	9	1	9	5	7	391	598	87	12	2	11	5	5	720	373	46	2	2	5	3	0	431	1542
13:00	81	3	2	0	1	0	1	88	158	20	3	1	4	0	4	190	74	11	4	0	1	0	0	90	368
13:15	76	5	0	0	3	1	0	85	153	15	3	2	2	0	1	176	93	19	1	1	1	1	0	116	377
13:30	80	8	0	1	3	0	0	92	160	23	2	0	4	0	3	192	110	11	5	0	0	2	0	128	412
13:45	95	5	0	0	0	0	0	100	140	24	4	0	3	5	5	181	95	8	4	1	1	0	0	109	390
1 Hr	332	21	2	1	7	1	1	365	611	82	12	3	13	5	13	739	372	49	14	2	3	3	0	443	1547
14:00	91	8	3	1	3	0	2	108	156	14	4	0	3	4	0	181	86	9	4	0	0	2	0	101	390
14:15	95	7	2	0	3	0	1	108	160	14	2	1	1	1	2	181	92	10	3	0	0	1	0	106	395
14:30	98	14	2	1	4	0	1	120	163	16	6	1	3	0	1	190	109	11	2	2	0	0	0	124	434
14:45	96	11	4	0	0	1	0	112	149	23	8	0	4	2	2	188	112	16	0	0	2	2	0	132	432
1 Hr	380	40	11	2	10	1	4	448	628	67	20	2	11	7	5	740	399	46	9	2	2	5	0	463	1651
15:00	85	4	3	0	3	0	1	96	158	17	4	1	2	3	4	189	92	13	2	1	1	1	0	110	395
15:15	97	8	2	0	6	0	4	117	170	17	3	1	1	0	1	193	91	13	1	1	1	0	0	107	417
15:30	110	12	1	0	1	0	8	132	172	18	7	2	6	0	1	206	130	12	1	0	1	0	0	144	482
15:45	94	23	4	0	4	0	1	126	163	18	1	0	5	0	0	187	127	17	1	0	1	2	0	148	461
1 Hr	386	47	10	0	14	0	14	471	663	70	15	4	14	3	6	775	440	55	5	2	4	3	0	509	1755
16:00	89	22	1	0	1	1	2	116	170	22	1	1	2	2	2	200	95	14	1	0	2	2	0	114	430
16:15	118	14	4	0	5	0	2	143	163	20	2	2	4	0	0	191	106	6	2	0	1	0	0	115	449
16:30	133	26	1	0	3	0	7	170	154	18	2	0	4	3	1	182	111	10	1	2	0	2	0	126	478
16:45	122	20	2	1	1	2	2	150	153	21	5	0	7	0	5	191	101	10	1	0	0	0	0	112	453
1 Hr	462	82	8	1	10	3	13	579	640	81	10	3	17	5	8	764	413	40	5	2	3	4	0	467	1810
17:00	136	18	0	0	2	2	1	159	179	16	1	1	3	2	1	203	123	16	2	0	1	2	0	144	506
17:15	150	25	1	1	3	4	3	187	174	8	2	0	5	2	2	193	116	19	0	0	0	3	0	138	518
17:30	132	9	1	0	6	0	7	155	179	11	2	0	5	2	1	200	127	12	0	1	0	3	0	143	498
17:45	109	7	0	0	4	1	4	125	154	10	1	0	4	0	1	170	106	6	2	1	1	1	0	117	412
1 Hr	527	59	2	1	15	7	15	626	686	45	6	1	17	6	5	766	472	53	4	2	2	9	0	542	1934
18:00	116	14	0	0	4	1	7	142	163	14	1	0	3	2	2	185	117	6	1	0	0	1	0	125	452
18:15	108	10	0	0	4	1	2	125	153	11	0	0	3	0	2	169	104	11	0	0	0	3	0	118	412
18:30	126	2	0	0	4	1	3	136	152	12	0	0	5	0	0	169	110	8	2	0	1	5	0	126	431
18:45	114	5	1	0	5	0	4	129	152	8	0	0	3	0	0	163	120	7	0	0	0	1	0	128	420
1 Hr	464	31	1	0	17	3	16	532	620	45	1	0	14	2	4	686	451	32	3	0	1	10	0	497	1715
Total	4326	483	90	10	132	33	116	5190	8137	939	148	27	169	77	154	9651	4710	602	110	23	45	45	0	5535	20376

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Site 2 - Dublin Road(NNW) / Dublin Road(SSE) / M11

DESTINATION SUMMARY

	Destination : Arm A Dublin Road(NNW)							Total	**Destination :** Arm B Dublin Road(SSE)							Total	**Destination :** Arm C M11							Total	Dest Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	45	6	3	0	2	0	9	65	66	10	3	1	3	1	1	85	181	28	2	0	1	1	0	213	363
07:15	46	5	0	0	4	0	13	68	60	18	4	0	5	0	2	89	205	37	4	0	0	3	0	249	406
07:30	65	17	4	0	3	0	12	101	83	17	2	0	2	0	2	106	224	24	1	1	0	2	0	252	459
07:45	89	10	2	1	7	3	14	126	114	22	7	0	4	2	2	151	207	15	1	0	0	0	0	223	500
1 Hr	245	38	9	1	16	3	48	360	323	67	16	1	14	3	7	431	817	104	8	1	1	6	0	937	1728
08:00	96	12	3	0	8	0	11	130	136	19	5	0	5	1	0	166	200	11	4	0	0	6	0	221	517
08:15	128	7	1	0	4	2	13	155	112	12	4	2	1	0	0	131	220	7	6	0	2	2	0	237	523
08:30	133	8	4	1	1	3	5	155	100	18	3	0	3	0	2	126	205	27	1	0	3	1	0	237	518
08:45	73	9	1	0	1	1	3	88	111	12	2	0	5	1	6	137	177	19	0	1	2	2	0	201	426
1 Hr	430	36	9	1	14	6	32	528	459	61	14	2	14	2	8	560	802	64	11	1	7	11	0	896	1984
09:00	67	11	3	1	7	2	4	95	128	12	5	1	3	2	4	155	166	14	4	0	0	1	0	185	435
09:15	71	11	1	0	2	0	1	86	128	20	2	0	3	1	2	156	142	21	3	1	0	2	0	169	411
09:30	79	15	2	0	3	0	2	101	122	20	5	0	4	0	3	154	123	19	2	0	0	0	0	144	399
09:45	67	9	2	1	3	2	2	86	130	23	5	1	3	0	6	168	139	26	4	2	0	2	0	173	427
1 Hr	284	46	8	2	15	4	9	368	508	75	17	2	13	3	15	633	570	80	13	3	0	5	0	671	1672
10:00	70	7	1	0	3	1	4	86	121	17	2	0	3	0	1	144	101	20	5	2	0	2	0	130	360
10:15	71	10	0	1	3	0	1	86	123	21	1	0	4	3	2	154	136	15	2	3	1	1	0	158	398
10:30	80	4	0	0	3	1	2	90	127	13	7	0	2	2	0	151	123	21	8	2	0	1	0	155	396
10:45	72	8	3	0	2	4	1	90	120	12	5	1	4	0	0	142	121	16	4	1	1	3	0	146	378
1 Hr	293	29	4	1	11	6	8	352	491	63	15	1	13	5	3	591	481	72	19	8	2	7	0	589	1532
11:00	85	13	1	0	3	1	3	106	99	9	3	0	4	0	2	117	113	20	0	0	0	0	0	133	356
11:15	69	14	5	0	2	1	5	96	108	13	5	0	3	1	3	133	134	20	6	2	1	1	0	164	393
11:30	62	6	1	0	3	0	2	74	123	19	2	0	2	0	3	149	126	17	7	0	1	0	0	151	374
11:45	75	14	2	0	3	0	1	95	134	18	9	0	4	0	5	170	98	15	3	1	1	0	0	118	383
1 Hr	291	47	9	0	11	2	11	371	464	59	19	0	13	1	13	569	471	72	16	3	3	1	0	566	1506
12:00	70	7	1	1	2	0	4	85	119	16	0	0	2	0	1	138	128	16	6	1	0	0	0	151	374
12:15	61	17	2	0	3	0	1	84	132	18	0	1	5	2	3	161	114	17	2	0	0	3	0	136	381
12:30	84	5	3	0	3	1	0	96	127	15	2	0	3	2	1	150	123	18	2	0	1	0	0	144	390
12:45	70	7	0	0	2	1	0	80	132	14	0	0	2	3	2	153	138	16	5	2	2	1	0	164	397
1 Hr	285	36	6	1	10	2	5	345	510	63	2	1	12	7	7	602	503	67	15	3	3	4	0	595	1542
13:00	70	7	0	0	3	0	4	84	97	12	4	0	2	0	1	116	146	15	5	1	1	0	0	168	368
13:15	64	6	0	0	2	0	1	73	125	21	1	1	4	2	0	154	133	12	3	2	0	0	0	150	377
13:30	82	3	2	0	3	0	3	93	141	15	4	0	3	2	0	165	127	24	1	1	1	0	0	154	412
13:45	73	6	4	0	2	3	5	93	126	9	2	1	1	0	0	139	131	22	2	0	1	2	0	158	390
1 Hr	289	22	6	0	10	3	13	343	489	57	11	2	10	4	1	574	537	73	11	4	3	2	0	630	1547
14:00	79	5	0	0	3	1	0	88	129	10	7	1	3	2	2	154	125	16	4	0	0	3	0	148	390
14:15	72	5	3	1	1	0	2	84	131	15	2	0	3	1	1	153	144	11	2	0	0	1	0	158	395
14:30	75	6	1	0	3	0	1	86	152	17	1	3	4	0	1	178	143	18	8	1	0	0	0	170	434
14:45	84	10	4	0	3	1	2	104	135	14	1	0	2	3	0	155	138	26	7	0	1	1	0	173	432
1 Hr	310	26	8	1	10	2	5	362	547	56	11	4	12	6	4	640	550	71	21	1	1	5	0	649	1651
15:00	69	5	1	1	2	2	4	84	124	11	2	1	4	1	1	144	142	18	6	0	0	1	0	167	395
15:15	87	7	2	0	1	0	1	98	131	13	2	1	7	0	4	158	140	18	2	1	0	0	0	161	417
15:30	95	4	3	0	4	0	1	107	162	13	1	0	2	0	8	186	155	25	5	2	2	0	0	189	482
15:45	79	8	0	0	3	1	0	91	153	20	1	0	3	1	1	179	152	30	5	0	4	0	0	191	461
1 Hr	330	24	6	1	10	3	6	380	570	57	6	2	16	2	14	667	589	91	18	3	6	1	0	708	1755
16:00	69	7	0	0	2	0	2	80	132	18	1	0	3	3	2	159	153	33	2	1	0	2	0	191	430
16:15	64	8	1	0	2	0	0	75	146	7	3	0	6	0	2	164	177	25	4	2	2	0	0	210	449
16:30	75	4	1	0	4	1	1	86	138	17	1	1	3	1	7	168	185	33	2	1	0	3	0	224	478
16:45	61	5	3	0	4	0	5	78	124	12	2	0	1	2	2	143	191	34	3	1	3	0	0	232	453
1 Hr	269	24	5	0	12	1	8	319	540	54	7	1	13	6	13	634	706	125	11	5	5	5	0	857	1810
17:00	74	4	1	0	3	0	1	83	161	16	1	0	3	4	1	186	203	30	1	1	0	2	0	237	506
17:15	64	1	2	0	4	0	2	73	128	19	0	0	3	6	3	159	248	32	1	1	1	3	0	286	518
17:30	67	1	1	0	3	1	1	74	141	11	0	0	6	3	7	168	230	20	2	1	2	1	0	256	498
17:45	65	2	0	0	3	0	1	71	123	5	2	0	5	2	4	141	181	16	1	1	1	0	0	200	412
1 Hr	270	8	4	0	13	1	5	301	553	51	3	0	17	15	15	654	862	98	5	4	4	6	0	979	1934
18:00	69	3	0	0	3	1	2	78	148	10	0	0	4	2	7	171	179	21	2	0	0	1	0	203	452
18:15	66	4	0	0	1	0	2	73	126	12	0	0	4	4	2	148	173	16	0	0	2	0	0	191	412
18:30	56	2	0	0	4	0	0	62	136	8	2	0	6	5	3	160	196	12	0	0	0	1	0	209	431
18:45	64	4	0	0	2	0	0	70	117	5	0	0	5	1	4	132	205	11	1	0	1	0	0	218	420
1 Hr	255	13	0	0	10	1	4	283	527	35	2	0	19	12	16	611	753	60	3	0	3	2	0	821	1715
Total	3551	349	74	8	142	34	154	4312	5981	698	123	16	166	66	116	7166	7641	977	151	36	38	55	0	8898	20376

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Site 1 - Corke Abbey Avenue / Dublin Road(SE) / Old Connaught Avenue / Dublin Road(NW)

Origin Arm A Corke Abbey Avenue

	Destination : Arm A Corke Abbey Avenue							Total	**Destination :** Arm B Dublin Road(SE)							Total	**Destination :** Arm C Old Connaught Avenue							Total	**Destination :** Arm D Dublin Road(NW)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	0	0	0	0	0	0	0	0	9	2	0	0	0	0	1	12	1	1	0	0	0	0	0	2	32	3	0	0	0	1	1	37	51
07:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	1	6	0	2	0	0	0	0	0	2	24	4	1	0	0	0	1	30	38
07:30	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0	35	4	0	1	0	0	1	41	51
07:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	1	0	0	0	0	0	0	1	46	0	0	0	0	0	0	46	58
1 Hr	0	0	0	0	0	0	0	0	30	7	0	0	0	0	2	39	2	3	0	0	0	0	0	5	137	11	1	1	0	1	3	154	198
08:00	0	0	0	0	0	0	0	0	27	0	1	0	0	0	1	29	3	0	0	0	0	0	0	3	49	3	0	0	0	1	0	53	85
08:15	0	0	0	0	0	0	0	0	27	3	2	0	0	0	3	35	2	0	0	0	0	0	0	2	48	0	0	0	0	2	0	50	87
08:30	0	0	0	0	0	0	0	0	25	3	1	1	0	1	0	31	1	1	0	0	0	0	0	2	51	6	1	0	0	1	0	59	92
08:45	0	0	0	0	0	0	0	0	28	3	0	0	0	0	3	34	1	0	0	0	0	0	0	1	30	1	0	0	0	0	1	32	67
1 Hr	0	0	0	0	0	0	0	0	107	9	4	1	0	1	7	129	7	1	0	0	0	0	0	8	178	10	1	0	0	4	1	194	331
09:00	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	4	0	0	0	0	0	0	4	13	3	0	0	0	0	0	16	38
09:15	0	0	0	0	0	0	0	0	10	1	0	0	0	0	1	12	1	1	0	0	0	0	0	2	19	7	0	0	0	0	0	26	40
09:30	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	1	1	0	0	0	0	0	2	11	2	0	0	0	0	2	15	31
09:45	0	0	0	0	0	0	0	0	12	3	0	1	0	0	3	19	2	1	0	0	0	0	0	3	16	2	1	0	0	0	0	19	41
1 Hr	0	0	0	0	0	0	0	0	53	5	0	1	0	0	4	63	8	3	0	0	0	0	0	11	59	14	1	0	0	0	2	76	150
10:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1	12	2	1	1	0	0	0	16	26
10:15	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	18	1	0	0	0	0	0	0	1	20	3	0	0	0	1	0	24	43
10:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8	1	0	0	0	0	0	0	1	11	1	0	0	0	1	0	13	22
10:45	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	16	25
1 Hr	0	0	0	0	0	0	0	0	37	6	0	0	0	0	1	44	3	0	0	0	0	0	0	3	58	6	2	1	0	2	0	69	116
11:00	0	0	0	0	0	0	0	0	12	0	1	0	0	0	0	13	0	1	0	0	0	0	0	1	12	3	0	0	0	0	0	15	29
11:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2	17	5	0	1	0	0	1	24	35
11:30	0	0	0	0	0	0	0	0	8	2	0	0	0	0	2	12	0	1	1	0	0	0	0	2	12	1	0	0	0	0	0	13	27
11:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	3	0	0	0	0	0	0	3	11	2	0	0	0	0	0	13	27
1 Hr	0	0	0	0	0	0	0	0	40	2	1	0	0	0	2	45	5	2	1	0	0	0	0	8	52	11	0	1	0	0	1	65	118
12:00	0	0	0	0	0	0	0	0	14	2	0	0	0	0	1	17	1	0	1	0	0	0	0	2	12	1	2	1	0	0	0	16	35
12:15	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	5	0	0	0	0	0	0	5	11	3	0	0	0	0	0	14	31
12:30	0	0	0	0	0	0	0	0	14	1	0	0	0	0	1	16	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	23	39
12:45	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	22	0	0	0	0	0	0	0	0	14	1	1	0	0	0	0	16	38
1 Hr	0	0	0	0	0	0	0	0	57	8	0	0	0	0	2	67	6	0	1	0	0	0	0	7	57	8	3	1	0	0	0	69	143
13:00	0	0	0	0	0	0	0	0	14	1	0	0	0	0	1	16	2	0	0	0	0	0	0	2	20	3	0	0	0	0	0	23	41
13:15	0	0	0	0	0	0	0	0	19	1	0	0	0	0	1	21	1	2	0	0	0	0	0	3	21	0	0	2	0	0	0	23	47
13:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	3	20	1	0	0	0	0	0	0	1	20	3	1	0	0	0	1	25	46
13:45	0	0	0	0	0	0	0	0	13	4	0	0	0	0	2	19	0	0	0	0	0	0	0	0	11	6	0	0	0	0	0	17	36
1 Hr	0	0	0	0	0	0	0	0	63	6	0	0	0	0	7	76	4	2	0	0	0	0	0	6	72	12	1	2	0	0	1	88	170
14:00	0	0	0	0	0	0	0	0	17	4	0	0	0	0	1	22	1	0	0	0	0	0	0	1	13	2	0	0	0	0	0	15	38
14:15	0	0	0	0	0	0	0	0	16	0	0	0	0	0	1	17	6	0	0	0	0	0	0	6	19	3	1	0	0	0	0	23	46
14:30	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	2	0	0	0	0	0	0	2	12	5	0	1	0	0	0	18	34
14:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	2	0	0	0	0	0	0	2	10	3	2	0	0	0	0	15	26
1 Hr	0	0	0	0	0	0	0	0	55	5	0	0	0	0	2	62	11	0	0	0	0	0	0	11	54	13	3	1	0	0	0	71	144
15:00	0	0	0	0	0	0	0	0	6	1	0	0	0	1	1	9	1	0	0	0	0	0	0	1	13	3	0	0	0	0	0	16	26
15:15	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	3	1	0	0	0	0	0	4	18	2	0	0	0	0	0	20	33
15:30	0	0	0	0	0	0	0	0	12	2	0	0	0	0	1	15	2	0	0	0	0	0	0	2	10	5	1	2	0	0	0	18	35
15:45	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	14	3	1	0	0	0	0	18	31
1 Hr	0	0	0	0	0	0	0	0	37	6	0	0	0	1	2	46	6	1	0	0	0	0	0	7	55	13	2	2	0	0	0	72	125
16:00	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17	1	0	0	0	0	0	0	1	32	3	1	1	0	0	0	37	55
16:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	0	2	0	0	0	0	0	2	15	2	0	0	0	0	0	17	29
16:30	0	0	0	0	0	0	0	0	13	2	0	0	0	0	1	16	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32	48
16:45	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23	2	1	0	0	0	0	0	3	19	1	0	1	0	0	0	21	47
1 Hr	0	0	0	0	0	0	0	0	59	6	0	0	0	0	1	66	3	3	0	0	0	0	0	6	96	8	1	2	0	0	0	107	179
17:00	0	0	0	0	0	0	0	0	26	4	0	0	0	0	3	33	5	0	0	0	0	0	0	5	30	3	0	0	0	1	0	34	72
17:15	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19	1	0	0	0	0	0	0	1	28	2	0	0	0	0	1	31	51
17:30	0	0	0	0	0	0	0	0	23	2	0	0	0	0	4	29	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27	56
17:45	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17	1	0	0	0	0	0	0	1	23	1	0	0	0	0	0	24	42
1 Hr	0	0	0	0	0	0	0	0	80	11	0	0	0	0	7	98	7	0	0	0	0	0	0	7	107	7	0	0	0	1	1	116	221
18:00	0	0	0	0	0	0	0	0	18	0	0	0	0	0	1	19	1	0	0	0	0	0	0	1	21	1	0	0	0	0	0	22	42
18:15	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	7	0	0	0	0	0	0	7	15	0	0	0	0	0	0	15	40
18:30	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	3	0	0	0	0	0	1	4	16	4	0	0	0	0	0	20	42
18:45	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25	5	1	0	0	0	0	0	6	16	0	0	0	0	0	0	16	47
1 Hr	0	0	0	0	0	0	0	0	76	3	0	0	0	0	1	80	16	1	0	0	0	0	1	18	68	5	0	0	0	0	0	73	171
Total	0	0	0	0	0	0	0	0	694	74	5	2	0	2	38	815	78	16	2	0	0	0	1	97	993	118	15	11	0	8	9	1154	2066

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3319-IRE Woodbrook Traffic Survey
Junction Turning Count
15/05/2018

Site 1 - Corke Abbey Avenue / Dublin Road(SE) / Old Connaught Avenue / Dublin Road(NW)

Origin Arm B Dublin Road(SE)

	Destination : Arm A Corke Abbey Avenue								**Destination :** Arm B Dublin Road(SE)								**Destination :** Arm C Old Connaught Avenue								**Destination :** Arm D Dublin Road(NW)								Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
07:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	140	23	0	0	3	0	9	175	191
07:15	10	4	0	0	0	0	0	14	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	177	30	3	0	4	2	11	227	247
07:30	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	7	1	0	0	0	0	1	9	176	24	1	0	2	1	11	215	234
07:45	21	2	0	0	0	0	1	24	0	0	0	0	0	0	0	0	10	0	1	0	0	0	2	13	168	12	1	0	5	2	15	203	240
1 Hr	52	6	0	0	0	0	1	59	0	0	0	0	0	0	0	0	25	4	1	0	0	0	3	33	661	89	5	0	14	5	46	820	912
08:00	10	1	1	0	0	0	0	12	0	0	0	0	0	0	0	0	12	1	1	0	0	0	0	14	164	12	2	0	6	4	11	199	225
08:15	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	18	1	0	0	0	0	2	21	159	10	4	0	5	1	13	192	226
08:30	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0	24	2	0	0	0	0	1	27	144	15	2	0	4	3	4	172	217
08:45	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	20	1	0	0	0	0	2	23	128	15	0	0	3	1	2	149	185
1 Hr	49	6	1	0	0	0	0	56	0	0	0	0	0	0	0	0	74	5	1	0	0	0	5	85	595	52	8	0	18	9	30	712	853
09:00	13	3	0	0	0	0	0	16	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	118	16	2	0	7	3	3	149	185
09:15	9	4	0	0	0	0	0	13	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	112	14	2	1	1	2	1	133	162
09:30	6	1	0	0	0	0	1	8	0	0	0	0	0	0	0	0	12	3	1	0	0	0	0	16	114	23	2	0	3	0	0	142	166
09:45	13	4	0	0	0	0	0	17	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	109	15	2	1	3	4	2	136	173
1 Hr	41	12	0	0	0	0	1	54	0	0	0	0	0	0	0	0	64	7	1	0	0	0	0	72	453	68	8	2	14	9	6	560	686
10:00	9	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	16	101	20	4	0	3	2	3	133	159
10:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8	112	12	0	1	3	0	2	130	144
10:30	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	21	3	0	0	0	0	0	24	128	16	4	0	3	1	1	153	186
10:45	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0	12	3	0	0	0	0	1	16	96	15	0	0	3	4	0	118	143
1 Hr	30	3	0	0	0	0	1	34	0	0	0	0	0	0	0	0	54	7	2	0	0	0	1	64	437	63	8	1	12	7	6	534	632
11:00	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	101	19	1	0	4	0	4	129	161
11:15	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	109	16	6	0	2	2	1	136	162
11:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	14	2	0	0	0	0	1	17	100	16	0	0	4	0	2	122	149
11:45	14	2	1	0	0	0	0	17	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	85	20	3	1	4	0	0	113	145
1 Hr	45	5	1	0	0	0	0	51	0	0	0	0	0	0	0	0	59	6	0	0	0	0	1	66	395	71	10	1	14	2	7	500	617
12:00	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	14	6	0	0	0	0	0	20	107	15	1	0	3	0	4	130	161
12:15	19	6	0	0	0	0	0	25	0	0	0	0	0	0	0	0	14	3	0	0	0	0	1	18	93	16	0	0	1	2	0	112	155
12:30	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	109	13	1	0	3	1	1	128	162
12:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	105	16	0	1	4	1	3	130	154
1 Hr	50	8	0	0	0	0	0	58	0	0	0	0	0	0	0	0	61	12	0	0	0	0	1	74	414	60	2	1	11	4	8	500	632
13:00	21	3	0	0	0	0	0	24	0	0	0	0	0	0	0	0	19	0	0	0	0	0	1	20	101	16	1	0	3	0	2	123	167
13:15	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19	99	15	3	0	2	0	1	120	152
13:30	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0	15	3	0	0	0	0	3	21	108	17	0	0	4	0	3	132	175
13:45	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	97	11	1	0	3	5	5	122	159
1 Hr	72	4	0	0	0	0	0	76	0	0	0	0	0	0	0	0	70	6	0	0	0	0	4	80	405	59	5	0	12	5	11	497	653
14:00	11	0	0	0	0	0	1	12	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19	109	10	3	0	3	3	1	129	160
14:15	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19	85	11	1	0	1	1	1	100	129
14:30	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26	115	12	4	0	4	0	1	136	173
14:45	30	3	0	0	0	1	0	34	0	0	0	0	0	0	0	0	24	4	0	0	0	0	0	28	102	17	5	0	5	2	3	134	196
1 Hr	60	5	0	0	0	1	1	67	0	0	0	0	0	0	0	0	85	7	0	0	0	0	0	92	411	50	13	0	13	6	6	499	658
15:00	16	2	0	0	0	1	0	19	0	0	0	0	0	0	0	0	13	2	0	0	0	0	1	16	108	7	4	0	2	3	4	128	163
15:15	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	116	10	3	0	1	0	0	130	159
15:30	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	26	5	1	0	0	0	0	32	114	9	2	0	5	0	1	131	174
15:45	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27	114	7	0	0	4	0	0	125	168
1 Hr	48	6	0	0	0	1	0	55	0	0	0	0	0	0	0	0	83	10	1	0	0	0	1	95	452	33	9	0	12	3	5	514	664
16:00	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	17	1	1	0	0	2	1	22	100	10	2	1	2	2	2	119	158
16:15	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	22	1	0	0	0	1	0	24	122	14	2	0	5	1	0	144	185
16:30	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0	0	22	3	2	0	0	0	3	30	100	12	1	0	4	2	0	119	172
16:45	14	2	0	0	0	0	1	17	0	0	0	0	0	0	0	0	30	1	0	0	0	1	0	32	105	16	2	0	7	0	5	135	184
1 Hr	67	6	0	0	0	0	1	74	0	0	0	0	0	0	0	0	91	6	3	0	0	4	4	108	427	52	7	1	18	5	7	517	699
17:00	19	2	0	0	0	0	1	22	0	0	0	0	0	0	0	0	38	1	0	0	0	0	0	39	107	12	0	0	3	1	1	124	185
17:15	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	105	7	2	0	4	2	2	122	155
17:30	27	4	0	0	0	0	0	31	0	0	0	0	0	0	0	0	24	0	0	0	0	0	2	26	115	8	1	0	5	2	1	132	189
17:45	22	1	1	0	0	0	0	24	0	0	0	0	0	0	0	0	21	2	1	0	0	0	0	24	99	8	2	0	3	0	0	112	160
1 Hr	85	10	1	0	0	0	1	97	0	0	0	0	0	0	0	0	96	3	1	0	0	0	2	102	426	35	5	0	15	5	4	490	689
18:00	18	1	0	0	0	1	0	20	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	31	105	9	0	0	3	2	3	122	173
18:15	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	42	0	0	0	0	0	1	43	97	11	0	0	4	0	2	114	176
18:30	15	1	0	0	0	0	1	17	0	0	0	0	0	0	0	0	34	1	0	0	0	0	0	35	106	6	0	0	4	0	0	116	168
18:45	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	20	2	0	0	0	0	2	24	100	10	0	0	3	0	2	115	157
1 Hr	70	2	0	0	0	1	1	74	0	0	0	0	0	0	0	0	127	3	0	0	0	0	3	133	408	36	0	0	14	2	7	467	674
Total	669	73	3	0	0	3	7	755	0	0	0	0	0	0	0	0	889	76	10	0	0	4	25	1004	5484	668	80	6	167	62	143	6610	8369

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Site 1 - Corke Abbey Avenue / Dublin Road(SE) / Old Connaught Avenue / Dublin Road(NW)

Origin Arm C Old Connaught Avenue

	Destination : Arm A Corke Abbey Avenue								**Destination :** Arm B Dublin Road(SE)								**Destination :** Arm C Old Connaught Avenue								**Destination :** Arm D Dublin Road(NW)								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Totals
07:00	10	2	0	0	0	0	0	12	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	32	7	1	0	0	0	0	40	61
07:15	12	0	0	0	0	0	0	12	11	2	1	0	0	0	0	14	0	0	0	0	0	0	0	0	28	5	1	0	0	1	0	35	61
07:30	15	0	1	0	0	1	0	17	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	32	1	1	0	0	0	1	35	67
07:45	17	1	0	0	0	0	0	18	24	4	0	0	0	0	0	28	0	0	0	0	0	0	0	0	32	8	1	0	0	1	0	42	88
1 Hr	54	3	1	0	0	1	0	59	56	9	1	0	0	0	0	66	0	0	0	0	0	0	0	0	124	21	4	0	0	2	1	152	277
08:00	4	1	0	0	0	0	0	5	26	2	1	0	1	0	1	31	0	0	0	0	0	0	0	0	38	4	0	0	0	0	0	42	78
08:15	5	0	1	0	0	0	0	6	42	1	1	0	1	0	2	47	0	0	0	0	0	0	0	0	33	4	1	0	0	0	0	38	91
08:30	7	0	0	0	0	0	0	7	27	1	0	1	1	0	0	30	0	0	0	0	0	0	0	0	43	6	0	0	1	0	0	50	87
08:45	9	0	0	0	0	0	0	9	23	5	1	0	0	0	0	29	0	0	0	0	0	0	0	0	40	5	1	0	0	0	0	46	84
1 Hr	25	1	1	0	0	0	0	27	118	9	3	1	3	0	3	137	0	0	0	0	0	0	0	0	154	19	2	0	1	0	0	176	340
09:00	2	1	0	0	0	0	1	4	25	3	0	0	0	0	0	28	0	0	0	0	0	0	0	0	29	2	1	0	0	0	0	32	64
09:15	7	0	0	1	0	0	0	8	19	3	2	0	0	0	1	25	0	0	0	0	0	0	0	0	30	5	1	0	0	0	0	36	69
09:30	4	0	1	0	0	0	0	5	22	3	1	0	0	0	0	26	0	0	0	0	0	0	0	0	39	4	0	0	0	0	0	43	74
09:45	5	0	0	0	0	0	0	5	18	4	0	0	0	0	2	24	0	0	0	0	0	0	0	0	40	6	1	0	0	0	0	47	76
1 Hr	18	1	1	1	0	0	1	22	84	13	3	0	0	0	3	103	0	0	0	0	0	0	0	0	138	17	3	0	0	0	0	158	283
10:00	1	2	0	0	0	0	0	3	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0	25	2	1	1	0	0	0	29	50
10:15	1	2	0	0	0	0	0	3	21	3	1	0	0	0	1	26	0	0	0	0	0	0	0	0	27	4	1	0	0	0	0	32	61
10:30	0	1	0	0	0	0	0	1	16	4	0	0	0	0	0	20	0	0	0	0	0	0	0	0	23	2	2	2	0	0	1	30	51
10:45	3	2	1	0	0	0	0	6	26	3	0	0	2	0	1	32	0	0	0	0	0	0	0	0	24	5	2	0	0	1	0	32	70
1 Hr	5	7	1	0	0	0	0	13	78	13	1	0	2	0	2	96	0	0	0	0	0	0	0	0	99	13	6	3	0	1	1	123	232
11:00	0	2	0	1	0	0	0	3	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0	31	6	0	0	0	1	0	38	62
11:15	2	2	0	0	0	0	0	4	14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0	21	8	2	1	0	0	3	35	56
11:30	3	1	0	0	0	0	0	4	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0	21	1	2	0	0	0	0	24	48
11:45	3	0	0	1	0	0	0	4	18	3	0	0	0	0	1	22	0	0	0	0	0	0	0	0	25	5	1	0	0	0	0	31	57
1 Hr	8	5	0	2	0	0	0	15	70	9	0	0	0	0	1	80	0	0	0	0	0	0	0	0	98	20	5	1	0	1	3	128	223
12:00	5	0	0	0	0	0	0	5	16	0	1	0	0	0	0	17	0	0	0	0	0	0	0	0	30	3	1	0	0	0	0	34	56
12:15	6	0	0	0	0	0	0	6	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0	29	5	2	0	1	0	1	38	65
12:30	2	0	0	0	0	0	0	2	17	2	0	0	0	1	0	20	0	0	0	0	0	0	0	0	31	5	2	0	0	0	0	38	60
12:45	6	0	0	0	0	0	0	6	16	3	0	0	0	0	1	20	0	0	0	0	0	0	0	0	38	3	2	0	0	1	0	44	70
1 Hr	19	0	0	0	0	0	0	19	68	7	1	0	0	1	1	78	0	0	0	0	0	0	0	0	128	16	7	0	1	1	1	154	251
13:00	8	0	0	0	0	0	0	8	22	4	1	0	0	0	0	27	0	0	0	0	0	0	0	0	39	4	1	1	0	0	0	45	80
13:15	3	1	0	0	0	0	0	4	12	0	0	0	1	0	0	13	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27	44
13:30	6	2	0	0	0	0	0	8	20	3	1	0	0	0	0	24	0	0	0	0	0	0	0	0	35	4	1	0	0	0	0	40	72
13:45	5	2	1	0	0	0	0	8	21	3	0	0	0	0	0	24	0	0	0	0	0	0	0	0	23	6	3	0	0	0	0	32	64
1 Hr	22	5	1	0	0	0	0	28	75	10	2	0	1	0	0	88	0	0	0	0	0	0	0	0	123	15	5	1	0	0	0	144	260
14:00	1	0	0	1	0	0	0	2	26	3	0	0	0	0	0	29	0	0	0	0	0	0	0	0	34	3	0	0	0	1	0	38	69
14:15	5	0	0	0	0	0	0	5	31	0	0	0	0	1	0	32	0	0	0	0	0	0	0	0	45	5	0	1	0	0	0	51	88
14:30	3	2	0	0	0	0	0	5	26	1	2	0	0	0	0	29	0	0	0	0	0	0	0	0	30	3	2	0	0	0	0	35	69
14:45	2	0	0	0	0	0	0	2	20	3	1	0	0	0	0	24	0	0	0	0	0	0	0	0	27	4	0	0	0	0	0	31	57
1 Hr	11	2	0	1	0	0	0	14	103	7	3	0	0	1	0	114	0	0	0	0	0	0	0	0	136	15	2	1	0	1	0	155	283
15:00	7	1	2	0	0	0	0	10	40	2	1	0	0	0	0	43	1	0	0	0	0	0	0	1	41	7	0	1	0	0	0	49	103
15:15	9	1	0	1	0	0	0	11	24	2	1	0	0	0	0	27	0	0	0	0	0	0	0	0	33	6	0	1	0	0	0	40	78
15:30	4	1	0	0	0	0	0	5	22	3	0	1	0	0	1	27	0	0	0	0	0	0	0	0	38	2	2	0	1	0	0	43	75
15:45	2	1	1	0	0	0	0	4	35	1	0	0	0	1	1	38	0	0	0	0	0	0	0	0	35	5	0	0	1	0	0	41	83
1 Hr	22	4	3	1	0	0	0	30	121	8	2	1	0	1	2	135	1	0	0	0	0	0	0	1	147	20	2	2	2	0	0	173	339
16:00	8	0	0	0	0	0	0	8	27	1	0	0	0	0	1	29	0	0	0	0	0	0	0	0	39	8	0	0	0	0	0	47	84
16:15	7	3	0	0	0	0	0	10	23	0	1	0	0	1	0	25	0	0	0	0	0	0	0	0	28	4	1	1	0	0	0	34	69
16:30	13	2	0	0	0	0	0	15	29	4	0	0	0	0	1	34	0	0	0	0	0	0	0	0	23	2	1	0	0	0	0	26	75
16:45	16	1	0	0	0	0	0	17	26	3	0	0	0	0	0	29	0	0	0	0	0	0	0	0	30	5	3	0	0	0	0	38	84
1 Hr	44	6	0	0	0	0	0	50	105	8	1	0	0	1	2	117	0	0	0	0	0	0	0	0	120	19	5	1	0	0	0	145	312
17:00	9	1	0	0	0	0	0	10	33	0	0	0	0	0	1	34	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32	76
17:15	13	1	0	0	0	0	0	14	49	4	0	0	0	0	1	54	0	0	0	0	0	0	0	0	39	2	0	0	1	0	0	42	110
17:30	18	2	0	0	0	0	0	20	43	1	0	0	0	0	0	44	0	0	0	0	0	0	0	0	33	2	1	0	0	0	0	36	100
17:45	11	2	0	0	0	0	0	13	41	0	0	0	0	0	0	41	0	0	0	0	0	0	0	0	33	2	0	0	1	0	0	36	90
1 Hr	51	6	0	0	0	0	0	57	166	5	0	0	0	0	2	173	0	0	0	0	0	0	0	0	135	8	1	0	2	0	0	146	376
18:00	17	3	0	0	0	0	0	20	41	2	1	0	0	0	0	44	0	0	0	0	0	0	0	0	36	4	0	0	0	0	0	40	104
18:15	11	0	0	0	0	0	0	11	35	5	0	0	0	0	0	40	0	0	0	0	0	0	0	0	36	3	0	0	0	0	0	39	90
18:30	20	2	0	0	0	0	1	23	50	1	0	0	0	0	0	51	0	0	0	0	0	0	0	0	32	2	0	0	0	0	0	34	108
18:45	14	1	0	0	0	0	0	15	35	3	0	0	0	0	0	38	0	0	0	0	0	0	0	0	37	2	0	0	0	0	0	39	92
1 Hr	62	6	0	0	0	0	1	69	161	11	1	0	0	0	0	173	0	0	0	0	0	0	0	0	141	11	0	0	0	0	0	152	394
Total	341	46	8	5	0	1	2	403	1205	109	18	2	6	4	16	1360	1	0	0	0	0	0	0	1	1543	194	42	9	6	6	6	1806	3570

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3319-IRE Woodbrook Traffic Survey
Junction Turning Count
15/05/2018

Site 1 - Corke Abbey Avenue / Dublin Road(SE) / Old Connaught Avenue / Dublin Road(NW)

Origin Arm D Dublin Road(NW)

	Destination : Arm A Corke Abbey Avenue								**Destination :** Arm B Dublin Road(SE)								**Destination :** Arm C Old Connaught Avenue								**Destination :** Arm D Dublin Road(NW)								Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
07:00	14	3	0	1	0	0	0	18	38	5	3	0	4	1	0	51	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	75
07:15	21	1	0	0	0	0	0	22	37	10	4	0	3	0	1	55	3	4	0	0	0	0	0	7	0	0	0	0	0	0	0	0	84
07:30	14	0	0	0	0	0	1	15	64	11	1	0	4	0	1	81	14	4	1	0	0	0	0	19	0	0	0	0	0	0	0	0	115
07:45	19	3	0	0	0	0	0	22	61	18	4	0	4	2	1	90	19	2	1	0	0	0	0	22	0	0	0	0	0	0	0	0	134
1 Hr	68	7	0	1	0	0	1	77	200	44	12	0	15	3	3	277	41	11	2	0	0	0	0	54	0	0	0	0	0	0	0	0	408
08:00	13	2	3	0	0	0	0	18	98	11	1	0	4	1	0	115	16	3	1	0	1	0	0	21	0	0	0	0	0	0	0	0	154
08:15	16	0	0	1	0	0	0	17	80	11	3	1	1	0	1	97	20	3	1	0	0	0	0	24	1	0	0	0	0	0	0	1	139
08:30	10	1	0	0	0	0	0	11	63	16	0	0	2	0	2	83	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0	114
08:45	11	3	0	0	0	0	0	14	65	9	3	0	5	1	6	89	27	1	1	0	1	0	0	30	0	0	0	0	0	0	0	0	133
1 Hr	50	6	3	1	0	0	0	60	306	47	7	1	12	2	9	384	82	8	3	0	2	0	0	95	1	0	0	0	0	0	0	1	540
09:00	21	3	0	0	0	0	0	24	93	9	2	0	3	2	4	113	16	2	3	0	0	0	0	21	0	0	0	0	0	0	0	0	158
09:15	16	3	0	1	0	0	0	20	79	12	1	0	2	0	2	96	19	0	0	1	0	1	0	21	0	0	0	0	0	0	0	0	137
09:30	10	4	1	0	0	0	0	15	97	19	3	0	3	0	4	126	13	6	0	0	0	0	0	19	0	0	0	0	0	0	0	0	160
09:45	13	4	1	0	0	0	0	18	99	14	3	1	4	0	1	122	17	2	1	0	0	0	0	20	0	0	0	0	0	0	0	0	160
1 Hr	60	14	2	1	0	0	0	77	368	54	9	1	12	2	11	457	65	10	4	1	0	1	0	81	0	0	0	0	0	0	0	0	615
10:00	13	4	0	0	0	0	0	17	96	12	1	0	4	0	6	119	18	1	1	0	0	0	0	20	0	0	0	0	0	0	0	0	156
10:15	4	3	0	0	0	1	0	8	86	19	1	0	4	3	1	114	25	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	147
10:30	10	1	1	0	0	0	0	12	88	14	4	0	2	2	0	110	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	136
10:45	8	2	1	0	0	0	0	11	99	10	4	0	4	0	0	117	18	1	1	0	0	0	0	20	0	0	0	0	0	0	0	0	148
1 Hr	35	10	2	0	0	1	0	48	369	55	10	0	14	5	7	460	75	2	2	0	0	0	0	79	0	0	0	0	0	0	0	0	587
11:00	8	3	0	0	0	0	1	12	75	15	1	0	1	0	1	93	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	118
11:15	8	2	0	0	0	0	0	10	83	14	4	0	6	1	3	111	11	0	1	0	0	0	0	12	0	0	0	0	0	0	0	0	133
11:30	12	4	0	0	0	0	0	16	102	14	1	0	2	0	1	120	11	1	0	0	0	0	1	13	0	0	0	0	0	0	0	0	149
11:45	9	1	3	0	0	0	0	13	86	13	3	0	4	0	3	109	14	2	1	0	0	0	0	17	0	0	0	0	0	0	0	0	139
1 Hr	37	10	3	0	0	0	1	51	346	56	9	0	13	1	8	433	47	5	2	0	0	0	1	55	0	0	0	0	0	0	0	0	539
12:00	12	0	0	0	0	0	0	12	94	19	1	0	2	0	0	116	16	2	0	0	0	0	1	19	0	0	0	0	0	0	0	0	147
12:15	13	1	0	1	0	0	0	15	94	13	0	0	5	1	2	115	34	3	0	0	0	0	0	37	0	0	0	0	0	0	0	0	167
12:30	12	2	0	0	0	0	0	14	92	11	1	0	1	1	2	108	15	4	0	0	0	0	0	19	0	0	0	0	0	0	0	0	141
12:45	11	0	0	0	0	0	0	11	90	13	3	0	4	4	1	115	30	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	156
1 Hr	48	3	0	1	0	0	0	52	370	56	5	0	12	6	5	454	95	9	0	0	0	0	1	105	0	0	0	0	0	0	0	0	611
13:00	13	2	0	0	0	0	1	16	69	11	3	0	1	0	1	85	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	117
13:15	12	3	0	0	0	0	0	15	93	16	2	1	4	1	1	118	14	2	0	0	0	1	0	17	0	0	0	0	0	0	0	0	150
13:30	2	2	0	0	0	0	0	4	102	11	3	0	3	2	1	122	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0	152
13:45	9	2	0	0	0	0	0	11	96	7	2	1	2	0	0	108	11	1	1	0	0	0	0	13	0	0	0	0	0	0	0	0	132
1 Hr	36	9	0	0	0	0	1	46	360	45	10	2	10	3	3	433	66	4	1	0	0	1	0	72	0	0	0	0	0	0	0	0	551
14:00	9	1	0	0	0	0	0	10	109	10	5	0	3	1	0	128	15	1	2	1	0	1	0	20	0	0	0	0	0	0	0	0	158
14:15	13	3	0	0	0	0	0	16	97	6	2	0	3	1	2	111	15	4	0	0	0	0	0	19	0	0	0	0	0	0	0	0	146
14:30	9	3	1	2	0	0	0	15	119	9	0	0	4	0	0	132	24	4	0	1	1	0	0	30	0	0	0	0	0	0	0	0	177
14:45	13	1	0	0	0	0	0	14	63	8	0	0	2	3	0	76	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0	106
1 Hr	44	8	1	2	0	0	0	55	388	33	7	0	12	5	2	447	68	11	2	2	1	1	0	85	0	0	0	0	0	0	0	0	587
15:00	13	2	0	0	0	0	0	15	91	8	0	0	4	1	1	105	19	1	0	1	0	0	0	21	0	0	0	0	0	0	0	0	141
15:15	16	0	0	0	0	0	0	16	85	11	3	0	6	0	0	105	26	2	0	1	1	0	1	31	0	0	0	0	0	0	0	0	152
15:30	13	1	0	0	0	0	4	18	105	11	0	0	2	0	2	120	24	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0	163
15:45	14	6	0	0	0	0	0	20	100	13	1	0	3	1	1	119	25	2	0	0	0	0	0	27	0	0	0	0	0	0	0	0	166
1 Hr	56	9	0	0	0	0	4	69	381	43	4	0	15	2	4	449	94	6	0	2	1	0	1	104	0	0	0	0	0	0	0	0	622
16:00	16	2	0	0	0	0	0	18	98	13	0	0	3	1	1	116	15	2	1	0	0	1	0	19	0	0	0	0	0	0	0	0	153
16:15	14	0	0	0	0	0	0	14	117	4	2	0	6	0	2	131	11	1	1	0	0	0	0	13	0	0	0	0	0	0	0	0	158
16:30	17	2	0	1	0	0	1	21	91	9	0	0	3	1	4	108	31	2	0	0	0	0	0	33	0	0	0	0	0	0	0	0	162
16:45	23	3	0	0	0	0	2	28	111	15	1	0	1	1	5	134	22	2	0	0	0	1	0	25	0	0	0	0	0	0	0	0	187
1 Hr	70	7	0	1	0	0	3	81	417	41	3	0	13	3	12	489	79	7	2	0	0	2	0	90	0	0	0	0	0	0	0	0	660
17:00	11	2	0	0	0	0	0	13	125	13	1	0	1	4	3	147	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	170
17:15	19	2	0	0	0	2	0	23	85	15	1	0	5	4	6	116	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	153
17:30	20	1	0	0	0	2	1	24	112	14	0	0	3	2	6	137	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	174
17:45	20	1	0	0	0	0	0	21	110	5	0	0	7	2	7	131	9	1	1	0	0	0	0	11	0	0	0	0	0	0	0	0	163
1 Hr	70	6	0	0	0	4	1	81	432	47	2	0	16	12	22	531	43	4	1	0	0	0	0	48	0	0	0	0	0	0	0	0	660
18:00	11	3	0	0	0	0	1	15	109	7	0	0	4	1	7	128	11	0	1	0	0	0	1	13	0	0	0	0	0	0	0	0	156
18:15	11	3	0	0	0	2	0	16	90	7	0	0	2	2	10	111	5	0	0	0	0	0	3	8	0	0	0	0	0	0	0	0	135
18:30	9	2	0	0	0	0	0	11	102	10	1	0	6	7	5	131	8	2	0	0	0	1	0	11	0	0	0	0	0	0	0	0	153
18:45	25	3	0	0	0	0	1	29	90	7	0	0	7	2	7	113	9	0	0	0	0	1	0	10	0	0	0	0	0	0	0	0	152
1 Hr	56	11	0	0	0	2	2	71	391	31	1	0	19	12	29	483	33	2	1	0	0	2	4	42	0	0	0	0	0	0	0	0	596
Total	630	100	11	7	0	7	13	768	4328	552	79	4	163	56	115	5297	788	79	20	5	4	7	7	910	1	0	0	0	0	0	0	1	6976

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3319-IRE Woodbrook Traffic Survey
Junction Turning Count
15/05/2018

Site 1 - Corke Abbey Avenue / Dublin Road(SE) / Old Connaught Avenue / Dublin Road(NW)

ORIGIN SUMMARY

	Origin : Arm A Corke Abbey Avenue								Origin : Arm B Dublin Road(SE)								Origin : Arm C Old Connaught Avenue								Origin : Arm D Dublin Road(NW)								Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
07:00	42	6	0	0	0	1	2	51	154	25	0	0	3	0	9	191	50	10	1	0	0	0	0	61	57	9	3	1	4	1	0	75	378
07:15	28	7	1	0	0	0	2	38	192	35	3	0	4	2	11	247	51	7	2	0	0	1	0	61	61	15	4	0	3	0	1	84	430
07:30	42	7	0	1	0	0	1	51	193	25	1	0	2	1	12	234	60	3	2	0	0	1	1	67	92	15	2	0	4	0	2	115	467
07:45	57	1	0	0	0	0	0	58	199	14	2	0	5	2	18	240	73	13	1	0	0	1	0	88	99	23	5	0	4	2	1	134	520
1 Hr	169	21	1	1	0	1	5	198	738	99	6	0	14	5	50	912	234	33	6	0	0	3	1	277	309	62	14	1	15	3	4	408	1795
08:00	79	3	1	0	0	1	1	85	186	14	4	0	6	4	11	225	68	7	1	0	1	0	1	78	127	16	5	0	5	1	0	154	542
08:15	77	3	2	0	0	2	3	87	188	13	4	0	5	1	15	226	80	5	3	0	1	0	2	91	117	14	4	2	1	0	1	139	543
08:30	77	10	2	1	0	2	0	92	184	19	2	0	4	3	5	217	77	7	0	1	2	0	0	87	92	18	0	0	2	0	2	114	510
08:45	59	4	0	0	0	0	4	67	160	17	0	0	3	1	4	185	72	10	2	0	0	0	0	84	103	13	4	0	6	1	6	133	469
1 Hr	292	20	5	1	0	5	8	331	718	63	10	0	18	9	35	853	297	29	6	1	4	0	3	340	439	61	13	2	14	2	9	540	2064
09:00	35	3	0	0	0	0	0	38	149	21	2	0	7	3	3	185	56	6	1	0	0	0	1	64	130	14	5	0	3	2	4	158	445
09:15	30	9	0	0	0	0	1	40	136	19	2	1	1	2	1	162	56	8	3	1	0	0	1	69	114	15	1	2	2	1	2	137	408
09:30	25	4	0	0	0	0	2	31	132	27	3	0	3	0	1	166	65	7	2	0	0	0	0	74	120	29	4	0	3	0	4	160	431
09:45	30	6	1	1	0	0	3	41	141	20	2	1	3	4	2	173	63	10	1	0	0	0	2	76	129	20	5	1	4	0	1	160	450
1 Hr	120	22	1	1	0	0	6	150	558	87	9	2	14	9	7	686	240	31	7	1	0	0	4	283	493	78	15	3	12	3	11	615	1734
10:00	21	3	1	1	0	0	0	26	125	20	5	0	3	2	4	159	41	7	1	1	0	0	0	50	127	17	2	0	4	0	6	156	391
10:15	36	6	0	0	0	1	0	43	124	13	1	1	3	0	2	144	49	9	2	0	0	0	1	61	115	22	1	0	4	4	1	147	395
10:30	19	1	0	0	0	1	1	22	158	19	4	0	3	1	1	186	39	7	2	2	0	0	1	51	112	15	5	0	2	2	0	136	395
10:45	22	2	1	0	0	0	0	25	114	21	0	0	3	4	1	143	53	10	3	0	2	1	1	70	125	13	6	0	4	0	0	148	386
1 Hr	98	12	2	1	0	2	1	116	521	73	10	1	12	7	8	632	182	33	8	3	2	1	3	232	479	67	14	0	14	6	7	587	1567
11:00	24	4	1	0	0	0	0	29	130	22	1	0	4	0	4	161	50	10	0	1	0	1	0	62	94	20	1	0	1	0	2	118	370
11:15	28	5	0	1	0	0	1	35	133	18	6	0	2	2	1	162	37	13	2	1	0	0	3	56	102	16	5	0	6	1	3	133	386
11:30	20	4	1	0	0	0	2	27	123	19	0	0	4	0	3	149	43	3	2	0	0	0	0	48	125	19	1	0	2	0	2	149	373
11:45	25	2	0	0	0	0	0	27	113	23	4	1	4	0	0	145	46	8	1	1	0	0	1	57	109	16	7	0	4	0	3	139	368
1 Hr	97	15	2	1	0	0	3	118	499	82	11	1	14	2	8	617	176	34	5	3	0	1	4	223	430	71	14	0	13	1	10	539	1497
12:00	27	3	3	1	0	0	1	35	131	22	1	0	3	0	4	161	51	3	2	0	0	0	0	56	122	21	1	0	2	0	1	147	399
12:15	27	4	0	0	0	0	0	31	126	25	0	0	1	2	1	155	54	7	2	0	1	0	1	65	141	17	0	1	5	1	2	167	418
12:30	34	4	0	0	0	0	1	39	141	15	1	0	3	1	1	162	50	7	2	0	0	1	0	60	119	17	1	0	1	1	2	141	402
12:45	32	5	1	0	0	0	0	38	127	18	0	1	4	1	3	154	60	6	2	0	0	1	1	70	131	13	3	0	4	4	1	156	418
1 Hr	120	16	4	1	0	0	2	143	525	80	2	1	11	4	9	632	215	23	8	0	1	2	2	251	513	68	5	1	12	6	6	611	1637
13:00	36	4	0	0	0	0	1	41	141	19	1	0	3	0	3	167	69	8	2	1	0	0	0	80	98	13	3	0	1	0	2	117	405
13:15	41	3	0	2	0	0	1	47	129	17	3	0	2	0	1	152	41	2	0	0	1	0	0	44	119	21	2	1	4	2	1	150	393
13:30	38	3	1	0	0	0	4	46	144	21	0	0	4	0	6	175	61	9	2	0	0	0	0	72	129	14	3	0	3	2	1	152	445
13:45	24	10	0	0	0	0	2	36	133	12	1	0	3	5	5	159	49	11	4	0	0	0	0	64	116	10	3	1	2	0	0	132	391
1 Hr	139	20	1	2	0	0	8	170	547	69	5	0	12	5	15	653	220	30	8	1	1	0	0	260	462	58	11	2	10	4	4	551	1634
14:00	31	6	0	0	0	0	1	38	138	11	3	0	3	3	2	160	61	6	0	1	0	1	0	69	133	12	7	1	3	2	0	158	425
14:15	41	3	1	0	0	0	1	46	110	15	1	0	1	1	1	129	81	5	0	1	0	1	0	88	125	13	2	0	3	1	2	146	409
14:30	28	5	0	1	0	0	0	34	152	12	4	0	4	0	1	173	59	6	4	0	0	0	0	69	152	16	1	3	5	0	0	177	453
14:45	20	4	2	0	0	0	0	26	156	24	5	0	5	3	3	196	49	7	1	0	0	0	0	57	90	11	0	0	2	3	0	106	385
1 Hr	120	18	3	1	0	0	2	144	556	62	13	0	13	7	7	658	250	24	5	2	0	2	0	283	500	52	10	4	13	6	2	587	1672
15:00	20	4	0	0	0	1	1	26	137	11	4	0	2	4	5	163	89	10	3	1	0	0	0	103	123	11	0	1	4	1	1	141	433
15:15	29	4	0	0	0	0	0	33	142	13	3	0	1	0	0	159	66	9	1	2	0	0	0	78	127	13	3	1	7	0	1	152	422
15:30	24	7	1	2	0	0	1	35	149	16	3	0	5	0	1	174	64	6	2	1	1	0	1	75	142	13	0	0	2	0	6	163	447
15:45	25	5	1	0	0	0	0	31	155	9	0	0	4	0	0	168	72	7	1	0	1	1	1	83	139	21	1	0	3	1	1	166	448
1 Hr	98	20	2	2	0	1	2	125	583	49	10	0	12	4	6	664	291	32	7	4	2	1	2	339	531	58	4	2	16	2	9	622	1750
16:00	48	5	1	1	0	0	0	55	133	12	3	1	2	4	3	158	74	9	0	0	0	0	1	84	129	17	1	0	3	2	1	153	450
16:15	24	5	0	0	0	0	0	29	161	15	2	0	5	2	0	185	58	7	2	1	0	1	0	69	142	5	3	0	6	0	2	158	441
16:30	43	4	0	0	0	0	1	48	142	18	3	0	4	2	3	172	65	8	1	0	0	0	1	75	139	13	0	1	3	1	5	162	457
16:45	43	3	0	1	0	0	0	47	149	19	2	0	7	1	6	184	72	9	3	0	0	0	0	84	156	20	1	0	1	2	7	187	502
1 Hr	158	17	1	2	0	0	1	179	585	64	10	1	18	9	12	699	269	33	6	1	0	1	2	312	566	55	5	1	13	5	15	660	1850
17:00	61	7	0	0	0	1	3	72	164	15	0	0	3	1	2	185	72	3	0	0	0	0	1	76	145	16	1	0	1	4	3	170	503
17:15	45	5	0	0	0	0	1	51	135	10	2	0	4	2	2	155	101	7	0	0	1	0	1	110	117	18	1	0	5	6	6	153	469
17:30	49	3	0	0	0	0	4	56	166	12	1	0	5	2	3	189	94	5	1	0	0	0	0	100	144	16	0	0	3	4	7	174	519
17:45	39	3	0	0	0	0	0	42	142	11	4	0	3	0	0	160	85	4	0	0	1	0	0	90	139	7	1	0	7	2	7	163	455
1 Hr	194	18	0	0	0	1	8	221	607	48	7	0	15	5	7	689	352	19	1	0	2	0	2	376	545	57	3	0	16	16	23	660	1946
18:00	40	1	0	0	0	0	1	42	154	10	0	0	3	3	3	173	94	9	1	0	0	0	0	104	131	10	1	0	4	1	9	156	475
18:15	39	1	0	0	0	0	0	40	158	11	0	0	4	0	3	176	82	8	0	0	0	0	0	90	106	10	0	0	2	4	13	135	441
18:30	37	4	0	0	0	0	1	42	155	8	0	0	4	0	1	168	102	5	0	0	0	0	1	108	119	14	1	0	6	8	5	153	471
18:45	44	3	0	0	0	0	0	47	138	12	0	0	3	0	4	157	86	6	0	0	0	0	0	92	124	10	0	0	7	3	8	152	448
1 Hr	160	9	0	0	0	0	2	171	605	41	0	0	14	3	11	674	364	28	1	0	0	0	1	394	480	44	2	0	19	16	35	596	1835
Total	1765	208	22	13	0	10	48	2066	7042	817	93	6	167	69	175	8369	3090	349	68	16	12	11	24	3570	5747	731	110	16	167	70	135	6976	20981

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3319-IRE Woodbrook Traffic Survey
Junction Turning Count
15/05/2018

Site 1 - Corke Abbey Avenue / Dublin Road(SE) / Old Connaught Avenue / Dublin Road(NW)

DESTINATION SUMMARY

	Destination : Arm A Corke Abbey Avenue								**Destination :** Arm B Dublin Road(SE)								**Destination :** Arm C Old Connaught Avenue								**Destination :** Arm D Dublin Road(NW)								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Dest Totals
07:00	35	5	0	1	0	0	0	41	55	8	3	0	4	1	1	72	9	4	0	0	0	0	0	13	204	33	1	0	3	1	10	252	378
07:15	43	5	0	0	0	0	0	48	52	13	5	0	3	0	2	75	8	7	0	0	0	0	0	15	229	39	5	0	4	3	12	292	430
07:30	39	0	1	0	0	1	1	42	84	16	1	0	4	0	1	106	21	5	1	0	0	0	1	28	243	29	2	1	2	1	13	291	467
07:45	57	6	0	0	0	0	1	64	95	23	4	0	4	2	1	129	30	2	2	0	0	0	2	36	246	20	2	0	5	3	15	291	520
1 Hr	174	16	1	1	0	1	2	195	286	60	13	0	15	3	5	382	68	18	3	0	0	0	3	92	922	121	10	1	14	8	50	1126	1795
08:00	27	4	4	0	0	0	0	35	151	13	3	0	5	1	2	175	31	4	2	0	1	0	0	38	251	19	2	0	6	5	11	294	542
08:15	32	2	1	1	0	0	0	36	149	15	6	1	2	0	6	179	40	4	1	0	0	0	2	47	241	14	5	0	5	3	13	281	543
08:30	33	3	0	0	0	0	0	36	115	20	1	2	3	1	2	144	44	4	0	0	0	0	1	49	238	27	3	0	5	4	4	281	510
08:45	32	4	0	0	0	0	0	36	116	17	4	0	5	1	9	152	48	2	1	0	1	0	2	54	198	21	1	0	3	1	3	227	469
1 Hr	124	13	5	1	0	0	0	143	531	65	14	3	15	3	19	650	163	14	4	0	2	0	5	188	928	81	11	0	19	13	31	1083	2064
09:00	36	7	0	0	0	0	1	44	136	12	2	0	3	2	4	159	38	4	3	0	0	0	0	45	160	21	3	0	7	3	3	197	445
09:15	32	7	0	2	0	0	0	41	108	16	3	0	2	0	4	133	35	2	0	1	0	1	0	39	161	26	3	1	1	2	1	195	408
09:30	20	5	2	0	0	0	1	28	132	23	4	0	3	0	4	166	26	10	1	0	0	0	0	37	164	29	2	0	3	0	2	200	431
09:45	31	8	1	0	0	0	0	40	129	21	3	2	4	0	6	165	38	4	1	0	0	0	0	43	165	23	4	1	3	4	2	202	450
1 Hr	119	27	3	2	0	0	2	153	505	72	12	2	12	2	18	623	137	20	5	1	0	1	0	164	650	99	12	2	14	9	8	794	1734
10:00	23	6	0	0	0	0	1	30	119	16	1	0	4	0	6	146	34	1	2	0	0	0	0	37	138	24	6	2	3	2	3	178	391
10:15	11	5	0	0	0	1	0	17	122	25	2	0	4	3	2	158	32	1	1	0	0	0	0	34	159	19	1	1	3	1	2	186	395
10:30	19	2	1	0	0	0	0	22	111	18	4	0	2	2	1	138	36	3	0	0	0	0	0	39	162	19	6	2	3	2	2	196	395
10:45	17	7	2	0	0	0	0	26	132	15	4	0	6	0	1	158	30	4	1	0	0	0	1	36	135	20	3	0	3	5	0	166	386
1 Hr	70	20	3	0	0	1	1	95	484	74	11	0	16	5	10	600	132	9	4	0	0	0	1	146	594	82	16	5	12	10	7	726	1567
11:00	16	6	0	1	0	0	1	24	106	17	2	0	1	0	1	127	32	5	0	0	0	0	0	37	144	28	1	0	4	1	4	182	370
11:15	24	5	0	0	0	0	0	29	106	17	4	0	6	1	3	137	23	1	1	0	0	0	0	25	147	29	8	2	2	2	5	195	386
11:30	24	6	0	0	0	0	0	30	129	17	1	0	2	0	3	152	25	4	1	0	0	0	2	32	133	18	2	0	4	0	2	159	373
11:45	26	3	4	1	0	0	0	34	115	16	3	0	4	0	4	142	31	3	1	0	0	0	0	35	121	27	4	1	4	0	0	157	368
1 Hr	90	20	4	2	0	0	1	117	456	67	10	0	13	1	11	558	111	13	3	0	0	0	2	129	545	102	15	3	14	3	11	693	1497
12:00	27	1	0	0	0	0	0	28	124	21	2	0	2	0	1	150	31	8	1	0	0	0	1	41	149	19	4	1	3	0	4	180	399
12:15	38	7	0	1	0	0	0	46	124	16	0	0	5	1	2	148	53	6	0	0	0	0	1	60	133	24	2	0	2	2	1	164	418
12:30	27	3	0	0	0	0	0	30	123	14	1	0	1	2	3	144	34	5	0	0	0	0	0	39	160	21	3	0	3	1	1	189	402
12:45	25	0	0	0	0	0	0	25	124	20	3	0	4	4	2	157	44	2	0	0	0	0	0	46	157	20	3	1	4	2	3	190	418
1 Hr	117	11	0	1	0	0	0	129	495	71	6	0	12	7	8	599	162	21	1	0	0	0	2	186	599	84	12	2	12	5	9	723	1637
13:00	42	5	0	0	0	0	1	48	105	16	4	0	1	0	2	128	37	0	0	0	0	0	1	38	160	23	2	1	3	0	2	191	405
13:15	28	4	0	0	0	0	0	32	124	17	2	1	5	1	2	152	32	6	0	0	0	1	0	39	146	16	3	2	2	0	1	170	393
13:30	29	5	0	0	0	0	0	34	139	14	4	0	3	2	4	166	41	4	0	0	0	0	3	48	163	24	2	0	4	0	4	197	445
13:45	31	4	1	0	0	0	0	36	130	14	2	1	2	0	2	151	30	2	1	0	0	0	0	33	131	23	4	0	3	5	5	171	391
1 Hr	130	18	1	0	0	0	1	150	498	61	12	2	11	3	10	597	140	12	1	0	0	1	4	158	600	86	11	3	12	5	12	729	1634
14:00	21	1	0	1	0	0	1	24	152	17	5	0	3	1	1	179	34	2	2	1	0	1	0	40	156	15	3	0	3	4	1	182	425
14:15	26	5	0	0	0	0	0	31	144	6	2	0	3	2	3	160	38	6	0	0	0	0	0	44	149	19	2	1	1	1	1	174	409
14:30	23	5	1	2	0	0	0	31	159	10	2	0	4	0	0	175	52	4	0	1	1	0	0	58	157	20	6	1	4	0	1	189	453
14:45	45	4	0	0	0	1	0	50	91	12	1	0	2	3	0	109	40	6	0	0	0	0	0	46	139	24	7	0	5	2	3	180	385
1 Hr	115	15	1	3	0	1	1	136	546	45	10	0	12	6	4	623	164	18	2	2	1	1	0	188	601	78	18	2	13	7	6	725	1672
15:00	36	5	2	0	0	1	0	44	137	11	1	0	4	2	2	157	34	3	0	1	0	0	1	39	162	17	4	1	2	3	4	193	433
15:15	33	2	0	1	0	0	0	36	117	14	4	0	6	0	0	141	47	5	0	1	1	0	1	55	167	18	3	1	1	0	0	190	422
15:30	26	4	0	0	0	0	4	34	139	16	0	1	2	0	4	162	52	6	1	0	0	0	0	59	162	16	5	2	6	0	1	192	447
15:45	31	8	1	0	0	0	0	40	146	16	1	0	3	2	2	170	51	3	0	0	0	0	0	54	163	15	1	0	5	0	0	184	448
1 Hr	126	19	3	1	0	1	4	154	539	57	6	1	15	4	8	630	184	17	1	2	1	0	2	207	654	66	13	4	14	3	5	759	1750
16:00	40	3	0	0	0	0	0	43	140	16	0	0	3	1	2	162	33	3	2	0	0	3	1	42	171	21	3	2	2	2	2	203	450
16:15	38	3	0	0	0	0	0	41	149	5	3	0	6	1	2	166	33	4	1	0	0	1	0	39	165	20	3	1	5	1	0	195	441
16:30	50	7	0	1	0	0	1	59	133	15	0	0	3	1	6	158	53	5	2	0	0	0	3	63	153	16	2	0	4	2	0	177	457
16:45	53	6	0	0	0	0	3	62	159	19	1	0	1	1	5	186	54	4	0	0	0	2	0	60	154	22	5	1	7	0	5	194	502
1 Hr	181	19	0	1	0	0	4	205	581	55	4	0	13	4	15	672	173	16	5	0	0	6	4	204	643	79	13	4	18	5	7	769	1850
17:00	39	5	0	0	0	0	1	45	184	17	1	0	1	4	7	214	52	2	0	0	0	0	0	54	167	17	0	0	3	2	1	190	503
17:15	49	6	0	0	0	2	0	57	150	22	1	0	5	4	7	189	27	1	0	0	0	0	0	28	172	11	2	0	5	2	3	195	469
17:30	65	7	0	0	0	2	1	75	178	17	0	0	3	2	10	210	36	1	0	0	0	0	2	39	174	11	2	0	5	2	1	195	519
17:45	53	4	1	0	0	0	0	58	166	7	0	0	7	2	7	189	31	3	2	0	0	0	0	36	155	11	2	0	4	0	0	172	455
1 Hr	206	22	1	0	0	4	2	235	678	63	2	0	16	12	31	802	146	7	2	0	0	0	2	157	668	50	6	0	17	6	5	752	1946
18:00	46	7	0	0	0	1	1	55	168	9	1	0	4	1	8	191	43	0	1	0	0	0	1	45	162	14	0	0	3	2	3	184	475
18:15	41	3	0	0	0	2	0	46	142	13	0	0	2	2	10	169	54	0	0	0	0	0	4	58	148	14	0	0	4	0	2	168	441
18:30	44	5	0	0	0	0	2	51	170	11	1	0	6	7	5	200	45	3	0	0	0	1	1	50	154	12	0	0	4	0	0	170	471
18:45	57	4	0	0	0	0	1	62	148	12	0	0	7	2	7	176	34	3	0	0	0	1	2	40	153	12	0	0	3	0	2	170	448
1 Hr	188	19	0	0	0	3	4	214	628	45	2	0	19	12	30	736	176	6	1	0	0	2	8	193	617	52	0	0	14	2	7	692	1835
Total	1640	219	22	12	0	11	22	1926	6227	735	102	8	169	62	169	7472	1756	171	32	5	4	11	33	2012	8021	980	137	26	173	76	158	9571	20981

Site No. 1
Location R761(N) / Access Road / R761(S) / Local Road
Date 2020-10-22

Time	A to D - R761(N) to Local Road								Veh. Total	PCU	A to C - R761(N) to R761(S)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	2	0	0	0	0	0	1	0	3	2	34	11	2	1	6	2	1	0	57	63
07:15	1	0	1	0	0	0	0	0	2	3	49	9	1	0	3	0	2	0	64	66
07:30	4	0	0	0	1	0	0	0	5	6	85	20	5	0	4	0	0	0	114	121
07:45	10	2	1	0	1	0	0	0	14	16	103	12	3	1	7	0	7	0	133	137
Hour	17	2	2	0	2	0	1	0	24	26	271	52	11	2	20	2	10	0	368	387
08:00	21	1	0	0	0	0	0	1	23	22	135	14	2	0	7	0	8	0	166	168
08:15	38	4	0	0	0	0	2	1	45	43	124	16	5	0	2	1	5	0	153	153
08:30	57	2	0	0	0	0	2	0	61	59	87	8	2	1	7	0	2	1	108	115
08:45	48	0	0	1	0	0	5	0	54	51	113	10	7	0	6	2	7	1	146	148
Hour	164	7	0	1	0	0	9	2	183	176	459	48	16	1	22	3	22	2	573	583
09:00	15	1	0	0	0	0	0	0	16	16	91	11	9	0	9	0	1	0	121	134
09:15	6	1	1	0	0	0	0	0	8	9	89	8	4	0	3	0	2	0	106	109
09:30	5	1	0	0	0	0	2	0	8	6	73	16	3	0	10	0	0	0	102	114
09:45	7	2	0	0	0	0	0	0	9	9	91	21	4	0	3	1	2	2	124	125
Hour	33	5	1	0	0	0	2	0	41	40	344	56	20	0	25	1	5	2	453	482
10:00	2	0	1	0	0	0	0	0	3	4	78	9	1	1	7	0	3	0	99	105
10:15	3	1	0	0	0	0	1	0	5	4	85	18	1	1	3	0	1	1	110	113
10:30	1	0	0	0	0	0	0	1	2	1	95	12	5	0	7	0	4	0	123	129
10:45	1	0	1	0	0	0	1	0	3	3	81	19	5	0	6	0	3	0	114	120
Hour	7	1	2	0	0	0	2	1	13	12	339	58	12	2	23	0	11	1	446	468
11:00	5	2	2	0	0	0	1	0	10	10	88	16	8	1	9	2	1	0	125	137
11:15	3	1	0	0	0	0	0	0	4	4	85	14	2	1	3	0	3	1	109	111
11:30	5	0	0	0	0	0	0	0	5	5	93	20	1	0	6	1	1	0	122	127
11:45	9	0	0	0	0	0	3	0	12	10	94	17	1	0	5	1	3	0	121	124
Hour	22	3	2	0	0	0	4	0	31	29	360	67	12	2	23	4	8	1	477	499
12:00	2	0	0	0	0	0	2	0	4	2	104	16	7	0	5	1	2	0	135	141
12:15	6	0	1	0	0	0	1	0	8	8	89	17	0	1	3	1	1	0	112	115
12:30	2	0	0	0	0	0	0	0	2	2	72	8	4	0	5	2	3	0	94	97
12:45	3	0	1	0	0	0	1	0	5	5	109	17	4	0	2	3	1	0	136	137
Hour	13	0	2	0	0	0	4	0	19	17	374	58	15	1	15	7	7	0	477	491
13:00	6	1	1	0	0	0	0	0	8	9	101	13	5	1	7	3	3	0	133	140
13:15	17	0	0	0	0	0	0	1	18	17	105	14	3	1	1	0	2	0	126	128
13:30	10	1	0	0	0	0	2	1	14	12	106	17	1	0	4	1	2	0	131	133
13:45	4	1	0	0	0	0	1	3	9	6	101	15	4	0	9	1	1	1	132	141
Hour	37	3	1	0	0	0	3	5	49	43	413	59	13	2	21	5	8	1	522	542
14:00	8	1	0	0	0	1	0	0	10	9	95	18	4	0	4	2	4	0	127	129
14:15	13	2	0	0	0	0	0	1	16	15	90	15	5	0	4	0	5	0	119	122
14:30	19	0	0	0	0	0	0	0	19	19	90	9	3	0	3	2	5	0	112	111
14:45	14	1	0	0	0	0	0	0	15	15	102	11	2	0	3	0	1	0	119	122
Hour	54	4	0	0	0	1	0	1	60	59	377	53	14	0	14	4	15	0	477	484
15:00	5	0	0	0	0	0	1	0	6	5	93	19	1	0	7	3	3	0	126	129
15:15	6	0	0	0	0	0	0	0	6	6	120	12	2	0	4	0	3	0	141	144
15:30	16	6	0	0	1	0	2	0	25	24	111	22	3	1	6	2	5	0	150	154
15:45	18	1	0	0	0	0	2	1	22	20	94	10	3	0	7	1	4	0	119	124
Hour	45	7	0	0	1	0	5	1	59	55	418	63	9	1	24	6	15	0	536	550
16:00	19	4	0	0	0	0	0	0	23	23	91	14	3	1	2	1	3	1	116	117
16:15	13	1	0	0	0	0	1	0	15	14	116	24	1	0	3	1	1	0	146	148
16:30	7	0	0	0	0	0	0	0	7	7	110	21	0	0	10	1	2	0	144	152
16:45	5	0	0	0	0	0	3	0	8	6	120	16	2	0	3	0	2	0	143	145
Hour	44	5	0	0	0	0	4	0	53	50	437	75	6	1	18	3	8	1	549	562
17:00	5	1	0	0	0	0	0	0	6	6	126	19	0	0	5	0	13	0	163	158
17:15	12	2	0	0	0	0	2	0	16	14	129	16	0	0	4	1	4	0	154	154
17:30	6	0	0	0	0	0	0	0	6	6	118	22	2	0	8	1	5	0	156	160
17:45	5	0	0	0	0	0	1	1	7	5	123	20	0	1	4	2	8	0	158	156
Hour	28	3	0	0	0	0	3	1	35	32	496	77	2	1	21	4	30	0	631	628
18:00	2	1	0	0	0	0	0	0	3	3	133	18	0	0	1	2	5	0	159	155
18:15	1	1	0	0	0	0	2	0	4	2	105	13	2	0	6	2	2	0	130	134
18:30	4	0	0	0	0	0	1	1	6	4	110	12	0	0	9	0	3	0	134	141
18:45	2	1	0	0	0	0	0	0	3	3	105	7	2	0	3	0	2	0	119	121
Hour	9	3	0	0	0	0	3	1	16	13	453	50	4	0	19	4	12	0	542	551
Total	473	43	10	1	3	1	40	12	583	550	4741	716	134	13	245	43	151	8	6051	6227

Site No. 1
Location R761(N) / Access Road / R761(S) / Local Road
Date 2020-10-22

Time	A to B - R761(N) to Access Road								Veh. Total	PCU	B to A - Access Road to R761(N)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
08:15	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	2	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	2	0	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	2	2
Hour	1	2	0	0	0	0	1	0	4	3	1	1	0	0	0	0	0	0	2	2
10:00	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
10:30	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	3	3
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
11:15	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	2	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
Hour	1	1	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	4	4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	1	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	1	1
12:30	3	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
12:45	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Hour	5	2	0	0	0	0	0	0	7	7	0	1	0	0	0	0	0	0	1	1
13:00	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
13:15	1	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	3	3
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Hour	2	0	0	0	0	0	0	0	2	2	5	0	0	0	0	0	0	0	5	5
14:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
14:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
14:45	2	1	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	1	1
Hour	3	1	0	0	0	0	0	0	4	4	3	1	0	0	0	0	0	0	4	4
15:00	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0
15:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
Hour	2	1	0	0	0	0	0	0	3	3	1	1	0	0	0	0	1	0	3	2
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:15	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	2	1
16:45	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	2	2
Hour	4	0	0	0	0	0	0	0	4	4	3	1	0	0	0	0	1	0	5	4
17:00	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
17:15	1	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
17:45	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
Hour	4	0	0	0	0	0	0	0	4	4	6	1	0	0	0	0	0	0	7	7
18:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	1
18:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	1	1
18:45	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
Hour	5	0	0	0	0	0	0	0	5	5	4	0	0	0	0	0	0	1	5	4
Total	31	7	0	0	0	0	1	0	39	38	31	8	0	0	0	0	2	2	43	40

Site No. 1
Location R761(N) / Access Road / R761(S) / Local Road
Date 2020-10-22

Time	B to D - Access Road to Local Road								Veh. Total	PCU	B to C - Access Road to R761(S)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
08:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	2	1
09:00	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	3
Hour	1	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	3	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
Hour	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	3	2
12:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
12:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
12:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Hour	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	6
13:00	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	1	7	6
13:15	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	1	2	1
13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Hour	0	0	0	0	0	0	1	0	1	0	8	1	0	0	0	0	0	2	11	9
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
15:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	3
15:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	1
Hour	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	1	0	8	7
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hour	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	3	2
17:00	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
17:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	3	3
18:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
18:45	1	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	3	3
Hour	1	0	0	0	0	0	0	0	1	1	7	0	0	0	0	0	0	0	7	7
Total	6	0	0	0	0	0	2	0	8	6	34	8	0	0	0	0	1	6	49	43

Site No. 1
Location R761(N) / Access Road / R761(S) / Local Road
Date 2020-10-22

Time	C to B - R761(S) to Access Road								Veh. Total	PCU	C to A - R761(S) to R761(N)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	0	0	0	0	82	16	3	1	9	1	3	0	115	124
07:15	0	0	0	0	0	0	0	0	0	0	115	11	4	0	4	0	2	1	137	141
07:30	0	0	0	0	0	0	0	0	0	0	133	28	5	1	6	0	6	1	180	184
07:45	0	2	0	0	0	0	0	0	2	2	116	20	1	1	6	3	5	0	152	154
Hour	0	2	0	0	0	0	0	0	2	2	446	75	13	3	25	4	16	2	584	603
08:00	0	0	0	0	0	0	0	0	0	0	154	15	2	0	7	1	5	2	186	188
08:15	0	0	0	0	0	0	0	0	0	0	136	17	3	0	7	0	2	0	165	172
08:30	1	0	0	0	0	0	0	0	1	1	133	12	3	0	3	0	6	0	157	157
08:45	1	0	0	0	0	0	0	0	1	1	101	12	2	0	4	1	4	0	124	125
Hour	2	0	0	0	0	0	0	0	2	2	524	56	10	0	21	2	17	2	632	642
09:00	2	0	0	0	0	0	0	0	2	2	111	11	0	0	12	0	1	0	135	146
09:15	0	0	0	0	0	0	0	0	0	0	86	11	6	0	5	0	1	0	109	116
09:30	2	0	0	0	0	0	0	0	2	2	94	18	6	0	5	0	2	0	125	131
09:45	1	0	0	0	0	0	0	0	1	1	74	16	1	0	4	0	1	0	96	100
Hour	5	0	0	0	0	0	0	0	5	5	365	56	13	0	26	0	5	0	465	494
10:00	0	0	0	0	0	0	0	0	0	0	85	18	4	0	6	1	2	0	116	122
10:15	1	0	0	0	0	0	0	0	1	1	87	13	5	2	6	0	1	0	114	124
10:30	0	0	0	0	0	0	0	0	0	0	93	22	6	0	6	0	1	0	128	136
10:45	1	1	0	0	0	0	0	0	2	2	97	17	2	0	5	1	0	0	122	127
Hour	2	1	0	0	0	0	0	0	3	3	362	70	17	2	23	2	4	0	480	510
11:00	0	0	0	0	0	0	1	0	1	0	85	14	7	0	4	1	2	0	113	118
11:15	1	1	0	0	0	0	0	0	2	2	76	19	6	1	4	1	2	0	109	115
11:30	1	0	0	0	0	0	0	0	1	1	99	11	3	0	5	1	1	0	120	125
11:45	1	0	0	0	0	0	0	0	1	1	97	18	3	0	5	2	3	0	128	131
Hour	3	1	0	0	0	0	1	0	5	4	357	62	19	1	18	5	8	0	470	489
12:00	0	0	0	0	0	0	0	0	0	0	101	20	2	0	4	0	2	0	129	132
12:15	3	0	0	0	0	0	1	0	4	3	99	26	2	0	4	1	3	0	135	137
12:30	1	0	0	0	0	0	0	0	1	1	113	14	4	0	3	3	5	0	142	141
12:45	0	0	0	0	0	0	0	0	0	0	110	13	3	0	7	0	1	0	134	142
Hour	4	0	0	0	0	0	1	0	5	4	423	73	11	0	18	4	11	0	540	552
13:00	0	0	0	0	0	0	1	0	1	0	101	11	5	1	7	4	4	1	134	138
13:15	0	0	0	0	0	0	0	0	0	0	84	16	3	0	4	1	4	0	112	114
13:30	1	0	0	0	0	0	1	0	2	1	98	19	5	1	7	0	4	1	135	142
13:45	1	0	0	0	0	0	0	0	1	1	105	15	5	1	6	1	0	1	134	142
Hour	2	0	0	0	0	0	2	0	4	2	388	61	18	3	24	6	12	3	515	536
14:00	1	0	0	0	0	0	0	0	1	1	104	11	5	0	4	0	1	0	125	131
14:15	0	0	0	0	0	0	0	0	0	0	120	20	5	0	5	1	1	0	152	158
14:30	0	1	0	0	0	0	1	0	2	1	93	20	3	0	5	2	2	0	125	129
14:45	2	0	0	0	0	0	0	0	2	2	121	12	4	0	9	4	4	1	155	160
Hour	3	1	0	0	0	0	1	0	5	4	438	63	17	0	23	7	8	1	557	577
15:00	1	0	0	0	0	0	0	0	1	1	112	13	1	0	4	1	0	0	131	135
15:15	1	1	0	0	0	0	0	0	2	2	114	10	2	0	5	1	2	0	134	138
15:30	1	2	0	0	0	0	0	0	3	3	118	20	5	1	7	1	0	0	152	162
15:45	0	1	0	0	0	0	0	0	1	1	106	29	3	0	5	1	6	0	150	151
Hour	3	4	0	0	0	0	0	0	7	7	450	72	11	1	21	4	8	0	567	586
16:00	0	1	0	0	0	0	0	0	1	1	107	23	3	0	5	0	5	0	143	146
16:15	0	1	0	0	0	0	0	0	1	1	92	17	2	0	5	1	2	1	120	123
16:30	0	0	0	0	0	0	0	0	0	0	125	12	1	0	6	1	4	0	149	152
16:45	1	0	0	0	0	0	0	0	1	1	108	17	3	0	4	2	4	1	139	139
Hour	1	2	0	0	0	0	0	0	3	3	432	69	9	0	20	4	15	2	551	560
17:00	3	1	0	0	0	0	1	0	5	4	119	22	1	0	6	1	4	1	154	156
17:15	0	1	0	0	0	0	0	0	1	1	130	18	4	0	6	1	3	0	162	167
17:30	1	0	0	0	0	0	0	0	1	1	99	16	1	1	5	1	0	0	123	129
17:45	0	0	0	0	0	0	0	0	0	0	97	9	0	1	4	1	3	0	115	117
Hour	4	2	0	0	0	0	1	0	7	6	445	65	6	2	21	4	10	1	554	569
18:00	0	0	0	0	0	0	0	0	0	0	107	18	0	0	5	1	1	0	132	136
18:15	0	0	0	0	0	0	0	0	0	0	119	11	1	0	6	0	3	0	140	144
18:30	3	0	0	0	0	0	0	0	3	3	106	15	0	1	8	0	3	0	133	140
18:45	0	0	0	0	0	0	0	0	0	0	102	8	0	0	3	1	2	0	116	117
Hour	3	0	0	0	0	0	0	0	3	3	434	52	1	1	22	2	9	0	521	536
Total	32	13	0	0	0	0	6	0	51	46	5064	774	145	13	262	44	123	11	6436	6654

Site No. 1
Location R761(N) / Access Road / R761(S) / Local Road
Date 2020-10-22

Time	C to D - R761(S) to Local Road								Veh. Total	PCU	D to C - Local Road to R761(S)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	5	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	1	1
Hour	5	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	1	1
08:00	5	0	0	0	1	0	3	0	9	8	1	0	1	0	0	0	0	0	2	3
08:15	20	0	0	0	0	0	1	0	21	20	6	0	0	0	0	0	0	0	6	6
08:30	27	0	0	0	1	0	0	0	28	29	2	0	0	0	0	0	0	0	2	2
08:45	34	1	0	0	0	0	0	0	35	35	15	1	0	0	0	0	0	0	16	16
Hour	86	1	0	0	2	0	4	0	93	92	24	1	1	0	0	0	0	0	26	27
09:00	1	0	0	0	0	0	0	0	1	1	17	0	0	0	1	0	0	0	18	19
09:15	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
09:45	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Hour	6	1	0	0	0	0	0	0	7	7	18	0	0	0	1	0	0	0	19	20
10:00	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	4	2
10:15	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Hour	0	2	0	0	0	0	0	0	2	2	2	3	0	0	0	0	1	1	7	5
11:00	2	0	0	0	0	0	0	0	2	2	1	0	0	0	1	0	0	0	2	3
11:15	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
11:30	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
11:45	4	0	0	0	0	0	0	0	4	4	1	1	0	0	0	0	0	0	2	2
Hour	8	0	0	0	0	0	0	0	8	8	4	1	0	0	1	0	0	0	6	7
12:00	0	1	0	0	0	0	0	0	1	1	6	0	0	0	0	0	1	0	7	6
12:15	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
12:30	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Hour	3	2	0	0	0	0	0	0	5	5	7	0	0	0	0	0	1	0	8	7
13:00	3	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	0	1	0
13:15	11	1	0	0	0	0	0	0	12	12	1	0	0	0	0	0	0	0	1	1
13:30	6	0	0	0	0	0	0	0	6	6	7	0	0	0	0	0	0	0	7	7
13:45	0	0	0	0	0	0	1	0	1	0	8	0	0	0	0	0	0	0	8	8
Hour	20	1	0	0	0	0	1	0	22	21	16	0	0	0	0	0	1	0	17	16
14:00	5	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
14:15	12	0	0	0	0	0	0	0	12	12	1	0	0	0	0	0	0	0	1	1
14:30	6	0	0	0	0	0	0	0	6	6	20	0	0	0	0	0	0	0	20	20
14:45	2	0	0	0	0	0	0	0	2	2	4	0	0	0	1	0	0	0	5	6
Hour	25	0	0	0	0	0	0	0	25	25	25	0	0	0	1	0	0	0	26	27
15:00	4	0	0	0	0	0	0	0	4	4	5	0	0	0	0	0	0	0	5	5
15:15	5	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	1	1
15:30	8	0	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	0	8	8
15:45	2	0	0	0	0	0	0	0	2	2	7	0	0	0	0	0	0	0	7	7
Hour	19	0	0	0	0	0	0	0	19	19	21	0	0	0	0	0	0	0	21	21
16:00	2	0	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	3	3
16:15	2	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	2	2
16:30	2	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Hour	6	0	0	0	0	0	0	0	6	6	6	2	0	0	0	0	0	0	8	8
17:00	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Hour	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
18:00	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
18:30	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	4	4
Total	181	7	0	0	2	0	5	0	195	193	130	7	1	0	3	0	3	1	145	145

Site No. 1
Location R761(N) / Access Road / R761(S) / Local Road
Date 2020-10-22

Time	D to B - Local Road to Access Road								Veh. Total	PCU	D to A - Local Road to R761(N)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
07:30	1	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	2
07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	3
Hour	1	0	0	0	0	0	0	0	1	1	3	1	0	0	2	0	0	0	6	8
08:00	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9	9
08:15	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	1	0	11	10
08:30	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	0	19	19
08:45	1	0	0	0	0	0	0	0	1	1	18	3	0	0	0	0	0	0	21	21
Hour	1	0	0	0	0	0	0	0	1	1	55	4	0	0	0	0	1	0	60	59
09:00	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	30	30
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3
09:30	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	4
09:45	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	3	2
Hour	1	0	0	0	0	0	0	0	1	1	34	0	1	1	0	0	2	0	38	38
10:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	3
10:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	1
10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Hour	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	1	0	9	8
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3	2
11:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	5	3
11:45	0	0	0	0	0	0	0	0	0	0	9	0	3	0	0	0	0	0	12	14
Hour	0	0	0	0	0	0	0	0	0	0	14	0	3	0	0	0	3	0	20	19
12:00	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	0	6	5
12:15	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0	1	0	7	6
12:30	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	5	6
12:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
Hour	0	0	0	0	0	0	1	0	1	0	17	1	0	1	0	0	2	0	21	21
13:00	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	0	6	4
13:15	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	0	7	6
13:30	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	0	17	17
13:45	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9	9
Hour	0	0	0	0	0	0	0	0	0	0	34	2	0	0	0	0	3	0	39	37
14:00	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	0	5	4
14:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	4	3
14:30	0	0	0	0	0	0	0	0	0	0	26	3	2	0	0	0	0	0	31	32
14:45	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	11	11
Hour	0	0	0	0	0	0	0	0	0	0	42	5	2	0	0	0	2	0	51	50
15:00	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	11	11
15:15	0	0	0	0	0	0	1	0	1	0	3	1	0	0	0	0	1	0	5	4
15:30	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	1	1	20	18
15:45	0	0	0	0	0	0	0	0	0	0	19	2	0	0	1	0	0	0	22	23
Hour	0	0	0	0	0	0	1	0	1	0	51	3	0	0	1	0	2	1	58	57
16:00	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	1	2	11	9
16:15	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	2	0	11	9
16:30	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	7	7
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Hour	0	0	0	0	0	0	0	0	0	0	19	6	0	0	0	0	3	2	30	26
17:00	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9	9
17:15	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	0	6	5
17:30	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	4	0	9	6
17:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	4
Hour	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	0	5	0	28	24
18:00	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	6
18:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3	2
18:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	4
18:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Hour	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	1	0	14	13
Total	3	0	0	0	0	0	2	0	5	3	309	26	6	2	3	0	25	3	374	360

Site No. 1
Location R761(N) / Access Road / R761(S) / Local Road
Date 2020-10-22

Time	To Arm A - R761(N)								Veh. Total	PCU	From Arm A - R761(N)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	85	16	3	1	9	1	3	0	118	127	36	11	2	1	6	2	2	0	60	66
07:15	115	12	4	0	4	0	2	1	138	142	50	9	2	0	3	0	2	0	66	68
07:30	134	28	5	1	7	0	6	1	182	187	89	20	5	0	5	0	0	0	119	127
07:45	117	20	1	1	7	3	5	0	154	157	113	14	4	1	8	0	7	0	147	153
Hour	451	76	13	3	27	4	16	2	592	613	288	54	13	2	22	2	11	0	392	413
08:00	163	15	2	0	7	1	5	3	196	197	156	15	2	0	7	0	8	1	189	190
08:15	147	17	3	0	7	0	3	0	177	183	164	20	5	0	2	1	7	1	200	198
08:30	151	13	3	0	3	0	6	0	176	176	144	10	2	1	7	0	4	1	169	174
08:45	119	15	2	0	4	1	4	0	145	146	161	10	7	1	6	2	12	1	200	199
Hour	580	60	10	0	21	2	18	3	694	702	625	55	16	2	22	3	31	4	758	761
09:00	141	11	0	0	12	0	1	0	165	176	106	12	9	0	9	0	1	0	137	150
09:15	86	11	6	1	5	0	2	0	111	119	95	9	5	0	3	0	3	0	115	118
09:30	96	18	7	0	5	0	2	0	128	135	78	17	3	0	10	0	2	0	110	120
09:45	77	17	1	0	4	0	2	0	101	104	99	25	4	0	3	1	2	2	136	137
Hour	400	57	14	1	26	0	7	0	505	534	378	63	21	0	25	1	8	2	498	525
10:00	88	19	4	0	6	1	2	0	120	126	81	9	2	1	7	0	3	0	103	110
10:15	91	13	5	2	6	0	1	0	118	128	88	19	1	1	3	0	2	1	115	117
10:30	94	23	6	0	6	0	2	0	131	138	97	12	5	0	7	0	4	1	126	132
10:45	97	18	2	0	5	1	0	0	123	128	82	19	6	0	6	0	4	0	117	123
Hour	370	73	17	2	23	2	5	0	492	521	348	59	14	2	23	0	13	2	461	482
11:00	85	15	7	0	4	1	2	0	114	119	93	18	10	1	9	2	2	0	135	148
11:15	79	20	6	1	4	1	3	0	114	119	89	15	2	1	3	0	3	1	114	116
11:30	102	11	3	0	5	1	3	0	125	129	98	20	1	0	6	1	1	0	127	132
11:45	107	18	6	0	5	2	3	0	141	145	103	18	1	0	5	1	6	0	134	134
Hour	373	64	22	1	18	5	11	0	494	513	383	71	14	2	23	4	12	1	510	530
12:00	106	20	2	0	4	0	3	0	135	138	106	16	7	0	5	1	4	0	139	144
12:15	105	27	2	0	4	1	4	0	143	144	96	18	1	1	3	1	2	0	122	125
12:30	116	15	4	1	3	3	5	0	147	148	77	8	4	0	5	2	3	0	99	102
12:45	113	13	3	0	7	0	1	0	137	145	113	18	5	0	2	3	2	0	143	144
Hour	440	75	11	1	18	4	13	0	562	574	392	60	17	1	15	7	11	0	503	515
13:00	106	11	5	1	7	4	6	1	141	144	108	14	6	1	7	3	3	0	142	149
13:15	93	16	3	0	4	1	5	0	122	123	123	14	3	1	1	0	2	1	145	146
13:30	113	21	5	1	7	0	4	1	152	159	116	18	1	0	4	1	4	1	145	145
13:45	115	15	5	1	6	1	0	1	144	152	105	16	4	0	9	1	2	4	141	147
Hour	427	63	18	3	24	6	15	3	559	578	452	62	14	2	21	5	11	6	573	587
14:00	108	12	5	0	4	0	2	0	131	136	103	19	4	0	4	3	4	0	137	138
14:15	123	20	5	0	5	1	2	0	156	161	104	17	5	0	4	0	5	1	136	138
14:30	120	24	5	0	5	2	2	0	158	163	109	9	3	0	3	2	5	0	131	130
14:45	132	13	4	0	9	4	4	1	167	172	118	13	2	0	3	0	1	0	137	140
Hour	483	69	19	0	23	7	10	1	612	632	434	58	14	0	14	5	15	1	541	546
15:00	123	13	1	0	4	1	0	0	142	146	98	20	1	0	7	3	4	0	133	136
15:15	117	11	2	0	5	1	3	0	139	142	127	12	2	0	4	0	3	0	148	151
15:30	136	20	5	1	7	1	2	1	173	181	128	28	3	1	7	2	7	0	176	179
15:45	126	32	3	0	6	1	6	0	174	176	112	11	3	0	7	1	6	1	141	143
Hour	502	76	11	1	22	4	11	1	628	645	465	71	9	1	25	6	20	1	598	608
16:00	115	24	3	0	5	0	6	2	155	155	110	18	3	1	2	1	3	1	139	140
16:15	97	21	2	0	5	1	4	1	131	132	131	25	1	0	3	1	2	0	163	164
16:30	132	13	1	0	6	1	5	0	158	160	118	21	0	0	10	1	2	0	152	160
16:45	110	18	3	0	4	2	4	1	142	142	126	16	2	0	3	0	5	0	152	152
Hour	454	76	9	0	20	4	19	4	586	590	485	80	6	1	18	3	12	1	606	616
17:00	130	22	1	0	6	1	4	1	165	167	132	20	0	0	5	0	13	0	170	165
17:15	135	19	4	0	6	1	4	0	169	173	142	18	0	0	4	1	6	0	171	170
17:30	106	17	1	1	5	1	4	0	135	138	124	22	2	0	8	1	5	0	162	166
17:45	102	9	0	1	4	1	3	0	120	122	130	20	0	1	4	2	9	1	167	163
Hour	473	67	6	2	21	4	15	1	589	600	528	80	2	1	21	4	33	1	670	664
18:00	114	18	0	0	5	1	1	1	140	143	135	19	0	0	1	2	5	0	162	158
18:15	121	11	1	0	6	0	4	0	143	146	107	14	2	0	6	2	4	0	135	138
18:30	111	15	0	1	8	0	3	0	138	145	117	12	0	0	9	0	4	1	143	148
18:45	105	8	0	0	3	1	2	0	119	120	108	8	2	0	3	0	2	0	123	125
Hour	451	52	1	1	22	2	10	1	540	554	467	53	4	0	19	4	15	1	563	569
Total	5404	808	151	15	265	44	150	16	6853	7054	5245	766	144	14	248	44	192	20	6673	6815

Site No. 1
Location R761(N) / Access Road / R761(S) / Local Road
Date 2020-10-22

Time	To Arm B - Access Road								Veh. Total	PCU	From Arm B - Access Road								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
07:30	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
07:45	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Hour	1	2	0	0	0	0	0	0	3	3	2	1	0	0	0	0	0	1	4	3
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	1
08:15	2	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
08:30	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0
08:45	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Hour	5	0	0	0	0	0	0	0	5	5	3	0	0	0	0	0	0	2	5	3
09:00	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
09:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
09:45	3	2	0	0	0	0	0	0	5	5	3	2	0	0	0	0	0	0	5	5
Hour	7	2	0	0	0	0	1	0	10	9	4	2	0	0	0	0	0	0	6	6
10:00	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
10:15	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
10:30	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
10:45	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	0	1	0
Hour	4	1	0	0	0	0	0	0	5	5	3	0	0	0	0	0	1	0	4	3
11:00	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2	1
11:15	2	1	0	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	2	2
11:30	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
11:45	1	1	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	3	3
Hour	4	2	0	0	0	0	1	0	7	6	3	3	0	0	0	0	0	1	7	6
12:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
12:15	4	1	0	0	0	0	2	0	7	5	2	1	0	0	0	0	0	0	3	3
12:30	4	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	1	1
12:45	1	1	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
Hour	9	2	0	0	0	0	2	0	13	11	6	1	0	0	0	0	0	0	7	7
13:00	1	0	0	0	0	0	1	0	2	1	6	1	0	0	0	0	0	1	8	7
13:15	1	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	1	1	6	4
13:30	1	0	0	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	1	1
13:45	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
Hour	4	0	0	0	0	0	2	0	6	4	13	1	0	0	0	0	1	2	17	15
14:00	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
14:15	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
14:30	0	1	0	0	0	0	1	0	2	1	2	1	0	0	0	0	0	0	3	3
14:45	4	1	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	1	1
Hour	6	2	0	0	0	0	1	0	9	8	5	1	0	0	0	0	0	0	6	6
15:00	1	1	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	3	3
15:15	2	1	0	0	0	0	1	0	4	3	0	2	0	0	0	0	0	0	2	2
15:30	2	2	0	0	0	0	0	0	4	4	1	0	0	0	0	0	1	0	2	1
15:45	0	1	0	0	0	0	0	0	1	1	1	2	0	0	0	0	1	0	4	3
Hour	5	5	0	0	0	0	1	0	11	10	4	5	0	0	0	0	2	0	11	9
16:00	0	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
16:15	2	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	3	2
16:45	2	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	1	3	2
Hour	5	2	0	0	0	0	0	0	7	7	5	1	0	0	0	0	1	1	8	6
17:00	4	1	0	0	0	0	1	0	6	5	5	0	0	0	0	0	0	0	5	5
17:15	1	1	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	2	2
17:30	1	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	4	4
17:45	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
Hour	8	2	0	0	0	0	1	0	11	10	11	1	0	0	0	0	0	0	12	12
18:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	4	3
18:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
18:30	6	0	0	0	0	0	0	0	6	6	3	0	0	0	0	0	0	0	3	3
18:45	1	0	0	0	0	0	0	0	1	1	6	0	0	0	0	0	0	0	6	6
Hour	8	0	0	0	0	0	0	0	8	8	12	0	0	0	0	0	0	1	13	12
Total	66	20	0	0	0	0	9	0	95	88	71	16	0	0	0	0	5	8	100	90

Site No. 1
Location R761(N) / Access Road / R761(S) / Local Road
Date 2020-10-22

Time	To Arm C - R761(S)								Veh. Total	PCU	From Arm C - R761(S)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	34	12	2	1	6	2	1	0	58	64	82	16	3	1	9	1	3	0	115	124
07:15	49	9	1	0	3	0	2	1	65	66	115	11	4	0	4	0	2	1	137	141
07:30	85	20	5	0	4	0	0	0	114	121	133	28	5	1	6	0	6	1	180	184
07:45	104	12	3	1	7	0	7	0	134	138	121	22	1	1	6	3	5	0	159	161
Hour	272	53	11	2	20	2	10	1	371	389	451	77	13	3	25	4	16	2	591	610
08:00	137	14	3	0	7	0	8	0	169	171	159	15	2	0	8	1	8	2	195	195
08:15	130	16	5	0	2	1	5	0	159	159	156	17	3	0	7	0	3	0	186	192
08:30	89	8	2	1	7	0	2	2	111	117	161	12	3	0	4	0	6	0	186	187
08:45	128	11	7	0	6	2	7	1	162	164	136	13	2	0	4	1	4	0	160	161
Hour	484	49	17	1	22	3	22	3	601	611	612	57	10	0	23	2	21	2	727	735
09:00	108	11	9	0	10	0	1	0	139	153	114	11	0	0	12	0	1	0	138	149
09:15	89	8	4	0	3	0	2	0	106	109	88	11	6	0	5	0	1	0	111	118
09:30	74	16	3	0	10	0	0	0	103	115	98	18	6	0	5	0	2	0	129	135
09:45	93	22	4	0	3	1	2	2	127	128	76	17	1	0	4	0	1	0	99	103
Hour	364	57	20	0	26	1	5	2	475	505	376	57	13	0	26	0	5	0	477	506
10:00	78	11	1	1	7	0	4	1	103	108	85	19	4	0	6	1	2	0	117	123
10:15	86	18	1	1	3	0	1	1	111	114	88	14	5	2	6	0	1	0	116	126
10:30	96	12	5	0	7	0	4	0	124	130	93	22	6	0	6	0	1	0	128	136
10:45	81	20	5	0	6	0	3	0	115	121	98	18	2	0	5	1	0	0	124	129
Hour	341	61	12	2	23	0	12	2	453	473	364	73	17	2	23	2	4	0	485	515
11:00	89	16	8	1	10	2	1	1	128	141	87	14	7	0	4	1	3	0	116	121
11:15	86	14	2	1	3	0	3	1	110	112	78	20	6	1	4	1	2	0	112	118
11:30	94	20	1	0	6	1	1	0	123	128	101	11	3	0	5	1	1	0	122	127
11:45	96	19	1	0	5	1	3	0	125	128	102	18	3	0	5	2	3	0	133	136
Hour	365	69	12	2	24	4	8	2	486	508	368	63	19	1	18	5	9	0	483	502
12:00	112	16	7	0	5	1	3	0	144	150	101	21	2	0	4	0	2	0	130	133
12:15	92	17	0	1	3	1	1	0	115	118	103	26	2	0	4	1	4	0	140	141
12:30	73	8	4	0	5	2	3	0	95	98	115	15	4	0	3	3	5	0	145	144
12:45	110	17	4	0	2	3	1	0	137	138	111	13	3	0	7	0	1	0	135	143
Hour	387	58	15	1	15	7	8	0	491	504	430	75	11	0	18	4	12	0	550	562
13:00	106	14	5	1	7	3	4	1	141	146	104	11	5	1	7	4	5	1	138	142
13:15	107	14	3	1	1	0	2	1	129	130	95	17	3	0	4	1	4	0	124	126
13:30	114	17	1	0	4	1	2	0	139	141	105	19	5	1	7	0	5	1	143	149
13:45	110	15	4	0	9	1	1	1	141	150	106	15	5	1	6	1	1	1	136	144
Hour	437	60	13	2	21	5	9	3	550	568	410	62	18	3	24	6	15	3	541	560
14:00	95	18	4	0	4	2	4	0	127	129	110	11	5	0	4	0	1	0	131	137
14:15	91	15	5	0	4	0	5	0	120	123	132	20	5	0	5	1	1	0	164	170
14:30	111	9	3	0	3	2	5	0	133	132	99	21	3	0	5	2	3	0	133	136
14:45	106	11	2	0	4	0	1	0	124	128	125	12	4	0	9	4	4	1	159	164
Hour	403	53	14	0	15	4	15	0	504	512	466	64	17	0	23	7	9	1	587	606
15:00	100	20	1	0	7	3	3	0	134	137	117	13	1	0	4	1	0	0	136	140
15:15	121	14	2	0	4	0	3	0	144	147	120	11	2	0	5	1	2	0	141	145
15:30	120	22	3	1	6	2	5	0	159	163	127	22	5	1	7	1	0	0	163	173
15:45	101	11	3	0	7	1	5	0	128	132	108	30	3	0	5	1	6	0	153	154
Hour	442	67	9	1	24	6	16	0	565	578	472	76	11	1	21	4	8	0	593	612
16:00	94	15	3	1	2	1	3	1	120	121	109	24	3	0	5	0	5	0	146	149
16:15	117	25	1	0	3	1	1	0	148	150	94	18	2	0	5	1	2	1	123	126
16:30	113	21	0	0	10	1	2	0	147	155	127	12	1	0	6	1	4	0	151	154
16:45	121	16	2	0	3	0	2	1	145	147	109	17	3	0	4	2	4	1	140	140
Hour	445	77	6	1	18	3	8	2	560	573	439	71	9	0	20	4	15	2	560	569
17:00	128	19	0	0	5	0	13	0	165	160	123	23	1	0	6	1	5	1	160	161
17:15	130	16	0	0	4	1	4	0	155	155	130	19	4	0	6	1	3	0	163	168
17:30	119	22	2	0	8	1	5	0	157	161	100	16	1	1	5	1	0	0	124	130
17:45	124	20	0	1	4	2	8	0	159	157	97	9	0	1	4	1	3	0	115	117
Hour	501	77	2	1	21	4	30	0	636	633	450	67	6	2	21	4	11	1	562	577
18:00	136	18	0	0	1	2	5	0	162	158	108	18	0	0	5	1	1	0	133	137
18:15	106	13	2	0	6	2	2	0	131	135	119	11	1	0	6	0	3	0	140	144
18:30	114	12	0	0	9	0	3	0	138	145	110	15	0	1	8	0	3	0	137	144
18:45	108	7	2	0	3	0	2	0	122	124	102	8	0	0	3	1	2	0	116	117
Hour	464	50	4	0	19	4	12	0	553	562	439	52	1	1	22	2	9	0	526	541
Total	4905	731	135	13	248	43	155	15	6245	6416	5277	794	145	13	264	44	134	11	6682	6893

Site No. 1
Location R761(N) / Access Road / R761(S) / Local Road
Date 2020-10-22

Time	To Arm D - Local Road								Veh. Total	PCU	From Arm D - Local Road								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	2	0	0	0	0	0	1	0	3	2	2	0	0	0	0	0	0	0	2	2
07:15	1	0	1	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	1	1
07:30	4	0	0	0	1	0	0	0	5	6	1	0	0	0	1	0	0	0	2	3
07:45	15	2	1	0	1	0	0	0	19	21	2	0	0	0	1	0	0	0	3	4
Hour	22	2	2	0	2	0	1	0	29	31	5	1	0	0	2	0	0	0	8	10
08:00	26	1	0	0	1	0	3	1	32	30	10	0	1	0	0	0	0	0	11	12
08:15	59	4	0	0	0	0	3	1	67	64	16	0	0	0	0	0	1	0	17	16
08:30	84	2	0	0	1	0	2	0	89	88	20	1	0	0	0	0	0	0	21	21
08:45	82	1	0	1	0	0	5	0	89	86	34	4	0	0	0	0	0	0	38	38
Hour	251	8	0	1	2	0	13	2	277	268	80	5	1	0	0	0	1	0	87	87
09:00	17	1	0	0	0	0	0	0	18	18	47	0	0	0	1	0	0	0	48	49
09:15	8	1	1	0	0	0	0	0	10	11	0	0	0	1	0	0	1	0	2	3
09:30	7	1	0	0	0	0	2	0	10	8	3	0	1	0	0	0	0	0	4	5
09:45	8	3	0	0	0	0	0	0	11	11	3	0	0	0	0	0	1	0	4	3
Hour	40	6	1	0	0	0	2	0	49	48	53	0	1	1	1	0	2	0	58	59
10:00	2	1	1	0	0	0	0	0	4	5	2	3	0	0	0	0	1	1	7	5
10:15	3	2	0	0	0	0	1	0	6	5	4	0	0	0	0	0	0	0	4	4
10:30	1	0	0	0	0	0	0	1	2	1	1	1	0	0	0	0	1	0	3	2
10:45	1	0	1	0	0	0	2	0	4	3	0	2	0	0	0	0	0	0	2	2
Hour	7	3	2	0	0	0	3	1	16	14	7	6	0	0	0	0	2	1	16	14
11:00	7	2	2	0	0	0	1	0	12	12	1	0	0	0	1	0	0	0	2	3
11:15	4	1	0	0	0	0	0	0	5	5	3	0	0	0	0	0	1	0	4	3
11:30	6	0	0	0	0	0	0	0	6	6	4	0	0	0	0	0	2	0	6	4
11:45	13	0	0	0	0	0	3	0	16	14	10	1	3	0	0	0	0	0	14	16
Hour	30	3	2	0	0	0	4	0	39	37	18	1	3	0	1	0	3	0	26	26
12:00	2	1	0	0	0	0	2	0	5	3	11	0	0	0	0	0	2	0	13	11
12:15	7	0	1	0	0	0	1	0	9	9	7	0	0	0	0	0	2	0	9	7
12:30	3	1	0	0	0	0	0	0	4	4	3	1	0	1	0	0	0	0	5	6
12:45	4	0	1	0	0	0	1	0	6	6	3	0	0	0	0	0	0	0	3	3
Hour	16	2	2	0	0	0	4	0	24	22	24	1	0	1	0	0	4	0	30	28
13:00	9	1	1	0	0	0	0	0	11	12	4	0	0	0	0	0	3	0	7	5
13:15	28	1	0	0	0	0	1	1	31	29	7	0	0	0	0	0	1	0	8	7
13:30	16	1	0	0	0	0	2	1	20	18	22	2	0	0	0	0	0	0	24	24
13:45	4	1	0	0	0	0	2	3	10	6	17	0	0	0	0	0	0	0	17	17
Hour	57	4	1	0	0	0	5	5	72	65	50	2	0	0	0	0	4	0	56	53
14:00	13	1	0	0	0	1	0	0	15	14	3	1	0	0	0	0	1	0	5	4
14:15	26	2	0	0	0	0	0	1	29	28	4	0	0	0	0	0	1	0	5	4
14:30	25	0	0	0	0	0	0	0	25	25	46	3	2	0	0	0	0	0	51	52
14:45	16	1	0	0	0	0	0	0	17	17	14	1	0	0	1	0	0	0	16	17
Hour	80	4	0	0	0	1	0	1	86	85	67	5	2	0	1	0	2	0	77	77
15:00	9	0	0	0	0	0	1	0	10	9	16	0	0	0	0	0	0	0	16	16
15:15	11	0	0	0	0	0	0	0	11	11	4	1	0	0	0	0	2	0	7	5
15:30	24	6	0	0	1	0	2	0	33	32	26	0	0	0	0	0	1	1	28	26
15:45	20	1	0	0	0	0	2	1	24	22	26	2	0	0	1	0	0	0	29	30
Hour	64	7	0	0	1	0	5	1	78	74	72	3	0	0	1	0	3	1	80	78
16:00	21	4	0	0	0	0	0	0	25	25	9	2	0	0	0	0	1	2	14	12
16:15	15	1	0	0	0	0	1	0	17	16	6	5	0	0	0	0	2	0	13	11
16:30	9	0	0	0	0	0	0	0	9	9	8	1	0	0	0	0	0	0	9	9
16:45	5	0	0	0	0	0	3	0	8	6	2	0	0	0	0	0	0	0	2	2
Hour	50	5	0	0	0	0	4	0	59	56	25	8	0	0	0	0	3	2	38	34
17:00	7	1	0	0	0	0	0	0	8	8	9	0	0	0	0	0	0	0	9	9
17:15	13	2	0	0	0	0	2	0	17	15	6	0	0	0	0	0	1	0	7	6
17:30	6	0	0	0	0	0	0	0	6	6	4	1	0	0	0	0	4	0	9	6
17:45	5	0	0	0	0	0	1	1	7	5	5	0	0	0	0	0	0	0	5	5
Hour	31	3	0	0	0	0	3	1	38	35	24	1	0	0	0	0	5	0	30	26
18:00	3	1	0	0	0	0	0	0	4	4	7	0	0	0	0	0	0	0	7	7
18:15	1	1	0	0	0	0	2	0	4	2	3	0	0	0	0	0	1	0	4	3
18:30	5	0	0	0	0	0	1	1	7	5	6	0	0	0	0	0	0	0	6	6
18:45	3	1	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	1	1
Hour	12	3	0	0	0	0	3	1	19	16	17	0	0	0	0	0	1	0	18	17
Total	660	50	10	1	5	1	47	12	786	750	442	33	7	2	6	0	30	4	524	509

Site No. 2
Location R761(N) / Lower Dargle Road / R761(S) / Ravenswell Road
Date 2020-10-22

Time	A to D - R761(N) to Ravenswell Road								Veh. Total	PCU	A to C - R761(N) to R761(S)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	0	0	0	0	36	15	2	1	6	2	1	0	63	69
07:15	2	0	0	0	0	0	0	0	2	2	47	13	2	0	5	0	2	0	69	73
07:30	3	1	0	0	0	0	0	0	4	4	74	18	5	0	3	0	0	0	100	106
07:45	1	0	0	0	0	0	0	0	1	1	106	15	4	0	5	0	6	0	136	138
Hour	6	1	0	0	0	0	0	0	7	7	263	61	13	1	19	2	9	0	368	386
08:00	6	1	0	0	0	0	0	0	7	7	130	12	1	1	8	0	5	0	157	163
08:15	0	0	0	0	0	0	0	0	0	0	140	11	6	0	6	0	6	3	172	174
08:30	3	0	0	0	0	0	0	0	3	3	117	12	4	1	8	1	1	2	146	154
08:45	3	0	0	0	0	0	0	0	3	3	113	13	2	0	5	2	5	0	140	141
Hour	12	1	0	0	0	0	0	0	13	13	500	48	13	2	27	3	17	5	615	632
09:00	1	0	0	0	0	0	0	0	1	1	99	15	7	0	7	0	2	0	130	139
09:15	0	0	0	0	0	0	0	0	0	0	110	9	10	0	7	0	1	0	137	148
09:30	4	0	0	1	0	0	0	0	5	6	83	11	3	1	6	0	1	0	105	113
09:45	4	0	0	0	0	0	2	0	6	4	86	19	7	0	4	1	3	0	120	125
Hour	9	0	0	1	0	0	2	0	12	12	378	54	27	1	24	1	7	0	492	525
10:00	1	0	0	0	0	0	0	0	1	1	89	13	1	0	5	0	2	0	110	114
10:15	0	0	0	0	0	0	0	0	0	0	79	22	2	0	6	0	3	0	112	117
10:30	2	0	0	0	0	0	0	0	2	2	93	10	4	0	5	2	3	0	117	120
10:45	0	1	0	0	0	0	0	0	1	1	91	16	5	0	6	0	3	0	121	127
Hour	3	1	0	0	0	0	0	0	4	4	352	61	12	0	22	2	11	0	460	478
11:00	1	0	0	0	0	0	1	0	2	1	81	15	3	0	7	2	2	0	110	116
11:15	1	0	0	1	0	0	0	0	2	3	90	14	5	0	4	0	3	0	116	120
11:30	1	0	0	0	0	0	0	0	1	1	95	19	5	0	4	1	3	0	127	131
11:45	3	0	0	0	0	0	0	0	3	3	89	14	0	0	7	0	1	0	111	117
Hour	6	0	0	1	0	0	1	0	8	9	355	62	13	0	22	3	9	0	464	484
12:00	1	1	0	0	0	0	0	0	2	2	103	21	6	0	3	1	2	0	136	140
12:15	2	1	0	0	0	0	0	0	3	3	96	17	0	1	6	0	1	0	121	128
12:30	1	0	0	0	0	0	0	0	1	1	94	9	2	1	5	2	1	0	114	119
12:45	0	0	0	0	0	0	0	0	0	0	105	25	3	0	3	2	1	0	139	142
Hour	4	2	0	0	0	0	0	0	6	6	398	72	11	2	17	5	5	0	510	528
13:00	1	0	0	0	0	0	1	0	2	1	103	15	5	0	5	2	2	0	132	137
13:15	1	0	0	0	0	0	0	0	1	1	113	15	4	1	3	0	4	0	140	143
13:30	0	0	0	0	0	0	0	0	0	0	110	9	1	0	4	1	1	0	126	129
13:45	1	0	0	0	0	0	0	0	1	1	94	13	2	0	10	1	1	0	121	131
Hour	3	0	0	0	0	0	1	0	4	3	420	52	12	1	22	4	8	0	519	540
14:00	1	0	0	0	0	0	0	0	1	1	109	15	5	0	5	2	4	0	140	143
14:15	1	0	1	0	0	0	1	0	3	3	97	21	5	0	4	1	5	0	133	135
14:30	0	0	0	0	0	0	1	0	1	0	81	12	3	0	3	2	3	0	104	105
14:45	3	0	0	0	0	0	0	0	3	3	99	12	2	0	5	0	1	0	119	124
Hour	5	0	1	0	0	0	2	0	8	7	386	60	15	0	17	5	13	0	496	507
15:00	3	0	0	0	0	0	2	0	5	3	94	13	0	0	5	3	2	0	117	119
15:15	1	1	0	0	0	0	0	0	2	2	104	13	2	0	6	0	2	1	128	133
15:30	1	0	0	0	0	0	0	0	1	1	110	23	4	0	6	3	3	0	149	153
15:45	0	0	0	0	0	0	0	0	0	0	101	11	0	0	8	1	5	0	126	129
Hour	5	1	0	0	0	0	2	0	8	6	409	60	6	0	25	7	12	1	520	533
16:00	1	0	0	0	0	0	0	0	1	1	105	12	2	1	2	2	3	0	127	128
16:15	0	1	0	0	0	0	0	0	1	1	114	19	0	0	5	1	1	0	140	144
16:30	0	0	0	0	0	0	1	0	1	0	129	20	0	0	5	2	2	0	158	160
16:45	0	0	0	0	0	0	0	0	0	0	109	24	2	0	7	0	3	0	145	151
Hour	1	1	0	0	0	0	1	0	3	2	457	75	4	1	19	5	9	0	570	582
17:00	0	0	0	0	0	0	0	1	1	0	124	21	0	0	5	0	7	0	157	156
17:15	0	1	0	0	0	0	1	0	2	1	119	19	1	0	5	1	5	0	150	151
17:30	1	0	0	0	0	0	0	0	1	1	118	16	1	0	6	0	3	1	145	148
17:45	1	0	0	0	0	0	1	0	2	1	123	19	1	0	3	1	6	0	153	151
Hour	2	1	0	0	0	0	2	1	6	4	484	75	3	0	19	2	21	1	605	607
18:00	0	0	0	0	0	0	0	0	0	0	127	19	1	0	3	2	6	0	158	156
18:15	0	0	0	0	0	0	2	0	2	0	112	15	1	0	7	1	1	0	137	143
18:30	0	0	0	0	0	0	0	0	0	0	108	9	0	0	6	1	1	0	125	130
18:45	0	0	0	0	0	0	0	0	0	0	109	8	2	0	5	0	1	0	125	130
Hour	0	0	0	0	0	0	2	0	2	0	456	51	4	0	21	4	9	0	545	558
Total	56	8	1	2	0	0	13	1	81	73	4858	731	133	8	254	43	130	7	6164	6360

Site No. 2
Location R761(N) / Lower Dargle Road / R761(S) / Ravenswell Road
Date 2020-10-22

Time	A to B - R761(N) to Lower Dargle Road								Veh. Total	PCU	B to A - Lower Dargle Road to R761(N)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
07:45	1	1	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
Hour	1	1	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	3	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
08:30	1	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	2	2
09:00	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	3
Hour	4	1	0	0	0	0	0	0	5	5	2	1	0	0	0	0	0	0	3	3
10:00	0	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
10:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	5
10:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
Hour	0	1	0	0	0	0	0	0	1	1	10	0	0	0	0	0	0	0	10	10
11:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	3	5
11:15	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	3
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
Hour	2	0	0	0	0	0	0	0	2	2	4	1	1	0	1	0	0	0	7	9
12:00	3	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	1	1
12:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:30	2	2	0	0	0	0	0	0	4	4	4	1	1	0	0	0	0	0	6	7
12:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
Hour	6	2	0	0	0	0	0	0	8	8	8	1	1	0	0	0	0	0	10	11
13:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	3	2
13:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
13:30	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4	5
13:45	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	3
Hour	0	0	0	0	0	0	0	0	0	0	6	3	1	0	0	1	0	1	12	11
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
14:30	2	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	4	4
Hour	3	1	0	0	0	0	0	1	5	4	4	0	0	0	0	0	0	0	4	4
15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
15:15	1	0	0	1	0	0	0	0	2	3	3	0	0	0	0	0	0	0	3	3
15:30	1	0	0	0	0	0	0	0	1	1	2	2	2	0	0	0	0	0	6	7
15:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Hour	2	0	0	1	0	0	0	0	3	4	6	3	2	0	0	0	0	0	11	12
16:00	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	1	1
16:15	2	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
16:30	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
16:45	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
Hour	5	0	0	0	0	0	0	1	6	5	5	0	0	0	0	0	0	0	5	5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	2	2
Hour	4	0	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	0	2	2
18:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	2
18:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
18:30	2	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	3	3
Hour	3	1	0	0	0	0	0	0	4	4	7	0	0	0	0	0	0	2	9	7
Total	31	7	0	1	0	0	0	2	41	41	58	10	5	0	1	1	0	3	78	79

Site No. 2
Location R761(N) / Lower Dargle Road / R761(S) / Ravenswell Road
Date 2020-10-22

Time	B to D - Lower Dargle Road to Ravenswell Road								Veh. Total	PCU	B to C - Lower Dargle Road to R761(S)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	1	0	0	0	0	0	0	0	1	1	8	0	0	0	0	0	0	0	8	8
07:15	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	1	0	6	5
07:30	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	6
07:45	2	0	0	0	0	0	0	0	2	2	6	2	0	0	0	0	0	1	9	8
Hour	3	0	0	0	0	0	0	0	3	3	24	3	0	0	0	0	1	1	29	27
08:00	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	1	1	15	13
08:15	2	0	0	0	0	0	0	0	2	2	17	1	0	0	0	0	0	4	22	19
08:30	2	0	0	0	0	0	0	0	2	2	24	3	0	0	0	0	0	2	29	27
08:45	2	1	0	0	0	0	0	0	3	3	32	2	2	0	0	0	1	2	39	38
Hour	6	1	0	0	0	0	0	0	7	7	85	7	2	0	0	0	2	9	105	97
09:00	3	0	0	0	0	0	1	0	4	3	25	4	0	0	0	0	0	0	29	29
09:15	2	0	0	0	0	0	0	0	2	2	15	4	0	0	0	0	0	1	20	19
09:30	1	0	0	0	0	0	0	0	1	1	15	1	1	0	0	0	0	0	17	18
09:45	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	0	21	21
Hour	6	0	0	0	0	0	1	0	7	6	74	11	1	0	0	0	0	1	87	87
10:00	0	0	0	0	0	0	0	0	0	0	13	5	0	0	0	0	0	0	18	18
10:15	0	0	0	0	0	0	0	0	0	0	7	3	0	0	1	0	0	0	11	12
10:30	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	0	15	15
10:45	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	0	1	0	16	15
Hour	0	0	0	0	0	0	0	0	0	0	45	13	0	0	1	0	1	0	60	60
11:00	0	0	0	0	0	0	1	0	1	0	19	0	0	0	0	0	0	0	19	19
11:15	0	0	0	0	0	0	0	0	0	0	13	4	1	0	0	0	0	0	18	19
11:30	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	2	0	23	21
11:45	1	0	0	0	0	0	0	0	1	1	21	2	0	0	0	0	1	0	24	23
Hour	1	0	0	0	0	0	1	0	2	1	73	7	1	0	0	0	3	0	84	82
12:00	0	0	0	0	0	0	0	0	0	0	16	3	0	0	0	0	1	0	20	19
12:15	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	1	0	18	17
12:30	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	16	16
12:45	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	0	17	17
Hour	0	0	0	0	0	0	0	0	0	0	65	4	0	0	0	0	2	0	71	69
13:00	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	0	20	20
13:15	2	0	0	0	0	0	0	0	2	2	21	1	0	0	0	0	1	0	23	22
13:30	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	2	0	19	17
13:45	0	0	0	0	0	0	0	0	0	0	24	3	0	0	0	0	1	0	28	27
Hour	2	0	0	0	0	0	0	0	2	2	80	6	0	0	0	0	4	0	90	87
14:00	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	0	21	21
14:15	3	0	0	0	0	0	0	0	3	3	18	1	0	0	0	0	0	0	19	19
14:30	1	0	0	0	0	0	0	0	1	1	13	0	0	0	0	0	0	0	13	13
14:45	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	0	2	0	22	20
Hour	4	0	0	0	0	0	0	0	4	4	69	4	0	0	0	0	2	0	75	73
15:00	0	0	0	0	0	0	0	0	0	0	20	1	0	0	1	0	0	1	23	23
15:15	1	0	0	0	0	0	0	0	1	1	17	1	0	0	0	0	0	0	18	18
15:30	1	0	0	0	0	0	0	0	1	1	17	2	0	1	0	0	0	0	20	21
15:45	0	0	0	0	0	0	0	0	0	0	21	3	1	0	0	0	0	0	25	26
Hour	2	0	0	0	0	0	0	0	2	2	75	7	1	1	1	0	0	1	86	88
16:00	1	0	0	0	0	0	0	0	1	1	24	1	0	0	0	0	0	0	25	25
16:15	0	0	0	0	0	0	1	0	1	0	20	5	0	0	0	0	1	2	28	26
16:30	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	1	15	14
16:45	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	23	23
Hour	1	0	0	0	0	0	1	0	2	1	80	7	0	0	0	0	1	3	91	88
17:00	0	0	0	0	0	0	0	0	0	0	19	0	2	0	0	0	2	0	23	22
17:15	0	0	0	0	0	0	0	0	0	0	20	7	0	0	0	0	2	0	29	27
17:30	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	2	0	22	20
17:45	0	0	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	1	23	22
Hour	0	0	0	0	0	0	0	0	0	0	76	12	2	0	0	0	6	1	97	92
18:00	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	1	0	2	18	16
18:15	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	1	1	19	17
18:30	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	1	2	2	25	21
18:45	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10	10
Hour	0	0	0	0	0	0	0	0	0	0	59	3	0	0	0	2	3	5	72	64
Total	25	1	0	0	0	0	3	0	29	27	805	84	7	1	2	2	25	21	947	916

Site No. 2
Location R761(N) / Lower Dargle Road / R761(S) / Ravenswell Road
Date 2020-10-22

Time	C to B - R761(S) to Lower Dargle Road								Veh. Total	PCU	C to A - R761(S) to R761(N)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	3	1	0	0	0	0	0	0	4	4	72	23	4	0	8	1	4	0	112	118
07:15	8	0	0	0	0	0	0	0	8	8	103	13	3	0	5	0	3	0	127	131
07:30	2	1	0	0	0	0	0	0	3	3	112	19	4	1	7	1	6	1	151	155
07:45	13	3	0	0	0	0	0	0	16	16	109	14	1	2	4	2	5	0	137	139
Hour	26	5	0	0	0	0	0	0	31	31	396	69	12	3	24	4	18	1	527	543
08:00	12	4	0	0	1	0	1	0	18	18	142	13	1	0	10	1	6	1	174	178
08:15	18	2	0	0	0	0	0	0	20	20	138	11	1	0	7	0	3	0	160	165
08:30	17	3	0	0	0	0	1	0	21	20	115	9	3	0	2	0	5	0	134	134
08:45	27	3	0	0	0	0	1	0	31	30	101	12	1	0	5	1	3	0	123	126
Hour	74	12	0	0	1	0	3	0	90	89	496	45	6	0	24	2	17	1	591	602
09:00	17	1	0	0	0	0	1	0	19	18	118	10	3	0	14	0	1	0	146	161
09:15	12	0	0	0	0	0	0	0	12	12	103	20	3	0	6	0	1	0	133	140
09:30	13	4	1	0	0	0	1	0	19	19	114	19	2	0	6	0	1	0	142	148
09:45	4	4	1	0	0	0	0	0	9	10	75	9	1	0	5	0	4	0	94	96
Hour	46	9	2	0	0	0	2	0	59	58	410	58	9	0	31	0	7	0	515	545
10:00	5	0	1	0	0	0	1	0	7	7	99	12	5	2	4	1	0	0	123	132
10:15	6	3	0	0	0	0	0	0	9	9	89	15	5	0	6	0	3	0	118	124
10:30	6	1	0	0	0	0	0	0	7	7	85	19	4	0	6	0	1	0	115	122
10:45	5	3	0	0	0	0	0	0	8	8	110	17	3	0	4	2	0	0	136	140
Hour	22	7	1	0	0	0	1	0	31	31	383	63	17	2	20	3	4	0	492	518
11:00	12	0	0	0	0	0	1	0	13	12	84	12	3	0	5	1	2	0	107	111
11:15	11	1	1	0	0	0	0	0	13	14	88	12	5	0	3	1	2	0	111	114
11:30	14	2	0	0	0	0	1	0	17	16	104	14	1	0	4	1	2	0	126	128
11:45	10	2	1	0	0	0	1	0	14	14	108	14	3	0	4	1	3	0	133	136
Hour	47	5	2	0	0	0	3	0	57	56	384	52	12	0	16	4	9	0	477	489
12:00	13	1	1	0	0	0	2	0	17	16	107	16	1	0	5	0	3	0	132	135
12:15	13	1	0	0	0	0	1	0	15	14	111	27	2	0	3	1	1	0	145	148
12:30	8	1	0	0	0	0	0	0	9	9	130	11	6	0	3	2	5	0	157	158
12:45	15	2	0	0	0	0	1	0	18	17	98	10	5	0	6	0	3	0	122	128
Hour	49	5	1	0	0	0	4	0	59	56	446	64	14	0	17	3	12	0	556	569
13:00	13	0	0	0	0	0	0	0	13	13	95	14	3	0	8	2	4	0	126	131
13:15	12	3	0	0	0	0	1	0	16	15	89	13	3	0	4	1	4	0	114	116
13:30	13	3	0	0	0	0	0	0	16	16	100	15	3	1	7	1	2	0	129	137
13:45	13	3	0	0	0	0	2	0	18	16	113	11	6	0	5	0	1	0	136	143
Hour	51	9	0	0	0	0	3	0	63	61	397	53	15	1	24	4	11	0	505	527
14:00	17	2	1	0	0	0	1	0	21	21	107	12	2	0	5	0	1	0	127	132
14:15	12	2	0	0	0	0	0	0	14	14	107	12	7	0	4	0	5	0	135	139
14:30	13	5	0	0	0	0	1	0	19	18	107	23	3	0	6	1	5	1	146	148
14:45	27	2	0	0	0	0	0	0	29	29	122	10	4	0	5	4	2	1	148	150
Hour	69	11	1	0	0	0	2	0	83	82	443	57	16	0	20	5	13	2	556	569
15:00	20	1	0	0	0	0	1	0	22	21	142	13	0	0	7	1	1	0	164	170
15:15	14	2	1	0	0	0	0	1	18	18	128	16	3	1	4	1	3	0	156	160
15:30	11	1	0	0	0	0	2	0	14	12	112	22	3	1	6	0	1	0	145	153
15:45	12	1	0	0	0	0	0	0	13	13	121	29	2	0	3	1	6	1	163	161
Hour	57	5	1	0	0	0	3	1	67	64	503	80	8	2	20	3	11	1	628	643
16:00	30	5	0	0	0	0	2	0	37	35	115	19	2	0	5	0	6	0	147	148
16:15	21	3	0	0	0	0	0	0	24	24	123	17	4	0	5	1	4	0	154	157
16:30	18	4	0	0	0	0	1	0	23	22	106	11	0	0	5	0	3	0	125	128
16:45	14	1	0	0	0	1	1	1	18	16	104	18	2	0	4	3	8	0	139	136
Hour	83	13	0	0	0	1	4	1	102	97	448	65	8	0	19	4	21	0	565	569
17:00	12	2	0	0	0	0	2	0	16	14	110	18	3	0	6	1	6	0	144	146
17:15	14	1	0	0	0	0	0	0	15	15	115	17	1	0	7	1	2	2	145	149
17:30	13	2	0	0	0	0	0	0	15	15	106	14	1	1	5	1	0	0	128	134
17:45	14	2	0	0	0	0	0	0	16	16	103	14	0	0	2	0	2	1	122	122
Hour	53	7	0	0	0	0	2	0	62	60	434	63	5	1	20	3	10	3	539	551
18:00	17	0	0	0	0	1	0	0	18	17	117	15	0	0	4	1	2	0	139	141
18:15	13	2	0	0	0	0	1	0	16	15	116	8	2	0	7	0	3	0	136	142
18:30	10	2	0	0	0	0	0	0	12	12	117	11	1	1	5	0	3	0	138	142
18:45	8	2	0	0	0	1	1	0	12	11	100	5	1	0	2	1	6	0	115	112
Hour	48	6	0	0	0	2	2	0	58	55	450	39	4	1	18	2	14	0	528	537
Total	625	94	8	0	1	3	29	2	762	740	5190	708	126	10	253	37	147	8	6479	6662

Site No. 2
Location R761(N) / Lower Dargle Road / R761(S) / Ravenswell Road
Date 2020-10-22

Time	C to D - R761(S) to Ravenswell Road								Veh. Total	PCU	D to C - Ravenswell Road to R761(S)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
07:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:30	0	2	0	1	0	0	0	0	3	4	1	0	0	0	0	0	0	0	1	1
07:45	3	1	0	0	0	0	0	0	4	4	3	0	0	0	0	0	0	0	3	3
Hour	4	3	0	1	0	0	0	0	8	9	5	0	0	0	0	0	0	0	5	5
08:00	18	0	0	0	0	0	0	0	18	18	2	0	0	0	0	0	0	0	2	2
08:15	21	1	0	0	0	0	1	0	23	22	28	1	2	0	0	0	1	0	32	32
08:30	27	2	0	0	0	0	2	0	31	29	37	3	0	0	0	0	0	0	40	40
08:45	18	1	0	0	0	0	0	0	19	19	45	0	0	0	0	0	1	0	46	45
Hour	84	4	0	0	0	0	3	0	91	89	112	4	2	0	0	0	2	0	120	119
09:00	4	0	0	0	0	0	0	0	4	4	21	3	0	0	0	0	0	0	24	24
09:15	3	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	1	0	4	3
09:30	2	0	1	0	0	0	0	0	3	4	6	0	0	0	0	0	0	0	6	6
09:45	1	1	0	0	0	0	0	0	2	2	4	1	0	0	0	0	0	0	5	5
Hour	10	1	1	0	0	0	0	0	12	13	34	4	0	0	0	0	1	0	39	38
10:00	2	0	0	0	0	0	0	0	2	2	2	0	1	0	0	0	0	0	3	4
10:15	2	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
10:30	0	1	0	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	1	1
10:45	1	1	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
Hour	5	2	0	0	0	0	1	0	8	7	6	0	1	0	0	0	0	0	7	8
11:00	2	0	0	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	4	4
11:15	2	0	0	0	0	0	0	0	2	2	5	1	0	0	0	0	0	0	6	6
11:30	2	0	0	0	0	0	0	0	2	2	5	1	0	0	0	0	0	0	6	6
11:45	5	0	0	0	0	0	0	0	5	5	3	0	0	0	0	0	1	0	4	3
Hour	11	0	0	0	0	0	0	0	11	11	16	3	0	0	0	0	1	0	20	19
12:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
12:15	1	0	0	0	0	0	0	0	1	1	4	1	0	0	0	0	1	0	6	5
12:30	2	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	4	4
12:45	1	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	1	4	4
Hour	4	0	0	0	0	0	0	0	4	4	13	1	1	0	0	0	1	1	17	16
13:00	2	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	4	4
13:15	7	0	0	0	0	0	0	0	7	7	4	0	0	0	0	0	0	0	4	4
13:30	4	0	0	0	0	0	0	0	4	4	9	0	0	0	0	0	0	0	9	9
13:45	5	0	0	0	0	0	0	0	5	5	5	1	0	0	0	0	0	0	6	6
Hour	18	0	0	0	0	0	0	0	18	18	22	1	0	0	0	0	0	0	23	23
14:00	4	0	0	0	0	0	0	0	4	4	8	0	0	0	0	0	0	0	8	8
14:15	15	2	0	0	1	0	0	0	18	19	3	0	0	0	1	1	0	0	5	5
14:30	9	0	0	0	0	0	0	1	10	9	27	1	0	0	0	0	0	0	28	28
14:45	2	0	0	0	0	0	0	0	2	2	23	0	0	0	0	0	0	0	23	23
Hour	30	2	0	0	1	0	0	1	34	34	61	1	0	0	1	1	0	0	64	64
15:00	9	0	0	0	0	0	0	0	9	9	4	0	0	0	0	0	0	0	4	4
15:15	4	0	0	0	0	0	0	0	4	4	6	1	0	0	0	0	0	0	7	7
15:30	7	0	0	0	0	0	0	0	7	7	23	3	0	0	0	0	2	0	28	26
15:45	2	1	0	0	0	0	0	0	3	3	24	4	0	0	1	0	1	0	30	30
Hour	22	1	0	0	0	0	0	0	23	23	57	8	0	0	1	0	3	0	69	68
16:00	0	1	0	0	0	0	0	0	1	1	19	3	0	0	0	0	0	0	22	22
16:15	1	0	0	0	0	0	0	0	1	1	17	2	0	0	0	0	0	1	20	19
16:30	2	0	0	0	0	0	2	1	5	3	12	2	0	0	0	0	0	0	14	14
16:45	1	0	0	0	0	0	0	0	1	1	5	2	0	0	0	1	0	0	8	7
Hour	4	1	0	0	0	0	2	1	8	6	53	9	0	0	0	1	0	1	64	63
17:00	0	1	0	0	0	0	0	0	1	1	7	0	0	0	0	0	0	0	7	7
17:15	2	1	0	0	0	0	0	0	3	3	14	2	0	0	0	0	0	0	16	16
17:30	1	1	0	0	0	0	0	0	2	2	5	1	0	0	0	0	0	0	6	6
17:45	1	0	0	0	0	0	0	0	1	1	9	0	0	0	0	0	1	0	10	9
Hour	4	3	0	0	0	0	0	0	7	7	35	3	0	0	0	0	1	0	39	38
18:00	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	6
18:15	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	3
18:30	1	0	0	0	0	0	0	0	1	1	7	1	0	0	0	0	0	0	8	8
18:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
Hour	1	0	0	0	0	0	0	0	1	1	18	2	0	0	0	0	0	0	20	20
Total	197	17	1	1	1	0	6	2	225	221	432	36	4	0	2	2	9	2	487	481

Site No. 2
Location R761(N) / Lower Dargle Road / R761(S) / Ravenswell Road
Date 2020-10-22

Time	D to B - Ravenswell Road to Lower Dargle Road								Veh. Total	PCU	D to A - Ravenswell Road to R761(N)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:45	4	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	1	1
Hour	6	0	0	0	0	0	0	0	6	6	1	0	0	0	0	0	0	0	1	1
09:00	2	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	2	2
Hour	3	0	0	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	4	4
10:00	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3	4
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	1	0	3	0	0	1	0	0	0	0	4	5
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
12:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
12:15	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	2	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
Hour	1	0	0	0	0	0	0	0	1	1	6	1	0	0	0	0	0	0	7	7
13:00	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	4	5
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	2	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
13:45	1	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	3	3
Hour	3	0	0	0	0	0	0	0	3	3	7	1	0	1	0	0	0	0	9	10
14:00	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	1	0	2	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	5	0	0	0	0	0	0	0	5	5	1	1	1	0	0	0	1	0	4	4
14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Hour	7	0	0	0	0	0	0	0	7	7	3	1	1	0	0	0	2	0	7	6
15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
15:30	1	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Hour	1	0	0	0	0	0	0	0	1	1	5	1	0	0	0	0	0	0	6	6
16:00	2	0	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	4	4
16:15	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	5	4
16:45	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	5
Hour	3	0	0	0	0	0	0	0	3	3	12	2	0	0	0	0	0	1	15	14
17:00	1	0	0	0	0	0	0	0	1	1	4	2	0	0	0	0	1	0	7	6
17:15	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	7	7
17:30	2	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
17:45	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
Hour	4	0	0	0	0	0	0	0	4	4	12	4	0	0	0	0	1	0	17	16
18:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
18:30	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
Hour	1	0	0	0	0	0	0	0	1	1	6	0	0	0	0	0	0	0	6	6
Total	30	0	0	0	0	0	1	0	31	30	60	11	1	2	0	0	3	1	78	78

Site No. 2
Location R761(N) / Lower Dargle Road / R761(S) / Ravenswell Road
Date 2020-10-22

Time	To Arm A - R761(N)								Veh. Total	PCU	From Arm A - R761(N)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	72	23	4	0	8	1	4	0	112	118	36	15	2	1	6	2	1	0	63	69
07:15	104	13	3	0	5	0	3	0	128	132	49	13	2	0	5	0	2	0	71	75
07:30	114	19	4	1	7	1	6	1	153	157	77	19	5	0	3	0	0	0	104	110
07:45	110	14	1	2	4	2	5	0	138	140	108	16	4	0	5	0	6	0	139	141
Hour	400	69	12	3	24	4	18	1	531	547	270	63	13	1	19	2	9	0	377	395
08:00	142	13	1	0	10	1	6	1	174	178	136	13	1	1	8	0	5	0	164	170
08:15	139	11	1	0	7	0	3	0	161	166	140	11	6	0	6	0	6	3	172	174
08:30	115	10	3	0	2	0	5	0	135	135	121	12	4	1	8	1	1	2	150	158
08:45	102	12	1	0	5	1	3	0	124	127	116	13	2	0	5	2	5	0	143	144
Hour	498	46	6	0	24	2	17	1	594	605	513	49	13	2	27	3	17	5	629	646
09:00	120	10	3	0	14	0	1	0	148	163	101	16	7	0	7	0	2	0	133	142
09:15	103	20	3	0	6	0	1	0	133	140	111	9	10	0	7	0	1	0	138	149
09:30	114	19	2	0	6	0	1	0	142	148	89	11	3	2	6	0	1	0	112	121
09:45	78	11	1	0	5	0	4	0	99	101	90	19	7	0	4	1	5	0	126	129
Hour	415	60	9	0	31	0	7	0	522	552	391	55	27	2	24	1	9	0	509	541
10:00	102	12	5	2	4	1	0	0	126	135	90	14	1	0	5	0	2	0	112	116
10:15	92	15	5	1	6	0	3	0	122	129	79	22	2	0	6	0	3	0	112	117
10:30	90	19	4	0	6	0	1	0	120	127	95	10	4	0	5	2	3	0	119	122
10:45	112	17	3	0	4	2	0	0	138	142	91	17	5	0	6	0	3	0	122	128
Hour	396	63	17	3	20	3	4	0	506	533	355	63	12	0	22	2	11	0	465	483
11:00	85	12	4	0	6	1	2	0	110	116	82	15	3	0	7	2	3	0	112	117
11:15	90	13	5	0	3	1	2	0	114	117	91	14	5	1	4	0	3	0	118	123
11:30	105	14	1	0	4	1	2	0	127	129	96	19	5	0	4	1	3	0	128	132
11:45	109	14	3	0	4	1	3	0	134	137	94	14	0	0	7	0	1	0	116	122
Hour	389	53	13	0	17	4	9	0	485	499	363	62	13	1	22	3	10	0	474	494
12:00	111	16	1	0	5	0	3	0	136	139	107	22	6	0	3	1	2	0	141	145
12:15	112	28	2	0	3	1	1	0	147	150	99	18	0	1	6	0	1	0	125	132
12:30	134	12	7	0	3	2	5	0	163	164	97	11	2	1	5	2	1	0	119	124
12:45	103	10	5	0	6	0	3	0	127	133	105	25	3	0	3	2	1	0	139	142
Hour	460	66	15	0	17	3	12	0	573	586	408	76	11	2	17	5	5	0	524	542
13:00	99	14	3	1	8	3	4	1	133	138	104	15	5	0	5	2	3	0	134	138
13:15	91	13	3	0	4	1	4	0	116	118	114	15	4	1	3	0	4	0	141	144
13:30	103	17	4	1	7	1	2	0	135	143	110	9	1	0	4	1	1	0	126	129
13:45	117	13	6	0	5	0	1	0	142	149	95	13	2	0	10	1	1	0	122	132
Hour	410	57	16	2	24	5	11	1	526	548	423	52	12	1	22	4	9	0	523	543
14:00	108	12	2	0	5	0	2	0	129	133	110	15	5	0	5	2	4	0	141	144
14:15	107	12	7	0	4	0	5	0	135	139	99	21	6	0	4	1	6	0	137	139
14:30	108	24	4	0	6	1	6	1	150	152	83	12	3	0	3	2	4	1	108	107
14:45	127	10	4	0	5	4	2	1	153	155	102	13	2	0	5	0	1	0	123	128
Hour	450	58	17	0	20	5	15	2	567	579	394	61	16	0	17	5	15	1	509	518
15:00	144	13	0	0	7	1	1	0	166	172	97	13	0	0	5	3	4	0	122	122
15:15	134	16	3	1	4	1	3	0	162	166	106	14	2	1	6	0	2	1	132	138
15:30	114	25	5	1	6	0	1	0	152	161	112	23	4	0	6	3	3	0	151	155
15:45	122	30	2	0	3	1	6	1	165	163	101	11	0	0	8	1	5	0	126	129
Hour	514	84	10	2	20	3	11	1	645	661	416	61	6	1	25	7	14	1	531	544
16:00	118	21	2	0	5	0	6	0	152	153	106	12	2	1	2	2	3	1	129	129
16:15	126	17	4	0	5	1	4	0	157	160	116	20	0	0	5	1	1	0	143	147
16:30	111	11	0	0	5	0	3	1	131	133	130	20	0	0	5	2	3	0	160	161
16:45	110	18	2	0	4	3	8	0	145	142	111	24	2	0	7	0	3	0	147	153
Hour	465	67	8	0	19	4	21	1	585	588	463	76	4	1	19	5	10	1	579	590
17:00	114	20	3	0	6	1	7	0	151	152	124	21	0	0	5	0	7	1	158	157
17:15	120	19	1	0	7	1	2	2	152	156	120	20	1	0	5	1	6	0	153	153
17:30	108	14	1	1	5	1	0	0	130	136	119	16	1	0	6	0	3	1	146	149
17:45	106	14	0	0	2	0	2	1	125	125	127	19	1	0	3	1	7	0	158	155
Hour	448	67	5	1	20	3	11	3	558	569	490	76	3	0	19	2	23	2	615	614
18:00	120	15	0	0	4	1	2	2	144	144	127	19	1	0	3	2	6	0	158	156
18:15	120	8	2	0	7	0	3	0	140	146	112	15	1	0	7	1	3	0	139	144
18:30	118	11	1	1	5	0	3	0	139	143	110	10	0	0	6	1	1	0	128	133
18:45	105	5	1	0	2	1	6	0	120	117	110	8	2	0	5	0	1	0	126	131
Hour	463	39	4	1	18	2	14	2	543	550	459	52	4	0	21	4	11	0	551	563
Total	5308	729	132	12	254	38	150	12	6635	6818	4945	746	134	11	254	43	143	10	6286	6473

Site No. 2
Location R761(N) / Lower Dargle Road / R761(S) / Ravenswell Road
Date 2020-10-22

Time	To Arm B - Lower Dargle Road								Veh. Total	PCU	From Arm B - Lower Dargle Road								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	3	1	0	0	0	0	0	0	4	4	9	0	0	0	0	0	0	0	9	9
07:15	8	0	0	0	0	0	0	0	8	8	5	1	0	0	0	0	1	0	7	6
07:30	2	1	0	0	0	0	0	0	3	3	7	0	0	0	0	0	0	0	7	7
07:45	14	4	0	0	0	0	0	0	18	18	9	2	0	0	0	0	0	1	12	11
Hour	27	6	0	0	0	0	0	0	33	33	30	3	0	0	0	0	1	1	35	33
08:00	12	4	0	0	1	0	1	0	18	18	12	1	0	0	0	0	1	1	15	13
08:15	19	2	0	0	0	0	0	0	21	21	20	1	0	0	0	0	0	4	25	22
08:30	19	3	0	0	0	0	1	0	23	22	26	4	0	0	0	0	0	2	32	30
08:45	31	3	0	0	0	0	1	0	35	34	34	3	2	0	0	0	1	2	42	41
Hour	81	12	0	0	1	0	3	0	97	96	92	9	2	0	0	0	2	9	114	106
09:00	20	2	0	0	0	0	1	0	23	22	28	4	0	0	0	0	1	0	33	32
09:15	13	0	0	0	0	0	0	0	13	13	17	4	0	0	0	0	0	1	22	21
09:30	15	4	1	0	0	0	1	0	21	21	16	1	1	0	0	0	0	0	18	19
09:45	5	4	1	0	0	0	0	0	10	11	21	3	0	0	0	0	0	0	24	24
Hour	53	10	2	0	0	0	2	0	67	66	82	12	1	0	0	0	1	1	97	96
10:00	5	1	1	0	0	0	2	0	9	8	15	5	0	0	0	0	0	0	20	20
10:15	6	3	0	0	0	0	0	0	9	9	8	3	0	0	1	0	0	0	12	13
10:30	6	1	0	0	0	0	0	0	7	7	19	1	0	0	0	0	0	0	20	20
10:45	5	3	0	0	0	0	0	0	8	8	13	4	0	0	0	0	1	0	18	17
Hour	22	8	1	0	0	0	2	0	33	32	55	13	0	0	1	0	1	0	70	70
11:00	12	0	0	0	0	0	1	0	13	12	20	0	1	0	1	0	1	0	23	24
11:15	11	1	1	0	0	0	0	0	13	14	15	5	1	0	0	0	0	0	21	22
11:30	15	2	0	0	0	0	1	0	18	17	20	1	0	0	0	0	2	0	23	21
11:45	12	2	1	0	0	0	1	0	16	16	23	2	0	0	0	0	1	0	26	25
Hour	50	5	2	0	0	0	3	0	60	59	78	8	2	0	1	0	4	0	93	92
12:00	16	1	1	0	0	0	2	0	20	19	17	3	0	0	0	0	1	0	21	20
12:15	15	1	0	0	0	0	1	0	17	16	17	0	0	0	0	0	1	0	18	17
12:30	10	3	0	0	0	0	0	0	13	13	20	1	1	0	0	0	0	0	22	23
12:45	15	2	0	0	0	0	1	0	18	17	19	1	0	0	0	0	0	0	20	20
Hour	56	7	1	0	0	0	4	0	68	65	73	5	1	0	0	0	2	0	81	80
13:00	13	0	0	0	0	0	0	0	13	13	20	1	0	0	0	1	0	1	23	22
13:15	12	3	0	0	0	0	1	0	16	15	25	1	0	0	0	0	1	0	27	26
13:30	15	3	0	0	0	0	0	0	18	18	17	3	1	0	0	0	2	0	23	22
13:45	14	3	0	0	0	0	2	0	19	17	26	4	0	0	0	0	1	0	31	30
Hour	54	9	0	0	0	0	3	0	66	64	88	9	1	0	0	1	4	1	104	100
14:00	19	2	1	0	0	0	1	0	23	23	19	2	0	0	0	0	0	0	21	21
14:15	13	2	0	0	0	0	0	0	15	15	21	1	0	0	0	0	0	0	22	22
14:30	20	5	0	0	0	0	1	1	27	25	14	0	0	0	0	0	0	0	14	14
14:45	27	3	0	0	0	0	0	0	30	30	23	1	0	0	0	0	2	0	26	24
Hour	79	12	1	0	0	0	2	1	95	93	77	4	0	0	0	0	2	0	83	81
15:00	20	1	0	0	0	0	1	0	22	21	21	1	0	0	1	0	0	1	24	24
15:15	15	2	1	1	0	0	0	1	20	21	21	1	0	0	0	0	0	0	22	22
15:30	13	1	0	0	0	0	2	0	16	14	20	4	2	1	0	0	0	0	27	29
15:45	12	1	0	0	0	0	0	0	13	13	21	4	1	0	0	0	0	0	26	27
Hour	60	5	1	1	0	0	3	1	71	70	83	10	3	1	1	0	0	1	99	102
16:00	32	5	0	0	0	0	2	1	40	38	26	1	0	0	0	0	0	0	27	27
16:15	24	3	0	0	0	0	0	0	27	27	22	5	0	0	0	0	2	2	31	28
16:30	19	4	0	0	0	0	1	0	24	23	14	1	0	0	0	0	0	1	16	15
16:45	16	1	0	0	0	1	1	1	20	18	24	0	0	0	0	0	0	0	24	24
Hour	91	13	0	0	0	1	4	2	111	106	86	7	0	0	0	0	2	3	98	94
17:00	13	2	0	0	0	0	2	0	17	15	19	0	2	0	0	0	2	0	23	22
17:15	15	1	0	0	0	0	0	0	16	16	20	7	0	0	0	0	2	0	29	27
17:30	15	2	0	0	0	0	0	0	17	17	18	2	0	0	0	0	2	0	22	20
17:45	18	2	0	0	0	0	0	0	20	20	21	3	0	0	0	0	0	1	25	24
Hour	61	7	0	0	0	0	2	0	70	68	78	12	2	0	0	0	6	1	99	94
18:00	17	0	0	0	0	1	0	0	18	17	16	1	0	0	0	1	0	4	22	18
18:15	13	2	0	0	0	0	1	0	16	15	19	0	0	0	0	0	1	1	21	19
18:30	13	3	0	0	0	0	0	0	16	16	19	1	0	0	0	1	2	2	25	21
18:45	9	2	0	0	0	1	1	0	13	12	12	1	0	0	0	0	0	0	13	13
Hour	52	7	0	0	0	2	2	0	63	60	66	3	0	0	0	2	3	7	81	72
Total	686	101	8	1	1	3	30	4	834	811	888	95	12	1	3	3	28	24	1054	1021

Site No. 2
Location R761(N) / Lower Dargle Road / R761(S) / Ravenswell Road
Date 2020-10-22

Time	To Arm C - R761(S)								Veh. Total	PCU	From Arm C - R761(S)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	45	15	2	1	6	2	1	0	72	78	75	24	4	0	8	1	4	0	116	122
07:15	51	14	2	0	5	0	3	0	75	79	112	13	3	0	5	0	3	0	136	140
07:30	81	18	5	0	3	0	0	0	107	113	114	22	4	2	7	1	6	1	157	162
07:45	115	17	4	0	5	0	6	1	148	149	125	18	1	2	4	2	5	0	157	159
Hour	292	64	13	1	19	2	10	1	402	419	426	77	12	4	24	4	18	1	566	584
08:00	144	13	1	1	8	0	6	1	174	178	172	17	1	0	11	1	7	1	210	215
08:15	185	13	8	0	6	0	7	7	226	225	177	14	1	0	7	0	4	0	203	207
08:30	178	18	4	1	8	1	1	4	215	222	159	14	3	0	2	0	8	0	186	183
08:45	190	15	4	0	5	2	7	2	225	224	146	16	1	0	5	1	4	0	173	175
Hour	697	59	17	2	27	3	21	14	840	848	654	61	6	0	25	2	23	1	772	780
09:00	145	22	7	0	7	0	2	0	183	192	139	11	3	0	14	0	2	0	169	183
09:15	128	13	10	0	7	0	2	1	161	171	118	20	3	0	6	0	1	0	148	155
09:30	104	12	4	1	6	0	1	0	128	137	129	23	4	0	6	0	2	0	164	170
09:45	109	22	7	0	4	1	3	0	146	151	80	14	2	0	5	0	4	0	105	108
Hour	486	69	28	1	24	1	8	1	618	650	466	68	12	0	31	0	9	0	586	616
10:00	104	18	2	0	5	0	2	0	131	135	106	12	6	2	4	1	1	0	132	140
10:15	88	25	2	0	7	0	3	0	125	131	97	18	5	0	6	0	3	0	129	135
10:30	108	11	4	0	5	2	3	0	133	136	91	21	4	0	6	0	2	0	124	130
10:45	103	20	5	0	6	0	4	0	138	143	116	21	3	0	4	2	0	0	146	150
Hour	403	74	13	0	23	2	12	0	527	546	410	72	18	2	20	3	6	0	531	556
11:00	103	16	3	0	7	2	2	0	133	139	98	12	3	0	5	1	3	0	122	126
11:15	108	19	6	0	4	0	3	0	140	145	101	13	6	0	3	1	2	0	126	130
11:30	120	21	5	0	4	1	5	0	156	158	120	16	1	0	4	1	3	0	145	147
11:45	113	16	0	0	7	0	3	0	139	144	123	16	4	0	4	1	4	0	152	154
Hour	444	72	14	0	22	3	13	0	568	585	442	57	14	0	16	4	12	0	545	556
12:00	122	24	6	0	3	1	3	0	159	162	120	17	2	0	5	0	5	0	149	151
12:15	117	18	0	1	6	0	3	0	145	150	125	28	2	0	3	1	2	0	161	163
12:30	114	9	2	1	5	2	1	0	134	139	140	12	6	0	3	2	5	0	168	169
12:45	123	26	4	0	3	2	1	1	160	162	114	12	5	0	6	0	4	0	141	146
Hour	476	77	12	2	17	5	8	1	598	613	499	69	15	0	17	3	16	0	619	629
13:00	126	16	5	0	5	2	2	0	156	161	110	14	3	0	8	2	4	0	141	146
13:15	138	16	4	1	3	0	5	0	167	169	108	16	3	0	4	1	5	0	137	138
13:30	135	10	1	0	4	1	3	0	154	156	117	18	3	1	7	1	2	0	149	157
13:45	123	17	2	0	10	1	2	0	155	164	131	14	6	0	5	0	3	0	159	165
Hour	522	59	12	1	22	4	12	0	632	649	466	62	15	1	24	4	14	0	586	605
14:00	136	17	5	0	5	2	4	0	169	172	128	14	3	0	5	0	2	0	152	157
14:15	118	22	5	0	5	2	5	0	157	159	134	16	7	0	5	0	5	0	167	172
14:30	121	13	3	0	3	2	3	0	145	146	129	28	3	0	6	1	6	2	175	176
14:45	141	13	2	0	5	0	3	0	164	168	151	12	4	0	5	4	2	1	179	181
Hour	516	65	15	0	18	6	15	0	635	645	542	70	17	0	21	5	15	3	673	685
15:00	118	14	0	0	6	3	2	1	144	146	171	14	0	0	7	1	2	0	195	200
15:15	127	15	2	0	6	0	2	1	153	158	146	18	4	1	4	1	3	1	178	182
15:30	150	28	4	1	6	3	5	0	197	201	130	23	3	1	6	0	3	0	166	172
15:45	146	18	1	0	9	1	6	0	181	185	135	31	2	0	3	1	6	1	179	177
Hour	541	75	7	1	27	7	15	2	675	689	582	86	9	2	20	3	14	2	718	731
16:00	148	16	2	1	2	2	3	0	174	175	145	25	2	0	5	0	8	0	185	185
16:15	151	26	0	0	5	1	2	3	188	188	145	20	4	0	5	1	4	0	179	182
16:30	154	23	0	0	5	2	2	1	187	188	126	15	0	0	5	0	6	1	153	152
16:45	137	26	2	0	7	1	3	0	176	181	119	19	2	0	4	4	9	1	158	153
Hour	590	91	4	1	19	6	10	4	725	733	535	79	8	0	19	5	27	2	675	672
17:00	150	21	2	0	5	0	9	0	187	186	122	21	3	0	6	1	8	0	161	162
17:15	153	28	1	0	5	1	7	0	195	194	131	19	1	0	7	1	2	2	163	167
17:30	141	19	1	0	6	0	5	1	173	175	120	17	1	1	5	1	0	0	145	151
17:45	151	22	1	0	3	1	7	1	186	183	118	16	0	0	2	0	2	1	139	139
Hour	595	90	5	0	19	2	28	2	741	737	491	73	5	1	20	3	12	3	608	618
18:00	147	20	1	0	3	3	6	2	182	177	134	15	0	0	4	2	2	0	157	158
18:15	131	16	1	0	7	1	2	1	159	164	129	10	2	0	7	0	4	0	152	157
18:30	134	11	0	0	6	2	3	2	158	159	128	13	1	1	5	0	3	0	151	155
18:45	121	9	2	0	5	0	1	0	138	143	108	7	1	0	2	2	7	0	127	123
Hour	533	56	4	0	21	6	12	5	637	643	499	45	4	1	18	4	16	0	587	593
Total	6095	851	144	9	258	47	164	30	7598	7756	6012	819	135	11	255	40	182	12	7466	7624

Site No. 2
Location R761(N) / Lower Dargle Road / R761(S) / Ravenswell Road
Date 2020-10-22

Time	To Arm D - Ravenswell Road								Veh. Total	PCU	From Arm D - Ravenswell Road								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
07:15	3	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
07:30	3	3	0	1	0	0	0	0	7	8	2	0	0	0	0	0	0	0	2	2
07:45	6	1	0	0	0	0	0	0	7	7	3	0	0	0	0	0	0	0	3	3
Hour	13	4	0	1	0	0	0	0	18	19	6	0	0	0	0	0	0	0	6	6
08:00	24	1	0	0	0	0	0	0	25	25	2	0	0	0	0	0	0	0	2	2
08:15	23	1	0	0	0	0	1	0	25	24	29	1	2	0	0	0	1	0	33	33
08:30	32	2	0	0	0	0	2	0	36	34	38	3	0	0	0	0	0	0	41	41
08:45	23	2	0	0	0	0	0	0	25	25	50	0	0	0	0	0	1	0	51	50
Hour	102	6	0	0	0	0	3	0	111	109	119	4	2	0	0	0	2	0	127	126
09:00	8	0	0	0	0	0	1	0	9	8	25	3	0	0	0	0	0	0	28	28
09:15	5	0	0	0	0	0	0	0	5	5	3	0	0	0	0	0	1	0	4	3
09:30	7	0	1	1	0	0	0	0	9	11	6	0	0	0	0	0	0	0	6	6
09:45	5	1	0	0	0	0	2	0	8	6	6	2	0	0	0	0	0	0	8	8
Hour	25	1	1	1	0	0	3	0	31	30	40	5	0	0	0	0	1	0	46	45
10:00	3	0	0	0	0	0	0	0	3	3	3	0	1	0	0	0	1	0	5	5
10:15	2	0	0	0	0	0	0	0	2	2	4	0	0	1	0	0	0	0	5	6
10:30	2	1	0	0	0	0	1	0	4	3	1	0	0	0	0	0	0	0	1	1
10:45	1	2	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	1	1
Hour	8	3	0	0	0	0	1	0	12	11	9	0	1	1	0	0	1	0	12	13
11:00	3	0	0	0	0	0	2	0	5	3	3	1	0	0	0	0	0	0	4	4
11:15	3	0	0	1	0	0	0	0	4	5	5	1	0	0	0	0	0	0	6	6
11:30	3	0	0	0	0	0	0	0	3	3	7	1	0	0	0	0	0	0	8	8
11:45	9	0	0	0	0	0	0	0	9	9	3	0	0	0	0	0	1	0	4	3
Hour	18	0	0	1	0	0	2	0	21	21	18	3	0	0	0	0	1	0	22	21
12:00	1	1	0	0	0	0	0	0	2	2	6	0	0	0	0	0	0	0	6	6
12:15	3	1	0	0	0	0	0	0	4	4	6	2	0	0	0	0	1	0	9	8
12:30	3	0	0	0	0	0	0	0	3	3	4	0	0	0	0	0	0	0	4	4
12:45	1	0	0	0	0	0	0	0	1	1	4	0	1	0	0	0	0	1	6	6
Hour	8	2	0	0	0	0	0	0	10	10	20	2	1	0	0	0	1	1	25	24
13:00	3	0	0	0	0	0	1	0	4	3	7	0	0	1	0	0	0	0	8	9
13:15	10	0	0	0	0	0	0	0	10	10	4	0	0	0	0	0	0	0	4	4
13:30	4	0	0	0	0	0	0	0	4	4	13	0	0	0	0	0	0	0	13	13
13:45	6	0	0	0	0	0	0	0	6	6	8	2	0	0	0	0	0	0	10	10
Hour	23	0	0	0	0	0	1	0	24	23	32	2	0	1	0	0	0	0	35	36
14:00	5	0	0	0	0	0	0	0	5	5	11	0	0	0	0	0	1	0	12	11
14:15	19	2	1	0	1	0	1	0	24	25	3	0	0	0	1	1	0	0	5	5
14:30	10	0	0	0	0	0	1	1	12	10	33	2	1	0	0	0	1	0	37	37
14:45	5	0	0	0	0	0	0	0	5	5	24	0	0	0	0	0	0	0	24	24
Hour	39	2	1	0	1	0	2	1	46	45	71	2	1	0	1	1	2	0	78	77
15:00	12	0	0	0	0	0	2	0	14	12	5	0	0	0	0	0	0	0	5	5
15:15	6	1	0	0	0	0	0	0	7	7	9	1	0	0	0	0	0	0	10	10
15:30	9	0	0	0	0	0	0	0	9	9	24	4	0	0	0	0	2	0	30	28
15:45	2	1	0	0	0	0	0	0	3	3	25	4	0	0	1	0	1	0	31	31
Hour	29	2	0	0	0	0	2	0	33	31	63	9	0	0	1	0	3	0	76	75
16:00	2	1	0	0	0	0	0	0	3	3	23	5	0	0	0	0	0	0	28	28
16:15	1	1	0	0	0	0	1	0	3	2	19	2	0	0	0	0	0	1	22	21
16:30	2	0	0	0	0	0	3	1	6	3	16	2	0	0	0	0	0	1	19	18
16:45	1	0	0	0	0	0	0	0	1	1	10	2	0	0	0	1	0	0	13	12
Hour	6	2	0	0	0	0	4	1	13	9	68	11	0	0	0	1	0	2	82	80
17:00	0	1	0	0	0	0	0	1	2	1	12	2	0	0	0	0	1	0	15	14
17:15	2	2	0	0	0	0	1	0	5	4	19	4	0	0	0	0	0	0	23	23
17:30	2	1	0	0	0	0	0	0	3	3	9	1	0	0	0	0	0	0	10	10
17:45	2	0	0	0	0	0	1	0	3	2	11	0	0	0	0	0	1	0	12	11
Hour	6	4	0	0	0	0	2	1	13	11	51	7	0	0	0	0	2	0	60	58
18:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	7
18:15	0	0	0	0	0	0	2	0	2	0	4	1	0	0	0	0	0	0	5	5
18:30	1	0	0	0	0	0	0	0	1	1	9	1	0	0	0	0	0	0	10	10
18:45	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	5
Hour	1	0	0	0	0	0	2	0	3	1	25	2	0	0	0	0	0	0	27	27
Total	278	26	2	3	1	0	22	3	335	321	522	47	5	2	2	2	13	3	596	589

Site No. 3
Location R761(N) / The Maltings / Main Street / Seapoint Road
Date 2020-10-22

Time	A to D - R761(N) to Seapoint Road								Veh. Total	PCU	A to C - R761(N) to Main Street								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	11	4	0	0	0	1	0	0	16	15	29	11	2	1	6	1	1	0	51	58
07:15	15	4	0	0	0	0	0	0	19	19	35	10	2	0	5	0	3	0	55	59
07:30	25	3	2	0	0	0	0	0	30	31	59	14	3	0	3	0	0	0	79	84
07:45	39	7	0	0	0	0	0	0	46	46	80	11	3	0	5	0	6	1	106	107
Hour	90	18	2	0	0	1	0	0	111	111	203	46	10	1	19	1	10	1	291	307
08:00	41	4	0	0	0	0	0	0	45	45	102	9	1	1	8	0	7	2	130	133
08:15	59	5	0	0	1	0	0	0	65	66	127	8	6	0	4	0	8	5	158	155
08:30	57	5	2	0	1	0	0	0	65	67	115	13	3	1	8	1	1	3	145	152
08:45	65	6	2	0	0	0	0	0	73	74	127	9	2	0	5	2	7	2	154	152
Hour	222	20	4	0	2	0	0	0	248	252	471	39	12	2	25	3	23	12	587	591
09:00	34	4	1	0	0	0	1	0	40	40	110	18	6	0	7	0	1	0	142	151
09:15	35	1	1	0	0	0	0	0	37	38	96	12	9	0	7	0	3	0	127	136
09:30	20	1	0	0	1	0	0	0	22	23	80	11	4	1	5	0	1	0	102	110
09:45	25	3	1	0	0	0	1	0	30	30	81	19	5	0	4	1	2	0	112	116
Hour	114	9	3	0	1	0	2	0	129	130	367	60	24	1	23	1	7	0	483	513
10:00	16	3	1	0	0	0	0	0	20	21	86	15	2	0	5	0	2	0	110	114
10:15	26	6	0	0	0	0	2	0	34	32	59	19	2	0	7	0	1	0	88	95
10:30	27	2	1	0	0	1	1	0	32	31	78	8	2	0	5	1	2	0	96	100
10:45	29	3	1	0	0	0	1	0	34	34	80	18	5	0	5	0	3	0	111	116
Hour	98	14	3	0	0	1	4	0	120	118	303	60	11	0	22	1	8	0	405	426
11:00	20	1	0	0	0	0	2	0	23	21	81	15	3	0	8	2	0	0	109	117
11:15	24	4	2	0	0	0	1	0	31	31	81	13	3	0	4	0	2	0	103	107
11:30	33	4	0	0	0	0	2	0	39	37	91	18	5	0	4	0	3	0	121	125
11:45	24	4	0	0	1	0	1	0	30	30	84	12	0	0	6	0	2	0	104	108
Hour	101	13	2	0	1	0	6	0	123	120	337	58	11	0	22	2	7	0	437	458
12:00	23	7	2	0	0	0	0	0	32	33	94	16	4	0	3	1	3	0	121	123
12:15	36	3	0	0	0	0	2	0	41	39	85	14	0	1	5	0	1	0	106	112
12:30	25	3	0	0	0	0	0	0	28	28	82	6	2	0	6	2	1	0	99	104
12:45	29	2	2	0	0	0	0	0	33	34	91	23	2	1	3	2	2	0	124	127
Hour	113	15	4	0	0	0	2	0	134	134	352	59	8	2	17	5	7	0	450	465
13:00	40	5	1	0	0	0	0	0	46	47	84	11	4	0	5	2	2	0	108	112
13:15	27	2	1	0	0	0	1	0	31	31	108	12	3	1	3	0	4	0	131	134
13:30	22	1	0	0	0	0	1	0	24	23	109	7	1	0	4	1	2	0	124	126
13:45	30	4	0	0	2	0	0	0	36	38	94	16	2	0	7	1	2	0	122	128
Hour	119	12	2	0	2	0	2	0	137	138	395	46	10	1	19	4	10	0	485	500
14:00	23	4	0	0	0	0	1	0	28	27	107	13	5	0	6	2	3	0	136	141
14:15	21	8	0	0	1	0	1	0	31	31	94	12	5	0	4	1	3	0	119	123
14:30	23	2	0	0	0	0	0	0	25	25	99	11	3	0	3	2	3	0	121	122
14:45	30	3	0	0	0	0	0	0	33	33	111	10	2	0	5	0	4	0	132	135
Hour	97	17	0	0	1	0	2	0	117	116	411	46	15	0	18	5	13	0	508	520
15:00	31	3	0	0	1	1	0	0	36	36	90	11	0	0	5	2	3	0	111	112
15:15	24	2	0	0	0	0	0	0	26	26	102	12	2	0	6	0	2	1	125	130
15:30	37	9	1	0	0	1	1	0	49	48	112	18	3	1	5	2	4	0	145	148
15:45	34	5	0	0	0	0	1	0	40	39	106	13	1	0	10	1	4	1	136	142
Hour	126	19	1	0	1	2	2	0	151	150	410	54	6	1	26	5	13	2	517	532
16:00	46	3	0	0	0	0	0	0	49	49	98	13	2	1	2	2	3	0	121	122
16:15	47	5	0	0	0	0	2	0	54	52	102	20	0	0	5	1	2	1	131	133
16:30	35	6	0	0	1	1	1	0	44	44	120	17	0	0	4	1	0	2	144	146
16:45	31	3	1	0	0	0	0	0	35	36	104	23	1	0	7	1	3	0	139	144
Hour	159	17	1	0	1	1	3	0	182	181	424	73	3	1	18	5	8	3	535	544
17:00	37	7	0	0	0	0	1	0	45	44	108	13	2	0	5	0	7	1	136	136
17:15	41	2	0	0	0	0	0	0	43	43	112	25	1	0	5	1	5	1	150	150
17:30	31	6	1	0	0	0	0	0	38	39	110	14	0	0	6	0	6	0	136	137
17:45	37	7	0	0	0	0	1	0	45	44	107	15	1	0	3	1	6	1	134	131
Hour	146	22	1	0	0	0	2	0	171	170	437	67	4	0	19	2	24	3	556	554
18:00	31	2	0	0	0	1	0	0	34	33	116	18	1	0	3	2	6	2	148	144
18:15	38	5	0	0	0	1	1	0	45	44	89	11	1	0	7	0	1	1	110	116
18:30	29	2	0	0	0	0	1	0	32	31	102	8	0	0	6	2	4	0	122	124
18:45	23	3	0	0	0	0	0	0	26	26	95	7	2	0	5	0	1	0	110	115
Hour	121	12	0	0	0	2	2	0	137	134	402	44	4	0	21	4	12	3	490	499
Total	1506	188	23	0	9	7	27	0	1760	1755	4512	652	118	9	249	38	142	24	5744	5908

Site No. 3
Location R761(N) / The Maltings / Main Street / Seapoint Road
Date 2020-10-22

Time	A to B - R761(N) to The Maltings								Veh. Total	PCU	B to A - The Maltings to R761(N)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	3	3
07:30	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	5
07:45	1	0	1	0	0	0	0	0	2	3	6	0	0	0	0	0	0	0	6	6
Hour	2	0	1	0	0	0	0	0	3	4	13	1	0	0	0	0	0	0	14	14
08:00	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
08:15	5	0	1	0	0	0	0	0	6	7	1	0	0	0	0	0	0	0	1	1
08:30	1	0	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	4	4
08:45	2	0	0	0	0	0	0	0	2	2	5	0	0	0	0	0	0	0	5	5
Hour	9	0	1	0	0	0	0	0	10	11	11	1	0	0	0	0	0	0	12	12
09:00	3	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	1	1
09:15	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
09:30	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
09:45	2	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	4	4
Hour	7	0	0	0	0	0	0	0	7	7	8	0	0	0	0	0	0	0	8	8
10:00	5	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
10:45	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	3
Hour	5	0	0	0	0	0	0	0	5	5	6	1	0	0	0	0	0	0	7	7
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
11:15	1	0	1	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	1	1
11:30	0	1	0	0	0	1	0	0	2	1	2	0	0	0	0	0	0	0	2	2
11:45	2	0	0	0	0	0	0	0	2	2	2	0	0	0	0	1	0	0	3	2
Hour	3	1	1	0	0	1	0	0	6	6	5	0	0	0	1	1	0	0	7	7
12:00	3	1	0	0	0	0	0	0	4	4	4	0	0	0	0	0	0	0	4	4
12:15	0	1	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	4	4
12:30	2	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
12:45	1	1	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
Hour	6	3	0	0	0	0	0	0	9	9	10	2	0	0	0	0	0	0	12	12
13:00	3	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	3	3
13:15	3	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	1	1
13:30	4	1	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Hour	10	1	0	0	0	0	0	0	11	11	6	0	0	0	0	0	0	0	6	6
14:00	3	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	1	1
14:15	1	2	0	0	0	1	0	0	4	3	3	0	0	0	0	0	0	0	3	3
14:30	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
14:45	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
Hour	6	2	0	0	0	1	0	0	9	8	7	0	0	0	0	0	0	0	7	7
15:00	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
15:15	0	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
15:30	4	1	0	0	0	0	0	0	5	5	2	0	0	0	0	0	0	0	2	2
15:45	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	2	2
Hour	6	2	0	0	0	0	0	0	8	8	6	1	0	0	0	0	0	0	7	7
16:00	4	0	0	0	0	0	0	0	4	4	3	0	0	0	0	0	0	0	3	3
16:15	2	1	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	1	1
16:30	2	0	0	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	4	4
16:45	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
Hour	10	1	0	0	0	0	0	0	11	11	8	1	0	0	0	0	0	0	9	9
17:00	4	1	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	1	0	2	1	2	0	0	0	0	0	0	0	2	2
17:30	2	0	0	0	0	0	0	0	2	2	6	0	0	0	0	0	0	0	6	6
17:45	4	0	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	0	2	2
Hour	11	1	0	0	0	0	1	0	13	12	10	0	0	0	0	0	0	0	10	10
18:00	2	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	2	2
18:15	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
18:30	5	1	0	0	0	0	0	0	6	6	2	1	0	0	0	0	0	0	3	3
18:45	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Hour	9	1	0	0	0	0	0	0	10	10	5	2	0	0	0	0	0	0	7	7
Total	84	12	3	0	0	2	1	0	102	102	95	9	0	0	1	1	0	0	106	106

Site No. 3
Location R761(N) / The Maltings / Main Street / Seapoint Road
Date 2020-10-22

Time	B to D - The Maltings to Seapoint Road								Veh. Total	PCU	B to C - The Maltings to Main Street								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	1	0	2	1	3	0	0	0	0	0	0	0	3	3
08:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	3	3
08:15	2	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	4	4
08:30	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	4
08:45	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	3
Hour	2	0	0	0	0	0	0	0	2	2	9	1	2	0	0	0	1	0	13	13
09:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
09:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
09:30	0	0	0	0	0	0	0	0	0	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
Hour	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	6
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
10:30	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0	0	0	6	6
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	1	0	7	0	0	0	0	0	0	0	7	7
11:00	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
11:15	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Hour	3	0	0	0	0	0	0	0	3	3	4	0	0	0	0	0	0	0	4	4
12:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
12:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	4
Hour	1	0	0	0	0	0	0	0	1	1	5	2	0	0	0	0	0	0	7	7
13:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
Hour	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	5
14:00	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	5
14:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3	2
14:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	1	0	0	9	8
15:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
15:15	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	3
15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Hour	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	8	8
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
16:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	3
Hour	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	6	6
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3	2
17:30	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	4
Hour	0	0	0	0	0	0	1	0	1	0	7	0	0	0	0	0	1	0	8	7
18:00	1	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	4	4
18:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	4
18:45	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
Hour	2	0	0	0	0	0	0	0	2	2	11	0	0	0	0	0	0	0	11	11
Total	9	0	0	0	0	0	3	0	12	10	73	9	2	0	0	1	2	0	87	86

Site No. 3
Location R761(N) / The Maltings / Main Street / Seapoint Road
Date 2020-10-22

Time	C to B - Main Street to The Maltings								Veh. Total	PCU	C to A - Main Street to R761(N)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	1	0	1	0	57	18	3	0	7	0	4	0	89	94
07:15	1	0	0	0	0	0	0	0	1	1	84	11	3	0	5	0	1	0	104	110
07:30	1	0	0	0	0	0	0	0	1	1	78	15	4	2	7	1	6	0	113	119
07:45	1	0	0	0	0	0	0	0	1	1	85	11	0	2	4	2	5	0	109	110
Hour	3	0	0	0	0	0	1	0	4	3	304	55	10	4	23	3	16	0	415	434
08:00	0	0	0	0	0	0	0	0	0	0	127	15	1	0	11	1	4	2	161	167
08:15	0	0	0	0	0	0	0	0	0	0	131	11	1	0	7	0	2	0	152	158
08:30	2	0	0	0	0	0	0	0	2	2	118	9	3	0	2	0	8	0	140	137
08:45	3	1	0	0	0	0	0	0	4	4	109	15	1	0	5	1	4	0	135	137
Hour	5	1	0	0	0	0	0	0	6	6	485	50	6	0	25	2	18	2	588	599
09:00	3	0	0	0	0	0	0	0	3	3	110	11	2	0	13	0	2	0	138	150
09:15	1	0	0	0	0	0	0	0	1	1	89	14	5	0	6	0	1	0	115	123
09:30	3	0	0	0	0	0	0	0	3	3	89	15	3	0	7	0	1	0	115	123
09:45	0	0	0	0	0	0	0	0	0	0	60	10	1	0	2	0	4	0	77	76
Hour	7	0	0	0	0	0	0	0	7	7	348	50	11	0	28	0	8	0	445	472
10:00	2	0	0	0	0	0	0	0	2	2	76	13	5	2	4	1	0	0	101	110
10:15	0	0	0	0	0	0	1	0	1	0	71	17	3	0	6	0	3	0	100	105
10:30	1	0	0	0	0	0	0	0	1	1	62	15	2	0	6	0	1	0	86	92
10:45	1	0	0	0	1	0	0	0	2	3	92	16	2	0	4	2	0	0	116	120
Hour	4	0	0	0	1	0	1	0	6	6	301	61	12	2	20	3	4	0	403	427
11:00	2	0	0	0	0	0	0	0	2	2	71	11	3	0	4	1	2	0	92	95
11:15	2	0	0	0	0	0	0	0	2	2	77	8	6	0	3	1	2	0	97	101
11:30	1	0	0	0	0	0	0	0	1	1	81	14	1	0	4	1	2	0	103	105
11:45	2	0	0	0	0	0	0	0	2	2	91	14	2	0	4	0	4	0	115	117
Hour	7	0	0	0	0	0	0	0	7	7	320	47	12	0	15	3	10	0	407	418
12:00	1	1	0	0	0	0	0	0	2	2	98	9	2	0	5	0	3	1	118	121
12:15	1	0	0	0	0	0	0	0	1	1	96	20	2	0	3	0	3	0	124	126
12:30	1	1	0	0	0	0	0	0	2	2	99	9	1	0	3	1	4	0	117	117
12:45	0	0	0	0	0	0	0	0	0	0	83	11	4	0	5	0	3	0	106	111
Hour	3	2	0	0	0	0	0	0	5	5	376	49	9	0	16	1	13	1	465	474
13:00	2	0	0	0	0	0	0	0	2	2	76	11	2	0	8	2	2	0	101	107
13:15	0	0	0	0	0	0	0	0	0	0	70	10	2	0	4	1	5	0	92	92
13:30	0	0	0	0	0	0	0	0	0	0	84	15	2	1	6	0	2	0	110	117
13:45	1	1	0	0	0	0	0	0	2	2	113	13	5	0	6	0	3	0	140	146
Hour	3	1	0	0	0	0	0	0	4	4	343	49	11	1	24	3	12	0	443	462
14:00	1	0	0	0	0	0	0	0	1	1	100	12	2	0	4	0	1	0	119	123
14:15	2	0	0	0	0	0	0	0	2	2	99	9	6	0	5	0	4	0	123	128
14:30	0	0	0	0	0	0	0	0	0	0	106	20	3	0	6	1	5	0	141	144
14:45	1	0	0	0	0	0	1	0	2	1	125	10	3	0	5	4	1	2	150	152
Hour	4	0	0	0	0	0	1	0	5	4	430	51	14	0	20	5	11	2	533	547
15:00	3	0	0	0	0	0	0	0	3	3	129	9	0	0	7	1	2	0	148	153
15:15	1	0	0	0	0	0	0	0	1	1	109	14	3	1	4	1	2	1	135	139
15:30	0	0	0	0	0	0	0	0	0	0	97	17	3	1	7	0	2	0	127	135
15:45	4	0	0	0	0	0	0	0	4	4	97	22	2	0	2	1	5	1	130	128
Hour	8	0	0	0	0	0	0	0	8	8	432	62	8	2	20	3	11	2	540	554
16:00	1	0	0	0	0	0	0	0	1	1	100	16	1	0	5	0	7	0	129	129
16:15	2	0	0	0	0	0	0	0	2	2	111	15	3	0	5	1	4	0	139	142
16:30	0	2	0	0	0	0	0	0	2	2	87	9	0	0	6	0	4	1	107	109
16:45	1	0	0	0	0	0	0	0	1	1	91	18	1	0	3	2	8	1	124	119
Hour	4	2	0	0	0	0	0	0	6	6	389	58	5	0	19	3	23	2	499	499
17:00	1	0	0	0	0	0	0	0	1	1	96	19	3	0	6	1	4	1	130	133
17:15	1	0	0	0	0	0	0	1	2	1	99	15	1	0	7	1	1	0	124	130
17:30	1	0	0	0	0	0	1	0	2	1	81	17	1	0	5	1	0	0	105	110
17:45	1	0	0	0	0	0	0	0	1	1	84	13	0	0	2	0	2	1	102	102
Hour	4	0	0	0	0	0	1	1	6	4	360	64	5	0	20	3	7	2	461	475
18:00	4	0	0	0	0	0	0	0	4	4	107	13	0	0	4	3	1	0	128	129
18:15	2	0	0	0	0	0	0	0	2	2	104	9	2	0	6	4	0	0	125	130
18:30	3	0	0	0	0	0	0	0	3	3	98	9	1	1	5	0	2	0	116	121
18:45	0	0	0	0	0	0	0	0	0	0	83	4	1	0	2	2	6	2	100	95
Hour	9	0	0	0	0	0	0	0	9	9	392	35	4	1	17	9	9	2	469	475
Total	61	6	0	0	1	0	4	1	73	70	4480	631	107	10	247	38	142	13	5668	5835

Site No. 3
Location R761(N) / The Maltings / Main Street / Seapoint Road
Date 2020-10-22

Time	C to D - Main Street to Seapoint Road								Veh. Total	PCU	D to C - Seapoint Road to Main Street								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Hour	2	2	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
08:00	2	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:45	3	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
Hour	6	2	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
09:15	2	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
09:30	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
09:45	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
Hour	3	2	1	0	0	0	0	0	6	7	1	0	0	0	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Hour	1	2	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
12:00	3	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	1	1
12:15	2	1	0	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	2	2
12:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
12:45	3	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	2	2
Hour	8	1	0	0	0	0	0	0	9	9	5	1	0	0	0	0	0	0	6	6
13:00	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
13:15	3	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
13:30	3	1	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	1	1
13:45	3	1	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	1	1
Hour	10	2	0	0	0	0	0	0	12	12	2	0	0	0	0	0	0	0	2	2
14:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
14:30	2	1	0	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	2	2
14:45	4	2	0	0	0	0	0	0	6	6	1	0	0	0	0	0	0	0	1	1
Hour	6	3	0	0	0	0	0	0	9	9	3	2	0	0	0	0	0	0	5	5
15:00	0	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
15:45	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Hour	2	2	0	0	0	0	0	0	4	4	0	1	0	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:15	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
16:30	1	1	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
16:45	3	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
Hour	4	2	0	0	0	0	0	0	6	6	3	0	0	0	0	0	0	0	3	3
17:00	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
17:45	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Hour	6	0	0	0	0	0	0	0	6	6	1	0	0	0	0	0	0	0	1	1
18:00	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
18:15	3	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Hour	5	0	0	0	0	0	0	0	5	5	3	0	0	0	0	0	0	0	3	3
Total	55	18	1	0	0	0	0	0	74	75	18	4	0	0	0	0	0	0	22	22

Site No. 3
Location R761(N) / The Maltings / Main Street / Seapoint Road
Date 2020-10-22

Time	D to B - Seapoint Road to The Maltings								Veh. Total	PCU	D to A - Seapoint Road to R761(N)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	0	0	0	0	18	6	1	0	0	1	0	0	26	26
07:15	0	0	0	0	0	0	0	0	0	0	25	3	0	0	0	0	2	0	30	28
07:30	0	0	0	0	0	0	0	0	0	0	32	7	0	0	0	0	0	1	40	39
07:45	0	0	0	0	0	0	0	0	0	0	35	5	1	0	0	0	0	0	41	42
Hour	0	0	0	0	0	0	0	0	0	0	110	21	2	0	0	1	2	1	137	135
08:00	0	0	0	0	0	0	0	0	0	0	43	3	0	0	0	0	1	1	48	46
08:15	0	0	0	0	0	0	0	0	0	0	44	4	0	0	0	0	2	0	50	48
08:30	0	0	0	0	0	0	0	0	0	0	38	3	0	0	0	0	0	0	41	41
08:45	1	0	0	0	0	0	0	0	1	1	33	0	0	0	0	0	0	0	33	33
Hour	1	0	0	0	0	0	0	0	1	1	158	10	0	0	0	0	3	1	172	169
09:00	0	0	0	0	0	0	0	0	0	0	30	1	1	0	1	0	0	0	33	35
09:15	0	0	0	0	0	0	0	0	0	0	26	5	0	0	0	0	0	0	31	31
09:30	0	0	0	0	0	0	0	0	0	0	39	9	0	0	0	0	1	0	49	48
09:45	0	0	0	0	0	0	0	0	0	0	17	3	0	0	2	0	1	0	23	24
Hour	0	0	0	0	0	0	0	0	0	0	112	18	1	0	3	0	2	0	136	138
10:00	1	0	0	0	0	0	0	0	1	1	30	0	1	0	0	0	1	0	32	32
10:15	0	0	0	0	0	0	0	0	0	0	24	1	2	0	0	0	0	0	27	28
10:30	2	0	0	0	0	0	0	0	2	2	28	6	2	0	0	0	1	0	37	37
10:45	0	1	0	0	0	0	0	0	1	1	26	4	1	0	0	0	0	0	31	32
Hour	3	1	0	0	0	0	0	0	4	4	108	11	6	0	0	0	2	0	127	128
11:00	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	0	24	24
11:15	0	0	0	0	0	0	0	0	0	0	23	5	0	0	0	0	1	0	29	28
11:30	1	0	0	0	0	0	0	0	1	1	36	2	0	0	0	0	1	0	39	38
11:45	0	0	0	0	0	0	0	0	0	0	29	3	2	0	0	0	0	0	34	35
Hour	1	0	0	0	0	0	0	0	1	1	111	11	2	0	0	0	2	0	126	125
12:00	0	0	0	0	0	0	0	0	0	0	19	7	0	0	0	0	2	0	28	26
12:15	0	0	0	0	0	0	0	0	0	0	27	6	0	0	0	1	0	0	34	33
12:30	2	0	0	0	0	0	0	0	2	2	39	3	5	0	0	1	1	0	49	50
12:45	0	0	0	0	0	0	0	0	0	0	29	1	1	0	1	0	1	0	33	34
Hour	2	0	0	0	0	0	0	0	2	2	114	17	6	0	1	2	4	0	144	144
13:00	3	0	0	0	0	0	0	0	3	3	32	4	1	0	0	0	2	0	39	38
13:15	0	0	0	0	0	0	0	0	0	0	38	5	1	0	0	0	0	0	44	45
13:30	0	0	0	0	0	0	0	0	0	0	30	3	2	0	1	1	0	0	37	38
13:45	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	0	21	21
Hour	3	0	0	0	0	0	0	0	3	3	119	14	4	0	1	1	2	0	141	142
14:00	1	0	0	0	0	0	0	0	1	1	30	1	1	0	0	0	1	0	33	33
14:15	0	0	0	0	0	0	0	0	0	0	32	9	1	0	0	0	0	0	42	43
14:30	0	0	0	0	0	0	0	0	0	0	24	6	0	0	0	0	0	0	30	30
14:45	0	0	0	0	0	0	0	0	0	0	22	2	1	0	0	0	0	0	25	26
Hour	1	0	0	0	0	0	0	0	1	1	108	18	3	0	0	0	1	0	130	131
15:00	0	0	0	0	0	0	0	0	0	0	36	7	0	0	0	0	0	0	43	43
15:15	0	0	0	0	0	0	0	0	0	0	35	4	1	0	0	0	1	0	41	41
15:30	1	0	0	0	0	0	0	0	1	1	31	4	0	0	0	0	1	0	36	35
15:45	0	0	0	0	0	0	0	0	0	0	38	8	0	0	0	0	0	1	47	46
Hour	1	0	0	0	0	0	0	0	1	1	140	23	1	0	0	0	2	1	167	165
16:00	2	0	0	0	0	0	0	0	2	2	43	9	1	0	0	0	1	0	54	54
16:15	1	0	0	0	0	0	0	0	1	1	35	5	1	0	0	0	0	0	41	42
16:30	1	0	0	0	0	0	0	0	1	1	35	5	0	0	0	0	2	0	42	40
16:45	0	0	0	0	0	0	0	0	0	0	26	2	1	0	0	1	1	0	31	30
Hour	4	0	0	0	0	0	0	0	4	4	139	21	3	0	0	1	4	0	168	166
17:00	2	0	0	0	0	0	0	0	2	2	27	2	0	0	0	0	3	0	32	30
17:15	0	0	0	0	0	0	0	0	0	0	26	4	0	0	0	0	1	0	31	30
17:30	0	0	0	0	0	0	0	0	0	0	33	0	0	1	0	0	0	0	34	35
17:45	1	0	0	0	0	0	0	0	1	1	34	3	0	0	0	0	0	0	37	37
Hour	3	0	0	0	0	0	0	0	3	3	120	9	0	1	0	0	4	0	134	132
18:00	0	0	0	0	0	1	0	0	1	0	26	1	0	0	0	0	0	0	27	27
18:15	3	0	0	0	0	1	0	0	4	3	25	2	0	0	1	0	0	0	28	29
18:30	1	0	0	0	0	0	0	0	1	1	28	2	0	0	0	0	1	0	31	30
18:45	1	0	0	0	0	0	0	0	1	1	27	3	0	0	0	0	0	0	30	30
Hour	5	0	0	0	0	2	0	0	7	6	106	8	0	0	1	0	1	0	116	116
Total	24	1	0	0	0	2	0	0	27	26	1445	181	28	1	6	5	29	3	1698	1691

Site No. 3
Location R761(N) / The Maltings / Main Street / Seapoint Road
Date 2020-10-22

Time	To Arm A - R761(N)								Veh. Total	PCU	From Arm A - R761(N)								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	75	24	4	0	7	1	4	0	115	120	40	15	2	1	6	2	1	0	67	73
07:15	112	14	3	0	5	0	3	0	137	141	51	14	2	0	5	0	3	0	75	79
07:30	114	23	4	2	7	1	6	1	158	163	84	17	5	0	3	0	0	0	109	115
07:45	126	16	1	2	4	2	5	0	156	158	120	18	4	0	5	0	6	1	154	155
Hour	427	77	12	4	23	4	18	1	566	583	295	64	13	1	19	2	10	1	405	422
08:00	172	18	1	0	11	1	5	3	211	216	144	13	1	1	8	0	7	2	176	179
08:15	176	15	1	0	7	0	4	0	203	207	191	13	7	0	5	0	8	5	229	227
08:30	159	13	3	0	2	0	8	0	185	182	173	18	5	1	9	1	1	3	211	220
08:45	147	15	1	0	5	1	4	0	173	175	194	15	4	0	5	2	7	2	229	228
Hour	654	61	6	0	25	2	21	3	772	780	702	59	17	2	27	3	23	12	845	853
09:00	141	12	3	0	14	0	2	0	172	186	147	22	7	0	7	0	2	0	185	194
09:15	117	19	5	0	6	0	1	0	148	156	132	13	10	0	7	0	3	0	165	175
09:30	129	24	3	0	7	0	2	0	165	172	101	12	4	1	6	0	1	0	125	134
09:45	81	13	1	0	4	0	5	0	104	105	108	22	6	0	4	1	3	0	144	148
Hour	468	68	12	0	31	0	10	0	589	618	488	69	27	1	24	1	9	0	619	650
10:00	107	13	6	2	4	1	1	0	134	142	107	18	3	0	5	0	2	0	135	140
10:15	95	18	5	0	6	0	3	0	127	133	85	25	2	0	7	0	3	0	122	128
10:30	93	21	4	0	6	0	2	0	126	132	105	10	3	0	5	2	3	0	128	131
10:45	120	21	3	0	4	2	0	0	150	154	109	21	6	0	5	0	4	0	145	150
Hour	415	73	18	2	20	3	6	0	537	562	406	74	14	0	22	2	12	0	530	548
11:00	94	12	3	0	5	1	2	0	117	121	101	16	3	0	8	2	2	0	132	139
11:15	101	13	6	0	3	1	3	0	127	130	106	17	6	0	4	0	3	0	136	141
11:30	119	16	1	0	4	1	3	0	144	146	124	23	5	0	4	1	5	0	162	164
11:45	122	17	4	0	4	1	4	0	152	154	110	16	0	0	7	0	3	0	136	141
Hour	436	58	14	0	16	4	12	0	540	551	441	72	14	0	23	3	13	0	566	584
12:00	121	16	2	0	5	0	5	1	150	151	120	24	6	0	3	1	3	0	157	160
12:15	125	28	2	0	3	1	3	0	162	163	121	18	0	1	5	0	3	0	148	152
12:30	140	12	6	0	3	2	5	0	168	169	109	9	2	0	6	2	1	0	129	134
12:45	114	12	5	0	6	0	4	0	141	146	121	26	4	1	3	2	2	0	159	163
Hour	500	68	15	0	17	3	17	1	621	629	471	77	12	2	17	5	9	0	593	608
13:00	111	15	3	0	8	2	4	0	143	148	127	16	5	0	5	2	2	0	157	162
13:15	109	15	3	0	4	1	5	0	137	138	138	14	4	1	3	0	5	0	165	167
13:30	115	18	4	1	7	1	2	0	148	156	135	9	1	0	4	1	3	0	153	155
13:45	133	15	5	0	6	0	3	0	162	168	124	20	2	0	9	1	2	0	158	166
Hour	468	63	15	1	25	4	14	0	590	610	524	59	12	1	21	4	12	0	633	649
14:00	131	13	3	0	4	0	2	0	153	157	133	17	5	0	6	2	4	0	167	171
14:15	134	18	7	0	5	0	4	0	168	173	116	22	5	0	5	2	4	0	154	157
14:30	131	26	3	0	6	1	5	0	172	175	123	13	3	0	3	2	3	0	147	148
14:45	149	12	4	0	5	4	1	2	177	179	142	13	2	0	5	0	4	0	166	169
Hour	545	69	17	0	20	5	12	2	670	684	514	65	15	0	19	6	15	0	634	645
15:00	166	16	0	0	7	1	2	0	192	197	122	14	0	0	6	3	3	0	148	150
15:15	146	18	4	1	4	1	3	1	178	182	126	15	2	0	6	0	2	1	152	157
15:30	130	21	3	1	7	0	3	0	165	172	153	28	4	1	5	3	5	0	199	202
15:45	136	31	2	0	2	1	5	2	179	176	141	18	1	0	10	1	5	1	177	182
Hour	578	86	9	2	20	3	13	3	714	727	542	75	7	1	27	7	15	2	676	690
16:00	146	25	2	0	5	0	8	0	186	186	148	16	2	1	2	2	3	0	174	175
16:15	147	20	4	0	5	1	4	0	181	184	151	26	0	0	5	1	4	1	188	188
16:30	125	15	0	0	6	0	6	1	153	153	157	23	0	0	5	2	1	2	190	191
16:45	118	20	2	0	3	3	9	1	156	150	137	26	2	0	7	1	3	0	176	181
Hour	536	80	8	0	19	4	27	2	676	673	593	91	4	1	19	6	11	3	728	736
17:00	123	21	3	0	6	1	7	1	162	163	149	21	2	0	5	0	8	1	186	185
17:15	127	19	1	0	7	1	2	0	157	162	154	27	1	0	5	1	6	1	195	194
17:30	120	17	1	1	5	1	0	0	145	151	143	20	1	0	6	0	6	0	176	178
17:45	120	16	0	0	2	0	2	1	141	141	148	22	1	0	3	1	7	1	183	180
Hour	490	73	5	1	20	3	11	2	605	617	594	90	5	0	19	2	27	3	740	736
18:00	134	15	0	0	4	3	1	0	157	158	149	20	1	0	3	3	6	2	184	179
18:15	131	11	2	0	7	4	0	0	155	161	128	16	1	0	7	1	2	1	156	161
18:30	128	12	1	1	5	0	3	0	150	154	136	11	0	0	6	2	5	0	160	161
18:45	110	7	1	0	2	2	6	2	130	125	119	10	2	0	5	0	1	0	137	142
Hour	503	45	4	1	18	9	10	2	592	598	532	57	4	0	21	6	14	3	637	643
Total	6020	821	135	11	254	44	171	16	7472	7632	6102	852	144	9	258	47	170	24	7606	7764

Site No. 3
Location R761(N) / The Maltings / Main Street / Seapoint Road
Date 2020-10-22

Time	To Arm B - The Maltings								Veh. Total	PCU	From Arm B - The Maltings								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	1
07:15	2	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	1	0	5	4
07:30	1	0	0	0	0	0	0	0	1	1	6	1	0	0	0	0	0	0	7	7
07:45	2	0	1	0	0	0	0	0	3	4	6	0	0	0	0	0	0	0	6	6
Hour	5	0	1	0	0	0	1	0	7	7	17	1	0	0	0	0	1	0	19	18
08:00	1	0	0	0	0	0	0	0	1	1	3	0	1	0	0	0	1	0	5	5
08:15	5	0	1	0	0	0	0	0	6	7	7	0	0	0	0	0	0	0	7	7
08:30	3	0	0	0	0	0	0	0	3	3	5	1	1	0	0	0	0	0	7	8
08:45	6	1	0	0	0	0	0	0	7	7	7	1	0	0	0	0	0	0	8	8
Hour	15	1	1	0	0	0	0	0	17	18	22	2	2	0	0	0	1	0	27	27
09:00	6	0	0	0	0	0	0	0	6	6	4	0	0	0	0	0	0	0	4	4
09:15	2	0	0	0	0	0	0	0	2	2	5	0	0	0	0	0	0	0	5	5
09:30	4	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	1	1
09:45	2	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	4	4
Hour	14	0	0	0	0	0	0	0	14	14	14	0	0	0	0	0	0	0	14	14
10:00	8	0	0	0	0	0	0	0	8	8	1	0	0	0	0	0	0	0	1	1
10:15	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	1
10:30	3	0	0	0	0	0	0	0	3	3	9	0	0	0	0	0	1	0	10	9
10:45	1	1	0	0	1	0	0	0	3	4	2	1	0	0	0	0	0	0	3	3
Hour	12	1	0	0	1	0	1	0	15	15	13	1	0	0	0	0	1	0	15	14
11:00	2	0	0	0	0	0	0	0	2	2	2	0	0	0	1	0	0	0	3	4
11:15	3	0	1	0	0	0	0	0	4	5	4	0	0	0	0	0	0	0	4	4
11:30	2	1	0	0	0	1	0	0	4	3	3	0	0	0	0	0	0	0	3	3
11:45	4	0	0	0	0	0	0	0	4	4	3	0	0	0	0	1	0	0	4	3
Hour	11	1	1	0	0	1	0	0	14	14	12	0	0	0	1	1	0	0	14	14
12:00	4	2	0	0	0	0	0	0	6	6	5	0	0	0	0	0	0	0	5	5
12:15	1	1	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	4	4
12:30	5	1	0	0	0	0	0	0	6	6	3	2	0	0	0	0	0	0	5	5
12:45	1	1	0	0	0	0	0	0	2	2	6	0	0	0	0	0	0	0	6	6
Hour	11	5	0	0	0	0	0	0	16	16	16	4	0	0	0	0	0	0	20	20
13:00	8	0	0	0	0	0	0	0	8	8	4	0	0	0	0	0	0	0	4	4
13:15	3	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	2	2
13:30	4	1	0	0	0	0	0	0	5	5	1	1	0	0	0	0	0	0	2	2
13:45	1	1	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	3	3
Hour	16	2	0	0	0	0	0	0	18	18	10	1	0	0	0	0	0	0	11	11
14:00	5	0	0	0	0	0	0	0	5	5	5	1	0	0	0	0	0	0	6	6
14:15	3	2	0	0	0	1	0	0	6	5	4	1	0	0	0	1	0	0	6	5
14:30	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
14:45	2	0	0	0	0	0	1	0	3	2	2	0	0	0	0	0	0	0	2	2
Hour	11	2	0	0	0	1	1	0	15	14	13	2	0	0	0	1	0	0	16	15
15:00	4	0	0	0	0	0	0	0	4	4	4	0	0	0	0	0	0	0	4	4
15:15	1	1	0	0	0	0	0	0	2	2	4	1	0	0	0	0	0	0	5	5
15:30	5	1	0	0	0	0	0	0	6	6	3	0	0	0	0	0	0	0	3	3
15:45	5	0	0	0	0	0	0	0	5	5	2	1	0	0	0	0	0	0	3	3
Hour	15	2	0	0	0	0	0	0	17	17	13	2	0	0	0	0	0	0	15	15
16:00	7	0	0	0	0	0	0	0	7	7	3	0	0	0	0	0	0	0	3	3
16:15	5	1	0	0	0	0	0	0	6	6	3	0	0	0	0	0	0	0	3	3
16:30	3	2	0	0	0	0	0	0	5	5	4	1	0	0	0	0	0	0	5	5
16:45	3	0	0	0	0	0	0	0	3	3	2	2	0	0	0	0	0	0	4	4
Hour	18	3	0	0	0	0	0	0	21	21	12	3	0	0	0	0	0	0	15	15
17:00	7	1	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	1	1	4	2	4	0	0	0	0	0	1	0	5	4
17:30	3	0	0	0	0	0	1	0	4	3	7	0	0	0	0	0	1	0	8	7
17:45	6	0	0	0	0	0	0	0	6	6	6	0	0	0	0	0	0	0	6	6
Hour	18	1	0	0	0	0	2	1	22	20	17	0	0	0	0	0	2	0	19	17
18:00	6	0	0	0	0	1	0	0	7	6	6	1	0	0	0	0	0	0	7	7
18:15	6	0	0	0	0	1	0	0	7	6	4	0	0	0	0	0	0	0	4	4
18:30	9	1	0	0	0	0	0	0	10	10	6	1	0	0	0	0	0	0	7	7
18:45	2	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
Hour	23	1	0	0	0	2	0	0	26	25	18	2	0	0	0	0	0	0	20	20
Total	169	19	3	0	1	4	5	1	202	197	177	18	2	0	1	2	5	0	205	202

Site No. 3
Location R761(N) / The Maltings / Main Street / Seapoint Road
Date 2020-10-22

Time	To Arm C - Main Street								Veh. Total	PCU	From Arm C - Main Street								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	29	11	2	1	6	1	1	0	51	58	57	18	3	0	7	0	5	0	90	95
07:15	36	10	2	0	5	0	3	0	56	60	86	12	3	0	5	0	1	0	107	113
07:30	61	14	3	0	3	0	0	0	81	86	79	16	4	2	7	1	6	0	115	121
07:45	80	11	3	0	5	0	6	1	106	107	87	11	0	2	4	2	5	0	111	112
Hour	206	46	10	1	19	1	10	1	294	310	309	57	10	4	23	3	17	0	423	441
08:00	103	9	2	1	8	0	8	2	133	135	129	16	1	0	11	1	4	2	164	170
08:15	131	8	6	0	4	0	8	5	162	159	131	12	1	0	7	0	2	0	153	159
08:30	117	13	4	1	8	1	1	3	148	156	121	9	3	0	2	0	8	0	143	140
08:45	129	10	2	0	5	2	7	2	157	155	115	16	1	0	5	1	4	0	142	144
Hour	480	40	14	2	25	3	24	12	600	604	496	53	6	0	25	2	18	2	602	613
09:00	113	18	6	0	7	0	1	0	145	154	114	11	2	0	13	0	2	0	142	154
09:15	99	12	9	0	7	0	3	0	130	139	92	15	5	0	6	0	1	0	119	127
09:30	80	11	4	1	5	0	1	0	102	110	92	15	4	0	7	0	1	0	119	127
09:45	82	19	5	0	4	1	2	0	113	117	60	11	1	0	2	0	4	0	78	77
Hour	374	60	24	1	23	1	7	0	490	520	358	52	12	0	28	0	8	0	458	486
10:00	86	15	2	0	5	0	2	0	110	114	78	13	5	2	4	1	0	0	103	112
10:15	60	19	2	0	7	0	1	0	89	96	72	17	3	0	6	0	4	0	102	106
10:30	84	8	2	0	5	1	2	0	102	106	63	15	2	0	6	0	1	0	87	93
10:45	80	18	5	0	5	0	3	0	111	116	94	16	2	0	5	2	0	0	119	124
Hour	310	60	11	0	22	1	8	0	412	433	307	61	12	2	21	3	5	0	411	435
11:00	82	15	3	0	8	2	0	0	110	118	74	11	3	0	4	1	2	0	95	98
11:15	82	13	3	0	4	0	2	0	104	108	79	9	6	0	3	1	2	0	100	104
11:30	92	18	5	0	4	0	3	0	122	126	82	14	1	0	4	1	2	0	104	106
11:45	85	12	0	0	6	0	2	0	105	109	93	15	2	0	4	0	4	0	118	120
Hour	341	58	11	0	22	2	7	0	441	462	328	49	12	0	15	3	10	0	417	428
12:00	96	16	4	0	3	1	3	0	123	125	102	10	2	0	5	0	3	1	123	126
12:15	86	15	0	1	5	0	1	0	108	114	99	21	2	0	3	0	3	0	128	130
12:30	83	8	2	0	6	2	1	0	102	107	100	10	1	0	3	1	4	0	119	119
12:45	97	23	2	1	3	2	2	0	130	133	86	11	4	0	5	0	3	0	109	114
Hour	362	62	8	2	17	5	7	0	463	478	387	52	9	0	16	1	13	1	479	488
13:00	85	11	4	0	5	2	2	0	109	113	79	11	2	0	8	2	2	0	104	110
13:15	109	12	3	1	3	0	4	0	132	135	73	10	2	0	4	1	5	0	95	95
13:30	110	8	1	0	4	1	2	0	126	128	87	16	2	1	6	0	2	0	114	121
13:45	97	16	2	0	7	1	2	0	125	131	117	15	5	0	6	0	3	0	146	152
Hour	401	47	10	1	19	4	10	0	492	507	356	52	11	1	24	3	12	0	459	478
14:00	111	15	5	0	6	2	3	0	142	147	101	12	2	0	4	0	1	0	120	124
14:15	96	13	5	0	4	2	3	0	123	126	101	9	6	0	5	0	4	0	125	130
14:30	101	12	3	0	3	2	3	0	124	125	108	21	3	0	6	1	5	0	144	147
14:45	112	10	2	0	5	0	4	0	133	136	130	12	3	0	5	4	2	2	158	159
Hour	420	50	15	0	18	6	13	0	522	534	440	54	14	0	20	5	12	2	547	560
15:00	93	12	0	0	5	2	3	0	115	116	132	10	0	0	7	1	2	0	152	157
15:15	104	13	2	0	6	0	2	1	128	133	110	14	3	1	4	1	2	1	136	140
15:30	113	18	3	1	5	2	4	0	146	149	98	17	3	1	7	0	2	0	128	136
15:45	107	13	1	0	10	1	4	1	137	143	102	23	2	0	2	1	5	1	136	134
Hour	417	56	6	1	26	5	13	2	526	541	442	64	8	2	20	3	11	2	552	566
16:00	99	13	2	1	2	2	3	0	122	123	101	16	1	0	5	0	7	0	130	130
16:15	104	20	0	0	5	1	2	1	133	135	113	16	3	0	5	1	4	0	142	145
16:30	123	17	0	0	4	1	0	2	147	149	88	12	0	0	6	0	4	1	111	113
16:45	105	25	1	0	7	1	3	0	142	147	95	18	1	0	3	2	8	1	128	123
Hour	431	75	3	1	18	5	8	3	544	553	397	62	5	0	19	3	23	2	511	511
17:00	108	13	2	0	5	0	7	1	136	136	98	19	3	0	6	1	4	1	132	135
17:15	114	25	1	0	5	1	6	1	153	152	101	15	1	0	7	1	1	1	127	132
17:30	112	14	0	0	6	0	6	0	138	139	84	17	1	0	5	1	1	0	109	113
17:45	111	15	1	0	3	1	6	1	138	135	87	13	0	0	2	0	2	1	105	105
Hour	445	67	4	0	19	2	25	3	565	562	370	64	5	0	20	3	8	3	473	485
18:00	121	18	1	0	3	2	6	2	153	149	112	13	0	0	4	3	1	0	133	134
18:15	91	11	1	0	7	0	1	1	112	118	109	9	2	0	6	4	0	0	130	135
18:30	107	8	0	0	6	2	4	0	127	129	102	9	1	1	5	0	2	0	120	125
18:45	97	7	2	0	5	0	1	0	112	117	83	4	1	0	2	2	6	2	100	95
Hour	416	44	4	0	21	4	12	3	504	513	406	35	4	1	17	9	9	2	483	489
Total	4603	665	120	9	249	39	144	24	5853	6016	4596	655	108	10	248	38	146	14	5815	5979

Site No. 3
Location R761(N) / The Maltings / Main Street / Seapoint Road
Date 2020-10-22

Time	To Arm D - Seapoint Road								Veh. Total	PCU	From Arm D - Seapoint Road								Veh. Total	PCU
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path			CAR	LGV	OGV1	OGV2	PSV	M/C	P/C-Road	P/C - Path		
07:00	12	4	0	0	0	1	0	0	17	16	18	6	1	0	0	1	0	0	26	26
07:15	16	5	0	0	0	0	1	0	22	21	25	3	0	0	0	0	2	0	30	28
07:30	25	4	2	0	0	0	0	0	31	32	32	7	0	0	0	0	0	1	40	39
07:45	40	7	0	0	0	0	0	0	47	47	35	5	1	0	0	0	0	0	41	42
Hour	93	20	2	0	0	1	1	0	117	117	110	21	2	0	0	1	2	1	137	135
08:00	43	5	0	0	0	0	0	0	48	48	43	3	0	0	0	0	1	1	48	46
08:15	61	6	0	0	1	0	0	0	68	69	44	4	0	0	0	0	2	0	50	48
08:30	58	5	2	0	1	0	0	0	66	68	38	3	0	0	0	0	0	0	41	41
08:45	68	6	2	0	0	0	0	0	76	77	34	0	0	0	0	0	0	0	34	34
Hour	230	22	4	0	2	0	0	0	258	262	159	10	0	0	0	0	3	1	173	170
09:00	35	4	1	0	0	0	1	0	41	41	30	1	1	0	1	0	0	0	33	35
09:15	37	2	1	0	0	0	0	0	40	41	26	5	0	0	0	0	0	0	31	31
09:30	20	1	1	0	1	0	0	0	23	25	39	9	0	0	0	0	1	0	49	48
09:45	25	4	1	0	0	0	1	0	31	31	18	3	0	0	2	0	1	0	24	25
Hour	117	11	4	0	1	0	2	0	135	136	113	18	1	0	3	0	2	0	137	139
10:00	16	3	1	0	0	0	0	0	20	21	31	0	1	0	0	0	1	0	33	33
10:15	27	6	0	0	0	0	2	0	35	33	24	1	2	0	0	0	0	0	27	28
10:30	27	2	1	0	0	1	2	0	33	31	30	6	2	0	0	0	1	0	39	39
10:45	30	3	1	0	0	0	1	0	35	35	26	5	1	0	0	0	0	0	32	33
Hour	100	14	3	0	0	1	5	0	123	120	111	12	6	0	0	0	2	0	131	132
11:00	22	1	0	0	0	0	2	0	25	23	23	1	0	0	0	0	0	0	24	24
11:15	26	5	2	0	0	0	1	0	34	34	23	5	0	0	0	0	1	0	29	28
11:30	33	4	0	0	0	0	2	0	39	37	37	2	0	0	0	0	1	0	40	39
11:45	24	5	0	0	1	0	1	0	31	31	29	3	2	0	0	0	0	0	34	35
Hour	105	15	2	0	1	0	6	0	129	126	112	11	2	0	0	0	2	0	127	126
12:00	26	7	2	0	0	0	0	0	35	36	20	7	0	0	0	0	2	0	29	27
12:15	38	4	0	0	0	0	2	0	44	42	28	7	0	0	0	1	0	0	36	35
12:30	26	3	0	0	0	0	0	0	29	29	42	3	5	0	0	1	1	0	52	53
12:45	32	2	2	0	0	0	0	0	36	37	31	1	1	0	1	0	1	0	35	36
Hour	122	16	4	0	0	0	2	0	144	144	121	18	6	0	1	2	4	0	152	152
13:00	41	5	1	0	0	0	0	0	47	48	35	4	1	0	0	0	2	0	42	41
13:15	30	2	1	0	0	0	1	0	34	34	38	5	1	0	0	0	0	0	44	45
13:30	25	2	0	0	0	0	1	0	28	27	31	3	2	0	1	1	0	0	38	39
13:45	33	5	0	0	2	0	0	0	40	42	20	2	0	0	0	0	0	0	22	22
Hour	129	14	2	0	2	0	2	0	149	150	124	14	4	0	1	1	2	0	146	147
14:00	23	4	0	0	0	0	1	0	28	27	31	2	1	0	0	0	1	0	35	35
14:15	21	8	0	0	1	0	1	0	31	31	33	9	1	0	0	0	0	0	43	44
14:30	25	3	0	0	0	0	0	0	28	28	25	7	0	0	0	0	0	0	32	32
14:45	34	5	0	0	0	0	0	0	39	39	23	2	1	0	0	0	0	0	26	27
Hour	103	20	0	0	1	0	2	0	126	125	112	20	3	0	0	0	1	0	136	137
15:00	31	4	0	0	1	1	0	0	37	37	36	8	0	0	0	0	0	0	44	44
15:15	24	2	0	0	0	0	0	0	26	26	35	4	1	0	0	0	1	0	41	41
15:30	38	9	1	0	0	1	1	0	50	49	32	4	0	0	0	0	1	0	37	36
15:45	35	6	0	0	0	0	1	0	42	41	38	8	0	0	0	0	0	1	47	46
Hour	128	21	1	0	1	2	2	0	155	154	141	24	1	0	0	0	2	1	169	167
16:00	46	3	0	0	0	0	0	0	49	49	46	9	1	0	0	0	1	0	57	57
16:15	47	6	0	0	0	0	2	0	55	53	36	5	1	0	0	0	0	0	42	43
16:30	36	7	0	0	1	1	1	0	46	46	38	5	0	0	0	0	2	0	45	43
16:45	34	3	1	0	0	0	0	0	38	39	26	2	1	0	0	1	1	0	31	30
Hour	163	19	1	0	1	1	3	0	188	187	146	21	3	0	0	1	4	0	175	173
17:00	38	7	0	0	0	0	1	0	46	45	29	2	0	0	0	0	3	0	34	32
17:15	42	2	0	0	0	0	0	0	44	44	26	4	0	0	0	0	1	0	31	30
17:30	33	6	1	0	0	0	1	0	41	41	34	0	0	1	0	0	0	0	35	36
17:45	39	7	0	0	0	0	1	0	47	46	35	3	0	0	0	0	0	0	38	38
Hour	152	22	1	0	0	0	3	0	178	176	124	9	0	1	0	0	4	0	138	136
18:00	33	2	0	0	0	1	0	0	36	35	27	1	0	0	0	1	0	0	29	28
18:15	41	5	0	0	0	1	1	0	48	47	28	2	0	0	1	1	0	0	32	32
18:30	30	2	0	0	0	0	1	0	33	32	30	2	0	0	0	0	1	0	33	32
18:45	24	3	0	0	0	0	0	0	27	27	29	3	0	0	0	0	0	0	32	32
Hour	128	12	0	0	0	2	2	0	144	141	114	8	0	0	1	2	1	0	126	125
Total	1570	206	24	0	9	7	30	0	1846	1839	1487	186	28	1	6	7	29	3	1747	1739

15:30	0	0	0	0	0	0	2	0	0	0	0	2	126	6	2	0	3	137	18	3	0	0	1	22	161
15:45	0	0	0	0	0	0	0	0	0	0	0	0	122	10	1	0	3	136	13	0	0	0	1	14	150
1 Hr	0	0	0	0	0	0	4	0	0	0	0	4	500	41	7	0	19	567	78	4	0	0	2	84	655
3 Hrs	0	0	0	0	0	0	7	0	0	0	0	7	1417	146	17	0	53	1633	232	19	4	0	9	264	1904

Origin Arm A Dublin Road (R761)(NNW)

	Destination : Arm A Dublin Road (R7					Total	**Destination :** Arm B Ravenswell (Acc					Total	**Destination :** Arm C Upper Dargle Rc					Total	**Destination :** Arm D Dublin Road (R7					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
16:00	0	0	0	0	0	0	2	0	0	0	0	2	108	11	0	0	8	127	14	0	0	1	0	15	144
16:15	0	0	0	0	0	0	1	0	0	0	0	1	129	19	1	1	5	155	18	5	0	0	0	23	179
16:30	0	0	0	0	0	0	0	0	0	0	0	0	144	16	0	0	7	167	15	1	0	0	1	17	184
16:45	0	0	0	0	0	0	0	0	0	0	0	0	134	14	3	0	3	154	13	5	0	0	0	18	172
1 Hr	0	0	0	0	0	0	3	0	0	0	0	3	515	60	4	1	23	603	60	11	0	1	1	73	679
17:00	0	0	0	0	0	0	0	0	0	0	0	0	141	7	1	1	4	154	12	4	0	0	0	16	170
17:15	0	0	0	0	0	0	0	0	0	0	0	0	129	11	0	0	4	144	23	3	0	0	0	26	170
17:30	0	0	0	0	0	0	2	0	0	0	0	2	130	10	2	0	5	147	22	2	0	0	0	24	173
17:45	0	0	0	0	0	0	0	0	0	0	0	0	109	10	0	0	6	125	15	1	0	0	1	17	142
1 Hr	0	0	0	0	0	0	2	0	0	0	0	2	509	38	3	1	19	570	72	10	0	0	1	83	655
18:00	0	0	0	0	0	0	0	0	0	0	0	0	139	9	1	0	3	152	10	2	0	0	0	12	164
18:15	0	0	0	0	0	0	0	0	0	0	0	0	140	5	1	0	7	153	20	5	0	0	0	25	178
18:30	0	0	0	0	0	0	0	0	0	0	0	0	143	9	1	0	6	159	15	1	0	0	0	16	175
18:45	0	0	0	0	0	0	0	0	0	0	0	0	113	13	0	0	5	131	14	1	0	0	1	16	147
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	535	36	3	0	21	595	59	9	0	0	1	69	664
3 Hrs	0	0	0	0	0	0	5	0	0	0	0	5	1559	134	10	2	63	1768	191	30	0	1	3	225	1998
Total	0	0	0	0	0	0	21	1	0	0	0	22	4027	426	64	3	174	4694	536	58	8	1	17	620	5336

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Site J5 - Dublin Road (R761)(NNW) / Ravenswell (Access) / Upper Dargle Road / Dublin Road (R761)(SE)

Origin Arm B Ravenswell (Access)

	Destination : Arm A Dublin Road (R7						**Destination :** Arm B Ravenswell (Acc						**Destination :** Arm C Upper Dargle Rc						**Destination :** Arm D Dublin Road (R7						Arm
	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Totals
07:00	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
07:15	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
07:30	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
07:45	1	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
1 Hr	1	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	4
08:00	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
08:15	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
08:30	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
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
1 Hr	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	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
09:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30	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
09:45	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
1 Hr	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3 Hrs	3	1	0	0	0	4	0	0	0	0	0	0	1	1	0	0	0	2	1	0	0	0	0	1	7

Origin Arm B Ravenswell (Access)

	Destination : Arm A Dublin Road (R7						**Destination :** Arm B Ravenswell (Acc						**Destination :** Arm C Upper Dargle Rc						**Destination :** Arm D Dublin Road (R7						Arm
	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Totals
13:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
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
13:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
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
14:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
14:30	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
14:45	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
1 Hr	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3
15:00	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
15:15	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
15:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	2	4
15:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	2	5
3 Hrs	5	0	0	0	0	5	0	0	0	0	0	0	2	0	0	0	0	2	5	0	0	0	0	5	12

Origin Arm B Ravenswell (Access)

	Destination : Arm A Dublin Road (R7						**Destination :** Arm B Ravenswell (Acc						**Destination :** Arm C Upper Dargle Rc						**Destination :** Arm D Dublin Road (R7						Arm
	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Totals
16:00	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
16:15	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
16:30	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
16:45	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
1 Hr	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	5
17:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	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
17:30	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
17:45	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
1 Hr	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
18:00	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
18:15	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
18:30	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
18:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3 Hrs	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	11
Total	15	2	0	0	0	17	0	0	0	0	0	0	3	1	0	0	0	4	9	0	0	0	0	9	30

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Site J5 - Dublin Road (R761)(NNW) / Ravenswell (Access) / Upper Dargle Road / Dublin Road (R761)(SE)

Origin Arm C Upper Dargle Road

	Destination : Arm A Dublin Road (R7					Total	**Destination :** Arm B Ravenswell (Acc					Total	**Destination :** Arm C Upper Dargle Rc					Total	**Destination :** Arm D Dublin Road (R7					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
07:00	132	24	2	0	6	164	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	169
07:15	171	14	2	0	5	192	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	1	8	200
07:30	152	22	3	0	3	180	0	1	0	0	0	1	0	0	0	0	0	0	9	2	1	1	0	13	194
07:45	144	15	1	0	7	167	1	0	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	3	171
1 Hr	599	75	8	0	21	703	1	1	0	0	0	2	0	0	0	0	0	0	21	3	3	1	1	29	734
08:00	150	9	3	1	7	170	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	179
08:15	107	7	2	0	6	122	0	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	0	12	134
08:30	131	9	2	0	2	144	0	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	9	153
08:45	144	10	4	0	1	159	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	1	15	174
1 Hr	532	35	11	1	16	595	0	0	0	0	0	0	0	0	0	0	0	0	38	4	2	0	1	45	640
09:00	125	6	2	1	8	142	1	0	0	0	0	1	0	0	0	0	0	0	9	1	0	0	0	10	153
09:15	149	13	0	0	4	166	1	0	0	0	0	1	0	0	0	0	0	0	14	1	1	0	1	17	184
09:30	108	10	2	0	6	126	0	0	0	0	0	0	0	0	0	0	0	0	14	0	1	0	0	15	141
09:45	119	14	2	0	3	138	1	0	0	0	0	1	0	0	0	0	0	0	15	1	0	0	0	16	155
1 Hr	501	43	6	1	21	572	3	0	0	0	0	3	0	0	0	0	0	0	52	3	2	0	1	58	633
3 Hrs	1632	153	25	2	58	1870	4	1	0	0	0	5	0	0	0	0	0	0	111	10	7	1	3	132	2007

Origin Arm C Upper Dargle Road

	Destination : Arm A Dublin Road (R7					Total	**Destination :** Arm B Ravenswell (Acc					Total	**Destination :** Arm C Upper Dargle Rc					Total	**Destination :** Arm D Dublin Road (R7					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
13:00	108	17	1	0	5	131	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	146
13:15	130	17	2	0	5	154	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20	174
13:30	121	11	3	0	4	139	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20	159
13:45	138	12	3	0	4	157	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20	177
1 Hr	497	57	9	0	18	581	0	0	0	0	0	0	0	0	0	0	0	0	72	3	0	0	0	75	656
14:00	139	15	5	0	3	162	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20	182
14:15	131	20	0	0	4	155	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22	177
14:30	101	23	2	0	4	130	0	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	30	160
14:45	149	8	2	0	5	164	0	0	0	0	0	0	0	0	0	0	0	0	27	0	1	0	0	28	192
1 Hr	520	66	9	0	16	611	0	0	0	0	0	0	0	0	0	0	0	0	97	2	1	0	0	100	711
15:00	130	11	2	0	3	146	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	168
15:15	131	12	4	0	4	151	1	0	0	0	0	1	0	0	0	0	0	0	24	1	0	0	0	25	177
15:30	135	11	3	0	6	155	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22	177
15:45	141	14	1	0	5	161	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22	183
1 Hr	537	48	10	0	18	613	1	0	0	0	0	1	0	0	0	0	0	0	87	4	0	0	0	91	705
3 Hrs	1554	171	28	0	52	1805	1	0	0	0	0	1	0	0	0	0	0	0	256	9	1	0	0	266	2072

Origin Arm C Upper Dargle Road

	Destination : Arm A Dublin Road (R7					Total	**Destination :** Arm B Ravenswell (Acc					Total	**Destination :** Arm C Upper Dargle Rc					Total	**Destination :** Arm D Dublin Road (R7					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
16:00	134	13	2	0	6	155	0	0	0	0	0	0	0	0	0	0	0	0	29	2	0	0	0	31	186
16:15	112	15	2	0	5	134	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	26	160
16:30	137	13	0	0	7	157	0	0	0	0	0	0	0	0	0	0	0	0	27	3	0	0	0	30	187
16:45	140	14	0	0	2	156	0	0	0	0	0	0	0	0	0	0	0	0	29	3	0	0	0	32	188
1 Hr	523	55	4	0	20	602	0	0	0	0	0	0	0	0	0	0	0	0	111	8	0	0	0	119	721
17:00	117	12	1	0	5	135	0	0	0	0	0	0	0	0	0	0	0	0	29	3	0	0	0	32	167
17:15	151	5	0	0	5	161	0	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	30	191
17:30	117	8	0	0	6	131	1	0	0	0	0	1	0	0	0	0	0	0	22	4	0	0	0	26	158
17:45	141	14	0	0	5	160	0	0	0	0	0	0	0	0	0	0	0	0	28	1	0	0	0	29	189
1 Hr	526	39	1	0	21	587	1	0	0	0	0	1	0	0	0	0	0	0	108	9	0	0	0	117	705
18:00	140	6	0	0	4	150	0	0	0	0	0	0	0	0	0	0	0	0	32	4	0	0	0	36	186
18:15	111	4	0	0	4	119	0	0	0	0	0	0	0	0	0	0	0	0	19	3	0	0	0	22	141
18:30	96	8	0	1	7	112	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	21	133
18:45	122	9	0	0	4	135	0	0	0	0	0	0	0	0	0	0	0	0	27	3	0	0	0	30	165
1 Hr	469	27	0	1	19	516	0	0	0	0	0	0	0	0	0	0	0	0	99	10	0	0	0	109	625
3 Hrs	1518	121	5	1	60	1705	1	0	0	0	0	1	0	0	0	0	0	0	318	27	0	0	0	345	2051
Total	4704	445	58	3	170	5380	6	1	0	0	0	7	0	0	0	0	0	0	685	46	8	1	3	743	6130

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Site J5 - Dublin Road (R761)(NNW) / Ravenswell (Access) / Upper Dargle Road / Dublin Road (R761)(SE)

Origin Arm D Dublin Road (R761)(SE)

	Destination : Arm A Dublin Road (R7						Destination : Arm B Ravenswell (Acc						Destination : Arm C Upper Dargle Rc						Destination : Arm D Dublin Road (R7						Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	
07:00	10	0	0	0	0	10	0	0	0	0	0	0	11	0	0	0	0	11	1	0	0	0	0	1	22
07:15	6	1	0	0	0	7	0	0	0	0	0	0	10	2	0	0	0	12	0	0	0	0	0	0	19
07:30	18	0	0	0	0	18	0	0	0	0	0	0	11	2	0	0	0	13	0	0	0	0	0	0	31
07:45	12	1	1	0	0	14	4	0	0	0	0	4	13	2	0	0	0	15	0	0	0	0	0	0	33
1 Hr	46	2	1	0	0	49	4	0	0	0	0	4	45	6	0	0	0	51	1	0	0	0	0	1	105
08:00	9	1	0	0	1	11	1	0	0	0	0	1	11	1	1	0	0	13	0	0	0	0	0	0	25
08:15	30	0	0	0	1	31	1	0	0	0	0	1	26	2	0	0	3	31	0	0	0	0	0	0	63
08:30	36	2	1	0	0	39	1	0	0	0	0	1	12	0	0	0	0	12	0	0	0	0	0	0	52
08:45	43	3	1	0	1	48	2	0	0	0	0	2	23	0	0	0	0	23	0	0	0	0	0	0	73
1 Hr	118	6	2	0	3	129	5	0	0	0	0	5	72	3	1	0	3	79	0	0	0	0	0	0	213
09:00	25	2	0	0	0	27	1	0	0	0	0	1	12	3	2	0	0	17	0	0	0	0	0	0	45
09:15	16	4	0	0	0	20	1	0	0	0	0	1	24	2	0	0	0	26	0	0	0	0	0	0	47
09:30	15	1	1	0	1	18	0	0	0	0	0	0	25	3	0	0	0	28	0	0	0	0	0	0	46
09:45	17	3	1	0	1	22	0	0	0	0	0	0	19	1	1	0	0	21	0	0	0	0	0	0	43
1 Hr	73	10	2	0	2	87	2	0	0	0	0	2	80	9	3	0	0	92	0	0	0	0	0	0	181
3 Hrs	237	18	5	0	5	265	11	0	0	0	0	11	197	18	4	0	3	222	1	0	0	0	0	1	499

Origin Arm D Dublin Road (R761)(SE)

	Destination : Arm A Dublin Road (R7						Destination : Arm B Ravenswell (Acc						Destination : Arm C Upper Dargle Rc						Destination : Arm D Dublin Road (R7						Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	
13:00	15	1	1	0	0	17	1	0	0	0	0	1	18	2	0	0	1	21	0	0	0	0	0	0	39
13:15	16	3	0	0	0	19	0	0	0	0	0	0	14	3	1	0	0	18	0	0	0	0	0	0	37
13:30	30	3	1	0	1	35	0	0	0	0	0	0	17	1	2	0	0	20	0	0	0	0	0	0	55
13:45	9	2	0	0	0	11	0	0	0	0	0	0	15	1	1	0	1	18	0	0	0	0	0	0	29
1 Hr	70	9	2	0	1	82	1	0	0	0	0	1	64	7	4	0	2	77	0	0	0	0	0	0	160
14:00	16	3	0	0	0	19	0	0	0	0	0	0	14	0	0	0	1	15	0	0	0	0	0	0	34
14:15	30	2	1	0	0	33	0	0	0	0	0	0	21	1	0	0	0	22	0	0	0	0	0	0	55
14:30	22	1	1	0	1	25	1	0	0	0	0	1	17	0	0	0	0	17	0	0	0	0	0	0	43
14:45	16	0	0	0	0	16	1	0	0	0	0	1	11	0	0	0	0	11	0	0	0	0	0	0	28
1 Hr	84	6	2	0	1	93	2	0	0	0	0	2	63	1	0	0	1	65	0	0	0	0	0	0	160
15:00	11	1	0	0	1	13	0	0	0	0	0	0	17	1	0	0	0	18	0	0	0	0	0	0	31
15:15	13	1	0	0	0	14	1	0	0	0	0	1	16	2	1	0	1	20	0	0	0	0	0	0	35
15:30	14	0	0	0	1	15	1	0	0	0	0	1	17	3	0	0	0	20	0	0	0	0	0	0	36
15:45	12	2	0	0	1	15	1	0	0	0	0	1	20	4	0	0	0	24	0	0	0	0	0	0	40
1 Hr	50	4	0	0	3	57	3	0	0	0	0	3	70	10	1	0	1	82	0	0	0	0	0	0	142
3 Hrs	204	19	4	0	5	232	6	0	0	0	0	6	197	18	5	0	4	224	0	0	0	0	0	0	462

Origin Arm D Dublin Road (R761)(SE)

	Destination : Arm A Dublin Road (R7						Destination : Arm B Ravenswell (Acc						Destination : Arm C Upper Dargle Rc						Destination : Arm D Dublin Road (R7						Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	
16:00	17	6	0	0	0	23	0	0	0	0	0	0	15	1	0	0	0	16	0	0	0	0	0	0	39
16:15	18	3	0	0	0	21	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	31
16:30	7	1	0	0	1	9	0	0	0	0	0	0	12	3	0	1	0	16	0	0	0	0	0	0	25
16:45	7	2	0	0	1	10	0	0	0	0	0	0	16	3	0	0	1	20	0	0	0	0	0	0	30
1 Hr	49	12	0	0	2	63	0	0	0	0	0	0	53	7	0	1	1	62	0	0	0	0	0	0	125
17:00	16	0	0	0	0	16	0	0	0	0	0	0	16	1	0	0	0	17	0	0	0	0	0	0	33
17:15	16	1	0	0	1	18	0	0	0	0	0	0	18	1	0	0	0	19	0	0	0	0	0	0	37
17:30	19	0	0	0	1	20	0	0	0	0	0	0	19	2	0	0	0	21	0	0	0	0	0	0	41
17:45	14	0	0	0	0	14	1	0	0	0	0	1	22	0	0	0	0	22	0	0	0	0	0	0	37
1 Hr	65	1	0	0	2	68	1	0	0	0	0	1	75	4	0	0	0	79	0	0	0	0	0	0	148
18:00	17	2	0	0	1	20	0	0	0	0	0	0	6	1	1	0	1	9	0	0	0	0	0	0	29
18:15	14	2	0	0	0	16	0	0	0	0	0	0	17	0	0	0	0	17	0	0	0	0	0	0	33
18:30	15	1	0	0	1	17	0	0	0	0	0	0	17	3	0	0	0	20	0	0	0	0	0	0	37
18:45	16	1	0	0	1	18	0	0	0	0	0	0	22	0	0	0	0	22	0	0	0	0	0	0	40
1 Hr	62	6	0	0	3	71	0	0	0	0	0	0	62	4	1	0	1	68	0	0	0	0	0	0	139
3 Hrs	176	19	0	0	7	202	1	0	0	0	0	1	190	15	1	1	2	209	0	0	0	0	0	0	412
Total	617	56	9	0	17	699	18	0	0	0	0	18	584	51	10	1	9	655	1	0	0	0	0	1	1373

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3431-IRE N11 & M11 Systra Surveys
Junction Turning Count
29/05/2019

Site J5 - Dublin Road (R761)(NNW) / Ravenswell (Access) / Upper Dargle Road / Dublin Road (R761)(SE)

ORIGIN SUMMARY

	Origin : Arm A Dublin Road (R7					Total	Origin : Arm B Ravenswell (Acc					Total	Origin : Arm C Upper Dargle Rc					Total	Origin : Arm D Dublin Road (R7					Total	Origin Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
07:00	44	9	5	0	5	63	0	0	0	0	0	0	137	24	2	0	6	169	22	0	0	0	0	22	254
07:15	37	15	3	0	4	59	0	0	0	0	0	0	176	14	4	0	6	200	16	3	0	0	0	19	278
07:30	78	10	4	0	5	97	1	0	0	0	0	1	161	25	4	1	3	194	29	2	0	0	0	31	323
07:45	106	16	3	1	6	132	1	2	0	0	0	3	147	16	1	0	7	171	29	3	1	0	0	33	339
1 Hr	265	50	15	1	20	351	2	2	0	0	0	4	621	79	11	1	22	734	96	8	1	0	0	105	1194
08:00	132	18	4	0	5	159	2	0	0	0	0	2	159	9	3	1	7	179	21	2	1	0	1	25	365
08:15	102	7	1	0	4	114	0	0	0	0	0	0	116	9	3	0	6	134	57	2	0	0	4	63	311
08:30	85	11	7	0	8	111	0	0	0	0	0	0	138	10	3	0	2	153	49	2	1	0	0	52	316
08:45	93	15	1	0	2	111	0	0	0	0	0	0	157	11	4	0	2	174	68	3	1	0	1	73	358
1 Hr	412	51	13	0	19	495	2	0	0	0	0	2	570	39	13	1	17	640	195	9	3	0	6	213	1350
09:00	130	11	3	0	8	152	0	0	0	0	0	0	135	7	2	1	8	153	38	5	2	0	0	45	350
09:15	105	14	6	0	3	128	1	0	0	0	0	1	164	14	1	0	5	184	41	6	0	0	0	47	360
09:30	118	14	4	0	6	142	0	0	0	0	0	0	122	10	3	0	6	141	40	4	1	0	1	46	329
09:45	143	16	0	0	7	166	0	0	0	0	0	0	135	15	2	0	3	155	36	4	2	0	1	43	364
1 Hr	496	55	13	0	24	588	1	0	0	0	0	1	556	46	8	1	22	633	155	19	5	0	2	181	1403
3 Hrs	1173	156	41	1	63	1434	5	2	0	0	0	7	1747	164	32	3	61	2007	446	36	9	0	8	499	3947

ORIGIN SUMMARY

	Origin : Arm A Dublin Road (R7					Total	Origin : Arm B Ravenswell (Acc					Total	Origin : Arm C Upper Dargle Rc					Total	Origin : Arm D Dublin Road (R7					Total	Origin Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
13:00	137	17	0	0	4	158	1	0	0	0	0	1	122	18	1	0	5	146	34	3	1	0	1	39	344
13:15	139	20	2	0	8	169	2	0	0	0	0	2	149	18	2	0	5	174	30	6	1	0	0	37	382
13:30	147	8	1	0	3	159	0	0	0	0	0	0	141	11	3	0	4	159	47	4	3	0	1	55	373
13:45	114	15	2	0	7	138	1	0	0	0	0	1	157	13	3	0	4	177	24	3	1	0	1	29	345
1 Hr	537	60	5	0	22	624	4	0	0	0	0	4	569	60	9	0	18	656	135	16	6	0	3	160	1444
14:00	152	18	2	0	4	176	0	0	0	0	0	0	159	15	5	0	3	182	30	3	0	0	1	34	392
14:15	113	15	3	0	4	135	2	0	0	0	0	2	152	21	0	0	4	177	51	3	1	0	0	55	369
14:30	121	18	2	0	7	148	1	0	0	0	0	1	130	24	2	0	4	160	40	1	1	0	1	43	352
14:45	151	9	2	0	4	166	0	0	0	0	0	0	176	8	3	0	5	192	28	0	0	0	0	28	386
1 Hr	537	60	9	0	19	625	3	0	0	0	0	3	617	68	10	0	16	711	149	7	2	0	2	160	1499
15:00	141	15	3	0	7	166	0	0	0	0	0	0	150	13	2	0	3	168	28	2	0	0	1	31	365
15:15	160	11	1	0	6	178	0	0	0	0	0	0	156	13	4	0	4	177	30	3	1	0	1	35	390
15:30	146	9	2	0	4	161	4	0	0	0	0	4	157	11	3	0	6	177	32	3	0	0	1	36	378
15:45	135	10	1	0	4	150	1	0	0	0	0	1	162	15	1	0	5	183	33	6	0	0	1	40	374
1 Hr	582	45	7	0	21	655	5	0	0	0	0	5	625	52	10	0	18	705	123	14	1	0	4	142	1507
3 Hrs	1656	165	21	0	62	1904	12	0	0	0	0	12	1811	180	29	0	52	2072	407	37	9	0	9	462	4450

ORIGIN SUMMARY

	Origin : Arm A Dublin Road (R7					Total	Origin : Arm B Ravenswell (Acc					Total	Origin : Arm C Upper Dargle Rc					Total	Origin : Arm D Dublin Road (R7					Total	Origin Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
16:00	124	11	0	1	8	144	0	0	0	0	0	0	163	15	2	0	6	186	32	7	0	0	0	39	369
16:15	148	24	1	1	5	179	1	0	0	0	0	1	138	15	2	0	5	160	28	3	0	0	0	31	371
16:30	159	17	0	0	8	184	0	0	0	0	0	0	164	16	0	0	7	187	19	4	0	1	1	25	396
16:45	147	19	3	0	3	172	4	0	0	0	0	4	169	17	0	0	2	188	23	5	0	0	2	30	394
1 Hr	578	71	4	2	24	679	5	0	0	0	0	5	634	63	4	0	20	721	102	19	0	1	3	125	1530
17:00	153	11	1	1	4	170	1	0	0	0	0	1	146	15	1	0	5	167	32	1	0	0	0	33	371
17:15	152	14	0	0	4	170	0	0	0	0	0	0	180	6	0	0	5	191	34	2	0	0	1	37	398
17:30	154	12	2	0	5	173	3	1	0	0	0	4	140	12	0	0	6	158	38	2	0	0	1	41	376
17:45	124	11	0	0	7	142	0	0	0	0	0	0	169	15	0	0	5	189	37	0	0	0	0	37	368
1 Hr	583	48	3	1	20	655	4	1	0	0	0	5	635	48	1	0	21	705	141	5	0	0	2	148	1513
18:00	149	11	1	0	3	164	0	0	0	0	0	0	172	10	0	0	4	186	23	3	1	0	2	29	379
18:15	160	10	1	0	7	178	0	0	0	0	0	0	130	7	0	0	4	141	31	2	0	0	0	33	352
18:30	158	10	1	0	6	175	0	0	0	0	0	0	117	8	0	1	7	133	32	4	0	0	1	37	345
18:45	127	14	0	0	6	147	1	0	0	0	0	1	149	12	0	0	4	165	38	1	0	0	1	40	353
1 Hr	594	45	3	0	22	664	1	0	0	0	0	1	568	37	0	1	19	625	124	10	1	0	4	139	1429
3 Hrs	1755	164	10	3	66	1998	10	1	0	0	0	11	1837	148	5	1	60	2051	367	34	1	1	9	412	4472
Total	4584	485	72	4	191	5336	27	3	0	0	0	30	5395	492	66	4	173	6130	1220	107	19	1	26	1373	12869

Tracsis plc
Traffic and Data Services

Return To Dashboard
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3431-IRE N11 & M11 Systra Surveys
Junction Turning Count
29/05/2019

Site J5 - Dublin Road (R761)(NNW) / Ravenswell (Access) / Upper Dargle Road / Dublin Road (R761)(SE)

DESTINATION SUMMARY

	Destination : Arm A Dublin Road (R7					Total	Destination : Arm B Ravenswell (Acc					Total	Destination : Arm C Upper Dargle Rc					Total	Destination : Arm D Dublin Road (R7					Total	Dest Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
07:00	142	24	2	0	6	174	0	0	0	0	0	0	51	9	5	0	5	70	10	0	0	0	0	10	254
07:15	177	15	2	0	5	199	1	0	0	0	0	1	44	17	3	0	4	68	7	0	2	0	1	10	278
07:30	170	22	3	0	3	198	2	2	0	0	0	4	84	11	3	0	4	102	13	2	2	1	1	19	323
07:45	157	17	2	0	7	183	5	0	0	0	0	5	106	19	2	1	5	133	15	1	1	0	1	18	339
1 Hr	646	78	9	0	21	754	8	2	0	0	0	10	285	56	13	1	18	373	45	3	5	1	3	57	1194
08:00	160	10	3	1	8	182	3	0	0	0	0	3	134	18	5	0	5	162	17	1	0	0	0	18	365
08:15	137	7	2	0	7	153	1	0	0	0	0	1	124	9	1	0	7	141	13	2	1	0	0	16	311
08:30	167	11	3	0	2	183	1	0	0	0	0	1	90	10	7	0	7	114	14	2	1	0	1	18	316
08:45	187	13	5	0	2	207	3	0	0	0	0	3	100	13	1	0	2	116	28	3	0	0	1	32	358
1 Hr	651	41	13	1	19	725	8	0	0	0	0	8	448	50	14	0	21	533	72	8	2	0	2	84	1350
09:00	150	8	2	1	8	169	5	0	0	0	0	5	117	14	5	0	7	143	31	1	0	0	1	33	350
09:15	166	17	0	0	4	187	2	0	0	0	0	2	117	13	4	0	3	137	26	4	3	0	1	34	360
09:30	123	11	3	0	7	144	0	0	0	0	0	0	130	16	4	0	5	155	27	1	1	0	1	30	329
09:45	136	17	3	0	4	160	1	0	0	0	0	1	152	16	1	0	7	176	25	2	0	0	0	27	364
1 Hr	575	53	8	1	23	660	8	0	0	0	0	8	516	59	14	0	22	611	109	8	4	0	3	124	1403
3 Hrs	1872	172	30	2	63	2139	24	2	0	0	0	26	1249	165	41	1	61	1517	226	19	11	1	8	265	3947

DESTINATION SUMMARY

	Destination : Arm A Dublin Road (R7					Total	Destination : Arm B Ravenswell (Acc					Total	Destination : Arm C Upper Dargle Rc					Total	Destination : Arm D Dublin Road (R7					Total	Dest Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
13:00	124	18	2	0	5	149	1	0	0	0	0	1	135	18	0	0	4	157	34	2	0	0	1	37	344
13:15	147	20	2	0	5	174	1	0	0	0	0	1	131	20	2	0	8	161	41	4	1	0	0	46	382
13:30	151	14	4	0	5	174	0	0	0	0	0	0	147	8	3	0	2	160	37	1	0	0	1	39	373
13:45	148	14	3	0	4	169	0	0	0	0	0	0	106	13	3	0	7	129	42	4	0	0	1	47	345
1 Hr	570	66	11	0	19	666	2	0	0	0	0	2	519	59	8	0	21	607	154	11	1	0	3	169	1444
14:00	155	18	5	0	3	181	0	0	0	0	0	0	144	17	0	0	4	165	42	1	2	0	1	46	392
14:15	162	22	1	0	4	189	2	0	0	0	0	2	122	14	2	0	4	142	32	3	1	0	0	36	369
14:30	123	24	3	0	5	155	1	0	0	0	0	1	129	15	2	0	7	153	39	4	0	0	0	43	352
14:45	165	8	2	0	5	180	1	0	0	0	0	1	130	8	2	0	1	141	59	1	1	0	3	64	386
1 Hr	605	72	11	0	17	705	4	0	0	0	0	4	525	54	6	0	16	601	172	9	4	0	4	189	1499
15:00	141	12	2	0	4	159	1	0	0	0	0	1	140	15	3	0	7	165	37	3	0	0	0	40	365
15:15	144	13	4	0	4	165	3	0	0	0	0	3	145	13	2	0	7	167	54	1	0	0	0	55	390
15:30	149	11	3	0	7	170	3	0	0	0	0	3	145	9	2	0	3	159	42	3	0	0	1	46	378
15:45	154	16	1	0	6	177	1	0	0	0	0	1	142	14	1	0	3	160	34	1	0	0	1	36	374
1 Hr	588	52	10	0	21	671	8	0	0	0	0	8	572	51	8	0	20	651	167	8	0	0	2	177	1507
3 Hrs	1763	190	32	0	57	2042	14	0	0	0	0	14	1616	164	22	0	57	1859	493	28	5	0	9	535	4450

DESTINATION SUMMARY

	Destination : Arm A Dublin Road (R7					Total	Destination : Arm B Ravenswell (Acc					Total	Destination : Arm C Upper Dargle Rc					Total	Destination : Arm D Dublin Road (R7					Total	Dest Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
16:00	151	19	2	0	6	178	2	0	0	0	0	2	123	12	0	0	8	143	43	2	0	1	0	46	369
16:15	130	18	2	0	5	155	1	0	0	0	0	1	139	19	1	1	5	165	45	5	0	0	0	50	371
16:30	144	14	0	0	8	166	0	0	0	0	0	0	156	19	0	1	7	183	42	4	0	0	1	47	396
16:45	150	16	0	0	3	169	0	0	0	0	0	0	150	17	3	0	4	174	43	8	0	0	0	51	394
1 Hr	575	67	4	0	22	668	3	0	0	0	0	3	568	67	4	2	24	665	173	19	0	1	1	194	1530
17:00	134	12	1	0	5	152	0	0	0	0	0	0	157	8	1	1	4	171	41	7	0	0	0	48	371
17:15	167	6	0	0	6	179	0	0	0	0	0	0	147	12	0	0	4	163	52	4	0	0	0	56	398
17:30	138	9	0	0	7	154	3	0	0	0	0	3	149	12	2	0	5	168	45	6	0	0	0	51	376
17:45	155	14	0	0	5	174	1	0	0	0	0	1	131	10	0	0	6	147	43	2	0	0	1	46	368
1 Hr	594	41	1	0	23	659	4	0	0	0	0	4	584	42	3	1	19	649	181	19	0	0	1	201	1513
18:00	157	8	0	0	5	170	0	0	0	0	0	0	145	10	2	0	4	161	42	6	0	0	0	48	379
18:15	125	6	0	0	4	135	0	0	0	0	0	0	157	5	1	0	7	170	39	8	0	0	0	47	352
18:30	111	9	0	1	8	129	0	0	0	0	0	0	160	12	1	0	6	179	36	1	0	0	0	37	345
18:45	139	10	0	0	5	154	0	0	0	0	0	0	135	13	0	0	5	153	41	4	0	0	1	46	353
1 Hr	532	33	0	1	22	588	0	0	0	0	0	0	597	40	4	0	22	663	158	19	0	0	1	178	1429
3 Hrs	1701	141	5	1	67	1915	7	0	0	0	0	7	1749	149	11	3	65	1977	512	57	0	1	3	573	4472
Total	5336	503	67	3	187	6096	45	2	0	0	0	47	4614	478	74	4	183	5353	1231	104	16	2	20	1373	12869

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Traffic and Data Services

Return To Dashboard

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3431-IRE N11 & M11 Systra Surveys
Junction Turning Count
29/05/2019

Site J6 - Main St. (R761)(N) / Quinsborough Rd. / Main St. (R761)(S) / Herbert Rd.

Origin Arm A Main St. (R761)(N)

	Destination : Arm A Main St. (R761)(						Destination : Arm B Quinsborough R						Destination : Arm C Main St. (R761)(						Destination : Arm D Herbert Rd.						Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	
07:00	0	0	0	0	0	0	7	2	2	0	4	15	27	8	4	0	2	41	3	2	0	0	0	5	61
07:15	0	0	0	0	0	0	8	1	2	0	3	14	23	10	0	0	1	34	1	1	0	0	0	2	50
07:30	0	0	0	0	0	0	10	2	0	1	2	15	52	12	2	0	2	68	3	0	0	0	0	3	86
07:45	0	0	0	0	0	0	6	5	0	0	2	13	72	8	1	0	2	83	4	1	0	0	0	5	101
1 Hr	0	0	0	0	0	0	31	10	4	1	11	57	174	38	7	0	7	226	11	4	0	0	0	15	298
08:00	0	0	0	0	0	0	12	1	0	0	2	15	103	8	5	0	2	118	9	0	0	0	0	9	142
08:15	0	0	0	0	0	0	15	4	0	0	1	20	98	5	0	1	5	109	6	1	0	0	0	7	136
08:30	0	0	0	0	0	0	7	0	1	0	7	15	79	6	2	0	2	89	12	1	0	0	0	13	117
08:45	0	0	0	0	0	0	23	2	2	0	2	29	57	5	2	0	0	64	14	4	0	0	0	18	111
1 Hr	0	0	0	0	0	0	57	7	3	0	12	79	337	24	9	1	9	380	41	6	0	0	0	47	506
09:00	0	0	0	0	0	0	25	2	1	0	1	29	71	9	4	0	3	87	14	1	1	0	0	16	132
09:15	0	0	0	0	0	0	25	2	1	0	5	33	66	9	3	0	1	79	16	2	1	0	0	19	131
09:30	0	0	0	0	0	0	19	3	2	0	2	26	58	9	0	0	4	71	12	1	0	0	0	13	110
09:45	0	0	0	0	0	0	38	4	1	0	4	47	75	6	0	0	0	81	30	1	0	0	0	31	159
1 Hr	0	0	0	0	0	0	107	11	5	0	12	135	270	33	7	0	8	318	72	5	2	0	0	79	532
3 Hrs	0	0	0	0	0	0	195	28	12	1	35	271	781	95	23	1	24	924	124	15	2	0	0	141	1336

Origin Arm A Main St. (R761)(N)

	Destination : Arm A Main St. (R761)(						Destination : Arm B Quinsborough R						Destination : Arm C Main St. (R761)(						Destination : Arm D Herbert Rd.						Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	
13:00	0	0	0	0	0	0	32	3	0	0	1	36	71	10	4	0	2	87	14	1	0	0	0	15	138
13:15	0	0	0	0	0	0	20	8	0	0	4	32	72	8	0	0	6	86	10	0	0	0	0	10	128
13:30	0	0	0	0	0	0	27	4	1	0	0	32	84	7	3	0	2	96	19	0	1	0	0	20	148
13:45	0	0	0	0	0	0	23	5	1	1	4	34	77	8	2	0	2	89	24	1	0	0	0	25	148
1 Hr	0	0	0	0	0	0	102	20	2	1	9	134	304	33	9	0	12	358	67	2	1	0	0	70	562
14:00	0	0	0	0	0	0	20	4	1	0	2	27	77	12	1	0	2	92	12	2	0	0	0	14	133
14:15	0	0	0	0	0	0	31	4	1	0	2	38	87	7	2	0	2	98	23	2	0	0	0	25	161
14:30	0	0	0	0	0	0	25	2	0	0	3	30	72	8	2	0	3	85	22	2	0	0	0	24	139
14:45	0	0	0	0	0	0	31	2	0	0	1	34	82	6	1	0	0	89	18	1	0	0	0	19	142
1 Hr	0	0	0	0	0	0	107	12	2	0	8	129	318	33	6	0	7	364	75	7	0	0	0	82	575
15:00	0	0	0	0	0	0	24	4	2	0	1	31	80	11	0	0	3	94	24	1	0	0	0	25	150
15:15	0	0	0	0	0	0	18	1	0	0	4	23	90	7	2	0	4	103	15	0	0	0	0	15	141
15:30	0	0	0	0	0	0	25	2	0	0	4	31	75	7	1	0	0	83	21	0	1	0	0	22	136
15:45	0	0	0	0	0	0	28	5	0	0	2	35	77	9	1	0	1	88	13	2	0	0	0	15	138
1 Hr	0	0	0	0	0	0	95	12	2	0	11	120	322	34	4	0	8	368	73	3	1	0	0	77	565
3 Hrs	0	0	0	0	0	0	304	44	6	1	28	383	944	100	19	0	27	1090	215	12	2	0	0	229	1702

Origin Arm A Main St. (R761)(N)

	Destination : Arm A Main St. (R761)(						Destination : Arm B Quinsborough R						Destination : Arm C Main St. (R761)(						Destination : Arm D Herbert Rd.						Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	
16:00	0	0	0	0	0	0	26	0	0	0	2	28	72	9	0	0	2	83	11	2	0	0	0	13	124
16:15	0	0	0	0	0	0	16	3	0	1	2	22	90	7	1	0	5	103	22	1	0	0	0	23	148
16:30	0	0	0	0	0	0	29	6	0	0	3	38	80	12	0	1	2	95	11	1	0	0	0	12	145
16:45	0	0	0	0	0	0	23	4	1	0	4	32	76	9	1	0	3	89	25	1	0	0	0	26	147
1 Hr	0	0	0	0	0	0	94	13	1	1	11	120	318	37	2	1	12	370	69	5	0	0	0	74	564
17:00	0	0	0	0	0	0	27	4	0	0	1	32	99	5	0	1	2	107	26	1	0	0	0	27	166
17:15	0	0	0	0	0	0	24	2	1	0	4	31	82	5	0	0	1	88	21	2	0	0	0	23	142
17:30	0	0	0	0	0	0	26	1	0	0	1	28	84	10	1	0	1	96	24	3	0	0	0	27	151
17:45	0	0	0	0	0	0	17	0	0	0	5	22	95	9	0	0	4	108	21	1	0	0	0	22	152
1 Hr	0	0	0	0	0	0	94	7	1	0	11	113	360	29	1	1	8	399	92	7	0	0	0	99	611
18:00	0	0	0	0	0	0	24	2	0	0	1	27	94	10	0	0	2	106	19	1	1	0	0	21	154
18:15	0	0	0	0	0	0	26	0	0	0	3	29	88	6	0	0	4	98	21	2	0	0	0	23	150
18:30	0	0	0	0	0	0	20	4	0	0	3	27	96	3	1	0	3	103	17	0	0	0	0	17	147
18:45	0	0	0	0	0	0	22	4	0	0	5	31	87	9	1	0	2	99	18	1	0	0	0	19	149
1 Hr	0	0	0	0	0	0	92	10	0	0	12	114	365	28	2	0	11	406	75	4	1	0	0	80	600
3 Hrs	0	0	0	0	0	0	280	30	2	1	34	347	1043	94	5	2	31	1175	236	16	1	0	0	253	1775
Total	0	0	0	0	0	0	779	102	20	3	97	1001	2768	289	47	3	82	3189	575	43	5	0	0	623	4813

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3431-IRE N11 & M11 Systra Surveys
Junction Turning Count
29/05/2019

Site J6 - Main St. (R761)(N) / Quinsborough Rd. / Main St. (R761)(S) / Herbert Rd.

Origin Arm B Quinsborough Rd.

	Destination : Arm A Main St. (R761)(					Total	**Destination :** Arm B Quinsborough R					Total	**Destination :** Arm C Main St. (R761)(					Total	**Destination :** Arm D Herbert Rd.					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
07:00	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
07:15	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
07:30	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
07:45	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
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	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
08:15	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
08:30	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
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
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
09:15	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
09:30	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
09:45	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
1 Hr	0	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 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Origin Arm B Quinsborough Rd.

	Destination : Arm A Main St. (R761)(					Total	**Destination :** Arm B Quinsborough R					Total	**Destination :** Arm C Main St. (R761)(					Total	**Destination :** Arm D Herbert Rd.					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
13:00	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
13:15	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
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
13:45	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
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	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
14:15	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
14:30	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
14:45	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
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	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
15:15	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
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
15:45	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
1 Hr	0	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 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Origin Arm B Quinsborough Rd.

	Destination : Arm A Main St. (R761)(					Total	**Destination :** Arm B Quinsborough R					Total	**Destination :** Arm C Main St. (R761)(					Total	**Destination :** Arm D Herbert Rd.					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
16:00	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
16:15	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
16:30	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
16:45	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
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	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
17:15	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
17:30	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
17:45	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
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	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
18:15	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
18:30	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
18:45	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
1 Hr	0	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 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3431-IRE N11 & M11 Systra Surveys
Junction Turning Count
29/05/2019

Site J6 - Main St. (R761)(N) / Quinsborough Rd. / Main St. (R761)(S) / Herbert Rd.

Origin Arm C Main St. (R761)(S)

	Destination : Arm A Main St. (R761)(					Total	**Destination :** Arm B Quinsborough R					Total	**Destination :** Arm C Main St. (R761)(					Total	**Destination :** Arm D Herbert Rd.					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
07:00	90	12	2	0	5	109	13	1	0	0	1	15	0	0	0	0	0	0	3	0	0	0	0	3	127
07:15	96	9	3	0	7	115	8	0	0	0	2	10	0	0	0	0	0	0	0	2	0	0	0	2	127
07:30	94	14	0	1	6	115	2	0	0	0	2	4	0	0	0	0	0	0	2	1	0	0	0	3	122
07:45	93	14	1	1	6	115	3	2	4	0	3	12	0	0	0	0	0	0	5	1	0	0	0	6	133
1 Hr	373	49	6	2	24	454	26	3	4	0	8	41	0	0	0	0	0	0	10	4	0	0	0	14	509
08:00	91	6	5	0	5	107	5	1	1	0	1	8	0	0	0	0	0	0	4	0	0	0	0	4	119
08:15	86	4	3	0	6	99	6	4	0	0	2	12	0	0	0	0	0	0	3	1	0	0	0	4	115
08:30	65	6	1	0	4	76	4	1	1	0	0	6	0	0	0	0	0	0	6	0	0	0	0	6	88
08:45	81	4	2	0	4	91	20	0	1	0	3	24	0	0	0	0	0	0	6	0	0	0	0	6	121
1 Hr	323	20	11	0	19	373	35	6	3	0	6	50	0	0	0	0	0	0	19	1	0	0	0	20	443
09:00	81	4	4	0	5	94	19	1	0	0	1	21	0	0	0	0	0	0	8	0	0	0	0	8	123
09:15	78	9	2	0	4	93	15	3	0	0	1	19	0	0	0	0	0	0	5	0	0	0	0	5	117
09:30	62	8	1	0	7	78	16	1	0	0	2	19	0	0	0	0	0	0	10	2	0	0	0	12	109
09:45	85	10	1	0	3	99	30	4	0	0	3	37	0	0	0	0	0	0	7	1	0	0	0	8	144
1 Hr	306	31	8	0	19	364	80	9	0	0	7	96	0	0	0	0	0	0	30	3	0	0	0	33	493
3 Hrs	1002	100	25	2	62	1191	141	18	7	0	21	187	0	0	0	0	0	0	59	8	0	0	0	67	1445

Origin Arm C Main St. (R761)(S)

	Destination : Arm A Main St. (R761)(					Total	**Destination :** Arm B Quinsborough R					Total	**Destination :** Arm C Main St. (R761)(					Total	**Destination :** Arm D Herbert Rd.					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
13:00	67	13	0	0	6	86	14	2	0	0	1	17	0	0	0	0	0	0	2	0	0	0	0	2	105
13:15	69	12	1	0	4	86	17	1	0	0	2	20	0	0	0	0	0	0	1	0	0	0	0	1	107
13:30	85	8	1	0	4	98	18	6	0	0	2	26	0	0	0	0	0	0	11	3	0	0	0	14	138
13:45	83	11	2	0	4	100	17	3	0	0	4	24	0	0	0	0	0	0	13	0	0	0	0	13	137
1 Hr	304	44	4	0	18	370	66	12	0	0	9	87	0	0	0	0	0	0	27	3	0	0	0	30	487
14:00	81	8	3	0	3	95	25	5	0	0	1	31	0	0	0	0	0	0	10	0	1	0	0	11	137
14:15	75	16	0	0	4	95	21	3	1	0	3	28	0	0	0	0	0	0	9	0	0	0	0	9	132
14:30	77	15	2	0	5	99	20	3	1	1	1	26	0	0	0	0	0	0	10	0	0	0	0	10	135
14:45	105	6	1	0	4	116	21	2	1	0	0	24	0	0	0	0	0	0	12	0	0	0	0	12	152
1 Hr	338	45	6	0	16	405	87	13	3	1	5	109	0	0	0	0	0	0	41	0	1	0	0	42	556
15:00	86	6	1	0	5	98	20	3	0	0	1	24	0	0	0	0	0	0	7	0	0	0	0	7	129
15:15	92	11	3	0	2	108	18	2	0	0	3	23	0	0	0	0	0	0	7	1	0	0	0	8	139
15:30	85	5	2	0	9	101	13	4	0	0	3	20	0	0	0	0	0	0	12	0	0	0	0	12	133
15:45	92	11	1	0	4	108	20	0	0	0	2	22	0	0	0	0	0	0	6	0	0	0	0	6	136
1 Hr	355	33	7	0	20	415	71	9	0	0	9	89	0	0	0	0	0	0	32	1	0	0	0	33	537
3 Hrs	997	122	17	0	54	1190	224	34	3	1	23	285	0	0	0	0	0	0	100	4	1	0	0	105	1580

Origin Arm C Main St. (R761)(S)

	Destination : Arm A Main St. (R761)(					Total	**Destination :** Arm B Quinsborough R					Total	**Destination :** Arm C Main St. (R761)(					Total	**Destination :** Arm D Herbert Rd.					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
16:00	90	12	2	0	4	108	10	4	1	0	1	16	0	0	0	0	0	0	9	0	0	0	0	9	133
16:15	72	11	1	0	6	90	23	0	0	0	4	27	0	0	0	0	0	0	3	1	0	0	0	4	121
16:30	78	13	0	0	7	98	16	3	0	0	1	20	0	0	0	0	0	0	10	0	0	0	0	10	128
16:45	79	13	1	0	1	94	27	1	0	0	3	31	0	0	0	0	0	0	11	1	0	0	0	12	137
1 Hr	319	49	4	0	18	390	76	8	1	0	9	94	0	0	0	0	0	0	33	2	0	0	0	35	519
17:00	80	7	1	0	6	94	26	0	0	0	1	27	0	0	0	0	0	0	13	0	0	0	0	13	134
17:15	86	3	0	0	5	94	15	4	0	0	1	20	0	0	0	0	0	0	10	0	0	0	0	10	124
17:30	80	10	0	0	7	97	14	4	0	0	3	21	0	0	0	0	0	0	7	0	0	0	0	7	125
17:45	87	14	0	0	3	104	23	1	0	0	2	26	0	0	0	0	0	0	4	2	0	0	0	6	136
1 Hr	333	34	1	0	21	389	78	9	0	0	7	94	0	0	0	0	0	0	34	2	0	0	0	36	519
18:00	83	4	0	0	5	92	24	2	0	0	1	27	0	0	0	0	0	0	11	1	0	0	0	12	131
18:15	74	6	0	0	4	84	21	0	0	0	1	22	0	0	0	0	0	0	2	0	0	0	0	2	108
18:30	75	7	0	1	7	90	17	1	0	0	2	20	0	0	0	0	0	0	8	0	0	0	0	8	118
18:45	89	5	0	0	3	97	24	2	0	0	1	27	0	0	0	0	0	0	8	0	0	0	0	8	132
1 Hr	321	22	0	1	19	363	86	5	0	0	5	96	0	0	0	0	0	0	29	1	0	0	0	30	489
3 Hrs	973	105	5	1	58	1142	240	22	1	0	21	284	0	0	0	0	0	0	96	5	0	0	0	101	1527
Total	2972	327	47	3	174	3523	605	74	11	1	65	756	0	0	0	0	0	0	255	17	1	0	0	273	4552

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Site J6 - Main St. (R761)(N) / Quinsborough Rd. / Main St. (R761)(S) / Herbert Rd.

Origin Arm D Herbert Rd.

	Destination : Arm A Main St. (R761)(						**Destination :** Arm B Quinsborough R						**Destination :** Arm C Main St. (R761)(						**Destination :** Arm D Herbert Rd.						Arm
	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Totals
07:00	35	2	0	0	0	37	14	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	51
07:15	47	2	0	0	0	49	12	1	0	0	0	13	1	1	0	0	0	2	0	0	0	0	0	0	64
07:30	60	2	1	0	0	63	19	0	0	0	0	19	1	0	0	0	0	1	0	0	0	0	0	0	83
07:45	50	3	0	0	0	53	20	3	1	0	0	24	2	0	0	0	0	2	0	0	0	0	0	0	79
1 Hr	192	9	1	0	0	202	65	4	1	0	0	70	4	1	0	0	0	5	0	0	0	0	0	0	277
08:00	50	2	0	0	0	52	30	0	0	0	0	30	1	0	0	0	0	1	0	0	0	0	0	0	83
08:15	52	2	0	0	1	55	22	0	0	0	0	22	7	0	0	0	0	7	0	0	0	0	0	0	84
08:30	61	5	0	0	0	66	19	0	0	0	0	19	4	0	0	0	0	4	0	0	0	0	0	0	89
08:45	51	4	0	0	0	55	29	0	0	0	0	29	3	0	0	0	0	3	0	0	0	0	0	0	87
1 Hr	214	13	0	0	1	228	100	0	0	0	0	100	15	0	0	0	0	15	0	0	0	0	0	0	343
09:00	61	0	0	0	2	63	20	0	0	0	0	20	4	1	0	0	0	5	0	0	0	0	0	0	88
09:15	59	5	0	0	0	64	25	3	1	0	0	29	2	1	0	0	0	3	0	0	0	0	0	0	96
09:30	24	2	0	0	0	26	10	1	0	0	0	11	3	0	0	0	0	3	0	0	0	0	0	0	40
09:45	31	4	0	0	0	35	25	1	0	0	0	26	1	0	0	0	0	1	0	0	0	0	0	0	62
1 Hr	175	11	0	0	2	188	80	5	1	0	0	86	10	2	0	0	0	12	0	0	0	0	0	0	286
3 Hrs	581	33	1	0	3	618	245	9	2	0	0	256	29	3	0	0	0	32	0	0	0	0	0	0	906

Origin Arm D Herbert Rd.

	Destination : Arm A Main St. (R761)(						**Destination :** Arm B Quinsborough R						**Destination :** Arm C Main St. (R761)(						**Destination :** Arm D Herbert Rd.						Arm
	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Totals
13:00	31	2	0	0	0	33	22	2	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	57
13:15	32	1	0	0	0	33	17	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	50
13:30	28	1	0	0	0	29	12	1	0	0	0	13	5	1	0	0	0	6	0	0	0	0	0	0	48
13:45	36	4	0	0	1	41	13	1	0	0	0	14	2	0	0	0	0	2	0	0	0	0	0	0	57
1 Hr	127	8	0	0	1	136	64	4	0	0	0	68	7	1	0	0	0	8	0	0	0	0	0	0	212
14:00	42	3	1	0	0	46	17	1	0	0	0	18	4	0	0	0	0	4	0	0	0	0	0	0	68
14:15	27	4	0	0	0	31	15	1	1	0	0	17	3	0	0	0	0	3	0	0	0	0	0	0	51
14:30	33	5	0	0	0	38	13	0	0	0	0	13	3	0	0	0	0	3	0	0	0	0	0	0	54
14:45	36	0	0	0	0	36	22	1	0	0	0	23	6	0	0	0	0	6	0	0	0	0	0	0	65
1 Hr	138	12	1	0	0	151	67	3	1	0	0	71	16	0	0	0	0	16	0	0	0	0	0	0	238
15:00	35	5	0	0	0	40	25	0	0	0	0	25	6	1	0	0	0	7	0	0	0	0	0	0	72
15:15	29	5	0	0	0	34	11	2	0	0	0	13	12	1	1	0	0	14	0	0	0	0	0	0	61
15:30	28	2	0	0	0	30	15	2	0	0	0	17	2	0	0	0	0	2	0	0	0	0	0	0	49
15:45	28	5	0	0	0	33	17	1	0	0	0	18	4	0	0	0	0	4	0	0	0	0	0	0	55
1 Hr	120	17	0	0	0	137	68	5	0	0	0	73	24	2	1	0	0	27	0	0	0	0	0	0	237
3 Hrs	385	37	1	0	1	424	199	12	1	0	0	212	47	3	1	0	0	51	0	0	0	0	0	0	687

Origin Arm D Herbert Rd.

	Destination : Arm A Main St. (R761)(						**Destination :** Arm B Quinsborough R						**Destination :** Arm C Main St. (R761)(						**Destination :** Arm D Herbert Rd.						Arm
	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Car	Lgv	Ogv1	Ogv2	is/Coach	Total	Totals
16:00	29	7	0	0	0	36	12	1	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	49
16:15	21	1	0	0	0	22	22	1	0	0	0	23	5	0	0	0	0	5	0	0	0	0	0	0	50
16:30	32	2	0	0	0	34	17	2	0	0	0	19	2	0	0	0	0	2	0	0	0	0	0	0	55
16:45	39	3	0	0	0	42	21	0	0	0	0	21	5	0	0	0	0	5	0	0	0	0	0	0	68
1 Hr	121	13	0	0	0	134	72	4	0	0	0	76	12	0	0	0	0	12	0	0	0	0	0	0	222
17:00	22	4	0	0	0	26	23	2	0	0	0	25	5	1	0	0	0	6	0	0	0	0	0	0	57
17:15	31	2	0	0	0	33	18	1	0	0	0	19	4	0	0	0	0	4	0	0	0	0	0	0	56
17:30	31	1	0	0	0	32	16	2	0	0	0	18	1	1	0	0	0	2	0	0	0	0	0	0	52
17:45	23	1	0	0	0	24	22	1	0	0	0	23	5	0	0	0	0	5	0	0	0	0	0	0	52
1 Hr	107	8	0	0	0	115	79	6	0	0	0	85	15	2	0	0	0	17	0	0	0	0	0	0	217
18:00	30	1	0	0	0	31	16	0	0	0	0	16	3	0	0	0	0	3	0	0	0	0	0	0	50
18:15	20	2	0	0	0	22	14	0	0	0	0	14	3	0	0	0	0	3	0	0	0	0	0	0	39
18:30	23	1	0	0	0	24	13	0	0	0	0	13	3	0	1	0	0	4	0	0	0	0	0	0	41
18:45	24	1	0	0	0	25	16	0	0	0	0	16	3	0	0	0	0	3	0	0	0	0	0	0	44
1 Hr	97	5	0	0	0	102	59	0	0	0	0	59	12	0	1	0	0	13	0	0	0	0	0	0	174
3 Hrs	325	26	0	0	0	351	210	10	0	0	0	220	39	2	1	0	0	42	0	0	0	0	0	0	613
Total	1291	96	2	0	4	1393	654	31	3	0	0	688	115	8	2	0	0	125	0	0	0	0	0	0	2206

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Site J6 - Main St. (R761)(N) / Quinsborough Rd. / Main St. (R761)(S) / Herbert Rd.

ORIGIN SUMMARY

	Origin : Arm A Main St. (R761)(					Total	Origin : Arm B Quinsborough R					Total	Origin : Arm C Main St. (R761)(					Total	Origin : Arm D Herbert Rd.					Total	Origin Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
07:00	37	12	6	0	6	61	0	0	0	0	0	0	106	13	2	0	6	127	49	2	0	0	0	51	239
07:15	32	12	2	0	4	50	0	0	0	0	0	0	104	11	3	0	9	127	60	4	0	0	0	64	241
07:30	65	14	2	1	4	86	0	0	0	0	0	0	98	15	0	1	8	122	80	2	1	0	0	83	291
07:45	82	14	1	0	4	101	0	0	0	0	0	0	101	17	5	1	9	133	72	6	1	0	0	79	313
1 Hr	216	52	11	1	18	298	0	0	0	0	0	0	409	56	10	2	32	509	261	14	2	0	0	277	1084
08:00	124	9	5	0	4	142	0	0	0	0	0	0	100	7	6	0	6	119	81	2	0	0	0	83	344
08:15	119	10	0	1	6	136	0	0	0	0	0	0	95	9	3	0	8	115	81	2	0	0	1	84	335
08:30	98	7	3	0	9	117	0	0	0	0	0	0	75	7	2	0	4	88	84	5	0	0	0	89	294
08:45	94	11	4	0	2	111	0	0	0	0	0	0	107	4	3	0	7	121	83	4	0	0	0	87	319
1 Hr	435	37	12	1	21	506	0	0	0	0	0	0	377	27	14	0	25	443	329	13	0	0	1	343	1292
09:00	110	12	6	0	4	132	0	0	0	0	0	0	108	5	4	0	6	123	85	1	0	0	2	88	343
09:15	107	13	5	0	6	131	0	0	0	0	0	0	98	12	2	0	5	117	86	9	1	0	0	96	344
09:30	89	13	2	0	6	110	0	0	0	0	0	0	88	11	1	0	9	109	37	3	0	0	0	40	259
09:45	143	11	1	0	4	159	0	0	0	0	0	0	122	15	1	0	6	144	57	5	0	0	0	62	365
1 Hr	449	49	14	0	20	532	0	0	0	0	0	0	416	43	8	0	26	493	265	18	1	0	2	286	1311
3 Hrs	1100	138	37	2	59	1336	0	0	0	0	0	0	1202	126	32	2	83	1445	855	45	3	0	3	906	3687

ORIGIN SUMMARY

	Origin : Arm A Main St. (R761)(					Total	Origin : Arm B Quinsborough R					Total	Origin : Arm C Main St. (R761)(					Total	Origin : Arm D Herbert Rd.					Total	Origin Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
13:00	117	14	4	0	3	138	0	0	0	0	0	0	83	15	0	0	7	105	53	4	0	0	0	57	300
13:15	102	16	0	0	10	128	0	0	0	0	0	0	87	13	1	0	6	107	49	1	0	0	0	50	285
13:30	130	11	5	0	2	148	0	0	0	0	0	0	114	17	1	0	6	138	45	3	0	0	0	48	334
13:45	124	14	3	1	6	148	0	0	0	0	0	0	113	14	2	0	8	137	51	5	0	0	1	57	342
1 Hr	473	55	12	1	21	562	0	0	0	0	0	0	397	59	4	0	27	487	198	13	0	0	1	212	1261
14:00	109	18	2	0	4	133	0	0	0	0	0	0	116	13	4	0	4	137	63	4	1	0	0	68	338
14:15	141	13	3	0	4	161	0	0	0	0	0	0	105	19	1	0	7	132	45	5	1	0	0	51	344
14:30	119	12	2	0	6	139	0	0	0	0	0	0	107	18	3	1	6	135	49	5	0	0	0	54	328
14:45	131	9	1	0	1	142	0	0	0	0	0	0	138	8	2	0	4	152	64	1	0	0	0	65	359
1 Hr	500	52	8	0	15	575	0	0	0	0	0	0	466	58	10	1	21	556	221	15	2	0	0	238	1369
15:00	128	16	2	0	4	150	0	0	0	0	0	0	113	9	1	0	6	129	66	6	0	0	0	72	351
15:15	123	8	2	0	8	141	0	0	0	0	0	0	117	14	3	0	5	139	52	8	1	0	0	61	341
15:30	121	9	2	0	4	136	0	0	0	0	0	0	110	9	2	0	12	133	45	4	0	0	0	49	318
15:45	118	16	1	0	3	138	0	0	0	0	0	0	118	11	1	0	6	136	49	6	0	0	0	55	329
1 Hr	490	49	7	0	19	565	0	0	0	0	0	0	458	43	7	0	29	537	212	24	1	0	0	237	1339
3 Hrs	1463	156	27	1	55	1702	0	0	0	0	0	0	1321	160	21	1	77	1580	631	52	3	0	1	687	3969

ORIGIN SUMMARY

	Origin : Arm A Main St. (R761)(					Total	Origin : Arm B Quinsborough R					Total	Origin : Arm C Main St. (R761)(					Total	Origin : Arm D Herbert Rd.					Total	Origin Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
16:00	109	11	0	0	4	124	0	0	0	0	0	0	109	16	3	0	5	133	41	8	0	0	0	49	306
16:15	128	11	1	1	7	148	0	0	0	0	0	0	98	12	1	0	10	121	48	2	0	0	0	50	319
16:30	120	19	0	1	5	145	0	0	0	0	0	0	104	16	0	0	8	128	51	4	0	0	0	55	328
16:45	124	14	2	0	7	147	0	0	0	0	0	0	117	15	1	0	4	137	65	3	0	0	0	68	352
1 Hr	481	55	3	2	23	564	0	0	0	0	0	0	428	59	5	0	27	519	205	17	0	0	0	222	1305
17:00	152	10	0	1	3	166	0	0	0	0	0	0	119	7	1	0	7	134	50	7	0	0	0	57	357
17:15	127	9	1	0	5	142	0	0	0	0	0	0	111	7	0	0	6	124	53	3	0	0	0	56	322
17:30	134	14	1	0	2	151	0	0	0	0	0	0	101	14	0	0	10	125	48	4	0	0	0	52	328
17:45	133	10	0	0	9	152	0	0	0	0	0	0	114	17	0	0	5	136	50	2	0	0	0	52	340
1 Hr	546	43	2	1	19	611	0	0	0	0	0	0	445	45	1	0	28	519	201	16	0	0	0	217	1347
18:00	137	13	1	0	3	154	0	0	0	0	0	0	118	7	0	0	6	131	49	1	0	0	0	50	335
18:15	135	8	0	0	7	150	0	0	0	0	0	0	97	6	0	0	5	108	37	2	0	0	0	39	297
18:30	133	7	1	0	6	147	0	0	0	0	0	0	100	8	0	1	9	118	39	1	1	0	0	41	306
18:45	127	14	1	0	7	149	0	0	0	0	0	0	121	7	0	0	4	132	43	1	0	0	0	44	325
1 Hr	532	42	3	0	23	600	0	0	0	0	0	0	436	28	0	1	24	489	168	5	1	0	0	174	1263
3 Hrs	1559	140	8	3	65	1775	0	0	0	0	0	0	1309	132	6	1	79	1527	574	38	1	0	0	613	3915
Total	4122	434	72	6	179	4813	0	0	0	0	0	0	3832	418	59	4	239	4552	2060	135	7	0	4	2206	11571

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Site J6 - Main St. (R761)(N) / Quinsborough Rd. / Main St. (R761)(S) / Herbert Rd.

DESTINATION SUMMARY

	Destination : Arm A Main St. (R761)(					Total	Destination : Arm B Quinsborough R					Total	Destination : Arm C Main St. (R761)(					Total	Destination : Arm D Herbert Rd.					Total	Dest Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
07:00	125	14	2	0	5	146	34	3	2	0	5	44	27	8	4	0	2	41	6	2	0	0	0	8	239
07:15	143	11	3	0	7	164	28	2	2	0	5	37	24	11	0	0	1	36	1	3	0	0	0	4	241
07:30	154	16	1	1	6	178	31	2	0	1	4	38	53	12	2	0	2	69	5	1	0	0	0	6	291
07:45	143	17	1	1	6	168	29	10	5	0	5	49	74	8	1	0	2	85	9	2	0	0	0	11	313
1 Hr	565	58	7	2	24	656	122	17	9	1	19	168	178	39	7	0	7	231	21	8	0	0	0	29	1084
08:00	141	8	5	0	5	159	47	2	1	0	3	53	104	8	5	0	2	119	13	0	0	0	0	13	344
08:15	138	6	3	0	7	154	43	8	0	0	3	54	105	5	0	1	5	116	9	2	0	0	0	11	335
08:30	126	11	1	0	4	142	30	1	2	0	7	40	83	6	2	0	2	93	18	1	0	0	0	19	294
08:45	132	8	2	0	4	146	72	2	3	0	5	82	60	5	2	0	0	67	20	4	0	0	0	24	319
1 Hr	537	33	11	0	20	601	192	13	6	0	18	229	352	24	9	1	9	395	60	7	0	0	0	67	1292
09:00	142	4	4	0	7	157	64	3	1	0	2	70	75	10	4	0	3	92	22	1	1	0	0	24	343
09:15	137	14	2	0	4	157	65	8	2	0	6	81	68	10	3	0	1	82	21	2	1	0	0	24	344
09:30	86	10	1	0	7	104	45	5	2	0	4	56	61	9	0	0	4	74	22	3	0	0	0	25	259
09:45	116	14	1	0	3	134	93	9	1	0	7	110	76	6	0	0	0	82	37	2	0	0	0	39	365
1 Hr	481	42	8	0	21	552	267	25	6	0	19	317	280	35	7	0	8	330	102	8	2	0	0	112	1311
3 Hrs	1583	133	26	2	65	1809	581	55	21	1	56	714	810	98	23	1	24	956	183	23	2	0	0	208	3687

DESTINATION SUMMARY

	Destination : Arm A Main St. (R761)(					Total	Destination : Arm B Quinsborough R					Total	Destination : Arm C Main St. (R761)(					Total	Destination : Arm D Herbert Rd.					Total	Dest Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
13:00	98	15	0	0	6	119	68	7	0	0	2	77	71	10	4	0	2	87	16	1	0	0	0	17	300
13:15	101	13	1	0	4	119	54	9	0	0	6	69	72	8	0	0	6	86	11	0	0	0	0	11	285
13:30	113	9	1	0	4	127	57	11	1	0	2	71	89	8	3	0	2	102	30	3	1	0	0	34	334
13:45	119	15	2	0	5	141	53	9	1	1	8	72	79	8	2	0	2	91	37	1	0	0	0	38	342
1 Hr	431	52	4	0	19	506	232	36	2	1	18	289	311	34	9	0	12	366	94	5	1	0	0	100	1261
14:00	123	11	4	0	3	141	62	10	1	0	3	76	81	12	1	0	2	96	22	2	1	0	0	25	338
14:15	102	20	0	0	4	126	67	8	3	0	5	83	90	7	2	0	2	101	32	2	0	0	0	34	344
14:30	110	20	2	0	5	137	58	5	1	1	4	69	75	8	2	0	3	88	32	2	0	0	0	34	328
14:45	141	6	1	0	4	152	74	5	1	0	1	81	88	6	1	0	0	95	30	1	0	0	0	31	359
1 Hr	476	57	7	0	16	556	261	28	6	1	13	309	334	33	6	0	7	380	116	7	1	0	0	124	1369
15:00	121	11	1	0	5	138	69	7	2	0	2	80	86	12	0	0	3	101	31	1	0	0	0	32	351
15:15	121	16	3	0	2	142	47	5	0	0	7	59	102	8	3	0	4	117	22	1	0	0	0	23	341
15:30	113	7	2	0	9	131	53	8	0	0	7	68	77	7	1	0	0	85	33	0	1	0	0	34	318
15:45	120	16	1	0	4	141	65	6	0	0	4	75	81	9	1	0	1	92	19	2	0	0	0	21	329
1 Hr	475	50	7	0	20	552	234	26	2	0	20	282	346	36	5	0	8	395	105	4	1	0	0	110	1339
3 Hrs	1382	159	18	0	55	1614	727	90	10	2	51	880	991	103	20	0	27	1141	315	16	3	0	0	334	3969

DESTINATION SUMMARY

	Destination : Arm A Main St. (R761)(					Total	Destination : Arm B Quinsborough R					Total	Destination : Arm C Main St. (R761)(					Total	Destination : Arm D Herbert Rd.					Total	Dest Totals
	Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		Car	Lgv	Ogv1	Ogv2	is/Coach		
16:00	119	19	2	0	4	144	48	5	1	0	3	57	72	9	0	0	2	83	20	2	0	0	0	22	306
16:15	93	12	1	0	6	112	61	4	0	1	6	72	95	7	1	0	5	108	25	2	0	0	0	27	319
16:30	110	15	0	0	7	132	62	11	0	0	4	77	82	12	0	1	2	97	21	1	0	0	0	22	328
16:45	118	16	1	0	1	136	71	5	1	0	7	84	81	9	1	0	3	94	36	2	0	0	0	38	352
1 Hr	440	62	4	0	18	524	242	25	2	1	20	290	330	37	2	1	12	382	102	7	0	0	0	109	1305
17:00	102	11	1	0	6	120	76	6	0	0	2	84	104	6	0	1	2	113	39	1	0	0	0	40	357
17:15	117	5	0	0	5	127	57	7	1	0	5	70	86	5	0	0	1	92	31	2	0	0	0	33	322
17:30	111	11	0	0	7	129	56	7	0	0	4	67	85	11	1	0	1	98	31	3	0	0	0	34	328
17:45	110	15	0	0	3	128	62	2	0	0	7	71	100	9	0	0	4	113	25	3	0	0	0	28	340
1 Hr	440	42	1	0	21	504	251	22	1	0	18	292	375	31	1	1	8	416	126	9	0	0	0	135	1347
18:00	113	5	0	0	5	123	64	4	0	0	2	70	97	10	0	0	2	109	30	2	1	0	0	33	335
18:15	94	8	0	0	4	106	61	0	0	0	4	65	91	6	0	0	4	101	23	2	0	0	0	25	297
18:30	98	8	0	1	7	114	50	5	0	0	5	60	99	3	2	0	3	107	25	0	0	0	0	25	306
18:45	113	6	0	0	3	122	62	6	0	0	6	74	90	9	1	0	2	102	26	1	0	0	0	27	325
1 Hr	418	27	0	1	19	465	237	15	0	0	17	269	377	28	3	0	11	419	104	5	1	0	0	110	1263
3 Hrs	1298	131	5	1	58	1493	730	62	3	1	55	851	1082	96	6	2	31	1217	332	21	1	0	0	354	3915
Total	4263	423	49	3	178	4916	2038	207	34	4	162	2445	2883	297	49	3	82	3314	830	60	6	0	0	896	11571

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Site J7 - Main St. (R761) / Vevay Rd. (R761) / Killarney Rd. (R767)

Origin Arm A Main St. (R761)

	Destination : Arm A Main St. (R761)					Total	**Destination :** Arm B Vevay Rd. (R76					Total	**Destination :** Arm C Killarney Rd. (R7					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	rs/Coach		Car	Lgv	Ogv1	Ogv2	rs/Coach		Car	Lgv	Ogv1	Ogv2	rs/Coach		
07:00	1	0	0	0	0	1	21	4	3	0	2	30	15	2	2	0	0	19	50
07:15	0	0	0	0	0	0	20	3	0	0	1	24	21	5	0	0	3	29	53
07:30	0	0	0	0	0	0	27	7	1	0	2	37	24	8	0	0	1	33	70
07:45	0	0	0	0	0	0	35	8	1	0	1	45	40	4	0	1	2	47	92
1 Hr	1	0	0	0	0	1	103	22	5	0	6	136	100	19	2	1	6	128	265
08:00	0	0	0	0	0	0	52	3	3	0	4	62	24	5	2	0	0	31	93
08:15	0	0	0	0	0	0	93	3	1	0	3	100	36	3	0	0	6	45	145
08:30	0	0	0	0	0	0	107	8	1	0	1	117	35	4	2	0	0	41	158
08:45	0	0	0	0	0	0	76	7	3	0	2	88	22	3	0	0	2	27	115
1 Hr	0	0	0	0	0	0	328	21	8	0	10	367	117	15	4	0	8	144	511
09:00	0	0	0	0	0	0	45	5	2	0	1	53	31	5	1	0	0	37	90
09:15	0	0	0	0	0	0	36	4	2	0	2	44	34	4	2	0	3	43	87
09:30	0	0	0	0	0	0	35	8	0	1	2	46	33	4	0	0	1	38	84
09:45	0	0	0	0	0	0	53	6	3	0	3	65	33	5	0	0	3	41	106
1 Hr	0	0	0	0	0	0	169	23	7	1	8	208	131	18	3	0	7	159	367
3 Hrs	1	0	0	0	0	1	600	66	20	1	24	711	348	52	9	1	21	431	1143

Origin Arm A Main St. (R761)

	Destination : Arm A Main St. (R761)					Total	**Destination :** Arm B Vevay Rd. (R76					Total	**Destination :** Arm C Killarney Rd. (R7					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	rs/Coach		Car	Lgv	Ogv1	Ogv2	rs/Coach		Car	Lgv	Ogv1	Ogv2	rs/Coach		
13:00	0	0	0	0	0	0	70	8	1	1	3	83	47	8	1	0	2	58	141
13:15	0	0	0	0	0	0	63	4	2	0	1	70	31	3	0	1	3	38	108
13:30	0	0	0	0	0	0	44	4	1	0	2	51	45	2	2	0	2	51	102
13:45	0	0	0	0	0	0	57	7	0	0	3	67	51	4	2	0	1	58	125
1 Hr	0	0	0	0	0	0	234	23	4	1	9	271	174	17	5	1	8	205	476
14:00	0	0	0	0	0	0	76	2	0	0	1	79	43	2	1	0	2	48	127
14:15	0	0	0	0	0	0	65	4	2	0	1	72	42	1	1	0	1	45	117
14:30	0	0	0	0	0	0	40	7	1	0	3	51	61	6	0	0	3	70	121
14:45	0	0	0	0	0	0	51	4	0	0	4	59	47	4	0	0	1	52	111
1 Hr	0	0	0	0	0	0	232	17	3	0	9	261	193	13	2	0	7	215	476
15:00	0	0	0	0	0	0	57	2	1	1	1	62	56	3	1	1	1	62	124
15:15	0	0	0	0	0	0	51	4	1	0	1	57	54	4	1	0	2	61	118
15:30	0	0	0	0	0	0	61	7	0	0	1	69	53	4	1	0	2	60	129
15:45	0	0	0	0	0	0	61	6	0	0	1	68	60	5	1	0	0	66	134
1 Hr	0	0	0	0	0	0	230	19	2	1	4	256	223	16	4	1	5	249	505
3 Hrs	0	0	0	0	0	0	696	59	9	2	22	788	590	46	11	2	20	669	1457

Origin Arm A Main St. (R761)

	Destination : Arm A Main St. (R761)					Total	**Destination :** Arm B Vevay Rd. (R76					Total	**Destination :** Arm C Killarney Rd. (R7					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	rs/Coach		Car	Lgv	Ogv1	Ogv2	rs/Coach		Car	Lgv	Ogv1	Ogv2	rs/Coach		
16:00	0	0	0	0	0	0	64	5	1	0	2	72	61	2	1	0	3	67	139
16:15	0	0	0	0	0	0	56	3	0	0	2	61	49	6	0	0	2	57	118
16:30	0	0	0	0	0	0	63	7	1	0	2	73	44	5	1	0	4	54	127
16:45	0	0	0	0	0	0	67	4	1	0	4	76	55	10	0	1	2	68	144
1 Hr	0	0	0	0	0	0	250	19	3	0	10	282	209	23	2	1	11	246	528
17:00	0	0	0	0	0	0	63	2	0	0	2	67	72	8	0	0	1	81	148
17:15	0	0	0	0	0	0	64	8	1	0	1	74	58	3	1	0	5	67	141
17:30	0	0	0	0	0	0	78	9	0	0	2	89	70	1	0	0	2	73	162
17:45	0	0	0	0	0	0	54	4	0	0	4	62	61	4	1	0	0	66	128
1 Hr	0	0	0	0	0	0	259	23	1	0	9	292	261	16	2	0	8	287	579
18:00	0	0	0	0	0	0	78	8	0	0	1	87	60	4	0	1	6	71	158
18:15	0	0	0	0	0	0	71	5	0	0	2	78	57	6	0	0	2	65	143
18:30	0	0	0	0	0	0	78	4	0	0	1	83	45	6	0	0	2	53	136
18:45	0	0	0	0	0	0	67	8	0	0	3	78	35	1	0	0	1	37	115
1 Hr	0	0	0	0	0	0	294	25	0	0	7	326	197	17	0	1	11	226	552
3 Hrs	0	0	0	0	0	0	803	67	4	0	26	900	667	56	4	2	30	759	1659
Total	1	0	0	0	0	1	2099	192	33	3	72	2399	1605	154	24	5	71	1859	4259

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Site J7 - Main St. (R761) / Vevay Rd. (R761) / Killarney Rd. (R767)

Origin Arm B Vevay Rd. (R761)

	Destination : Arm A Main St. (R761)					Total	**Destination :** Arm B Vevay Rd. (R76					Total	**Destination :** Arm C Killarney Rd. (R7					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	ıs/Coach		Car	Lgv	Ogv1	Ogv2	ıs/Coach		Car	Lgv	Ogv1	Ogv2	ıs/Coach		
07:00	45	11	1	1	2	60	0	0	0	0	0	0	0	0	0	0	0	0	60
07:15	53	8	0	0	4	65	0	0	0	0	0	0	2	0	0	0	0	2	67
07:30	58	8	2	0	4	72	0	0	0	0	0	0	1	0	0	0	0	1	73
07:45	41	4	1	0	2	48	0	0	0	0	0	0	0	1	0	0	0	1	49
1 Hr	197	31	4	1	12	245	0	0	0	0	0	0	3	1	0	0	0	4	249
08:00	39	7	1	0	2	49	0	0	0	0	0	0	8	0	0	0	0	8	57
08:15	55	3	0	0	3	61	0	0	0	0	0	0	12	0	0	0	0	12	73
08:30	60	6	0	0	2	68	0	0	0	0	0	0	17	0	0	0	0	17	85
08:45	55	2	1	0	1	59	0	0	0	0	0	0	18	2	0	0	0	20	79
1 Hr	209	18	2	0	8	237	0	0	0	0	0	0	55	2	0	0	0	57	294
09:00	65	7	0	0	3	75	0	0	0	0	0	0	3	0	0	0	0	3	78
09:15	39	3	1	0	1	44	0	0	0	0	0	0	8	0	0	0	0	8	52
09:30	68	6	1	0	3	78	0	0	0	0	0	0	4	1	0	0	0	5	83
09:45	36	4	1	0	2	43	0	0	0	0	0	0	6	2	1	0	0	9	52
1 Hr	208	20	3	0	9	240	0	0	0	0	0	0	21	3	1	0	0	25	265
3 Hrs	614	69	9	1	29	722	0	0	0	0	0	0	79	6	1	0	0	86	808

Origin Arm B Vevay Rd. (R761)

	Destination : Arm A Main St. (R761)					Total	**Destination :** Arm B Vevay Rd. (R76					Total	**Destination :** Arm C Killarney Rd. (R7					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	ıs/Coach		Car	Lgv	Ogv1	Ogv2	ıs/Coach		Car	Lgv	Ogv1	Ogv2	ıs/Coach		
13:00	47	5	0	0	1	53	0	0	0	0	0	0	5	0	0	0	0	5	58
13:15	43	4	0	0	1	48	0	0	0	0	0	0	8	1	0	0	0	9	57
13:30	71	3	0	0	5	79	0	0	0	0	0	0	9	1	0	0	0	10	89
13:45	48	5	1	0	2	56	0	0	0	0	0	0	5	0	0	0	0	5	61
1 Hr	209	17	1	0	9	236	0	0	0	0	0	0	27	2	0	0	0	29	265
14:00	28	3	0	0	0	31	0	0	0	0	0	0	5	0	0	0	0	5	36
14:15	44	5	0	1	2	52	0	0	0	0	0	0	4	0	0	0	0	4	56
14:30	68	5	2	0	3	78	0	0	0	0	0	0	16	0	0	0	0	16	94
14:45	41	3	1	0	2	47	0	0	0	0	0	0	10	0	0	0	0	10	57
1 Hr	181	16	3	1	7	208	0	0	0	0	0	0	35	0	0	0	0	35	243
15:00	53	8	1	0	1	63	0	0	0	0	0	0	6	1	0	0	0	7	70
15:15	44	4	2	0	4	54	0	0	0	0	0	0	1	1	0	0	0	2	56
15:30	55	9	1	0	2	67	0	0	0	0	0	0	3	0	0	0	0	3	70
15:45	51	2	0	0	2	55	0	0	0	0	0	0	3	1	0	0	0	4	59
1 Hr	203	23	4	0	9	239	0	0	0	0	0	0	13	3	0	0	0	16	255
3 Hrs	593	56	8	1	25	683	0	0	0	0	0	0	75	5	0	0	0	80	763

Origin Arm B Vevay Rd. (R761)

	Destination : Arm A Main St. (R761)					Total	**Destination :** Arm B Vevay Rd. (R76					Total	**Destination :** Arm C Killarney Rd. (R7					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	ıs/Coach		Car	Lgv	Ogv1	Ogv2	ıs/Coach		Car	Lgv	Ogv1	Ogv2	ıs/Coach		
16:00	48	4	1	0	0	53	0	0	0	0	0	0	9	0	0	0	0	9	62
16:15	55	10	0	0	2	67	0	0	0	0	0	0	4	0	0	0	0	4	71
16:30	55	6	0	0	4	65	0	0	0	0	0	0	3	0	0	0	0	3	68
16:45	45	5	0	0	2	52	0	0	0	0	0	0	4	1	0	0	0	5	57
1 Hr	203	25	1	0	8	237	0	0	0	0	0	0	20	1	0	0	0	21	258
17:00	52	1	0	0	1	54	0	0	0	0	0	0	5	1	0	0	0	6	60
17:15	34	3	1	0	1	39	0	0	0	0	0	0	3	0	0	0	0	3	42
17:30	39	4	0	0	1	44	0	0	0	0	0	0	4	0	0	0	0	4	48
17:45	33	1	0	0	4	38	0	0	0	0	0	0	4	0	0	0	0	4	42
1 Hr	158	9	1	0	7	175	0	0	0	0	0	0	16	1	0	0	0	17	192
18:00	52	2	1	0	1	56	0	0	0	0	0	0	5	0	0	0	0	5	61
18:15	55	2	0	0	5	62	0	0	0	0	0	0	2	0	0	0	0	2	64
18:30	51	5	0	0	2	58	0	0	0	0	0	0	4	1	0	0	0	5	63
18:45	42	6	0	0	1	49	0	0	0	0	0	0	4	0	0	0	0	4	53
1 Hr	200	15	1	0	9	225	0	0	0	0	0	0	15	1	0	0	0	16	241
3 Hrs	561	49	3	0	24	637	0	0	0	0	0	0	51	3	0	0	0	54	691
Total	1768	174	20	2	78	2042	0	0	0	0	0	0	205	14	1	0	0	220	2262

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Site J7 - Main St. (R761) / Vevay Rd. (R761) / Killarney Rd. (R767)

Origin Arm C Killarney Rd. (R767)

	Destination : Arm A Main St. (R761)					Total	**Destination :** Arm B Vevay Rd. (R76					Total	**Destination :** Arm C Killarney Rd. (R7					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	js/Coach		Car	Lgv	Ogv1	Ogv2	js/Coach		Car	Lgv	Ogv1	Ogv2	js/Coach		
07:00	29	5	0	1	1	36	0	0	0	0	0	0	0	0	0	0	0	0	36
07:15	33	2	0	0	1	36	0	0	0	0	0	0	0	0	0	0	0	0	36
07:30	49	4	0	0	2	55	0	0	0	0	0	0	0	0	0	0	0	0	55
07:45	35	6	0	0	3	44	2	0	0	0	0	2	0	0	0	0	0	0	46
1 Hr	146	17	0	1	7	171	2	0	0	0	0	2	0	0	0	0	0	0	173
08:00	43	3	0	0	2	48	2	1	0	0	0	3	0	0	0	0	0	0	51
08:15	32	2	1	0	1	36	12	2	0	0	0	14	0	0	0	0	0	0	50
08:30	38	2	1	0	1	42	30	0	0	0	0	30	0	0	0	0	0	0	72
08:45	46	4	2	0	2	54	18	1	0	0	0	19	0	0	0	0	0	0	73
1 Hr	159	11	4	0	6	180	62	4	0	0	0	66	0	0	0	0	0	0	246
09:00	45	7	1	1	2	56	1	2	0	0	0	3	0	0	0	0	0	0	59
09:15	44	3	0	1	2	50	5	2	0	0	0	7	0	0	0	0	0	0	57
09:30	45	3	0	1	2	51	2	0	0	0	0	2	0	0	0	0	0	0	53
09:45	54	6	0	0	2	62	3	0	0	0	0	3	0	0	0	0	0	0	65
1 Hr	188	19	1	3	8	219	11	4	0	0	0	15	0	0	0	0	0	0	234
3 Hrs	493	47	5	4	21	570	75	8	0	0	0	83	0	0	0	0	0	0	653

Origin Arm C Killarney Rd. (R767)

	Destination : Arm A Main St. (R761)					Total	**Destination :** Arm B Vevay Rd. (R76					Total	**Destination :** Arm C Killarney Rd. (R7					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	js/Coach		Car	Lgv	Ogv1	Ogv2	js/Coach		Car	Lgv	Ogv1	Ogv2	js/Coach		
13:00	38	4	0	1	2	45	7	0	0	0	0	7	0	0	0	0	0	0	52
13:15	40	4	1	0	2	47	5	1	0	0	0	6	0	0	0	0	0	0	53
13:30	46	5	0	0	2	53	7	0	0	0	0	7	0	0	0	0	0	0	60
13:45	53	6	1	0	1	61	1	0	0	0	0	1	0	0	0	0	0	0	62
1 Hr	177	19	2	1	7	206	20	1	0	0	0	21	0	0	0	0	0	0	227
14:00	42	3	2	0	1	48	7	0	0	0	0	7	0	0	0	0	0	0	55
14:15	47	2	2	0	3	54	6	0	0	0	0	6	0	0	0	0	0	0	60
14:30	45	6	0	0	2	53	9	1	0	0	0	10	0	0	0	0	0	0	63
14:45	49	4	0	2	2	57	4	0	0	0	0	4	0	0	0	0	0	0	61
1 Hr	183	15	4	2	8	212	26	1	0	0	0	27	0	0	0	0	0	0	239
15:00	39	4	0	0	1	44	4	0	0	0	0	4	0	0	0	0	0	0	48
15:15	41	9	0	1	0	51	4	0	0	0	0	4	0	0	0	0	0	0	55
15:30	40	5	0	0	2	47	5	0	0	0	0	5	0	0	0	0	0	0	52
15:45	38	5	0	0	1	44	4	0	0	0	0	4	0	0	0	0	0	0	48
1 Hr	158	23	0	1	4	186	17	0	0	0	0	17	0	0	0	0	0	0	203
3 Hrs	518	57	6	4	19	604	63	2	0	0	0	65	0	0	0	0	0	0	669

Origin Arm C Killarney Rd. (R767)

	Destination : Arm A Main St. (R761)					Total	**Destination :** Arm B Vevay Rd. (R76					Total	**Destination :** Arm C Killarney Rd. (R7					Total	Arm Totals
	Car	Lgv	Ogv1	Ogv2	js/Coach		Car	Lgv	Ogv1	Ogv2	js/Coach		Car	Lgv	Ogv1	Ogv2	js/Coach		
16:00	35	6	0	0	2	43	3	0	0	0	0	3	0	0	0	0	0	0	46
16:15	34	3	0	0	1	38	8	0	0	0	0	8	0	0	0	0	0	0	46
16:30	32	5	0	1	1	39	2	0	0	0	0	2	0	0	0	0	0	0	41
16:45	45	2	1	0	3	51	4	1	0	0	0	5	0	0	0	0	0	0	56
1 Hr	146	16	1	1	7	171	17	1	0	0	0	18	0	0	0	0	0	0	189
17:00	29	2	1	0	2	34	5	0	0	0	0	5	0	0	0	0	0	0	39
17:15	37	6	0	0	1	44	2	0	0	0	0	2	0	0	0	0	0	0	46
17:30	45	4	0	1	2	52	5	0	0	0	0	5	0	0	0	0	0	0	57
17:45	56	3	0	0	1	60	0	0	0	0	0	0	0	0	0	0	0	0	60
1 Hr	167	15	1	1	6	190	12	0	0	0	0	12	0	0	0	0	0	0	202
18:00	39	3	0	0	2	44	3	0	0	0	0	3	0	0	0	0	0	0	47
18:15	54	2	0	0	1	57	2	0	0	0	0	2	0	0	0	0	0	0	59
18:30	43	8	0	0	1	52	2	0	0	0	0	2	0	0	0	0	0	0	54
18:45	42	3	0	0	1	46	5	0	0	0	0	5	0	0	0	0	0	0	51
1 Hr	178	16	0	0	5	199	12	0	0	0	0	12	0	0	0	0	0	0	211
3 Hrs	491	47	2	2	18	560	41	1	0	0	0	42	0	0	0	0	0	0	602
Total	1502	151	13	10	58	1734	179	11	0	0	0	190	0	0	0	0	0	0	1924

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Site J7 - Main St. (R761) / Vevay Rd. (R761) / Killarney Rd. (R767)

ORIGIN SUMMARY

	Origin : Arm A Main St. (R761)					Total	Origin : Arm B Vevay Rd. (R76					Total	Origin : Arm C Killarney Rd. (R7					Total	Origin Totals
	Car	Lgv	Ogv1	Ogv2	js/Coach		Car	Lgv	Ogv1	Ogv2	js/Coach		Car	Lgv	Ogv1	Ogv2	js/Coach		
07:00	37	6	5	0	2	50	45	11	1	1	2	60	29	5	0	1	1	36	146
07:15	41	8	0	0	4	53	55	8	0	0	4	67	33	2	0	0	1	36	156
07:30	51	15	1	0	3	70	59	8	2	0	4	73	49	4	0	0	2	55	198
07:45	75	12	1	1	3	92	41	5	1	0	2	49	37	6	0	0	3	46	187
1 Hr	204	41	7	1	12	265	200	32	4	1	12	249	148	17	0	1	7	173	687
08:00	76	8	5	0	4	93	47	7	1	0	2	57	45	4	0	0	2	51	201
08:15	129	6	1	0	9	145	67	3	0	0	3	73	44	4	1	0	1	50	268
08:30	142	12	3	0	1	158	77	6	0	0	2	85	68	2	1	0	1	72	315
08:45	98	10	3	0	4	115	73	4	1	0	1	79	64	5	2	0	2	73	267
1 Hr	445	36	12	0	18	511	264	20	2	0	8	294	221	15	4	0	6	246	1051
09:00	76	10	3	0	1	90	68	7	0	0	3	78	46	9	1	1	2	59	227
09:15	70	8	4	0	5	87	47	3	1	0	1	52	49	5	0	1	2	57	196
09:30	68	12	0	1	3	84	72	7	1	0	3	83	47	3	0	1	2	53	220
09:45	86	11	3	0	6	106	42	6	2	0	2	52	57	6	0	0	2	65	223
1 Hr	300	41	10	1	15	367	229	23	4	0	9	265	199	23	1	3	8	234	866
3 Hrs	949	118	29	2	45	1143	693	75	10	1	29	808	568	55	5	4	21	653	2604

ORIGIN SUMMARY

	Origin : Arm A Main St. (R761)					Total	Origin : Arm B Vevay Rd. (R76					Total	Origin : Arm C Killarney Rd. (R7					Total	Origin Totals
	Car	Lgv	Ogv1	Ogv2	js/Coach		Car	Lgv	Ogv1	Ogv2	js/Coach		Car	Lgv	Ogv1	Ogv2	js/Coach		
13:00	117	16	2	1	5	141	52	5	0	0	1	58	45	4	0	1	2	52	251
13:15	94	7	2	1	4	108	51	5	0	0	1	57	45	5	1	0	2	53	218
13:30	89	6	3	0	4	102	80	4	0	0	5	89	53	5	0	0	2	60	251
13:45	108	11	2	0	4	125	53	5	1	0	2	61	54	6	1	0	1	62	248
1 Hr	408	40	9	2	17	476	236	19	1	0	9	265	197	20	2	1	7	227	968
14:00	119	4	1	0	3	127	33	3	0	0	0	36	49	3	2	0	1	55	218
14:15	107	5	3	0	2	117	48	5	0	1	2	56	53	2	2	0	3	60	233
14:30	101	13	1	0	6	121	84	5	2	0	3	94	54	7	0	0	2	63	278
14:45	98	8	0	0	5	111	51	3	1	0	2	57	53	4	0	2	2	61	229
1 Hr	425	30	5	0	16	476	216	16	3	1	7	243	209	16	4	2	8	239	958
15:00	113	5	2	2	2	124	59	9	1	0	1	70	43	4	0	0	1	48	242
15:15	105	8	2	0	3	118	45	5	2	0	4	56	45	9	0	1	0	55	229
15:30	114	11	1	0	3	129	58	9	1	0	2	70	45	5	0	0	2	52	251
15:45	121	11	1	0	1	134	54	3	0	0	2	59	42	5	0	0	1	48	241
1 Hr	453	35	6	2	9	505	216	26	4	0	9	255	175	23	0	1	4	203	963
3 Hrs	1286	105	20	4	42	1457	668	61	8	1	25	763	581	59	6	4	19	669	2889

ORIGIN SUMMARY

	Origin : Arm A Main St. (R761)					Total	Origin : Arm B Vevay Rd. (R76					Total	Origin : Arm C Killarney Rd. (R7					Total	Origin Totals
	Car	Lgv	Ogv1	Ogv2	js/Coach		Car	Lgv	Ogv1	Ogv2	js/Coach		Car	Lgv	Ogv1	Ogv2	js/Coach		
16:00	125	7	2	0	5	139	57	4	1	0	0	62	38	6	0	0	2	46	247
16:15	105	9	0	0	4	118	59	10	0	0	2	71	42	3	0	0	1	46	235
16:30	107	12	2	0	6	127	58	6	0	0	4	68	34	5	0	1	1	41	236
16:45	122	14	1	1	6	144	49	6	0	0	2	57	49	3	1	0	3	56	257
1 Hr	459	42	5	1	21	528	223	26	1	0	8	258	163	17	1	1	7	189	975
17:00	135	10	0	0	3	148	57	2	0	0	1	60	34	2	1	0	2	39	247
17:15	122	11	2	0	6	141	37	3	1	0	1	42	39	6	0	0	1	46	229
17:30	148	10	0	0	4	162	43	4	0	0	1	48	50	4	0	1	2	57	267
17:45	115	8	1	0	4	128	37	1	0	0	4	42	56	3	0	0	1	60	230
1 Hr	520	39	3	0	17	579	174	10	1	0	7	192	179	15	1	1	6	202	973
18:00	138	12	0	1	7	158	57	2	1	0	1	61	42	3	0	0	2	47	266
18:15	128	11	0	0	4	143	57	2	0	0	5	64	56	2	0	0	1	59	266
18:30	123	10	0	0	3	136	55	6	0	0	2	63	45	8	0	0	1	54	253
18:45	102	9	0	0	4	115	46	6	0	0	1	53	47	3	0	0	1	51	219
1 Hr	491	42	0	1	18	552	215	16	1	0	9	241	190	16	0	0	5	211	1004
3 Hrs	1470	123	8	2	56	1659	612	52	3	0	24	691	532	48	2	2	18	602	2952
Total	3705	346	57	8	143	4259	1973	188	21	2	78	2262	1681	162	13	10	58	1924	8445

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Site J7 - Main St. (R761) / Vevay Rd. (R761) / Killarney Rd. (R767)

DESTINATION SUMMARY

	Destination : Arm A Main St. (R761)					Total	**Destination :** Arm B Vevay Rd. (R76					Total	**Destination :** Arm C Killarney Rd. (R7					Total	Dest Totals
	Car	Lgv	Ogv1	Ogv2	ıs/Coach		Car	Lgv	Ogv1	Ogv2	ıs/Coach		Car	Lgv	Ogv1	Ogv2	ıs/Coach		
07:00	75	16	1	2	3	97	21	4	3	0	2	30	15	2	2	0	0	19	146
07:15	86	10	0	0	5	101	20	3	0	0	1	24	23	5	0	0	3	31	156
07:30	107	12	2	0	6	127	27	7	1	0	2	37	25	8	0	0	1	34	198
07:45	76	10	1	0	5	92	37	8	1	0	1	47	40	5	0	1	2	48	187
1 Hr	344	48	4	2	19	417	105	22	5	0	6	138	103	20	2	1	6	132	687
08:00	82	10	1	0	4	97	54	4	3	0	4	65	32	5	2	0	0	39	201
08:15	87	5	1	0	4	97	105	5	1	0	3	114	48	3	0	0	6	57	268
08:30	98	8	1	0	3	110	137	8	1	0	1	147	52	4	2	0	0	58	315
08:45	101	6	3	0	3	113	94	8	3	0	2	107	40	5	0	0	2	47	267
1 Hr	368	29	6	0	14	417	390	25	8	0	10	433	172	17	4	0	8	201	1051
09:00	110	14	1	1	5	131	46	7	2	0	1	56	34	5	1	0	0	40	227
09:15	83	6	1	1	3	94	41	6	2	0	2	51	42	4	2	0	3	51	196
09:30	113	9	1	1	5	129	37	8	0	1	2	48	37	5	0	0	1	43	220
09:45	90	10	1	0	4	105	56	6	3	0	3	68	39	7	1	0	3	50	223
1 Hr	396	39	4	3	17	459	180	27	7	1	8	223	152	21	4	0	7	184	866
3 Hrs	1108	116	14	5	50	1293	675	74	20	1	24	794	427	58	10	1	21	517	2604

DESTINATION SUMMARY

	Destination : Arm A Main St. (R761)					Total	**Destination :** Arm B Vevay Rd. (R76					Total	**Destination :** Arm C Killarney Rd. (R7					Total	Dest Totals
	Car	Lgv	Ogv1	Ogv2	ıs/Coach		Car	Lgv	Ogv1	Ogv2	ıs/Coach		Car	Lgv	Ogv1	Ogv2	ıs/Coach		
13:00	85	9	0	1	3	98	77	8	1	1	3	90	52	8	1	0	2	63	251
13:15	83	8	1	0	3	95	68	5	2	0	1	76	39	4	0	1	3	47	218
13:30	117	8	0	0	7	132	51	4	1	0	2	58	54	3	2	0	2	61	251
13:45	101	11	2	0	3	117	58	7	0	0	3	68	56	4	2	0	1	63	248
1 Hr	386	36	3	1	16	442	254	24	4	1	9	292	201	19	5	1	8	234	968
14:00	70	6	2	0	1	79	83	2	0	0	1	86	48	2	1	0	2	53	218
14:15	91	7	2	1	5	106	71	4	2	0	1	78	46	1	1	0	1	49	233
14:30	113	11	2	0	5	131	49	8	1	0	3	61	77	6	0	0	3	86	278
14:45	90	7	1	2	4	104	55	4	0	0	4	63	57	4	0	0	1	62	229
1 Hr	364	31	7	3	15	420	258	18	3	0	9	288	228	13	2	0	7	250	958
15:00	92	12	1	0	2	107	61	2	1	1	1	66	62	4	1	1	1	69	242
15:15	85	13	2	1	4	105	55	4	1	0	1	61	55	5	1	0	2	63	229
15:30	95	14	1	0	4	114	66	7	0	0	1	74	56	4	1	0	2	63	251
15:45	89	7	0	0	3	99	65	6	0	0	1	72	63	6	1	0	0	70	241
1 Hr	361	46	4	1	13	425	247	19	2	1	4	273	236	19	4	1	5	265	963
3 Hrs	1111	113	14	5	44	1287	759	61	9	2	22	853	665	51	11	2	20	749	2889

DESTINATION SUMMARY

	Destination : Arm A Main St. (R761)					Total	**Destination :** Arm B Vevay Rd. (R76					Total	**Destination :** Arm C Killarney Rd. (R7					Total	Dest Totals
	Car	Lgv	Ogv1	Ogv2	ıs/Coach		Car	Lgv	Ogv1	Ogv2	ıs/Coach		Car	Lgv	Ogv1	Ogv2	ıs/Coach		
16:00	83	10	1	0	2	96	67	5	1	0	2	75	70	2	1	0	3	76	247
16:15	89	13	0	0	3	105	64	3	0	0	2	69	53	6	0	0	2	61	235
16:30	87	11	0	1	5	104	65	7	1	0	2	75	47	5	1	0	4	57	236
16:45	90	7	1	0	5	103	71	5	1	0	4	81	59	11	0	1	2	73	257
1 Hr	349	41	2	1	15	408	267	20	3	0	10	300	229	24	2	1	11	267	975
17:00	81	3	1	0	3	88	68	2	0	0	2	72	77	9	0	0	1	87	247
17:15	71	9	1	0	2	83	66	8	1	0	1	76	61	3	1	0	5	70	229
17:30	84	8	0	1	3	96	83	9	0	0	2	94	74	1	0	0	2	77	267
17:45	89	4	0	0	5	98	54	4	0	0	4	62	65	4	1	0	0	70	230
1 Hr	325	24	2	1	13	365	271	23	1	0	9	304	277	17	2	0	8	304	973
18:00	91	5	1	0	3	100	81	8	0	0	1	90	65	4	0	1	6	76	266
18:15	109	4	0	0	6	119	73	5	0	0	2	80	59	6	0	0	2	67	266
18:30	94	13	0	0	3	110	80	4	0	0	1	85	49	7	0	0	2	58	253
18:45	84	9	0	0	2	95	72	8	0	0	3	83	39	1	0	0	1	41	219
1 Hr	378	31	1	0	14	424	306	25	0	0	7	338	212	18	0	1	11	242	1004
3 Hrs	1052	96	5	2	42	1197	844	68	4	0	26	942	718	59	4	2	30	813	2952
Total	3271	325	33	12	136	3777	2278	203	33	3	72	2589	1810	168	25	5	71	2079	8445

Appendix C. TRICS

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	4-1817 DWELLS	
Actual Trip Rate Calculation Parameter Range	6-1817 DWELLS	
Date Range	Minimum: 01/01/12	Maximum: 19/11/19
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	
Days of the week selected	Monday	26
	Tuesday	25
	Wednesday	21
	Thursday	23
	Friday	14
Main Location Types selected	Edge of Town Centre	12
	Suburban Area (PPS6 Out of Centre)	33
	Edge of Town	48
	Neighbourhood Centre (PPS6 Local Centre)	15
	Free Standing (PPS6 Out of Town)	1
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	5
	1,001 to 5,000	20
	5,001 to 10,000	23
	10,001 to 15,000	26
	15,001 to 20,000	14
	20,001 to 25,000	9
	25,001 to 50,000	9
	50,001 to 100,000	3
Population <5 Mile ranges selected	5,000 or Less	4
	5,001 to 25,000	23
	25,001 to 50,000	11
	50,001 to 75,000	13
	75,001 to 100,000	18
	100,001 to 125,000	3
	125,001 to 250,000	22
	250,001 to 500,000	11
	500,001 or More	4
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	0.6 to 1.0	29
	1.1 to 1.5	71
	1.6 to 2.0	8
PTAL Rating	No PTAL Present	105
	2 Poor	1
	3 Moderate	1
	4 Good	1
	5 Very Good	1

Calculation Reference: AUDIT-332901-210610-0635

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
	HG	HARINGEY	1 days
	HO	HOUNSLOW	1 days
	WF	WALTHAM FOREST	1 days
02	SOUTH EAST		
	ES	EAST SUSSEX	3 days
	HC	HAMPSHIRE	3 days
	HF	HERTFORDSHIRE	1 days
	IW	ISLE OF WIGHT	1 days
	KC	KENT	6 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	7 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	3 days
	SM	SOMERSET	3 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	8 days
	SF	SUFFOLK	4 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	2 days
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	2 days
	NY	NORTH YORKSHIRE	6 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	4 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	DH	DURHAM	3 days
	TW	TYNE & WEAR	1 days
10	WALES		
	PS	POWYS	2 days
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	AG	ANGUS	1 days
	FA	FALKIRK	2 days
	HI	HIGHLAND	1 days
12	CONNAUGHT		
	CS	SLIGO	2 days
	GA	GALWAY	1 days
	LT	LEITRIM	1 days
	RO	ROSCOMMON	2 days
13	MUNSTER		
	WA	WATERFORD	1 days
14	LEINSTER		
	WC	WICKLOW	2 days
	WX	WEXFORD	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	2 days
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	2 days
	DN	DONEGAL	4 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	2 days
	DO	DOWN	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:	6 to 1817 (units:)
Range Selected by User:	4 to 1817 (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: 01/01/12 to 19/11/19

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	26 days
Tuesday	25 days
Wednesday	21 days
Thursday	23 days
Friday	14 days

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

Selected survey types:

Manual count	109 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	12
Suburban Area (PPS6 Out of Centre)	33
Edge of Town	48
Neighbourhood Centre (PPS6 Local Centre)	15
Free Standing (PPS6 Out 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:

Industrial Zone	1
Residential Zone	86
Village	10
Out of Town	1
High Street	1
No Sub Category	10

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	109 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	5 days
1,001 to 5,000	20 days
5,001 to 10,000	23 days
10,001 to 15,000	26 days
15,001 to 20,000	14 days
20,001 to 25,000	9 days
25,001 to 50,000	9 days
50,001 to 100,000	3 days

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

Population within 5 miles:

5,000 or Less	4 days
5,001 to 25,000	23 days
25,001 to 50,000	11 days
50,001 to 75,000	13 days
75,001 to 100,000	18 days
100,001 to 125,000	3 days
125,001 to 250,000	22 days
250,001 to 500,000	11 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	29 days
1.1 to 1.5	71 days
1.6 to 2.0	8 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	20 days
No	89 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	105 days
2 Poor	1 days
3 Moderate	1 days
4 Good	1 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	AG-03-A-01	Site area:	0.68 hect
Development Name:	BUNGALOWS/DET.	No of Dwellings:	7
Location:	ARBROATH	Housing density:	13
Postcode:	DD11 2EG	Total Bedrooms:	24
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/05/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	19
Site(2):	AN-03-A-08	Site area:	8.68 hect
Development Name:	HOUSES & FLATS	No of Dwellings:	204
Location:	LISBURN	Housing density:	26
Postcode:	BT28 2WP	Total Bedrooms:	598
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	29/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	430
Site(3):	AN-03-A-09	Site area:	9.48 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	151
Location:	CARRICKFERGUS	Housing density:	18
Postcode:	BT38 8FW	Total Bedrooms:	459
Main Location Type:	Edge of Town	Survey Date:	12/10/16
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	457
Site(4):	BN-03-A-03	Site area:	2.85 hect
Development Name:	MIXED HOUSES	No of Dwellings:	133
Location:	WHETSTONE	Housing density:	53
Postcode:	N20 0NT	Total Bedrooms:	368
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	10/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	2 Poor	Parking Spaces:	218
Site(5):	CA-03-A-05	Site area:	1.71 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	28
Location:	PETERBOROUGH	Housing density:	19
Postcode:	PE1 4AW	Total Bedrooms:	94
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/10/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	98
Site(6):	CB-03-A-05	Site area:	1.51 hect
Development Name:	DETACHED/TERRACED HOUSING	No of Dwellings:	50
Location:	PENRITH	Housing density:	40
Postcode:	CA11 9HS	Total Bedrooms:	163
Main Location Type:	Edge of Town Centre	Survey Date:	21/06/16
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	117
Site(7):	CH-03-A-08	Site area:	0.48 hect
Development Name:	DETACHED	No of Dwellings:	11
Location:	CHESTER	Housing density:	37
Postcode:	CH3 5JZ	Total Bedrooms:	44
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/05/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	52
Site(8):	CH-03-A-09	Site area:	0.73 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	24
Location:	MACCLESFIELD	Housing density:	39
Postcode:	SK10 2NS	Total Bedrooms:	72
Main Location Type:	Edge of Town	Survey Date:	24/11/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	32
Site(9):	CH-03-A-10	Site area:	0.91 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	40
Location:	NORTHWICH	Housing density:	50
Postcode:	CW8 4WA	Total Bedrooms:	102
Main Location Type:	Edge of Town	Survey Date:	04/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	74
Site(10):	CH-03-A-11	Site area:	0.50 hect
Development Name:	TOWN HOUSES	No of Dwellings:	24
Location:	NORTHWICH	Housing density:	55
Postcode:	CW9 8RZ	Total Bedrooms:	92
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	47

LIST OF SITES relevant to selection parameters (Cont.)

Site(11):	CS-03-A-03	Site area:	1.20 hect
Development Name:	MIXED HOUSES	No of Dwellings:	30
Location:	STRANDHILL	Housing density:	33
Postcode:		Total Bedrooms:	90
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	27/10/16
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	59
Site(12):	CS-03-A-04	Site area:	1.68 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	63
Location:	STRANDHILL	Housing density:	42
Postcode:		Total Bedrooms:	213
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	27/10/16
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	196
Site(13):	CV-03-A-02	Site area:	47.00 hect
Development Name:	DETACHED & SEMI DETACHED	No of Dwellings:	80
Location:	CAVAN	Housing density:	2
Postcode:		Total Bedrooms:	295
Main Location Type:	Edge of Town	Survey Date:	22/05/17
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	278
Site(14):	CV-03-A-03	Site area:	2.60 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	37
Location:	CAVAN	Housing density:	18
Postcode:		Total Bedrooms:	148
Main Location Type:	Edge of Town	Survey Date:	22/05/17
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	86
Site(15):	DC-03-A-08	Site area:	1.85 hect
Development Name:	BUNGALOWS	No of Dwellings:	28
Location:	BOURNEMOUTH	Housing density:	17
Postcode:	BH8 0AL	Total Bedrooms:	64
Main Location Type:	Edge of Town	Survey Date:	24/03/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	131
Site(16):	DH-03-A-01	Site area:	0.90 hect
Development Name:	SEMI DETACHED	No of Dwellings:	50
Location:	BISHOP AUCKLAND	Housing density:	94
Postcode:	DL14 6RH	Total Bedrooms:	150
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/03/17
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	87
Site(17):	DH-03-A-02	Site area:	4.03 hect
Development Name:	MIXED HOUSES	No of Dwellings:	125
Location:	BISHOP AUCKLAND	Housing density:	38
Postcode:	DL14 9UG	Total Bedrooms:	423
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	27/03/17
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	124
Site(18):	DH-03-A-03	Site area:	5.60 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	57
Location:	DURHAM	Housing density:	11
Postcode:	DH1 1HD	Total Bedrooms:	169
Main Location Type:	Edge of Town	Survey Date:	19/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	190
Site(19):	DL-03-A-09	Site area:	0.27 hect
Development Name:	TERRACED	No of Dwellings:	8
Location:	DUBLIN	Housing density:	36
Postcode:		Total Bedrooms:	24
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	07/09/12
Sub-Location Type:	No Sub Category	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	16
Site(20):	DL-03-A-10	Site area:	2.90 hect
Development Name:	SEMI DETACHED & DETACHED	No of Dwellings:	65
Location:	MALAHIDE	Housing density:	28
Postcode:	K36 P798	Total Bedrooms:	219
Main Location Type:	Edge of Town	Survey Date:	20/06/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	213

LIST OF SITES relevant to selection parameters (Cont.)

Site(21):	DN-03-A-03	Site area:	3.20 hect
Development Name:	DETACHED/SEMI-DETACHED	No of Dwellings:	50
Location:	LETTERKENNY	Housing density:	17
Postcode:		Total Bedrooms:	200
Main Location Type:	Edge of Town	Survey Date:	01/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	125
Site(22):	DN-03-A-04	Site area:	4.15 hect
Development Name:	SEMI-DETACHED	No of Dwellings:	83
Location:	LETTERKENNY	Housing density:	22
Postcode:		Total Bedrooms:	257
Main Location Type:	Edge of Town	Survey Date:	26/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	182
Site(23):	DN-03-A-05	Site area:	7.24 hect
Development Name:	DETACHED/SEMI-DETACHED	No of Dwellings:	146
Location:	LETTERKENNY	Housing density:	23
Postcode:		Total Bedrooms:	472
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	03/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	309
Site(24):	DN-03-A-06	Site area:	1.02 hect
Development Name:	DETACHED HOUSING	No of Dwellings:	6
Location:	BALLYBOFEY	Housing density:	7
Postcode:		Total Bedrooms:	30
Main Location Type:	Edge of Town	Survey Date:	10/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	35
Site(25):	DO-03-A-03	Site area:	4.11 hect
Development Name:	DETACHED/SEMI DETACHED	No of Dwellings:	79
Location:	BELFAST	Housing density:	20
Postcode:	BT16 1WF	Total Bedrooms:	247
Main Location Type:	Edge of Town	Survey Date:	23/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	207
Site(26):	DS-03-A-02	Site area:	16.45 hect
Development Name:	MIXED HOUSES	No of Dwellings:	371
Location:	DERBY	Housing density:	36
Postcode:	DE22 4HH	Total Bedrooms:	1402
Main Location Type:	Edge of Town	Survey Date:	10/07/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	1083
Site(27):	DV-03-A-01	Site area:	1.25 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	37
Location:	TORQUAY	Housing density:	53
Postcode:	TQ1 3HR	Total Bedrooms:	111
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	30/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	103
Site(28):	DV-03-A-02	Site area:	4.04 hect
Development Name:	HOUSES & BUNGALOWS	No of Dwellings:	116
Location:	HONITON	Housing density:	44
Postcode:	EX14 1JB	Total Bedrooms:	306
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	261
Site(29):	DV-03-A-03	Site area:	2.02 hect
Development Name:	TERRACED & SEMI DETACHED	No of Dwellings:	70
Location:	HONITON	Housing density:	50
Postcode:	EX14 2DF	Total Bedrooms:	208
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	116
Site(30):	ES-03-A-03	Site area:	9.91 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	212
Location:	POLEGATE	Housing density:	63
Postcode:	BN26 6HR	Total Bedrooms:	649
Main Location Type:	Edge of Town	Survey Date:	11/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	357

LIST OF SITES relevant to selection parameters (Cont.)

Site(31):	ES-03-A-04	Site area:	4.68 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	134
Location:	CAMBER	Housing density:	59
Postcode:	TN31 7SN	Total Bedrooms:	386
Main Location Type:	Edge of Town	Survey Date:	15/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	256
Site(32):	ES-03-A-05	Site area:	3.40 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	99
Location:	NEAR EASTBOURNE	Housing density:	45
Postcode:	BN24 5GD	Total Bedrooms:	296
Main Location Type:	Edge of Town	Survey Date:	05/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	197
Site(33):	FA-03-A-01	Site area:	0.84 hect
Development Name:	SEMI-DETACHED/TERRACED	No of Dwellings:	37
Location:	FALKIRK	Housing density:	65
Postcode:	FK2 7FL	Total Bedrooms:	94
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	30/05/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	52
Site(34):	FA-03-A-02	Site area:	4.69 hect
Development Name:	MIXED HOUSES	No of Dwellings:	161
Location:	FALKIRK	Housing density:	49
Postcode:	FK1 5JR	Total Bedrooms:	314
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	29/05/13
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	267
Site(35):	GA-03-A-04	Site area:	1.08 hect
Development Name:	SEMi DET. & BUNGALOWS	No of Dwellings:	21
Location:	ATHENRY	Housing density:	26
Postcode:		Total Bedrooms:	57
Main Location Type:	Edge of Town Centre	Survey Date:	09/10/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	30
Site(36):	HC-03-A-21	Site area:	1.20 hect
Development Name:	TERRACED & SEMI-DETACHED	No of Dwellings:	39
Location:	BASINGSTOKE	Housing density:	57
Postcode:	RG24 9AF	Total Bedrooms:	134
Main Location Type:	Edge of Town	Survey Date:	13/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	98
Site(37):	HC-03-A-22	Site area:	1.69 hect
Development Name:	MIXED HOUSES	No of Dwellings:	40
Location:	NEAR EASTLEIGH	Housing density:	32
Postcode:	SO50 6JL	Total Bedrooms:	114
Main Location Type:	Edge of Town	Survey Date:	31/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	101
Site(38):	HC-03-A-23	Site area:	1.40 hect
Development Name:	HOUSES & FLATS	No of Dwellings:	62
Location:	LIPHOOK	Housing density:	46
Postcode:	GU30 7TG	Total Bedrooms:	205
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	136
Site(39):	HF-03-A-03	Site area:	5.67 hect
Development Name:	MIXED HOUSES	No of Dwellings:	160
Location:	BUNTINGFORD	Housing density:	32
Postcode:	SG9 9FX	Total Bedrooms:	510
Main Location Type:	Edge of Town	Survey Date:	08/07/19
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	632
Site(40):	HG-03-A-01	Site area:	0.30 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	20
Location:	TOTTENHAM	Housing density:	67
Postcode:	N15 4FH	Total Bedrooms:	34
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	05/11/19
Sub-Location Type:	High Street	Survey Day:	Tuesday
PTAL:	4 Good	Parking Spaces:	54

LIST OF SITES relevant to selection parameters (Cont.)

Site(41):	HI-03-A-14	Site area:	1.48 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	40
Location:	INVERNESS	Housing density:	36
Postcode:	IV3 8LX	Total Bedrooms:	121
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/03/16
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	89
Site(42):	HO-03-A-02	Site area:	1.32 hect
Development Name:	MIXED HOUSES	No of Dwellings:	50
Location:	HOUNSLOW	Housing density:	48
Postcode:	TW3 3RF	Total Bedrooms:	139
Main Location Type:	Edge of Town Centre	Survey Date:	29/06/15
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	3 Moderate	Parking Spaces:	63
Site(43):	IW-03-A-01	Site area:	7.19 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	72
Location:	NEAR COWES	Housing density:	12
Postcode:	PO31 8QG	Total Bedrooms:	284
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	25/06/19
Sub-Location Type:	Out of Town	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	275
Site(44):	KC-03-A-03	Site area:	1.38 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	51
Location:	ASHFORD	Housing density:	66
Postcode:	TN24 0FR	Total Bedrooms:	157
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	14/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	110
Site(45):	KC-03-A-04	Site area:	4.31 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	110
Location:	AYLESFORD	Housing density:	32
Postcode:	ME20 6FN	Total Bedrooms:	330
Main Location Type:	Edge of Town	Survey Date:	22/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	195
Site(46):	KC-03-A-05	Site area:	0.20 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	8
Location:	NEAR CHATHAM	Housing density:	50
Postcode:	ME1 3FE	Total Bedrooms:	32
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/09/17
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	16
Site(47):	KC-03-A-06	Site area:	8.00 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	363
Location:	HERNE BAY	Housing density:	73
Postcode:	CT6 6DF	Total Bedrooms:	1007
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	27/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	789
Site(48):	KC-03-A-07	Site area:	9.46 hect
Development Name:	MIXED HOUSES	No of Dwellings:	288
Location:	HERNE BAY	Housing density:	40
Postcode:	CT6 6HZ	Total Bedrooms:	934
Main Location Type:	Edge of Town	Survey Date:	27/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	891
Site(49):	KC-03-A-08	Site area:	0.86 hect
Development Name:	MIXED HOUSES	No of Dwellings:	159
Location:	CHARING	Housing density:	418
Postcode:	TN27 0GX	Total Bedrooms:	569
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/05/18
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	480
Site(50):	LC-03-A-30	Site area:	0.80 hect
Development Name:	SEMI-DETACHED	No of Dwellings:	24
Location:	BLACKPOOL	Housing density:	30
Postcode:	FY4 2DF	Total Bedrooms:	72
Main Location Type:	Edge of Town Centre	Survey Date:	14/06/13
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	40

LIST OF SITES relevant to selection parameters (Cont.)

Site(51):	LE-03-A-02	Site area:	3.30 hect
Development Name:	DETACHED & OTHERS	No of Dwellings:	85
Location:	IBSTOCK	Housing density:	40
Postcode:	LE67 6PG	Total Bedrooms:	308
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	28/06/18
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	363
Site(52):	LN-03-A-03	Site area:	0.77 hect
Development Name:	SEMI DETACHED	No of Dwellings:	22
Location:	LINCOLN	Housing density:	29
Postcode:	LN6 7PL	Total Bedrooms:	58
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/09/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	24
Site(53):	LN-03-A-04	Site area:	1.70 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	30
Location:	LINCOLN	Housing density:	23
Postcode:	LN2 4PJ	Total Bedrooms:	100
Main Location Type:	Edge of Town Centre	Survey Date:	29/06/15
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	66
Site(54):	LT-03-A-01	Site area:	4.48 hect
Development Name:	SEMI-DETACHED & DETACHED	No of Dwellings:	90
Location:	CARRICK-ON-SHANNON	Housing density:	23
Postcode:		Total Bedrooms:	342
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/04/15
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	186
Site(55):	MS-03-A-03	Site area:	0.50 hect
Development Name:	DETACHED	No of Dwellings:	15
Location:	LIVERPOOL	Housing density:	38
Postcode:	L17 5BT	Total Bedrooms:	60
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/06/13
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	45
Site(56):	NE-03-A-02	Site area:	12.00 hect
Development Name:	SEMI DETACHED & DETACHED	No of Dwellings:	432
Location:	SCUNTHORPE	Housing density:	133
Postcode:	DN15 8GS	Total Bedrooms:	1174
Main Location Type:	Edge of Town	Survey Date:	12/05/14
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	432
Site(57):	NE-03-A-03	Site area:	8.00 hect
Development Name:	PRIVATE HOUSES	No of Dwellings:	180
Location:	SCUNTHORPE	Housing density:	
Postcode:	DN15 6BW	Total Bedrooms:	432
Main Location Type:	Edge of Town Centre	Survey Date:	20/05/14
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	482
Site(58):	NF-03-A-01	Site area:	1.49 hect
Development Name:	SEMI DET. & BUNGALOWS	No of Dwellings:	27
Location:	CAISTER-ON-SEA	Housing density:	19
Postcode:	NR30 5BX	Total Bedrooms:	66
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	16/10/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	64
Site(59):	NF-03-A-02	Site area:	2.20 hect
Development Name:	HOUSES & FLATS	No of Dwellings:	98
Location:	NORWICH	Housing density:	52
Postcode:	NR5 8QS	Total Bedrooms:	279
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/10/12
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	220
Site(60):	NF-03-A-03	Site area:	0.63 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	10
Location:	THETFORD	Housing density:	20
Postcode:	IP24 1EY	Total Bedrooms:	40
Main Location Type:	Edge of Town	Survey Date:	16/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	37

LIST OF SITES relevant to selection parameters (Cont.)

Site(61):	NF-03-A-04	Site area:	1.98 hect
Development Name:	MIXED HOUSES	No of Dwellings:	70
Location:	NORTH WALSHAM	Housing density:	40
Postcode:	NR28 0FW	Total Bedrooms:	223
Main Location Type:	Edge of Town	Survey Date:	18/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	165
Site(62):	NF-03-A-05	Site area:	1.57 hect
Development Name:	MIXED HOUSES	No of Dwellings:	40
Location:	HOLT	Housing density:	26
Postcode:	NR25 6GA	Total Bedrooms:	116
Main Location Type:	Edge of Town	Survey Date:	19/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	100
Site(63):	NF-03-A-06	Site area:	9.27 hect
Development Name:	MIXED HOUSES	No of Dwellings:	275
Location:	GREAT YARMOUTH	Housing density:	32
Postcode:	NR31 9FT	Total Bedrooms:	767
Main Location Type:	Edge of Town	Survey Date:	23/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	586
Site(64):	NF-03-A-08	Site area:	48.07 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	1817
Location:	NEAR NORWICH	Housing density:	49
Postcode:	NR8 5ET	Total Bedrooms:	5396
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	19/09/19
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	2604
Site(65):	NF-03-A-09	Site area:	44.51 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	984
Location:	NORWICH	Housing density:	32
Postcode:	NR4 7JR	Total Bedrooms:	3087
Main Location Type:	Edge of Town	Survey Date:	24/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	2315
Site(66):	NY-03-A-08	Site area:	0.15 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	21
Location:	YORK	Housing density:	175
Postcode:	YO10 3EJ	Total Bedrooms:	54
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	16/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	24
Site(67):	NY-03-A-09	Site area:	3.30 hect
Development Name:	MIXED HOUSING	No of Dwellings:	52
Location:	NORTHALLERTON	Housing density:	18
Postcode:	DL6 1BQ	Total Bedrooms:	152
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	16/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	135
Site(68):	NY-03-A-10	Site area:	2.21 hect
Development Name:	HOUSES AND FLATS	No of Dwellings:	71
Location:	RIPON	Housing density:	48
Postcode:	HG4 1UH	Total Bedrooms:	138
Main Location Type:	Edge of Town	Survey Date:	17/09/13
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	59
Site(69):	NY-03-A-11	Site area:	1.79 hect
Development Name:	PRIVATE HOUSING	No of Dwellings:	23
Location:	BOROUGHBRIDGE	Housing density:	15
Postcode:	YO51 9LQ	Total Bedrooms:	101
Main Location Type:	Edge of Town	Survey Date:	18/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	144
Site(70):	NY-03-A-12	Site area:	0.82 hect
Development Name:	TOWN HOUSES	No of Dwellings:	47
Location:	NORTHALLERTON	Housing density:	68
Postcode:	DL7 8EY	Total Bedrooms:	122
Main Location Type:	Edge of Town Centre	Survey Date:	27/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	78

LIST OF SITES relevant to selection parameters (Cont.)

Site(71):	NY-03-A-13	Site area:	0.30 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	10
Location:	CATTERICK GARRISON	Housing density:	33
Postcode:	DL9 4SB	Total Bedrooms:	32
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	10/05/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	19
Site(72):	PS-03-A-01	Site area:	1.12 hect
Development Name:	MIXED HOUSES	No of Dwellings:	16
Location:	WELSHPOOL	Housing density:	15
Postcode:	SY21 7DT	Total Bedrooms:	49
Main Location Type:	Edge of Town Centre	Survey Date:	11/05/15
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	26
Site(73):	PS-03-A-02	Site area:	0.81 hect
Development Name:	DETACHED/SEMI-DETACHED	No of Dwellings:	28
Location:	WELSHPOOL	Housing density:	42
Postcode:	SY21 7HX	Total Bedrooms:	84
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	11/05/15
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	65
Site(74):	RO-03-A-03	Site area:	4.08 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	23
Location:	BOYLE	Housing density:	8
Postcode:		Total Bedrooms:	96
Main Location Type:	Edge of Town	Survey Date:	25/09/14
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	84
Site(75):	RO-03-A-04	Site area:	1.92 hect
Development Name:	SEMI DET. & BUNGALOWS	No of Dwellings:	39
Location:	ROSCOMMON	Housing density:	28
Postcode:		Total Bedrooms:	100
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	26/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	86
Site(76):	SC-03-A-04	Site area:	3.20 hect
Development Name:	DETACHED & TERRACED	No of Dwellings:	71
Location:	BYFLEET	Housing density:	25
Postcode:	KT14 7BY	Total Bedrooms:	202
Main Location Type:	Edge of Town	Survey Date:	23/01/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	177
Site(77):	SC-03-A-05	Site area:	7.20 hect
Development Name:	MIXED HOUSES	No of Dwellings:	207
Location:	HORLEY	Housing density:	38
Postcode:	RH6 8NT	Total Bedrooms:	592
Main Location Type:	Edge of Town	Survey Date:	01/04/19
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	649
Site(78):	SF-03-A-04	Site area:	0.59 hect
Development Name:	DETACHED & BUNGALOWS	No of Dwellings:	7
Location:	LOWESTOFT	Housing density:	15
Postcode:	NR32 2PQ	Total Bedrooms:	7
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/10/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	31
Site(79):	SF-03-A-05	Site area:	1.15 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	18
Location:	BURY ST EDMUNDS	Housing density:	19
Postcode:	IP33 2SN	Total Bedrooms:	78
Main Location Type:	Edge of Town	Survey Date:	09/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	75
Site(80):	SF-03-A-06	Site area:	2.68 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	38
Location:	KENTFORD	Housing density:	14
Postcode:	CB8 7UU	Total Bedrooms:	129
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/09/17
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	35

LIST OF SITES relevant to selection parameters (Cont.)

Site(81):	SF-03-A-07	Site area:	3.70 hect
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	IPSWICH	Housing density:	33
Postcode:	IP3 8XL	Total Bedrooms:	215
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	09/05/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	169
Site(82):	SH-03-A-05	Site area:	1.32 hect
Development Name:	SEMI-DETACHED/TERRACED	No of Dwellings:	54
Location:	TELFORD	Housing density:	56
Postcode:	TF7 4JE	Total Bedrooms:	162
Main Location Type:	Edge of Town	Survey Date:	24/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	63
Site(83):	SH-03-A-06	Site area:	0.80 hect
Development Name:	BUNGALOWS	No of Dwellings:	16
Location:	SHREWSBURY	Housing density:	24
Postcode:	SY1 2RB	Total Bedrooms:	34
Main Location Type:	Edge of Town	Survey Date:	22/05/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	32
Site(84):	SM-03-A-01	Site area:	1.40 hect
Development Name:	DETACHED & SEMI	No of Dwellings:	33
Location:	BRIDGWATER	Housing density:	28
Postcode:	TA6 7PL	Total Bedrooms:	107
Main Location Type:	Edge of Town	Survey Date:	24/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	131
Site(85):	SM-03-A-02	Site area:	2.87 hect
Development Name:	MIXED HOUSES	No of Dwellings:	42
Location:	NEAR TAUNTON	Housing density:	27
Postcode:	TA3 5FG	Total Bedrooms:	160
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	25/09/18
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	142
Site(86):	SM-03-A-03	Site area:	2.65 hect
Development Name:	MIXED HOUSES	No of Dwellings:	41
Location:	NEAR TAUNTON	Housing density:	42
Postcode:	TA3 5FB	Total Bedrooms:	137
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	25/09/18
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	118
Site(87):	ST-03-A-06	Site area:	0.37 hect
Development Name:	SEMI-DET. & TERRACED	No of Dwellings:	17
Location:	WOLVERHAMPTON	Housing density:	65
Postcode:	WV2 4NH	Total Bedrooms:	51
Main Location Type:	Edge of Town Centre	Survey Date:	09/05/14
Sub-Location Type:	No Sub Category	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	19
Site(88):	ST-03-A-07	Site area:	9.00 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	248
Location:	STAFFORD	Housing density:	173
Postcode:	ST16 1GZ	Total Bedrooms:	821
Main Location Type:	Edge of Town	Survey Date:	22/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	881
Site(89):	SY-03-A-01	Site area:	1.73 hect
Development Name:	SEMI DETACHED HOUSES	No of Dwellings:	54
Location:	DONCASTER	Housing density:	34
Postcode:	DN5 9TD	Total Bedrooms:	162
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	61
Site(90):	TW-03-A-02	Site area:	0.55 hect
Development Name:	SEMI-DETACHED	No of Dwellings:	16
Location:	GATESHEAD	Housing density:	34
Postcode:	NE8 4SQ	Total Bedrooms:	52
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	07/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	38

LIST OF SITES relevant to selection parameters (Cont.)

Site(91):	TY-03-A-02	Site area:	10.15 hect
Development Name:	SEMI DETACHED & BUNGALOWS	No of Dwellings:	101
Location:	COOKSTOWN	Housing density:	12
Postcode:	BT80 9XR	Total Bedrooms:	325
Main Location Type:	Edge of Town	Survey Date:	14/03/19
Sub-Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	423
Site(92):	VG-03-A-01	Site area:	0.21 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	12
Location:	BARRY	Housing density:	86
Postcode:	CF63 2RE	Total Bedrooms:	36
Main Location Type:	Edge of Town	Survey Date:	08/05/17
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	28
Site(93):	WA-03-A-04	Site area:	28.59 hect
Development Name:	DETACHED	No of Dwellings:	280
Location:	WATERFORD	Housing density:	12
Postcode:		Total Bedrooms:	1130
Main Location Type:	Edge of Town	Survey Date:	24/06/14
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	982
Site(94):	WC-03-A-01	Site area:	2.44 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	50
Location:	WICKLOW	Housing density:	25
Postcode:		Total Bedrooms:	182
Main Location Type:	Edge of Town	Survey Date:	28/05/18
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	180
Site(95):	WC-03-A-02	Site area:	2.72 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	45
Location:	WICKLOW	Housing density:	23
Postcode:		Total Bedrooms:	182
Main Location Type:	Edge of Town Centre	Survey Date:	28/05/18
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	250
Site(96):	WF-03-A-02	Site area:	0.12 hect
Development Name:	SEMI DETACHED & TERRACED	No of Dwellings:	9
Location:	WALTHAMSTOW	Housing density:	100
Postcode:	E17 6PQ	Total Bedrooms:	27
Main Location Type:	Edge of Town Centre	Survey Date:	06/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	5 Very Good	Parking Spaces:	6
Site(97):	WK-03-A-02	Site area:	0.47 hect
Development Name:	BUNGALOWS	No of Dwellings:	17
Location:	COVENTRY	Housing density:	50
Postcode:	CV2 2NT	Total Bedrooms:	29
Main Location Type:	Edge of Town	Survey Date:	17/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	35
Site(98):	WK-03-A-04	Site area:	2.42 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	49
Location:	KENILWORTH	Housing density:	23
Postcode:	CV8 2TN	Total Bedrooms:	195
Main Location Type:	Edge of Town	Survey Date:	27/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	137
Site(99):	WL-03-A-02	Site area:	1.16 hect
Development Name:	SEMI DETACHED	No of Dwellings:	27
Location:	SWINDON	Housing density:	25
Postcode:	SN2 7HT	Total Bedrooms:	91
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	122
Site(100):	WM-03-A-04	Site area:	1.10 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	39
Location:	COVENTRY	Housing density:	43
Postcode:	CV5 6DZ	Total Bedrooms:	111
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	21/11/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	45

LIST OF SITES relevant to selection parameters (Cont.)

Site(101):	WM-03-A-05	Site area:	2.00 hect
Development Name:	TERRACED & DETACHED	No of Dwellings:	89
Location:	COVENTRY	Housing density:	56
Postcode:	CV1 4PY	Total Bedrooms:	269
Main Location Type:	Edge of Town Centre	Survey Date:	21/11/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	100
Site(102):	WS-03-A-04	Site area:	5.45 hect
Development Name:	MIXED HOUSES	No of Dwellings:	151
Location:	HORSHAM	Housing density:	46
Postcode:	RH12 1EP	Total Bedrooms:	465
Main Location Type:	Edge of Town	Survey Date:	11/12/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	345
Site(103):	WS-03-A-05	Site area:	1.61 hect
Development Name:	TERRACED & FLATS	No of Dwellings:	48
Location:	SHOREHAM BY SEA	Housing density:	50
Postcode:	BN43 6TQ	Total Bedrooms:	129
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/04/12
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	132
Site(104):	WS-03-A-07	Site area:	3.25 hect
Development Name:	BUNGALOWS	No of Dwellings:	57
Location:	NEAR HORSHAM	Housing density:	27
Postcode:	RH13 0TR	Total Bedrooms:	118
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	19/10/17
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	108
Site(105):	WS-03-A-08	Site area:	8.86 hect
Development Name:	MIXED HOUSES	No of Dwellings:	180
Location:	ANGMERING	Housing density:	41
Postcode:	BN16 4PQ	Total Bedrooms:	586
Main Location Type:	Edge of Town	Survey Date:	19/04/18
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	527
Site(106):	WS-03-A-09	Site area:	5.36 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	197
Location:	WORTHING	Housing density:	52
Postcode:	BN12 6FE	Total Bedrooms:	591
Main Location Type:	Edge of Town	Survey Date:	05/07/18
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	380
Site(107):	WS-03-A-10	Site area:	2.27 hect
Development Name:	MIXED HOUSES	No of Dwellings:	79
Location:	LITTLEHAMPTON	Housing density:	51
Postcode:	BN17 7PL	Total Bedrooms:	249
Main Location Type:	Edge of Town	Survey Date:	07/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	190
Site(108):	WS-03-A-11	Site area:	50.00 hect
Development Name:	MIXED HOUSES	No of Dwellings:	918
Location:	WEST HORSHAM	Housing density:	50
Postcode:	RH12 3LN	Total Bedrooms:	2865
Main Location Type:	Edge of Town	Survey Date:	02/04/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	1894
Site(109):	WX-03-A-01	Site area:	1.44 hect
Development Name:	SEMI-DETACHED	No of Dwellings:	34
Location:	WEXFORD	Housing density:	28
Postcode:		Total Bedrooms:	102
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/09/14
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	47

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.130	0.379	0.509
1700-1800	0.351	0.169	0.520

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	109	111	0.064	109	111	0.285	109	111	0.349
08:00 - 09:00	109	111	0.130	109	111	0.379	109	111	0.509
09:00 - 10:00	109	111	0.147	109	111	0.177	109	111	0.324
10:00 - 11:00	109	111	0.121	109	111	0.144	109	111	0.265
11:00 - 12:00	109	111	0.127	109	111	0.137	109	111	0.264
12:00 - 13:00	109	111	0.156	109	111	0.151	109	111	0.307
13:00 - 14:00	109	111	0.160	109	111	0.156	109	111	0.316
14:00 - 15:00	109	111	0.171	109	111	0.179	109	111	0.350
15:00 - 16:00	109	111	0.241	109	111	0.174	109	111	0.415
16:00 - 17:00	109	111	0.267	109	111	0.163	109	111	0.430
17:00 - 18:00	109	111	0.351	109	111	0.169	109	111	0.520
18:00 - 19:00	109	111	0.294	109	111	0.175	109	111	0.469
19:00 - 20:00	4	53	0.241	4	53	0.137	4	53	0.378
20:00 - 21:00	4	53	0.189	4	53	0.113	4	53	0.302
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.659			2.539			5.198

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:	6 - 1817 (units:)
Survey date date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	109
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
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	109	111	0.002	109	111	0.002	109	111	0.004
08:00 - 09:00	109	111	0.003	109	111	0.003	109	111	0.006
09:00 - 10:00	109	111	0.003	109	111	0.002	109	111	0.005
10:00 - 11:00	109	111	0.002	109	111	0.002	109	111	0.004
11:00 - 12:00	109	111	0.002	109	111	0.002	109	111	0.004
12:00 - 13:00	109	111	0.002	109	111	0.002	109	111	0.004
13:00 - 14:00	109	111	0.002	109	111	0.002	109	111	0.004
14:00 - 15:00	109	111	0.002	109	111	0.002	109	111	0.004
15:00 - 16:00	109	111	0.003	109	111	0.003	109	111	0.006
16:00 - 17:00	109	111	0.003	109	111	0.003	109	111	0.006
17:00 - 18:00	109	111	0.002	109	111	0.002	109	111	0.004
18:00 - 19:00	109	111	0.002	109	111	0.003	109	111	0.005
19:00 - 20:00	4	53	0.000	4	53	0.000	4	53	0.000
20:00 - 21:00	4	53	0.000	4	53	0.000	4	53	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

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 for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
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	109	111	0.001	109	111	0.002	109	111	0.003
08:00 - 09:00	109	111	0.003	109	111	0.002	109	111	0.005
09:00 - 10:00	109	111	0.003	109	111	0.003	109	111	0.006
10:00 - 11:00	109	111	0.003	109	111	0.003	109	111	0.006
11:00 - 12:00	109	111	0.003	109	111	0.002	109	111	0.005
12:00 - 13:00	109	111	0.002	109	111	0.003	109	111	0.005
13:00 - 14:00	109	111	0.002	109	111	0.002	109	111	0.004
14:00 - 15:00	109	111	0.002	109	111	0.002	109	111	0.004
15:00 - 16:00	109	111	0.002	109	111	0.003	109	111	0.005
16:00 - 17:00	109	111	0.002	109	111	0.002	109	111	0.004
17:00 - 18:00	109	111	0.001	109	111	0.001	109	111	0.002
18:00 - 19:00	109	111	0.001	109	111	0.001	109	111	0.002
19:00 - 20:00	4	53	0.014	4	53	0.009	4	53	0.023
20:00 - 21:00	4	53	0.000	4	53	0.005	4	53	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.040			0.079

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 for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
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	109	111	0.001	109	111	0.001	109	111	0.002
08:00 - 09:00	109	111	0.002	109	111	0.002	109	111	0.004
09:00 - 10:00	109	111	0.001	109	111	0.001	109	111	0.002
10:00 - 11:00	109	111	0.000	109	111	0.000	109	111	0.000
11:00 - 12:00	109	111	0.001	109	111	0.001	109	111	0.002
12:00 - 13:00	109	111	0.000	109	111	0.000	109	111	0.000
13:00 - 14:00	109	111	0.001	109	111	0.001	109	111	0.002
14:00 - 15:00	109	111	0.001	109	111	0.001	109	111	0.002
15:00 - 16:00	109	111	0.002	109	111	0.002	109	111	0.004
16:00 - 17:00	109	111	0.001	109	111	0.001	109	111	0.002
17:00 - 18:00	109	111	0.001	109	111	0.001	109	111	0.002
18:00 - 19:00	109	111	0.000	109	111	0.000	109	111	0.000
19:00 - 20:00	4	53	0.000	4	53	0.000	4	53	0.000
20:00 - 21:00	4	53	0.000	4	53	0.000	4	53	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	109	111	0.003	109	111	0.008	109	111	0.011
08:00 - 09:00	109	111	0.004	109	111	0.013	109	111	0.017
09:00 - 10:00	109	111	0.001	109	111	0.004	109	111	0.005
10:00 - 11:00	109	111	0.002	109	111	0.004	109	111	0.006
11:00 - 12:00	109	111	0.002	109	111	0.003	109	111	0.005
12:00 - 13:00	109	111	0.003	109	111	0.003	109	111	0.006
13:00 - 14:00	109	111	0.003	109	111	0.002	109	111	0.005
14:00 - 15:00	109	111	0.003	109	111	0.003	109	111	0.006
15:00 - 16:00	109	111	0.007	109	111	0.003	109	111	0.010
16:00 - 17:00	109	111	0.009	109	111	0.005	109	111	0.014
17:00 - 18:00	109	111	0.010	109	111	0.006	109	111	0.016
18:00 - 19:00	109	111	0.008	109	111	0.005	109	111	0.013
19:00 - 20:00	5	44	0.009	5	44	0.000	5	44	0.009
20:00 - 21:00	5	44	0.018	5	44	0.000	5	44	0.018
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.059			0.141

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 for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	109	111	0.078	109	111	0.420	109	111	0.498
08:00 - 09:00	109	111	0.165	109	111	0.627	109	111	0.792
09:00 - 10:00	109	111	0.187	109	111	0.259	109	111	0.446
10:00 - 11:00	109	111	0.162	109	111	0.206	109	111	0.368
11:00 - 12:00	109	111	0.172	109	111	0.190	109	111	0.362
12:00 - 13:00	109	111	0.212	109	111	0.204	109	111	0.416
13:00 - 14:00	109	111	0.217	109	111	0.214	109	111	0.431
14:00 - 15:00	109	111	0.249	109	111	0.238	109	111	0.487
15:00 - 16:00	109	111	0.401	109	111	0.242	109	111	0.643
16:00 - 17:00	109	111	0.429	109	111	0.236	109	111	0.665
17:00 - 18:00	109	111	0.534	109	111	0.242	109	111	0.776
18:00 - 19:00	109	111	0.436	109	111	0.259	109	111	0.695
19:00 - 20:00	5	44	0.318	5	44	0.195	5	44	0.513
20:00 - 21:00	4	53	0.250	4	53	0.118	4	53	0.368
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.810			3.650			7.460

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	109	111	0.013	109	111	0.037	109	111	0.050
08:00 - 09:00	109	111	0.030	109	111	0.098	109	111	0.128
09:00 - 10:00	109	111	0.030	109	111	0.038	109	111	0.068
10:00 - 11:00	109	111	0.026	109	111	0.034	109	111	0.060
11:00 - 12:00	109	111	0.026	109	111	0.026	109	111	0.052
12:00 - 13:00	109	111	0.030	109	111	0.025	109	111	0.055
13:00 - 14:00	109	111	0.032	109	111	0.032	109	111	0.064
14:00 - 15:00	109	111	0.035	109	111	0.032	109	111	0.067
15:00 - 16:00	109	111	0.079	109	111	0.044	109	111	0.123
16:00 - 17:00	109	111	0.059	109	111	0.030	109	111	0.089
17:00 - 18:00	109	111	0.049	109	111	0.029	109	111	0.078
18:00 - 19:00	109	111	0.041	109	111	0.034	109	111	0.075
19:00 - 20:00	4	53	0.208	4	53	0.132	4	53	0.340
20:00 - 21:00	4	53	0.132	4	53	0.094	4	53	0.226
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.790			0.685			1.475

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 for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	109	111	0.001	109	111	0.017	109	111	0.018
08:00 - 09:00	109	111	0.002	109	111	0.024	109	111	0.026
09:00 - 10:00	109	111	0.004	109	111	0.010	109	111	0.014
10:00 - 11:00	109	111	0.006	109	111	0.007	109	111	0.013
11:00 - 12:00	109	111	0.004	109	111	0.007	109	111	0.011
12:00 - 13:00	109	111	0.006	109	111	0.006	109	111	0.012
13:00 - 14:00	109	111	0.006	109	111	0.005	109	111	0.011
14:00 - 15:00	109	111	0.007	109	111	0.004	109	111	0.011
15:00 - 16:00	109	111	0.018	109	111	0.007	109	111	0.025
16:00 - 17:00	109	111	0.017	109	111	0.004	109	111	0.021
17:00 - 18:00	109	111	0.014	109	111	0.004	109	111	0.018
18:00 - 19:00	109	111	0.014	109	111	0.004	109	111	0.018
19:00 - 20:00	4	53	0.080	4	53	0.047	4	53	0.127
20:00 - 21:00	4	53	0.052	4	53	0.014	4	53	0.066
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.231			0.160			0.391

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 for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	109	111	0.001	109	111	0.007	109	111	0.008
08:00 - 09:00	109	111	0.000	109	111	0.008	109	111	0.008
09:00 - 10:00	109	111	0.000	109	111	0.003	109	111	0.003
10:00 - 11:00	109	111	0.001	109	111	0.002	109	111	0.003
11:00 - 12:00	109	111	0.001	109	111	0.001	109	111	0.002
12:00 - 13:00	109	111	0.002	109	111	0.002	109	111	0.004
13:00 - 14:00	109	111	0.001	109	111	0.000	109	111	0.001
14:00 - 15:00	109	111	0.001	109	111	0.001	109	111	0.002
15:00 - 16:00	109	111	0.003	109	111	0.001	109	111	0.004
16:00 - 17:00	109	111	0.003	109	111	0.000	109	111	0.003
17:00 - 18:00	109	111	0.006	109	111	0.001	109	111	0.007
18:00 - 19:00	109	111	0.007	109	111	0.001	109	111	0.008
19:00 - 20:00	4	53	0.113	4	53	0.009	4	53	0.122
20:00 - 21:00	4	53	0.052	4	53	0.009	4	53	0.061
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.191			0.045			0.236

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 for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	109	111	0.000	109	111	0.000	109	111	0.000
08:00 - 09:00	109	111	0.000	109	111	0.001	109	111	0.001
09:00 - 10:00	109	111	0.000	109	111	0.000	109	111	0.000
10:00 - 11:00	109	111	0.000	109	111	0.000	109	111	0.000
11:00 - 12:00	109	111	0.000	109	111	0.000	109	111	0.000
12:00 - 13:00	109	111	0.000	109	111	0.000	109	111	0.000
13:00 - 14:00	109	111	0.000	109	111	0.000	109	111	0.000
14:00 - 15:00	109	111	0.000	109	111	0.000	109	111	0.000
15:00 - 16:00	109	111	0.001	109	111	0.000	109	111	0.001
16:00 - 17:00	109	111	0.000	109	111	0.000	109	111	0.000
17:00 - 18:00	109	111	0.000	109	111	0.000	109	111	0.000
18:00 - 19:00	109	111	0.000	109	111	0.000	109	111	0.000
19:00 - 20:00	4	53	0.000	4	53	0.000	4	53	0.000
20:00 - 21:00	4	53	0.000	4	53	0.000	4	53	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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 for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	109	111	0.002	109	111	0.024	109	111	0.026
08:00 - 09:00	109	111	0.003	109	111	0.034	109	111	0.037
09:00 - 10:00	109	111	0.004	109	111	0.014	109	111	0.018
10:00 - 11:00	109	111	0.006	109	111	0.008	109	111	0.014
11:00 - 12:00	109	111	0.005	109	111	0.008	109	111	0.013
12:00 - 13:00	109	111	0.008	109	111	0.008	109	111	0.016
13:00 - 14:00	109	111	0.007	109	111	0.005	109	111	0.012
14:00 - 15:00	109	111	0.009	109	111	0.005	109	111	0.014
15:00 - 16:00	109	111	0.022	109	111	0.009	109	111	0.031
16:00 - 17:00	109	111	0.020	109	111	0.004	109	111	0.024
17:00 - 18:00	109	111	0.020	109	111	0.005	109	111	0.025
18:00 - 19:00	109	111	0.021	109	111	0.004	109	111	0.025
19:00 - 20:00	4	53	0.193	4	53	0.057	4	53	0.250
20:00 - 21:00	4	53	0.104	4	53	0.024	4	53	0.128
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.424			0.209			0.633

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 for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	109	111	0.096	109	111	0.489	109	111	0.585
08:00 - 09:00	109	111	0.201	109	111	0.773	109	111	0.974
09:00 - 10:00	109	111	0.222	109	111	0.315	109	111	0.537
10:00 - 11:00	109	111	0.196	109	111	0.252	109	111	0.448
11:00 - 12:00	109	111	0.206	109	111	0.227	109	111	0.433
12:00 - 13:00	109	111	0.254	109	111	0.241	109	111	0.495
13:00 - 14:00	109	111	0.260	109	111	0.252	109	111	0.512
14:00 - 15:00	109	111	0.296	109	111	0.279	109	111	0.575
15:00 - 16:00	109	111	0.509	109	111	0.298	109	111	0.807
16:00 - 17:00	109	111	0.517	109	111	0.275	109	111	0.792
17:00 - 18:00	109	111	0.613	109	111	0.282	109	111	0.895
18:00 - 19:00	109	111	0.505	109	111	0.303	109	111	0.808
19:00 - 20:00	6	38	0.692	6	38	0.366	6	38	1.058
20:00 - 21:00	5	44	0.489	5	44	0.228	5	44	0.717
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.056			4.580			9.636

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.*

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-493 DWELLS	
Actual Trip Rate Calculation Parameter Range	6-493 DWELLS	
Date Range	Minimum: 01/01/12	Maximum: 14/11/19
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	
Days of the week selected	Monday	7
	Tuesday	19
	Wednesday	17
	Thursday	9
	Friday	8
Main Location Types selected	Edge of Town Centre	26
	Suburban Area (PPS6 Out of Centre)	22
	Edge of Town	5
	Neighbourhood Centre (PPS6 Local Centre)	7
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	3
	5,001 to 10,000	3
	10,001 to 15,000	10
	15,001 to 20,000	5
	20,001 to 25,000	5
	25,001 to 50,000	22
	50,001 to 100,000	7
	100,001 or More	5
Population <5 Mile ranges selected	5,001 to 25,000	2
	25,001 to 50,000	4
	50,001 to 75,000	10
	75,001 to 100,000	2
	125,001 to 250,000	8
	250,001 to 500,000	8
	500,001 or More	26
Car Ownership <5 Mile ranges selected	0.5 or Less	5
	0.6 to 1.0	27
	1.1 to 1.5	28
PTAL Rating	No PTAL Present	36
	1a (Low) Very poor	2
	1b Very poor	1
	2 Poor	4
	3 Moderate	4
	4 Good	1
	5 Very Good	4
	6a Excellent	5
	6b (High) Excellent	3

Calculation Reference: AUDIT-332901-210604-0601

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	2 days
	BT	BRENT	2 days
	EN	ENFIELD	2 days
	HG	HARINGEY	2 days
	HK	HACKNEY	1 days
	HO	HOUNSLOW	2 days
	HV	HAVERING	1 days
	IS	ISLINGTON	4 days
	KI	KINGSTON	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	NH	NEWHAM	1 days
	RD	RICHMOND	1 days
	SK	SOUTHWARK	3 days
	TH	TOWER HAMLETS	1 days
	WH	WANDSWORTH	1 days
02	SOUTH EAST		
	BD	BEDFORDSHIRE	3 days
	EX	ESSEX	2 days
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	NT	NOTTINGHAMSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	RI	EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	2 days
09	NORTH		
	CB	CUMBRIA	2 days
10	WALES		
	CO	CONWY	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 days
	SA	SOUTH AYRSHIRE	1 days
	SR	STIRLING	2 days
12	CONNAUGHT		
	GA	GALWAY	1 days
14	LEINSTER		
	LU	LOUTH	3 days
15	GREATER DUBLIN		
	DL	DUBLIN	5 days
16	ULSTER (REPUBLIC OF IRELAND)		
	MG	MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 days

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

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:	6 to 493 (units:)
Range Selected by User:	6 to 493 (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: 01/01/12 to 14/11/19

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	7 days
Tuesday	19 days
Wednesday	17 days
Thursday	9 days
Friday	8 days

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

Selected survey types:

Manual count	60 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	26
Suburban Area (PPS6 Out of Centre)	22
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	7

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
Development Zone	7
Residential Zone	34
Built-Up Zone	9
No Sub Category	9

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

Secondary Filtering selection:

Use Class:

C3	60 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	3 days
10,001 to 15,000	10 days
15,001 to 20,000	5 days
20,001 to 25,000	5 days
25,001 to 50,000	22 days
50,001 to 100,000	7 days
100,001 or More	5 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	10 days
75,001 to 100,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	8 days
500,001 or More	26 days

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

Car ownership within 5 miles:

0.5 or Less	5 days
0.6 to 1.0	27 days
1.1 to 1.5	28 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	10 days
No	50 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	36 days
1a (Low) Very poor	2 days
1b Very poor	1 days
2 Poor	4 days
3 Moderate	4 days
4 Good	1 days
5 Very Good	4 days
6a Excellent	5 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

Site(1):	AN-03-C-02	Site area:	0.20 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	22
Location:	BELFAST	Housing density:	110
Postcode:	BT5 7HD	Total Bedrooms:	44
Main Location Type:	Edge of Town	Survey Date:	28/11/14
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	22
Site(2):	BD-03-C-01	Site area:	0.85 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	175
Location:	LEIGHTON BUZZARD	Housing density:	673
Postcode:	LU7 2NG	Total Bedrooms:	350
Main Location Type:	Edge of Town Centre	Survey Date:	15/05/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	213
Site(3):	BD-03-C-02	Site area:	0.68 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	62
Location:	LEIGHTON BUZZARD	Housing density:	312
Postcode:	LU7 4QX	Total Bedrooms:	124
Main Location Type:	Edge of Town Centre	Survey Date:	15/05/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	70
Site(4):	BD-03-C-03	Site area:	3.22 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	146
Location:	DUNSTABLE	Housing density:	298
Postcode:	LU5 4GU	Total Bedrooms:	233
Main Location Type:	Edge of Town Centre	Survey Date:	15/05/18
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	182
Site(5):	BE-03-C-01	Site area:	0.84 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	79
Location:	BEXLEYHEATH	Housing density:	120
Postcode:	DA6 8AE	Total Bedrooms:	146
Main Location Type:	Edge of Town Centre	Survey Date:	19/09/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	3 Moderate	Parking Spaces:	84
Site(6):	BE-03-C-02	Site area:	3.04 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	402
Location:	BELVEDERE	Housing density:	197
Postcode:	DA17 6FB	Total Bedrooms:	699
Main Location Type:	Edge of Town	Survey Date:	19/09/18
Sub-Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	2 Poor	Parking Spaces:	550
Site(7):	BT-03-C-01	Site area:	1.25 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	170
Location:	PARK ROYAL	Housing density:	170
Postcode:	NW10 7HQ	Total Bedrooms:	324
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/09/16
Sub-Location Type:	Development Zone	Survey Day:	Wednesday
PTAL:	3 Moderate	Parking Spaces:	212
Site(8):	BT-03-C-02	Site area:	0.94 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	472
Location:	WEMBLEY	Housing density:	549
Postcode:	HA9 0NH	Total Bedrooms:	719
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	30/11/16
Sub-Location Type:	Development Zone	Survey Day:	Wednesday
PTAL:	5 Very Good	Parking Spaces:	151
Site(9):	CA-03-C-03	Site area:	1.20 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	82
Location:	CAMBRIDGE	Housing density:	137
Postcode:	CB1 3UR	Total Bedrooms:	152
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/09/17
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	93
Site(10):	CB-03-C-02	Site area:	0.56 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	35
Location:	PENRITH	Housing density:	109
Postcode:	CA11 8RH	Total Bedrooms:	70
Main Location Type:	Edge of Town	Survey Date:	11/06/14
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	38

LIST OF SITES relevant to selection parameters (Cont.)

Site(11):	CB-03-C-03	Site area:	0.45 hect
Development Name:	FLATS & BUNGALOWS	No of Dwellings:	33
Location:	KENDAL	Housing density:	220
Postcode:	LA9 7FE	Total Bedrooms:	33
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	09/06/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	17
Site(12):	CO-03-C-01	Site area:	0.45 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	37
Location:	LLANDUDNO	Housing density:	247
Postcode:	LL30 1YG	Total Bedrooms:	77
Main Location Type:	Edge of Town Centre	Survey Date:	26/03/18
Sub-Location Type:	Built-Up Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	48
Site(13):	DC-03-C-02	Site area:	0.14 hect
Development Name:	FLATS IN BLOCKS	No of Dwellings:	14
Location:	WEYMOUTH	Housing density:	467
Postcode:	DT3 5DA	Total Bedrooms:	28
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/03/14
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	20
Site(14):	DL-03-C-11	Site area:	1.23 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	96
Location:	DUBLIN	Housing density:	356
Postcode:		Total Bedrooms:	190
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	10/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	67
Site(15):	DL-03-C-12	Site area:	0.46 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	47
Location:	DUBLIN	Housing density:	109
Postcode:		Total Bedrooms:	93
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	10/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	79
Site(16):	DL-03-C-13	Site area:	0.66 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	52
Location:	DUBLIN	Housing density:	162
Postcode:		Total Bedrooms:	104
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	10/09/13
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	77
Site(17):	DL-03-C-14	Site area:	1.10 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	140
Location:	DUBLIN	Housing density:	359
Postcode:		Total Bedrooms:	287
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	10/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	145
Site(18):	DL-03-C-15	Site area:	0.72 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	20
Location:	DUBLIN	Housing density:	167
Postcode:		Total Bedrooms:	43
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	01/10/14
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	38
Site(19):	DS-03-C-03	Site area:	0.17 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	30
Location:	DERBY	Housing density:	600
Postcode:	DE1 3RG	Total Bedrooms:	62
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	16
Site(20):	EB-03-C-01	Site area:	0.52 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	32
Location:	EDINBURGH	Housing density:	82
Postcode:	EH10 5LX	Total Bedrooms:	64
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	26/05/15
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	50

LIST OF SITES relevant to selection parameters (Cont.)

Site(21):	EN-03-C-02	Site area:	0.56 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	76
Location:	ENFIELD	Housing density:	507
Postcode:	EN1 4BH	Total Bedrooms:	133
Main Location Type:	Edge of Town	Survey Date:	10/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	1a (Low) Very poor	Parking Spaces:	175
Site(22):	EN-03-C-03	Site area:	0.25 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	18
Location:	PALMERS GREEN	Housing density:	129
Postcode:	N13 6BW	Total Bedrooms:	36
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	08/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	18
Site(23):	EX-03-C-01	Site area:	0.07 hect
Development Name:	FLATS	No of Dwellings:	6
Location:	SOUTHEND-ON-SEA	Housing density:	200
Postcode:	SS0 7QE	Total Bedrooms:	10
Main Location Type:	Edge of Town Centre	Survey Date:	22/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	10
Site(24):	EX-03-C-02	Site area:	0.37 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	94
Location:	SOUTHEND-ON-SEA	Housing density:	940
Postcode:	SS0 7QQ	Total Bedrooms:	94
Main Location Type:	Edge of Town Centre	Survey Date:	22/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	95
Site(25):	GA-03-C-01	Site area:	0.46 hect
Development Name:	FLATS	No of Dwellings:	34
Location:	GALWAY	Housing density:	87
Postcode:		Total Bedrooms:	72
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	31/10/13
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	44
Site(26):	HC-03-C-01	Site area:	0.54 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	90
Location:	PORTSMOUTH	Housing density:	321
Postcode:	PO1 3GG	Total Bedrooms:	189
Main Location Type:	Edge of Town Centre	Survey Date:	05/06/18
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	77
Site(27):	HG-03-C-01	Site area:	2.66 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	255
Location:	TOTTENHAM HALE	Housing density:	181
Postcode:	N17 9DJ	Total Bedrooms:	378
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	18/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	5 Very Good	Parking Spaces:	110
Site(28):	HG-03-C-02	Site area:	0.18 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	30
Location:	WOOD GREEN	Housing density:	429
Postcode:	N22 8JU	Total Bedrooms:	50
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	01/10/14
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	4 Good	Parking Spaces:	25
Site(29):	HK-03-C-03	Site area:	0.10 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	10
Location:	FINSBURY PARK	Housing density:	333
Postcode:	N4 2EU	Total Bedrooms:	20
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	6a Excellent	Parking Spaces:	12
Site(30):	HO-03-C-03	Site area:	1.19 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	150
Location:	BRENTFORD	Housing density:	176
Postcode:	TW8 8FF	Total Bedrooms:	324
Main Location Type:	Edge of Town Centre	Survey Date:	18/11/16
Sub-Location Type:	Development Zone	Survey Day:	Friday
PTAL:	2 Poor	Parking Spaces:	106

LIST OF SITES relevant to selection parameters (Cont.)

Site(31):	HO-03-C-04	Site area:	1.02 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	203
Location:	ISLEWORTH	Housing density:	274
Postcode:	TW7 5FR	Total Bedrooms:	354
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	03/07/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	3 Moderate	Parking Spaces:	142

Site(32):	HV-03-C-02	Site area:	3.48 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	493
Location:	ROMFORD	Housing density:	258
Postcode:	RM7 0GR	Total Bedrooms:	1231
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/11/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	2 Poor	Parking Spaces:	246

Site(33):	IS-03-C-03	Site area:	0.05 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	9
Location:	ISLINGTON	Housing density:	180
Postcode:	N1 2EA	Total Bedrooms:	22
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/11/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	6a Excellent	Parking Spaces:	8

Site(34):	IS-03-C-05	Site area:	0.03 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	15
Location:	FINSBURY	Housing density:	500
Postcode:	EC1V 3QY	Total Bedrooms:	27
Main Location Type:	Edge of Town Centre	Survey Date:	29/06/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	6a Excellent	Parking Spaces:	

Site(35):	IS-03-C-06	Site area:	0.06 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	14
Location:	HOLLOWAY	Housing density:	467
Postcode:	N7 9RB	Total Bedrooms:	21
Main Location Type:	Edge of Town Centre	Survey Date:	27/06/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	6a Excellent	Parking Spaces:	

Site(36):	IS-03-C-07	Site area:	0.21 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	185
Location:	ISLINGTON	Housing density:	1423
Postcode:	EC1V 1AD	Total Bedrooms:	292
Main Location Type:	Edge of Town Centre	Survey Date:	06/06/19
Sub-Location Type:	Development Zone	Survey Day:	Thursday
PTAL:	5 Very Good	Parking Spaces:	86

Site(37):	KI-03-C-03	Site area:	0.14 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	20
Location:	SURBITON	Housing density:	333
Postcode:	KT6 4DJ	Total Bedrooms:	45
Main Location Type:	Edge of Town Centre	Survey Date:	11/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	2 Poor	Parking Spaces:	25

Site(38):	KN-03-C-03	Site area:	0.56 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	72
Location:	KENSINGTON	Housing density:	180
Postcode:	W8 6UT	Total Bedrooms:	252
Main Location Type:	Edge of Town Centre	Survey Date:	11/05/12
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	5 Very Good	Parking Spaces:	60

Site(39):	LU-03-C-01	Site area:	0.47 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	52
Location:	DROGHEDA	Housing density:	236
Postcode:		Total Bedrooms:	110
Main Location Type:	Edge of Town Centre	Survey Date:	12/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	64

Site(40):	LU-03-C-02	Site area:	0.22 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	33
Location:	DUNDALK	Housing density:	183
Postcode:		Total Bedrooms:	69
Main Location Type:	Edge of Town Centre	Survey Date:	16/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	31

LIST OF SITES relevant to selection parameters (Cont.)

Site(41):	LU-03-C-03	Site area:	0.19 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	20
Location:	DUNDALK	Housing density:	133
Postcode:		Total Bedrooms:	40
Main Location Type:	Edge of Town Centre	Survey Date:	16/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	17
Site(42):	MG-03-C-01	Site area:	0.26 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	28
Location:	MONAGHAN	Housing density:	127
Postcode:		Total Bedrooms:	51
Main Location Type:	Edge of Town Centre	Survey Date:	06/09/13
Sub-Location Type:	No Sub Category	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	34
Site(43):	MS-03-C-02	Site area:	1.54 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	184
Location:	LIVERPOOL	Housing density:	420
Postcode:	L3 4ES	Total Bedrooms:	368
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	13/11/18
Sub-Location Type:	Development Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	267
Site(44):	MS-03-C-03	Site area:	0.12 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	9
Location:	LIVERPOOL	Housing density:	75
Postcode:	L3 4DR	Total Bedrooms:	21
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	13/11/18
Sub-Location Type:	Development Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	12
Site(45):	NF-03-C-01	Site area:	0.42 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	51
Location:	KING'S LYNN	Housing density:	232
Postcode:	PE30 1NQ	Total Bedrooms:	122
Main Location Type:	Edge of Town Centre	Survey Date:	11/12/14
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	45
Site(46):	NH-03-C-01	Site area:	0.12 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	12
Location:	STRATFORD	Housing density:	100
Postcode:	E15 4PD	Total Bedrooms:	24
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	14/11/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	3 Moderate	Parking Spaces:	16
Site(47):	NT-03-C-01	Site area:	0.80 hect
Development Name:	HOUSES (SPLIT INTO FLATS)	No of Dwellings:	56
Location:	NOTTINGHAM	Housing density:	70
Postcode:	NG7 1GE	Total Bedrooms:	76
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	08/11/16
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	103
Site(48):	NT-03-C-02	Site area:	1.50 hect
Development Name:	HOUSES (SPLIT INTO FLATS)	No of Dwellings:	135
Location:	NOTTINGHAM	Housing density:	90
Postcode:	NG7 1GW	Total Bedrooms:	219
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	09/11/16
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	98
Site(49):	RD-03-C-04	Site area:	0.93 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	170
Location:	KEW	Housing density:	298
Postcode:	TW9 4FD	Total Bedrooms:	276
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	15/05/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	1a (Low) Very poor	Parking Spaces:	171
Site(50):	RI-03-C-01	Site area:	0.72 hect
Development Name:	FLATS	No of Dwellings:	20
Location:	HULL	Housing density:	167
Postcode:	HU5 5SB	Total Bedrooms:	44
Main Location Type:	Edge of Town	Survey Date:	13/05/14
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	22

LIST OF SITES relevant to selection parameters (Cont.)

Site(51):	SA-03-C-01	Site area:	1.58 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	51
Location:	AYR	Housing density:	170
Postcode:	KA7 2AT	Total Bedrooms:	119
Main Location Type:	Edge of Town Centre	Survey Date:	16/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	89
Site(52):	SF-03-C-01	Site area:	0.60 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	85
Location:	BURY ST EDMUNDS	Housing density:	354
Postcode:	IP32 6AR	Total Bedrooms:	135
Main Location Type:	Edge of Town Centre	Survey Date:	18/12/14
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	102
Site(53):	SF-03-C-03	Site area:	0.60 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	30
Location:	BURY ST EDMUNDS	Housing density:	300
Postcode:	IP32 6BT	Total Bedrooms:	42
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	03/12/14
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	40
Site(54):	SK-03-C-01	Site area:	0.20 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	53
Location:	SOUTHWARK	Housing density:	589
Postcode:	SE1 9ES	Total Bedrooms:	88
Main Location Type:	Edge of Town Centre	Survey Date:	19/09/14
Sub-Location Type:	Built-Up Zone	Survey Day:	Friday
PTAL:	6b (High) Excellent	Parking Spaces:	59
Site(55):	SK-03-C-02	Site area:	0.10 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	29
Location:	BERMONDSEY	Housing density:	290
Postcode:	SE1 3TT	Total Bedrooms:	55
Main Location Type:	Edge of Town Centre	Survey Date:	23/04/15
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	6b (High) Excellent	Parking Spaces:	2
Site(56):	SK-03-C-03	Site area:	1.21 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	233
Location:	SURREY QUAYS	Housing density:	231
Postcode:	SE16 7FU	Total Bedrooms:	439
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	14/11/19
Sub-Location Type:	Development Zone	Survey Day:	Thursday
PTAL:	6a Excellent	Parking Spaces:	
Site(57):	SR-03-C-01	Site area:	0.65 hect
Development Name:	FLATS	No of Dwellings:	80
Location:	STIRLING	Housing density:	364
Postcode:	FK8 1NR	Total Bedrooms:	158
Main Location Type:	Edge of Town Centre	Survey Date:	18/06/14
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	84
Site(58):	SR-03-C-02	Site area:	0.34 hect
Development Name:	FLATS	No of Dwellings:	48
Location:	STIRLING	Housing density:	369
Postcode:	FK8 1US	Total Bedrooms:	96
Main Location Type:	Edge of Town Centre	Survey Date:	18/06/14
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	57
Site(59):	TH-03-C-04	Site area:	0.50 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	83
Location:	POPLAR	Housing density:	166
Postcode:	E14 0LN	Total Bedrooms:	134
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	21/06/19
Sub-Location Type:	No Sub Category	Survey Day:	Friday
PTAL:	1b Very poor	Parking Spaces:	25
Site(60):	WH-03-C-01	Site area:	0.49 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	30
Location:	CLAPHAM JUNCTION	Housing density:	120
Postcode:	SW11 2JW	Total Bedrooms:	60
Main Location Type:	Edge of Town Centre	Survey Date:	09/05/12
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	6b (High) Excellent	Parking Spaces:	36

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.106	0.522	0.628
1700-1800	0.368	0.177	0.545

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	60	90	0.035	60	90	0.119	60	90	0.154
08:00 - 09:00	60	90	0.045	60	90	0.146	60	90	0.191
09:00 - 10:00	60	90	0.059	60	90	0.072	60	90	0.131
10:00 - 11:00	60	90	0.053	60	90	0.068	60	90	0.121
11:00 - 12:00	60	90	0.052	60	90	0.064	60	90	0.116
12:00 - 13:00	60	90	0.067	60	90	0.068	60	90	0.135
13:00 - 14:00	60	90	0.058	60	90	0.067	60	90	0.125
14:00 - 15:00	60	90	0.058	60	90	0.057	60	90	0.115
15:00 - 16:00	60	90	0.077	60	90	0.055	60	90	0.132
16:00 - 17:00	60	90	0.092	60	90	0.060	60	90	0.152
17:00 - 18:00	60	90	0.129	60	90	0.066	60	90	0.195
18:00 - 19:00	60	90	0.132	60	90	0.075	60	90	0.207
19:00 - 20:00	16	145	0.096	16	145	0.058	16	145	0.154
20:00 - 21:00	16	145	0.070	16	145	0.042	16	145	0.112
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.023			1.017			2.040

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

*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:	6 - 493 (units:)
Survey date date range:	01/01/12 - 14/11/19
Number of weekdays (Monday-Friday):	60
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	60	90	0.072	60	90	0.345	60	90	0.417
08:00 - 09:00	60	90	0.106	60	90	0.522	60	90	0.628
09:00 - 10:00	60	90	0.142	60	90	0.241	60	90	0.383
10:00 - 11:00	60	90	0.129	60	90	0.190	60	90	0.319
11:00 - 12:00	60	90	0.141	60	90	0.170	60	90	0.311
12:00 - 13:00	60	90	0.175	60	90	0.182	60	90	0.357
13:00 - 14:00	60	90	0.158	60	90	0.183	60	90	0.341
14:00 - 15:00	60	90	0.164	60	90	0.169	60	90	0.333
15:00 - 16:00	60	90	0.254	60	90	0.172	60	90	0.426
16:00 - 17:00	60	90	0.276	60	90	0.164	60	90	0.440
17:00 - 18:00	60	90	0.368	60	90	0.177	60	90	0.545
18:00 - 19:00	60	90	0.393	60	90	0.189	60	90	0.582
19:00 - 20:00	16	145	0.394	16	145	0.179	16	145	0.573
20:00 - 21:00	16	145	0.277	16	145	0.135	16	145	0.412
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.049			3.018			6.067

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.*

Filtering Summary

Land Use	04/D	EDUCATION/NURSERY
Selected Trip Rate Calculation Parameter Range	176-2350 sqm GFA	
Actual Trip Rate Calculation Parameter Range	185-750 sqm GFA	
Date Range	Minimum: 01/01/12	Maximum: 21/05/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	3
	Wednesday	2
	Friday	1
Main Location Types selected	Edge of Town Centre	2
	Suburban Area (PPS6 Out of Centre)	4
	Neighbourhood Centre (PPS6 Local Centre)	1
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	15,001 to 20,000	3
	25,001 to 50,000	3
	50,001 to 100,000	1
Population <5 Mile ranges selected	75,001 to 100,000	2
	125,001 to 250,000	2
	250,001 to 500,000	3
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	0.6 to 1.0	2
	1.1 to 1.5	3
	2.1 to 2.5	1
PTAL Rating	No PTAL Present	7

Calculation Reference: AUDIT-332901-210610-0619

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	2 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: Gross floor area
Actual Range: 185 to 750 (units: sqm)
Range Selected by User: 176 to 2350 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 21/05/19

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
Tuesday	3 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4
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:

Residential Zone	6
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

E(f)	7 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:

15,001 to 20,000	3 days
25,001 to 50,000	3 days
50,001 to 100,000	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	2 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	3 days
2.1 to 2.5	1 days

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

Travel Plan:

No	7 days

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

PTAL Rating:

No PTAL Present	7 days

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

LIST OF SITES relevant to selection parameters

Site(1):	CA-04-D-02	Gross floor area:	400 sqm
Development Name:	NURSERY	Number of pupils:	50
Location:	PETERBOROUGH		
Postcode:	PE1 4RA	No of Employees:	17
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/10/16
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	12
Site(2):	CH-04-D-01	Gross floor area:	500 sqm
Development Name:	NURSERY	Number of pupils:	70
Location:	MACCLESFIELD		
Postcode:	SK11 8PT	No of Employees:	19
Main Location Type:	Edge of Town Centre	Survey Date:	24/11/14
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	12
Site(3):	ES-04-D-01	Gross floor area:	185 sqm
Development Name:	NURSERY	Number of pupils:	45
Location:	BRIGHTON		
Postcode:	BN3 3WB	No of Employees:	10
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(4):	LN-04-D-01	Gross floor area:	600 sqm
Development Name:	NURSERY	Number of pupils:	49
Location:	LINCOLN		
Postcode:	LN6 8RY	No of Employees:	12
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	31/10/17
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	9
Site(5):	SF-04-D-03	Gross floor area:	750 sqm
Development Name:	NURSERY	Number of pupils:	110
Location:	LOWESTOFT		
Postcode:	NR32 2LL	No of Employees:	25
Main Location Type:	Edge of Town Centre	Survey Date:	10/12/14
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	6
Site(6):	TW-04-D-02	Gross floor area:	500 sqm
Development Name:	NURSERY	Number of pupils:	110
Location:	SUNDERLAND		
Postcode:	SR3 4AW	No of Employees:	18
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/11/12
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(7):	TW-04-D-03	Gross floor area:	725 sqm
Development Name:	NURSERY	Number of pupils:	108
Location:	NEWCASTLE UPON TYNE		
Postcode:	NE3 3PU	No of Employees:	35
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/05/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	15

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	6.230	2.623	8.853
1700-1800	2.760	4.781	7.541

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	523	1.038	7	523	0.464	7	523	1.502
08:00 - 09:00	7	523	2.404	7	523	1.995	7	523	4.399
09:00 - 10:00	7	523	0.792	7	523	0.628	7	523	1.420
10:00 - 11:00	7	523	0.137	7	523	0.164	7	523	0.301
11:00 - 12:00	7	523	0.383	7	523	0.410	7	523	0.793
12:00 - 13:00	7	523	0.628	7	523	0.902	7	523	1.530
13:00 - 14:00	7	523	0.683	7	523	0.738	7	523	1.421
14:00 - 15:00	7	523	0.219	7	523	0.273	7	523	0.492
15:00 - 16:00	7	523	0.929	7	523	0.792	7	523	1.721
16:00 - 17:00	7	523	1.011	7	523	1.038	7	523	2.049
17:00 - 18:00	7	523	1.940	7	523	2.158	7	523	4.098
18:00 - 19:00	7	523	0.164	7	523	0.738	7	523	0.902
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.328			10.300			20.628

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:	185 - 750 (units: sqm)
Survey date date range:	01/01/12 - 21/05/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	523	0.082	7	523	0.082	7	523	0.164
08:00 - 09:00	7	523	0.027	7	523	0.027	7	523	0.054
09:00 - 10:00	7	523	0.000	7	523	0.000	7	523	0.000
10:00 - 11:00	7	523	0.027	7	523	0.027	7	523	0.054
11:00 - 12:00	7	523	0.000	7	523	0.000	7	523	0.000
12:00 - 13:00	7	523	0.027	7	523	0.027	7	523	0.054
13:00 - 14:00	7	523	0.000	7	523	0.000	7	523	0.000
14:00 - 15:00	7	523	0.000	7	523	0.000	7	523	0.000
15:00 - 16:00	7	523	0.000	7	523	0.000	7	523	0.000
16:00 - 17:00	7	523	0.000	7	523	0.000	7	523	0.000
17:00 - 18:00	7	523	0.000	7	523	0.000	7	523	0.000
18:00 - 19:00	7	523	0.000	7	523	0.000	7	523	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.163			0.163			0.326

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 for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	523	0.000	7	523	0.000	7	523	0.000
08:00 - 09:00	7	523	0.000	7	523	0.000	7	523	0.000
09:00 - 10:00	7	523	0.027	7	523	0.027	7	523	0.054
10:00 - 11:00	7	523	0.000	7	523	0.000	7	523	0.000
11:00 - 12:00	7	523	0.000	7	523	0.000	7	523	0.000
12:00 - 13:00	7	523	0.000	7	523	0.000	7	523	0.000
13:00 - 14:00	7	523	0.000	7	523	0.000	7	523	0.000
14:00 - 15:00	7	523	0.000	7	523	0.000	7	523	0.000
15:00 - 16:00	7	523	0.000	7	523	0.000	7	523	0.000
16:00 - 17:00	7	523	0.000	7	523	0.000	7	523	0.000
17:00 - 18:00	7	523	0.000	7	523	0.000	7	523	0.000
18:00 - 19:00	7	523	0.000	7	523	0.000	7	523	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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 for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	523	0.000	7	523	0.000	7	523	0.000
08:00 - 09:00	7	523	0.027	7	523	0.027	7	523	0.054
09:00 - 10:00	7	523	0.000	7	523	0.000	7	523	0.000
10:00 - 11:00	7	523	0.000	7	523	0.000	7	523	0.000
11:00 - 12:00	7	523	0.000	7	523	0.000	7	523	0.000
12:00 - 13:00	7	523	0.000	7	523	0.000	7	523	0.000
13:00 - 14:00	7	523	0.000	7	523	0.000	7	523	0.000
14:00 - 15:00	7	523	0.000	7	523	0.000	7	523	0.000
15:00 - 16:00	7	523	0.000	7	523	0.000	7	523	0.000
16:00 - 17:00	7	523	0.000	7	523	0.000	7	523	0.000
17:00 - 18:00	7	523	0.000	7	523	0.000	7	523	0.000
18:00 - 19:00	7	523	0.000	7	523	0.000	7	523	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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 for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	523	0.055	7	523	0.000	7	523	0.055
08:00 - 09:00	7	523	0.109	7	523	0.027	7	523	0.136
09:00 - 10:00	7	523	0.000	7	523	0.000	7	523	0.000
10:00 - 11:00	7	523	0.000	7	523	0.000	7	523	0.000
11:00 - 12:00	7	523	0.000	7	523	0.000	7	523	0.000
12:00 - 13:00	7	523	0.082	7	523	0.027	7	523	0.109
13:00 - 14:00	7	523	0.027	7	523	0.055	7	523	0.082
14:00 - 15:00	7	523	0.000	7	523	0.000	7	523	0.000
15:00 - 16:00	7	523	0.000	7	523	0.055	7	523	0.055
16:00 - 17:00	7	523	0.000	7	523	0.000	7	523	0.000
17:00 - 18:00	7	523	0.000	7	523	0.027	7	523	0.027
18:00 - 19:00	7	523	0.000	7	523	0.055	7	523	0.055
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00	1	400	0.000	1	400	0.000	1	400	0.000
21:00 - 22:00	1	400	0.000	1	400	0.000	1	400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.273			0.246			0.519

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 for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	523	1.393	7	523	0.492	7	523	1.885
08:00 - 09:00	7	523	4.208	7	523	1.967	7	523	6.175
09:00 - 10:00	7	523	1.120	7	523	0.710	7	523	1.830
10:00 - 11:00	7	523	0.191	7	523	0.164	7	523	0.355
11:00 - 12:00	7	523	0.492	7	523	0.601	7	523	1.093
12:00 - 13:00	7	523	0.792	7	523	0.956	7	523	1.748
13:00 - 14:00	7	523	0.847	7	523	0.847	7	523	1.694
14:00 - 15:00	7	523	0.328	7	523	0.383	7	523	0.711
15:00 - 16:00	7	523	1.120	7	523	1.175	7	523	2.295
16:00 - 17:00	7	523	1.148	7	523	1.639	7	523	2.787
17:00 - 18:00	7	523	2.158	7	523	3.607	7	523	5.765
18:00 - 19:00	7	523	0.137	7	523	1.257	7	523	1.394
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.934			13.798			27.732

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 for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	523	0.683	7	523	0.027	7	523	0.710
08:00 - 09:00	7	523	1.557	7	523	0.574	7	523	2.131
09:00 - 10:00	7	523	0.355	7	523	0.109	7	523	0.464
10:00 - 11:00	7	523	0.246	7	523	0.191	7	523	0.437
11:00 - 12:00	7	523	0.601	7	523	0.765	7	523	1.366
12:00 - 13:00	7	523	1.530	7	523	1.311	7	523	2.841
13:00 - 14:00	7	523	0.437	7	523	0.738	7	523	1.175
14:00 - 15:00	7	523	0.164	7	523	0.219	7	523	0.383
15:00 - 16:00	7	523	0.710	7	523	0.574	7	523	1.284
16:00 - 17:00	7	523	0.683	7	523	1.448	7	523	2.131
17:00 - 18:00	7	523	0.546	7	523	1.011	7	523	1.557
18:00 - 19:00	7	523	0.027	7	523	0.601	7	523	0.628
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.539			7.568			15.107

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 for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	523	0.301	7	523	0.000	7	523	0.301
08:00 - 09:00	7	523	0.355	7	523	0.055	7	523	0.410
09:00 - 10:00	7	523	0.137	7	523	0.027	7	523	0.164
10:00 - 11:00	7	523	0.027	7	523	0.000	7	523	0.027
11:00 - 12:00	7	523	0.000	7	523	0.191	7	523	0.191
12:00 - 13:00	7	523	0.355	7	523	0.410	7	523	0.765
13:00 - 14:00	7	523	0.027	7	523	0.082	7	523	0.109
14:00 - 15:00	7	523	0.000	7	523	0.000	7	523	0.000
15:00 - 16:00	7	523	0.027	7	523	0.109	7	523	0.136
16:00 - 17:00	7	523	0.000	7	523	0.137	7	523	0.137
17:00 - 18:00	7	523	0.055	7	523	0.137	7	523	0.192
18:00 - 19:00	7	523	0.000	7	523	0.219	7	523	0.219
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.284			1.367			2.651

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 for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	523	0.082	7	523	0.000	7	523	0.082
08:00 - 09:00	7	523	0.000	7	523	0.000	7	523	0.000
09:00 - 10:00	7	523	0.000	7	523	0.000	7	523	0.000
10:00 - 11:00	7	523	0.000	7	523	0.000	7	523	0.000
11:00 - 12:00	7	523	0.000	7	523	0.000	7	523	0.000
12:00 - 13:00	7	523	0.000	7	523	0.000	7	523	0.000
13:00 - 14:00	7	523	0.000	7	523	0.000	7	523	0.000
14:00 - 15:00	7	523	0.000	7	523	0.000	7	523	0.000
15:00 - 16:00	7	523	0.000	7	523	0.000	7	523	0.000
16:00 - 17:00	7	523	0.000	7	523	0.000	7	523	0.000
17:00 - 18:00	7	523	0.000	7	523	0.000	7	523	0.000
18:00 - 19:00	7	523	0.000	7	523	0.055	7	523	0.055
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.055			0.137

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 for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	523	0.383	7	523	0.000	7	523	0.383
08:00 - 09:00	7	523	0.355	7	523	0.055	7	523	0.410
09:00 - 10:00	7	523	0.137	7	523	0.027	7	523	0.164
10:00 - 11:00	7	523	0.027	7	523	0.000	7	523	0.027
11:00 - 12:00	7	523	0.000	7	523	0.191	7	523	0.191
12:00 - 13:00	7	523	0.355	7	523	0.410	7	523	0.765
13:00 - 14:00	7	523	0.027	7	523	0.082	7	523	0.109
14:00 - 15:00	7	523	0.000	7	523	0.000	7	523	0.000
15:00 - 16:00	7	523	0.027	7	523	0.109	7	523	0.136
16:00 - 17:00	7	523	0.000	7	523	0.137	7	523	0.137
17:00 - 18:00	7	523	0.055	7	523	0.137	7	523	0.192
18:00 - 19:00	7	523	0.000	7	523	0.273	7	523	0.273
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.366			1.421			2.787

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 for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

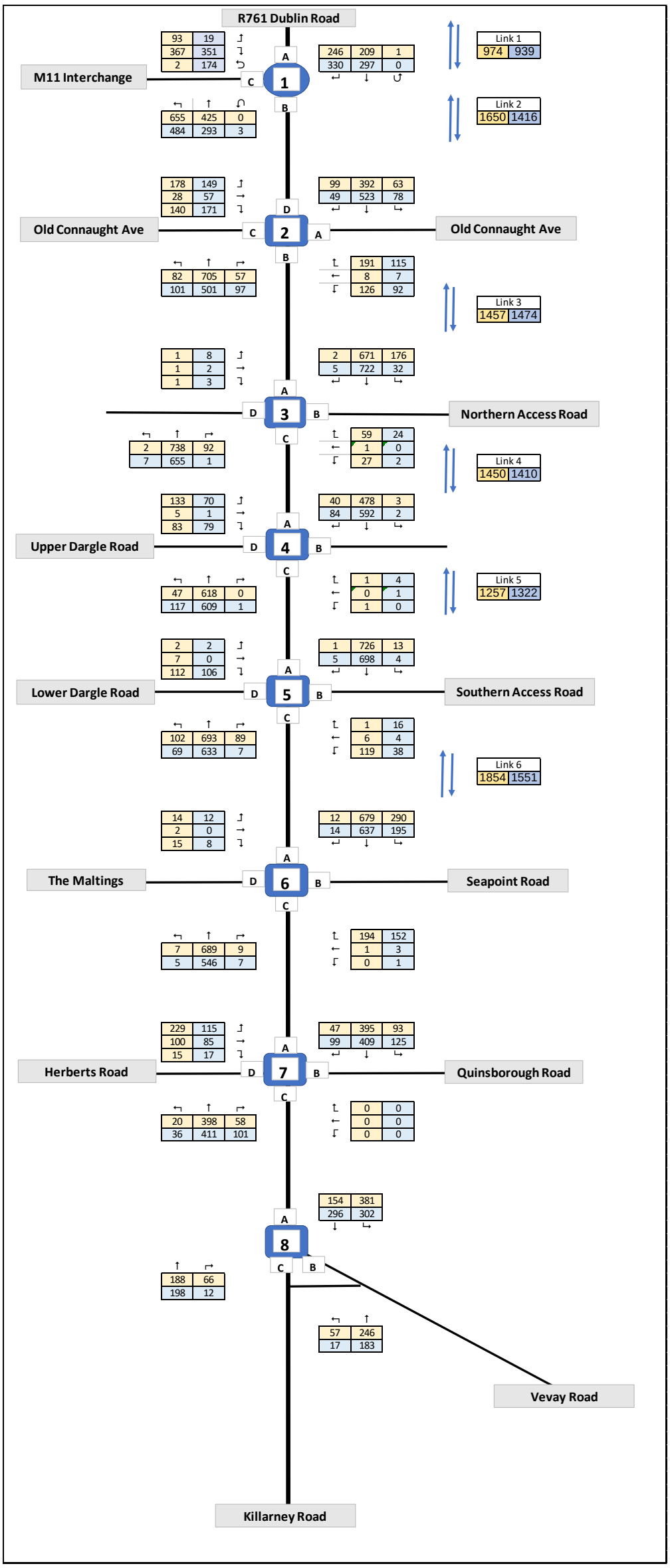
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	523	2.514	7	523	0.519	7	523	3.033
08:00 - 09:00	7	523	6.230	7	523	2.623	7	523	8.853
09:00 - 10:00	7	523	1.612	7	523	0.847	7	523	2.459
10:00 - 11:00	7	523	0.464	7	523	0.355	7	523	0.819
11:00 - 12:00	7	523	1.093	7	523	1.557	7	523	2.650
12:00 - 13:00	7	523	2.760	7	523	2.705	7	523	5.465
13:00 - 14:00	7	523	1.339	7	523	1.721	7	523	3.060
14:00 - 15:00	7	523	0.492	7	523	0.601	7	523	1.093
15:00 - 16:00	7	523	1.858	7	523	1.913	7	523	3.771
16:00 - 17:00	7	523	1.831	7	523	3.224	7	523	5.055
17:00 - 18:00	7	523	2.760	7	523	4.781	7	523	7.541
18:00 - 19:00	7	523	0.164	7	523	2.186	7	523	2.350
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00	1	400	0.000	1	400	0.000	1	400	0.000
21:00 - 22:00	1	400	0.000	1	400	0.000	1	400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			23.117			23.032			46.149

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.*

Appendix D. Traffic Movement Diagrams

Base 2020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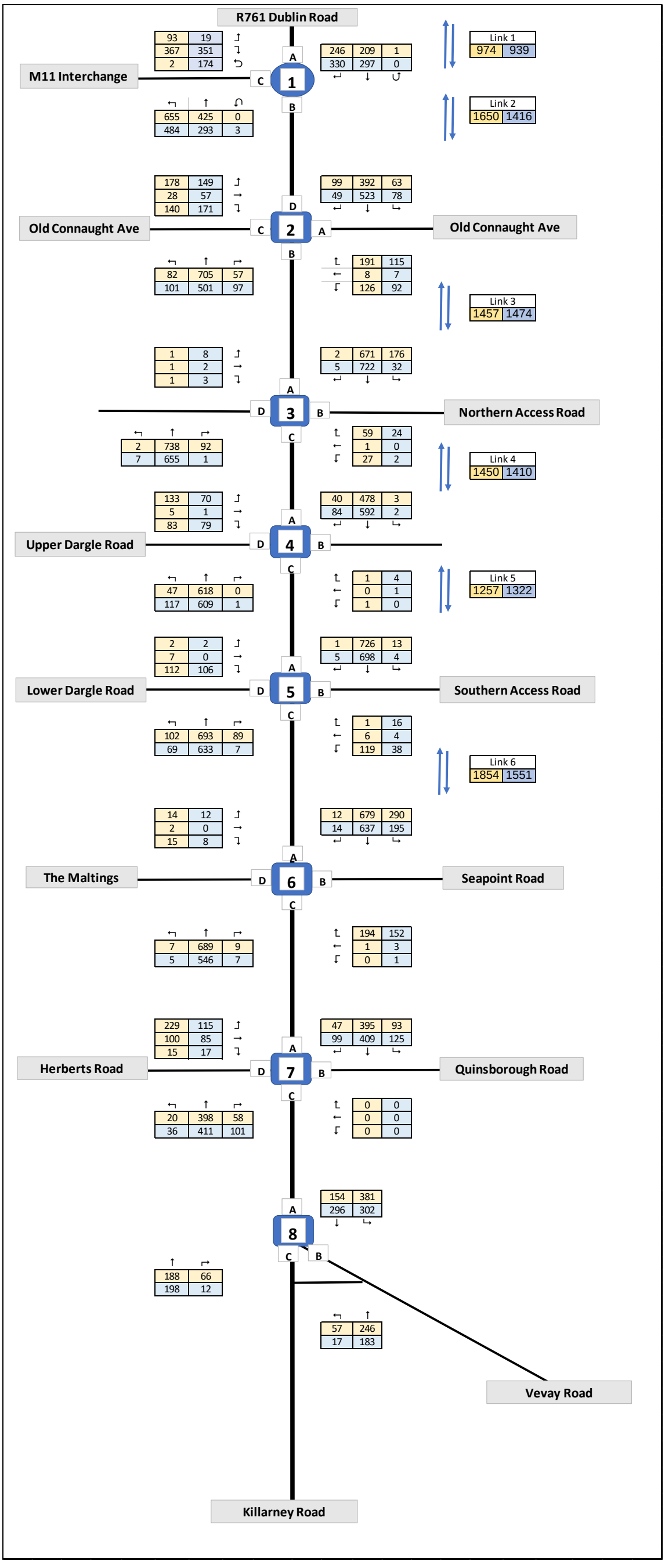
Old Connaught Ave
Old Connaught Ave
Northern Access Road
Upper Dargle Road
Lower Dargle Road
Southern Access Road
The Maltings
Seapoint Road
Herberts Road
Quinsborough Road
Vevay Road
Killarney Road
Link 1
974 939
Link 2
1650 1416
Link 3
1457 1474
Link 4
1450 1410
Link 5
1257 1322
Link 6
1854 1551

DO NO OY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Quinsborough Road
Vevay Road
Killarney Road
Link 1
974 939
Link 2
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Link 3
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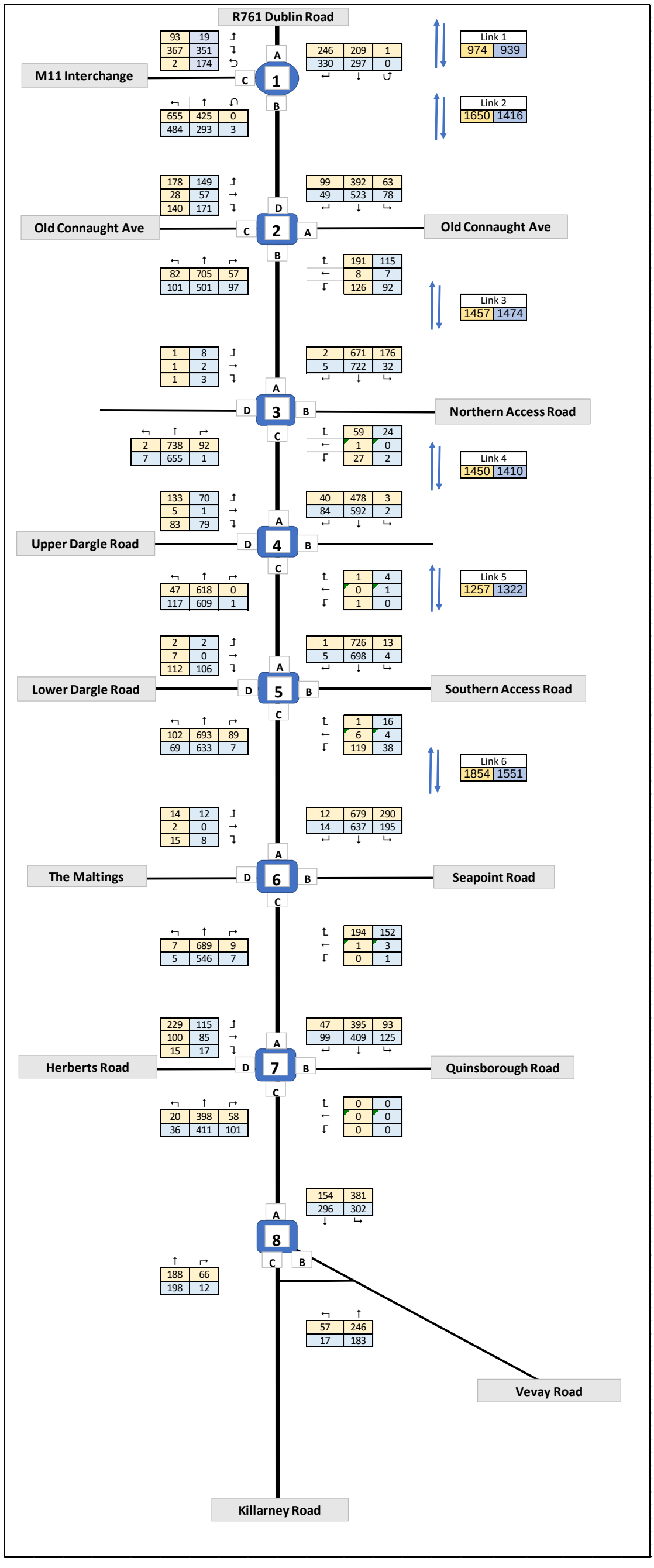
Link 4
1450 1410
Link 5
1257 1322
Link 6
1854 1551

DO NO OY + 5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The Maltings
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Quinsborough Road
Vevay Road
Killarney Road
Link 1
974 939
Link 2
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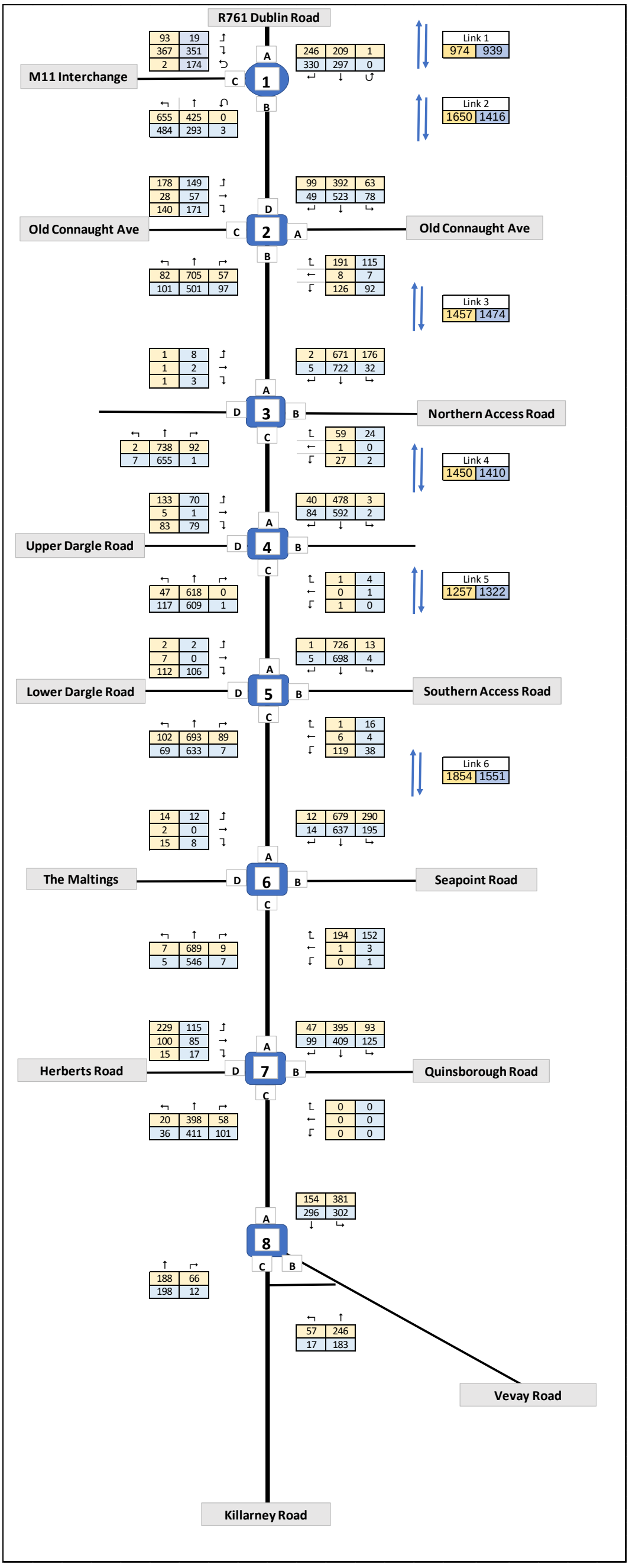
Link 3
1457 1474
Link 4
1450 1410
Link 5
1257 1322
Link 6
1854 1551

DO NO OY +15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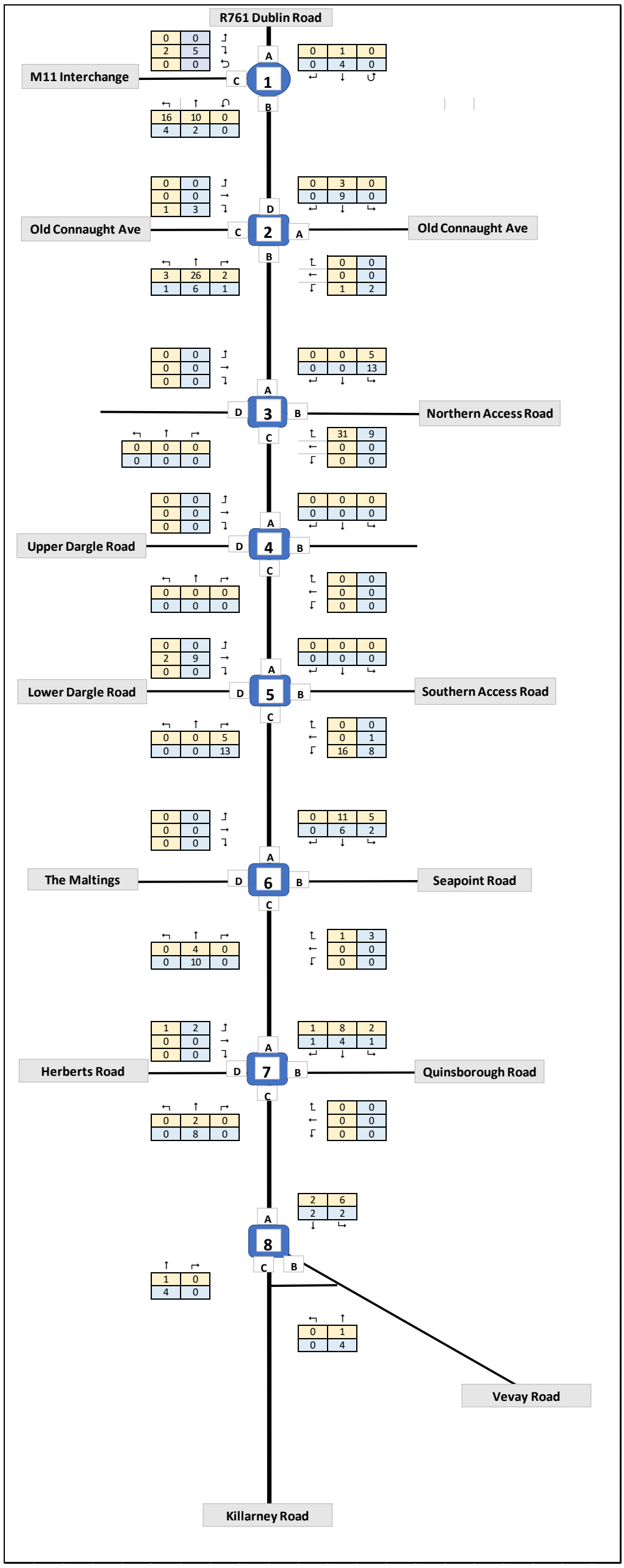
Killarney Road
Link 1
974 939
Link 2
1650 1416
Link 3
1457 1474
Link 4
1450 1410
Link 5
1257 1322
Link 6
1854 1551

Modelling Scenario (CQ) (0.14)

Development Distribution (CQ)



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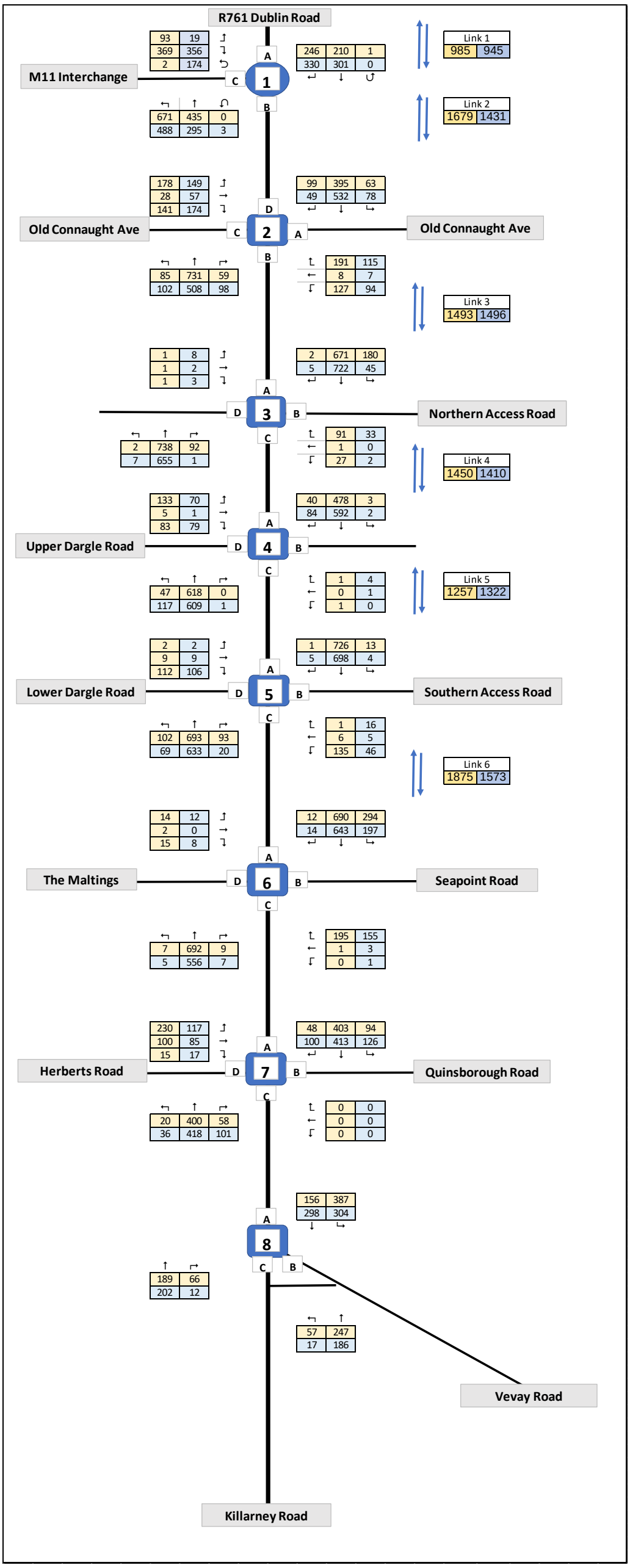
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Quinsborough Road
Vevay Road
Killarney Road
Link 1
985 945
Link 2
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Link 3
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Link 4
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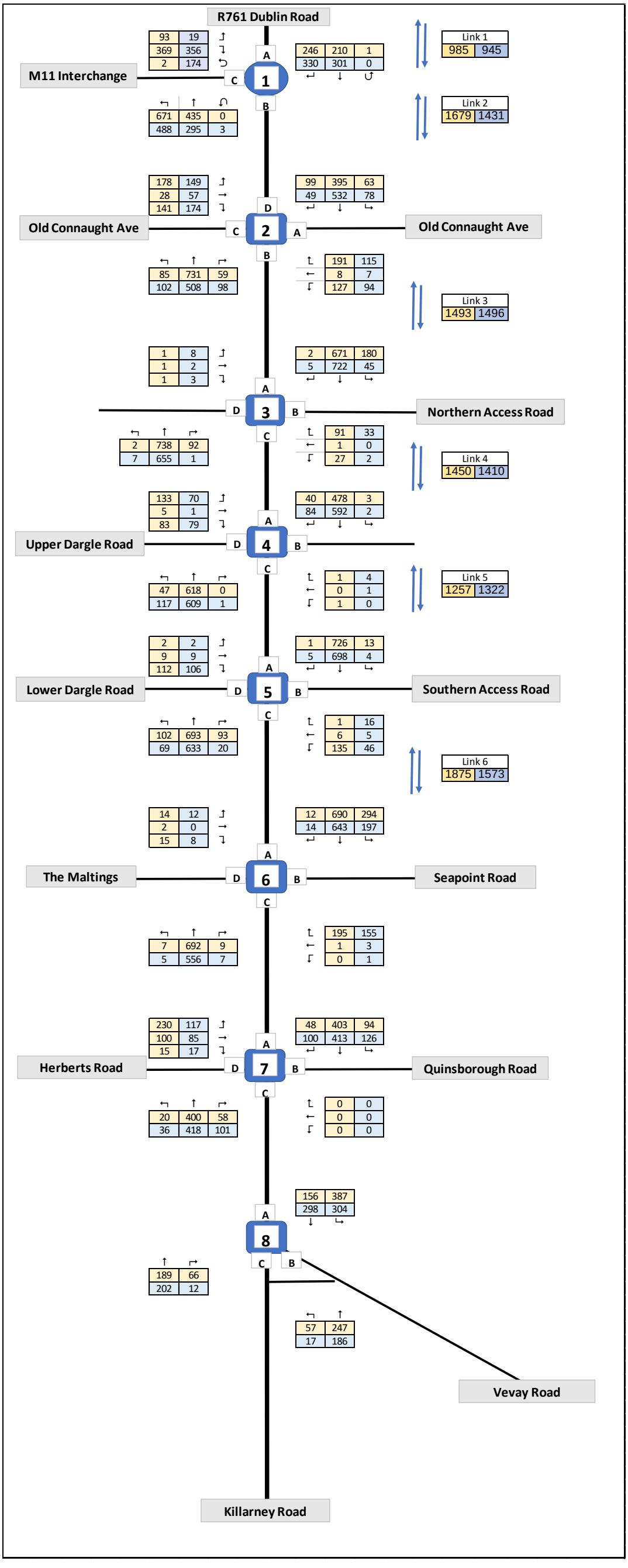
Link 5
1257 1322
Link 6
1875 1573

DO SO OY + 5 (CQ)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Killarney Road
Link 1
985 945
Link 2
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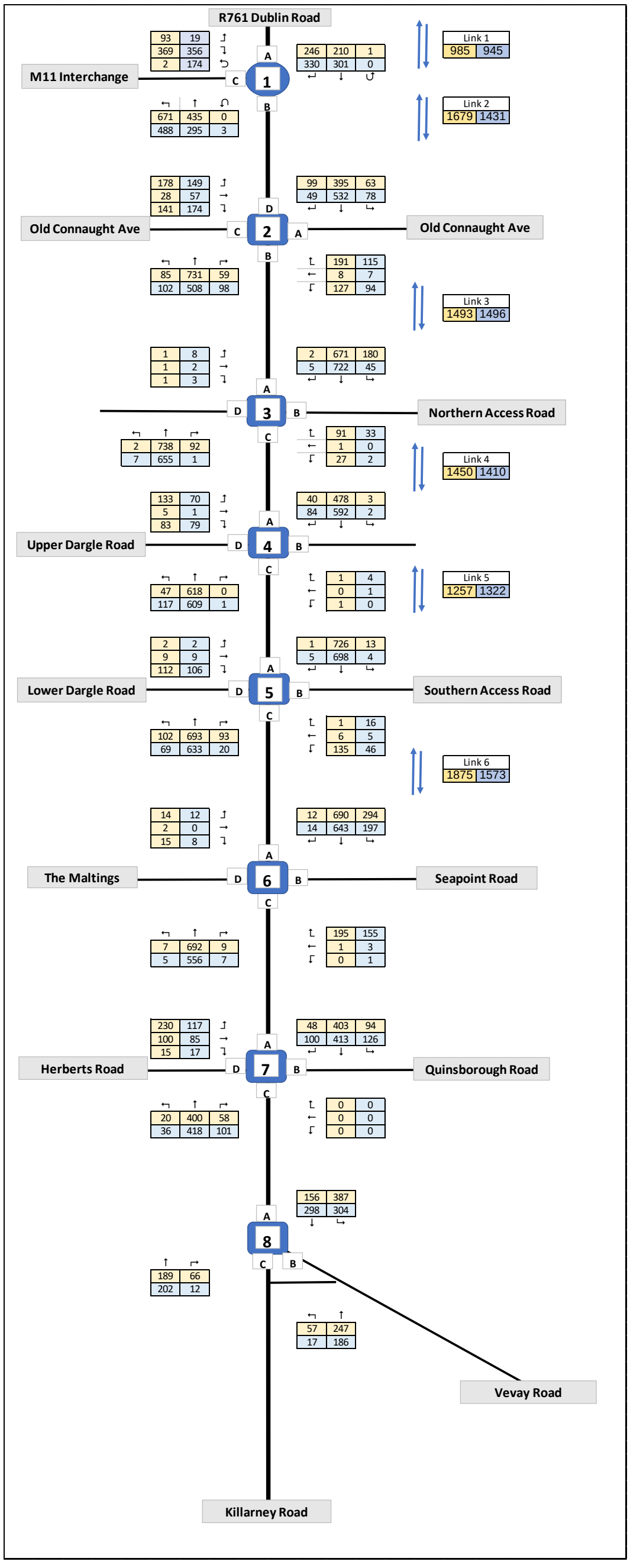
Link 3
1493 1496
Link 4
1450 1410
Link 5
1257 1322
Link 6
1875 1573

DO SO OY + 15 (CQ)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Vevay Road
Killarney Road
Link 1
985 945
Link 2
1679 1431
Link 3
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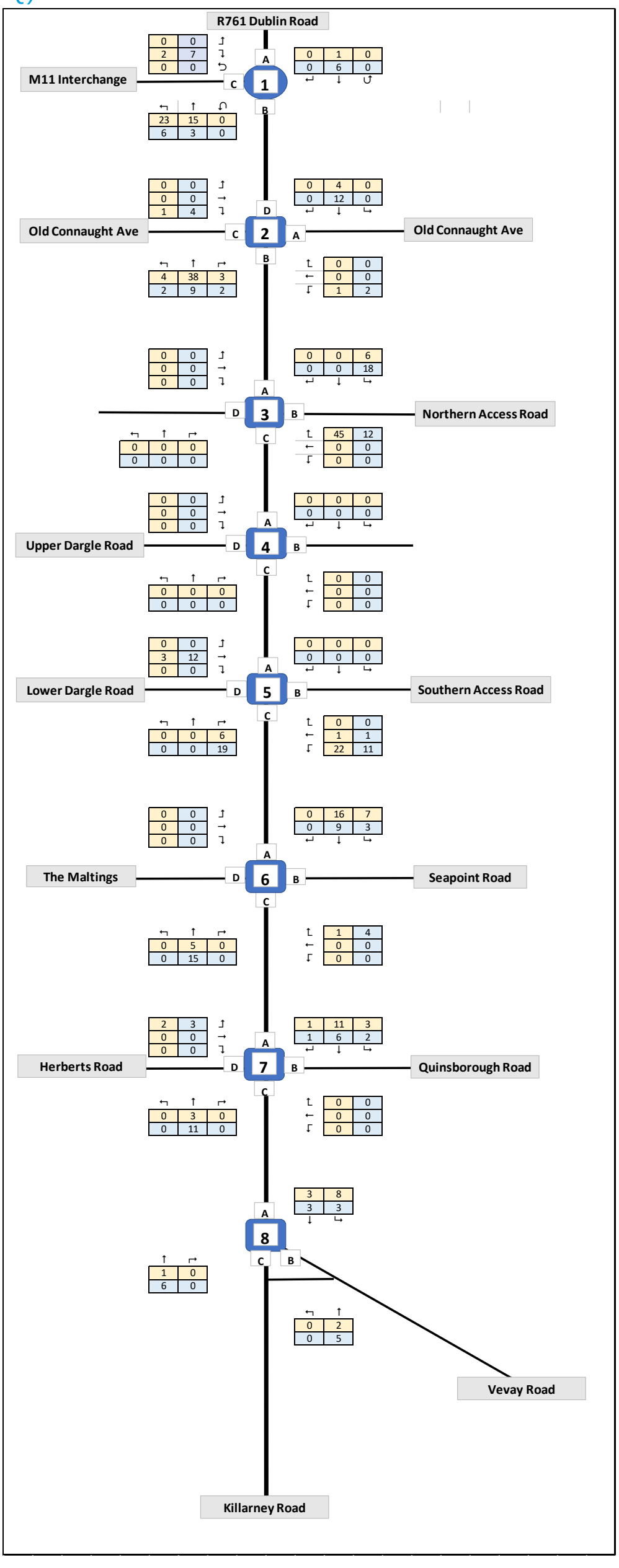
Link 5
1257 1322
Link 6
1875 1573

Mode Share Analysis (CQ) (0.2)

Development Distribution (CQ)



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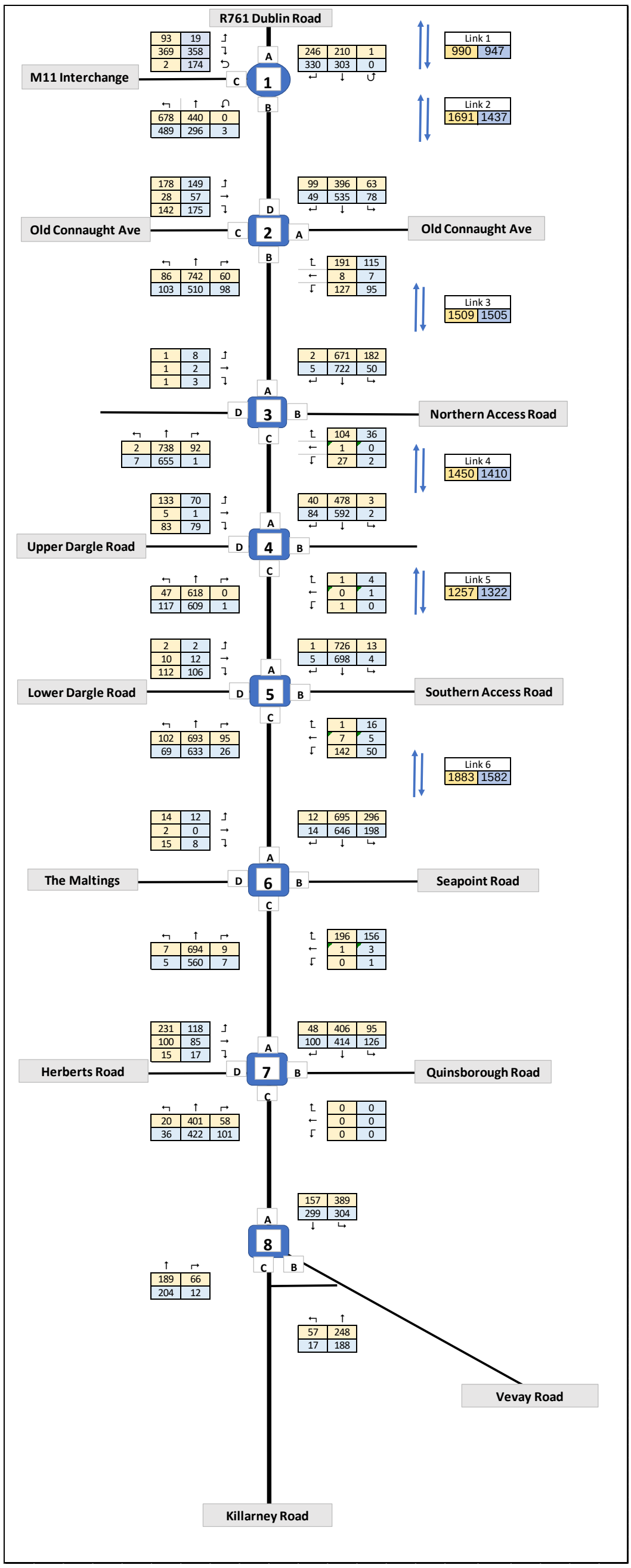
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Vevay Road
Killarney Road
Link 1
990 947
Link 2
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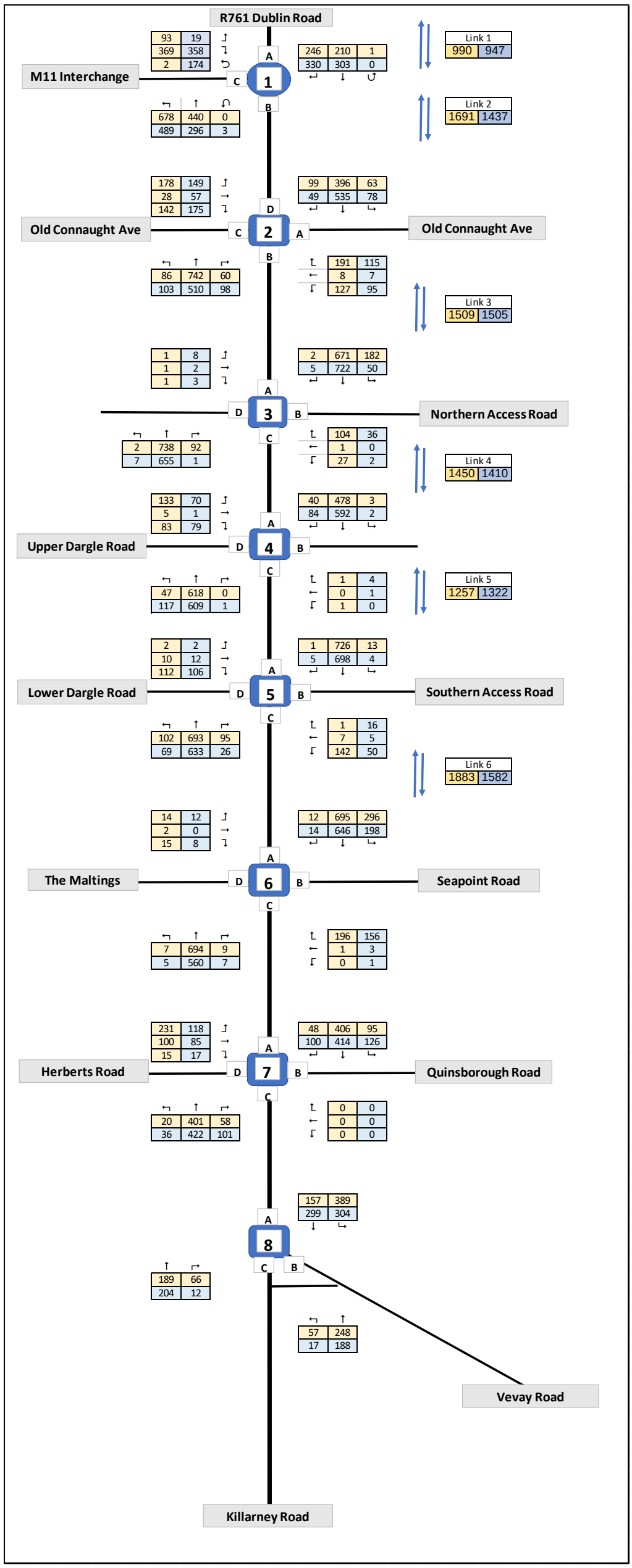
Link 3
1509 1505
Link 4
1450 1410
Link 5
1257 1322
Link 6
1883 1582

DO SO OY + 5 (CQ)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Vevay Road
Killarney Road
Link 1
990 947
Link 2
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Link 5
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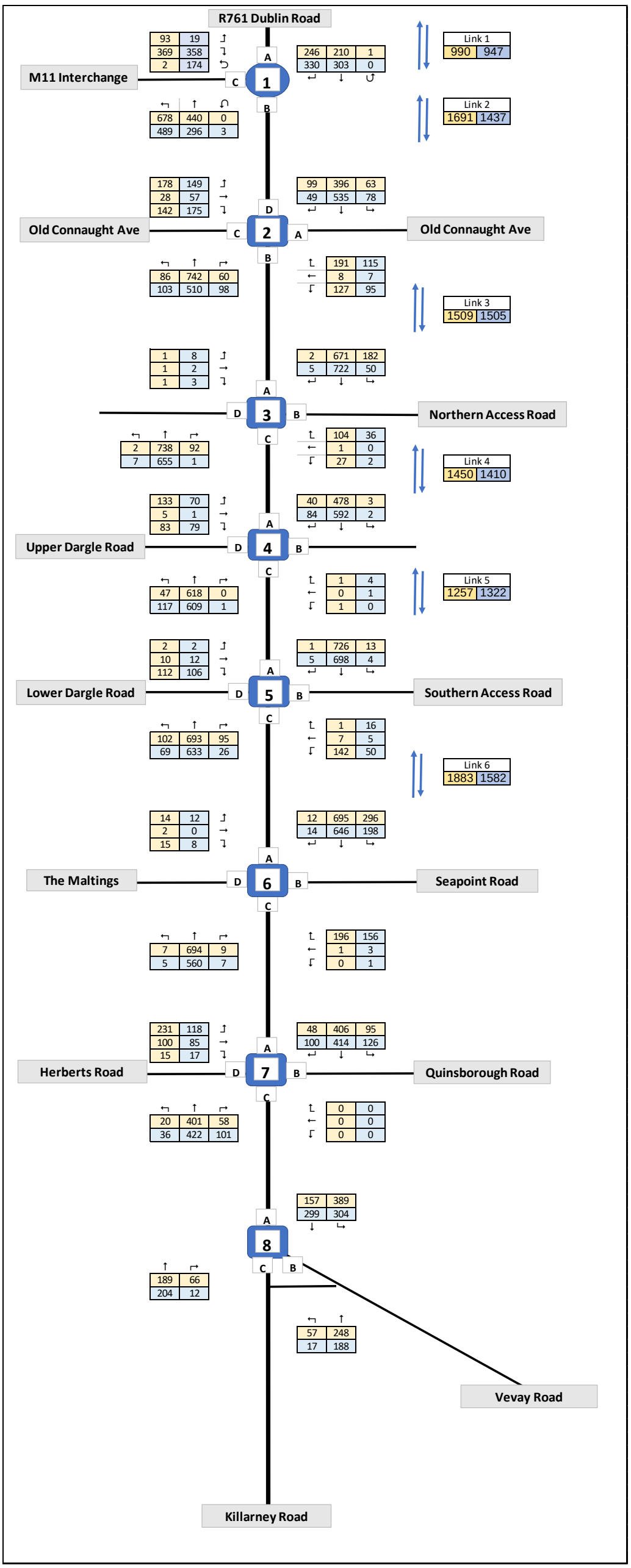
Link 6
1883 1582

DO SO OY + 15 (CQ)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Vevay Road
Killarney Road
Link 1
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Link 2
1691 1437
Link 3
1509 1505
Link 4
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Link 5
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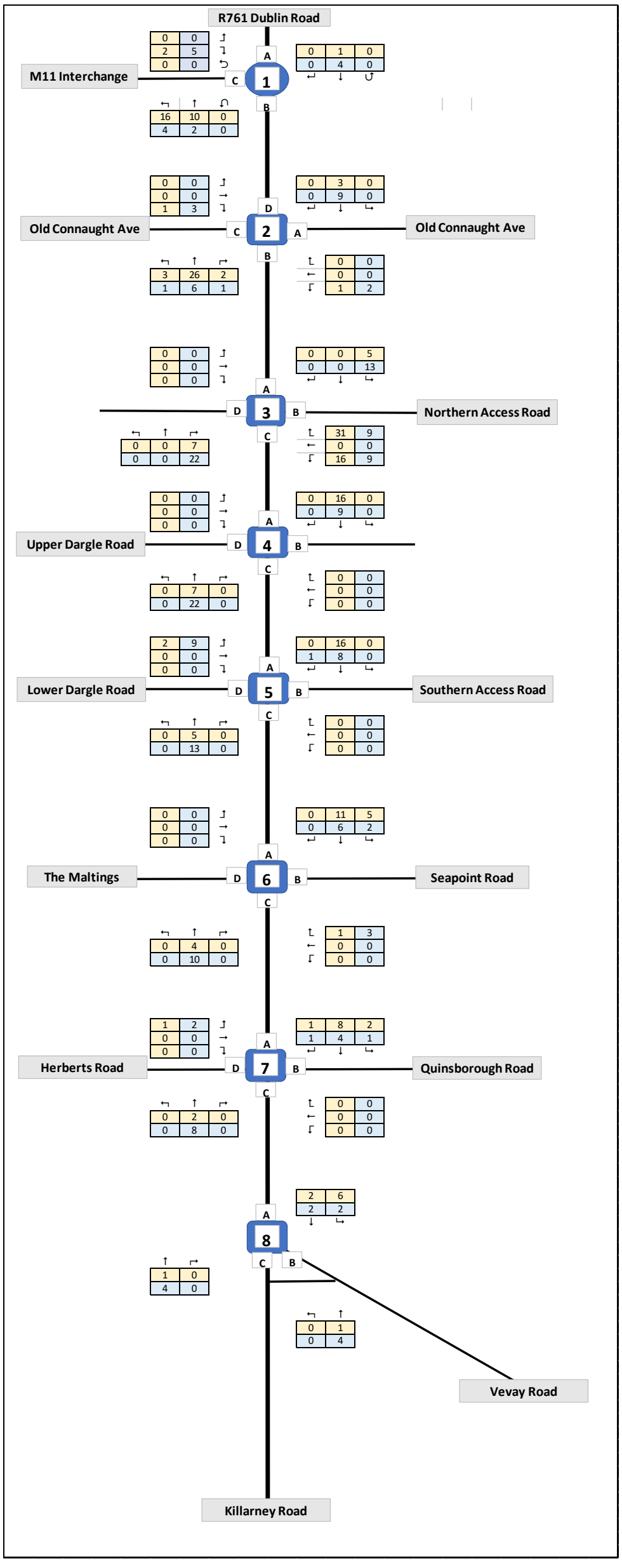
Link 6
1883 1582

Junction Sensitivity Analysis (CQ) (0.14)

Development Distribution (CQ) (Only Northern Junction Open)



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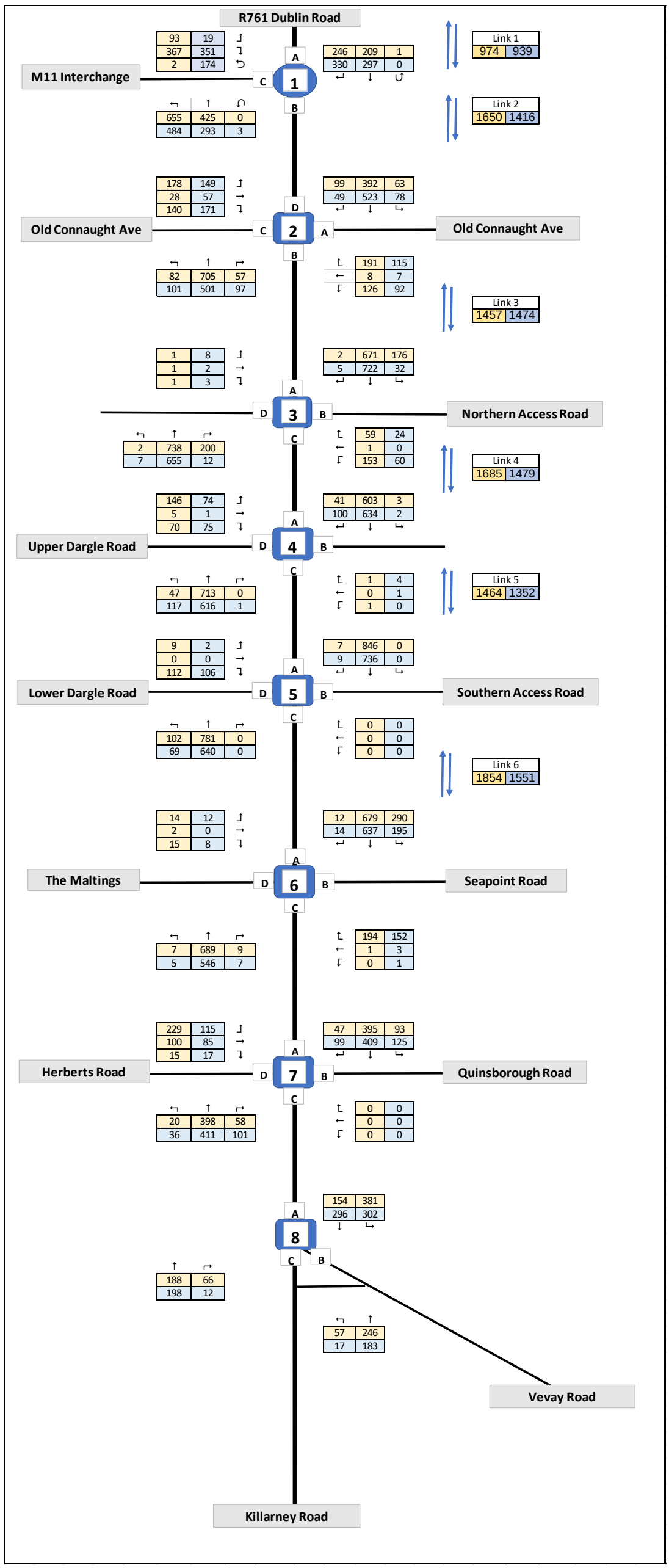
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Link 1
974 939
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Link 4
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Link 5
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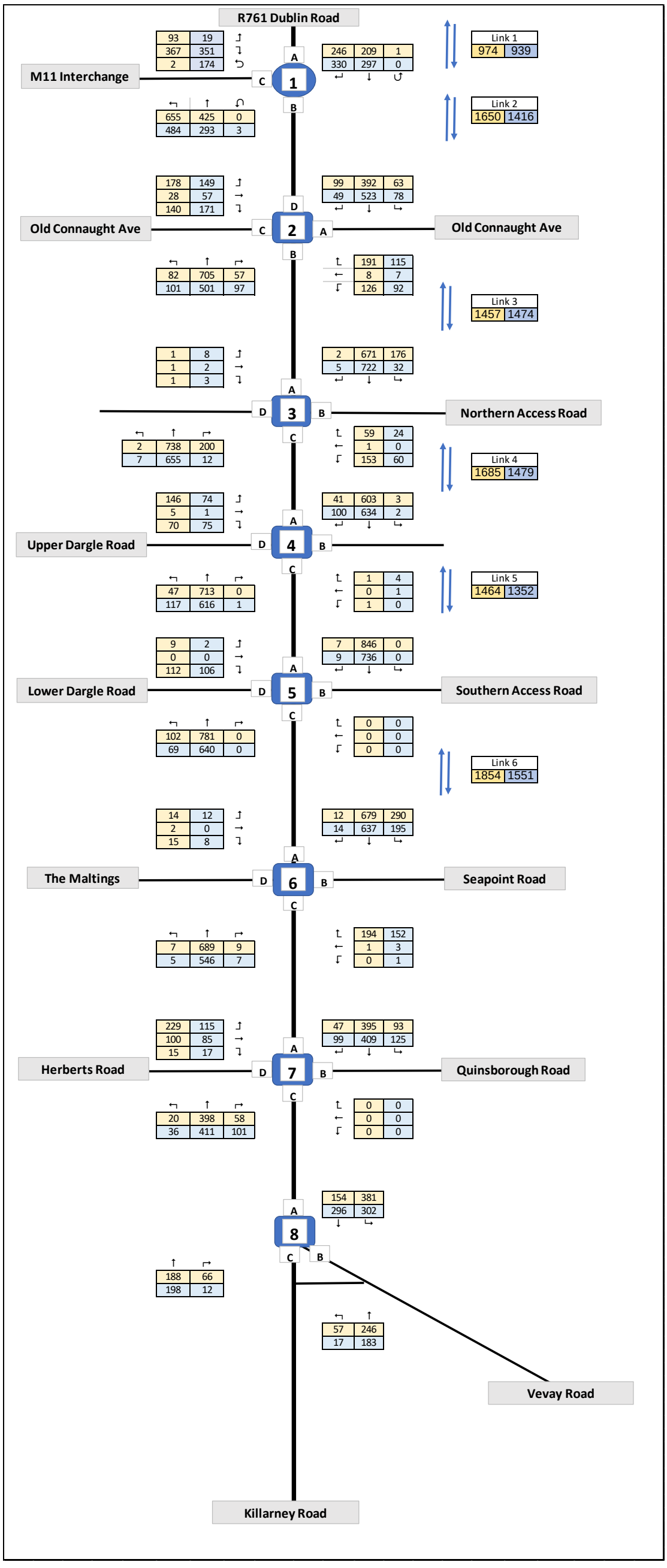
Link 6
1854 1551

DO NO OY + 5 (CQ)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Killarney Road
Link 1
974 939
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Link 4
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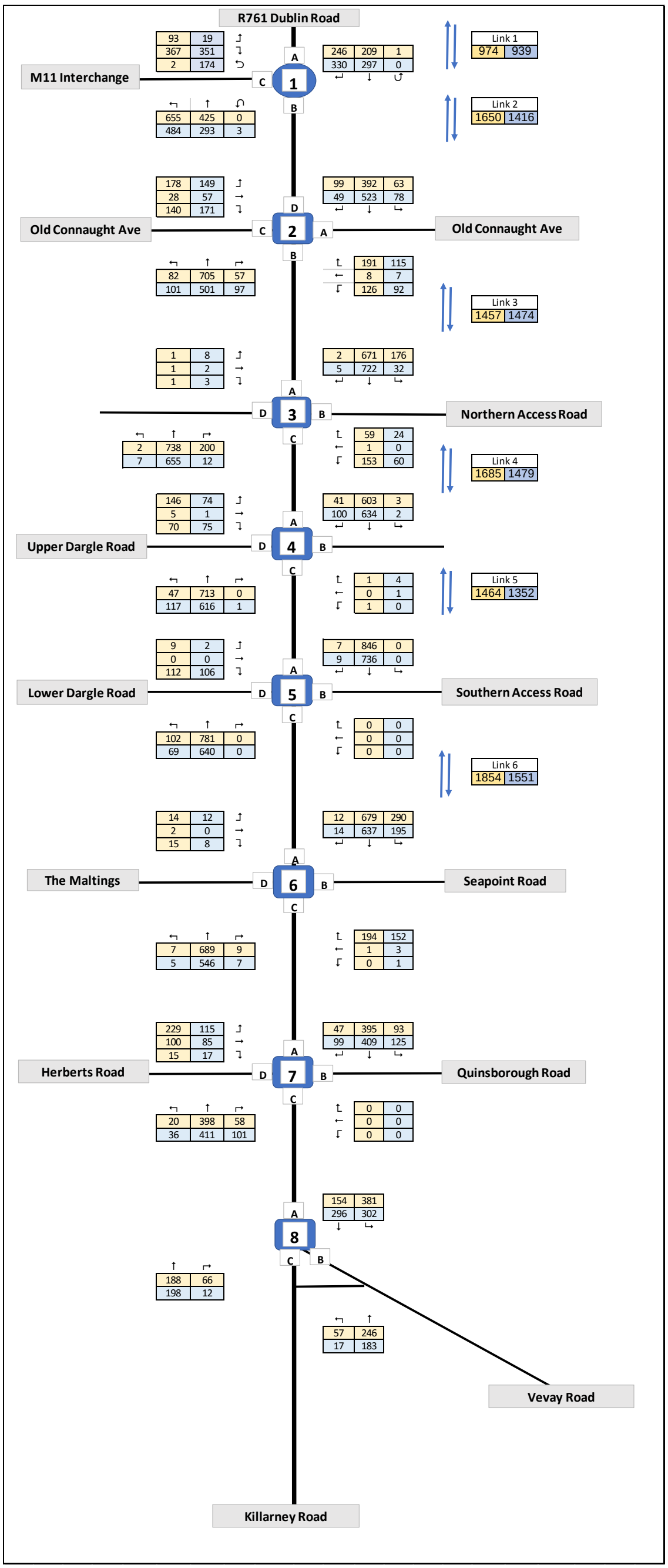
Link 5
1464 1352
Link 6
1854 1551

DO NO OY +15 (CQ)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Killarney Road
Link 1
974 939
Link 2
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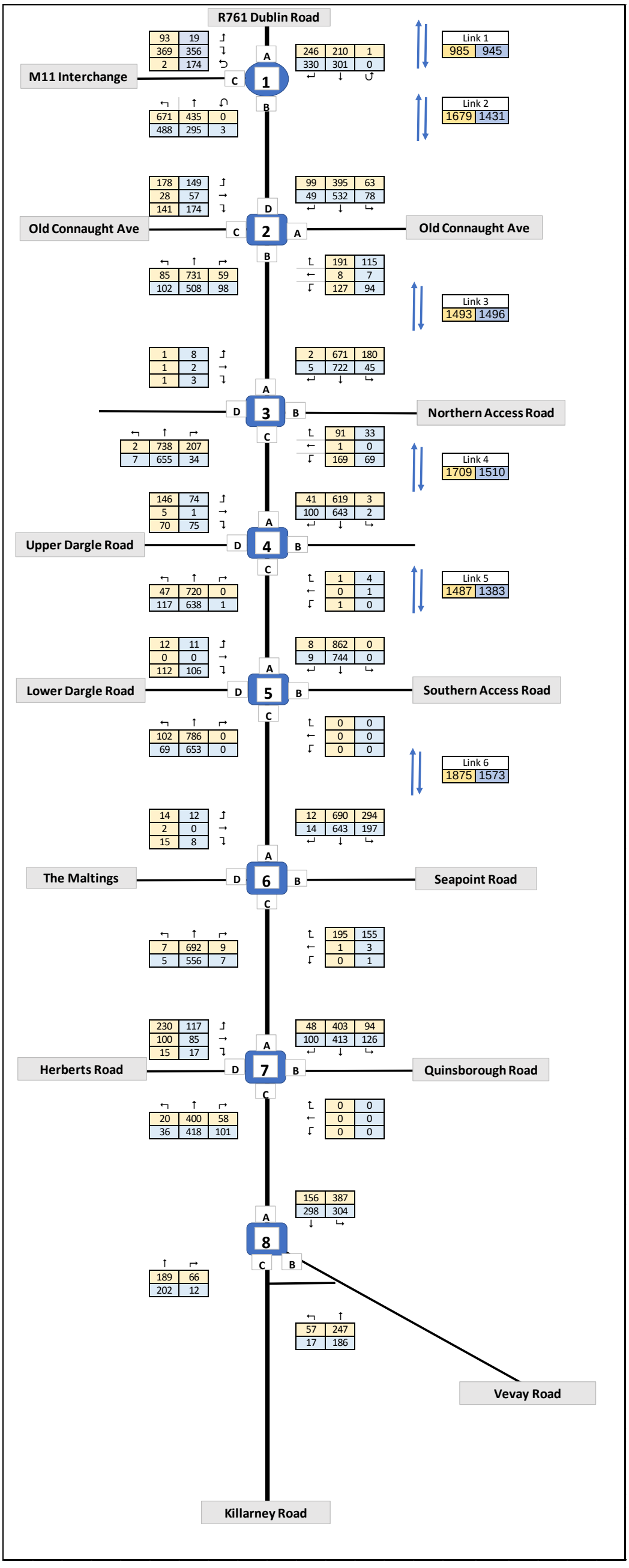
Link 3
1457 1474
Link 4
1685 1479
Link 5
1464 1352
Link 6
1854 1551

DO SO OY (CQ)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Killarney Road
Link 1
985 945
Link 2
1679 1431
Link 3
1493 1496
Link 4
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Link 5
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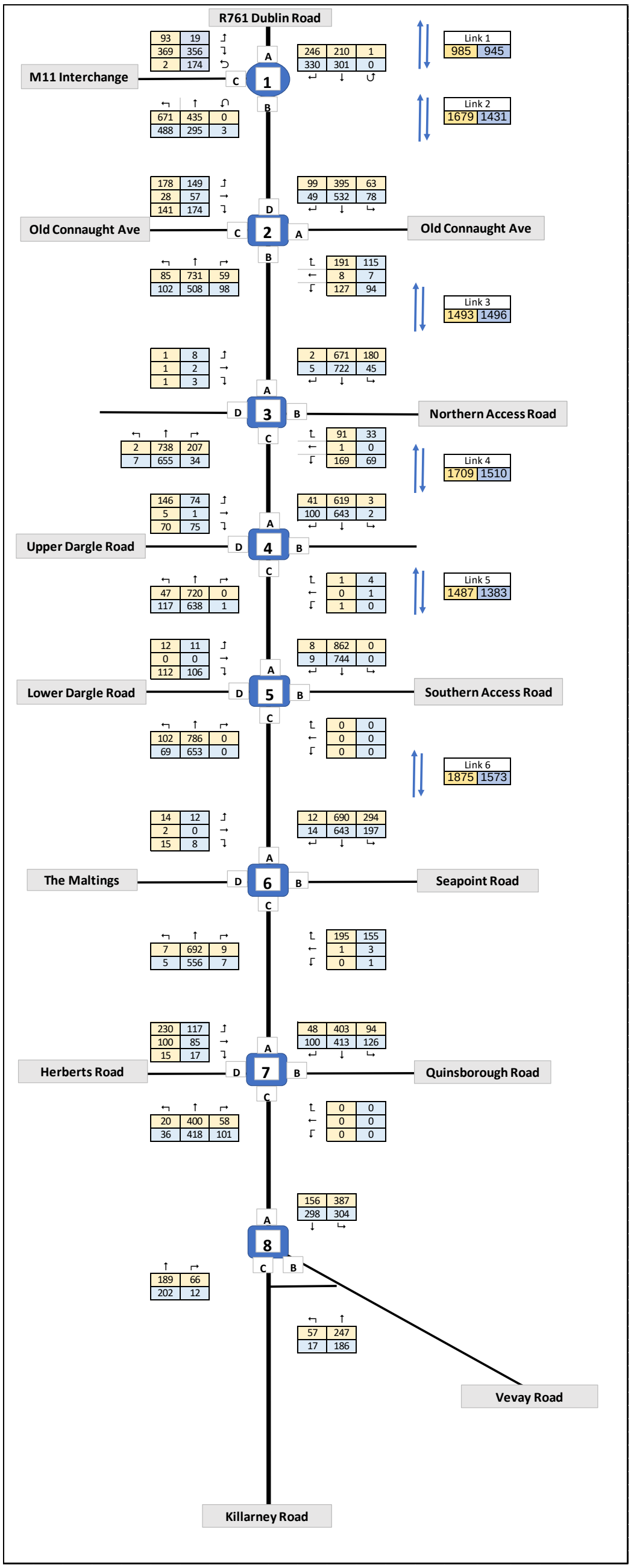
Link 6
1875 1573

DO SO OY + 5 (CQ)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Vevay Road
Killarney Road
Link 1
985 945
Link 2
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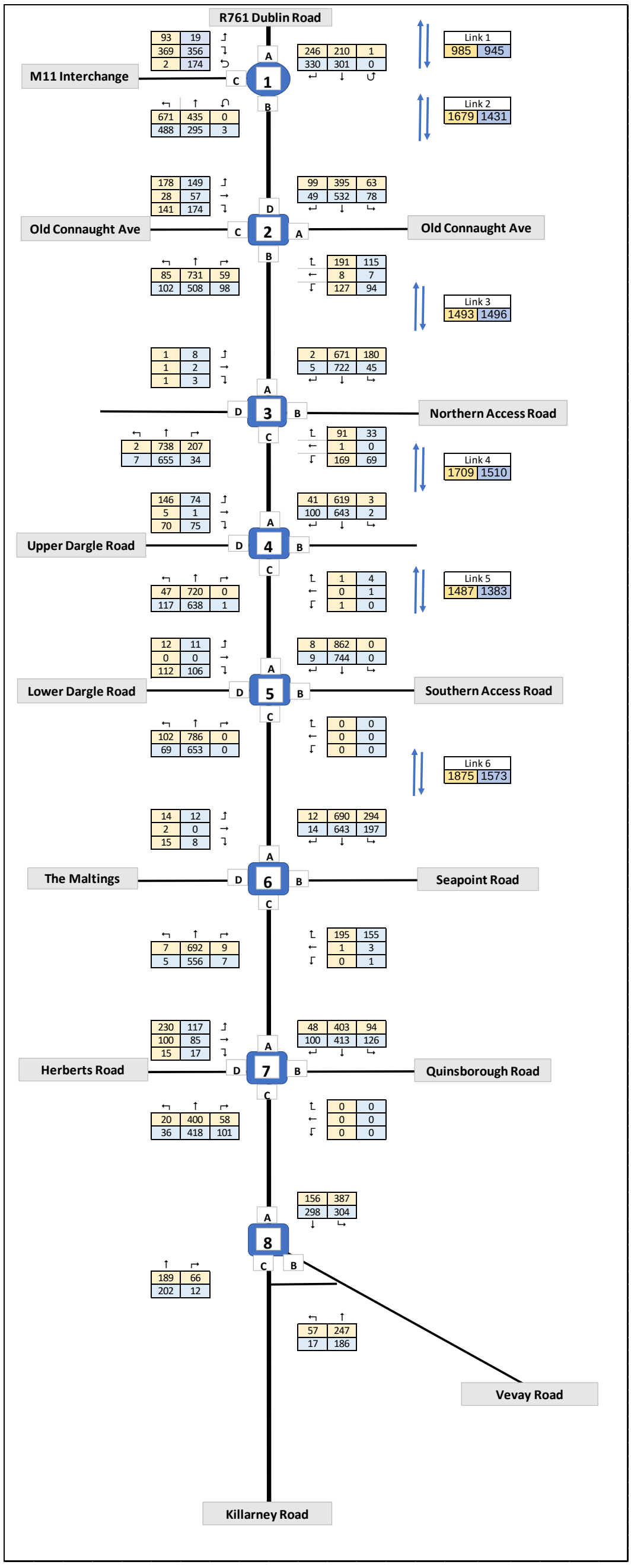
1493 1496
Link 4
1709 1510
Link 5
1487 1383
Link 6
1875 1573

DO SO OY + 15 (CQ)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Link 1
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Link 2
1679 1431
Link 3
1493 1496
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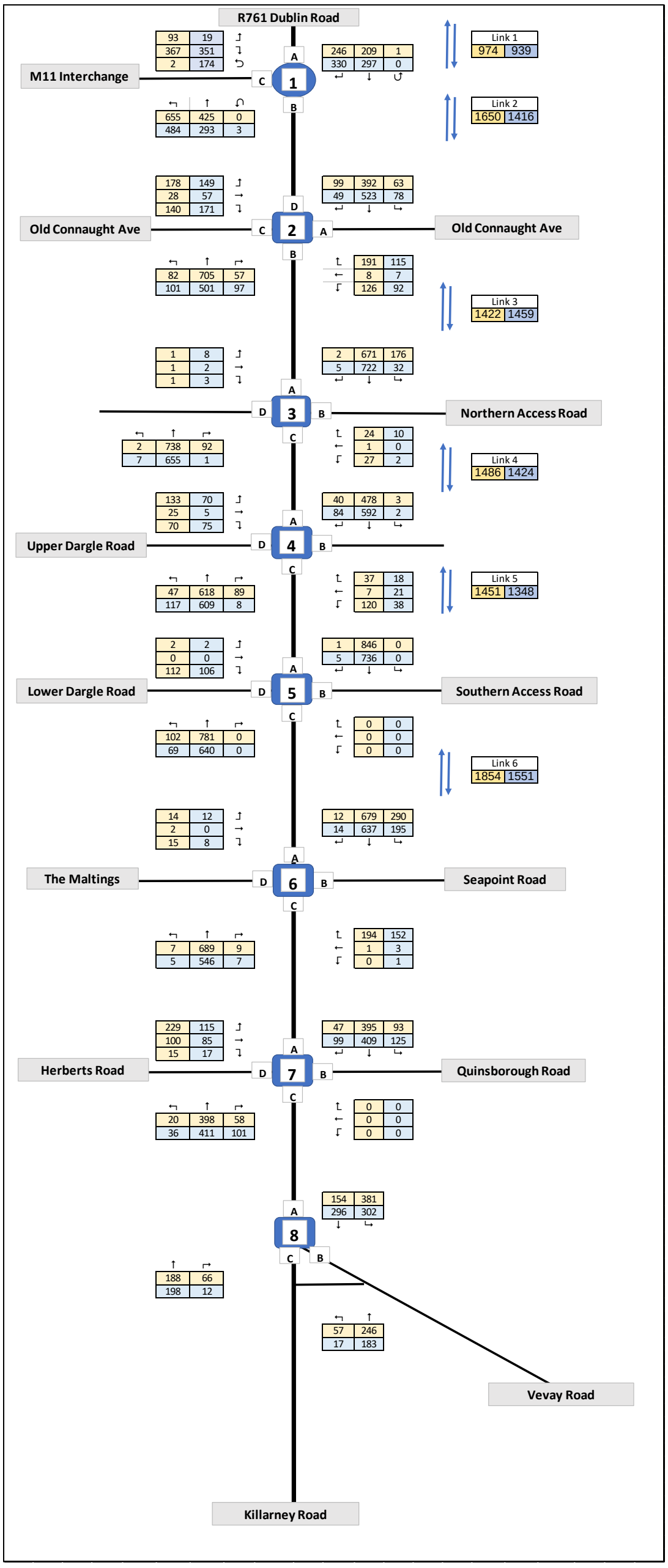
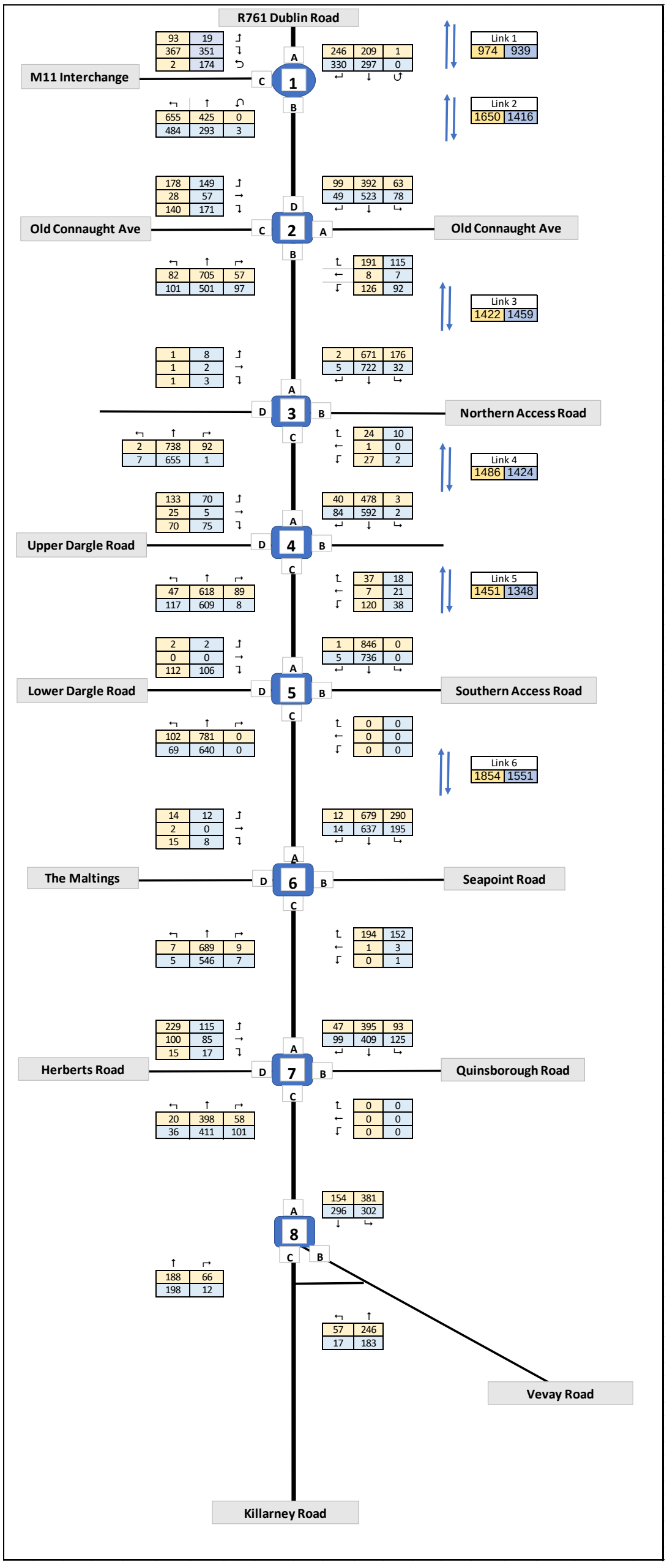
Link 5
1487 1383
Link 6
1875 1573

Full Development (CQ + RQ)

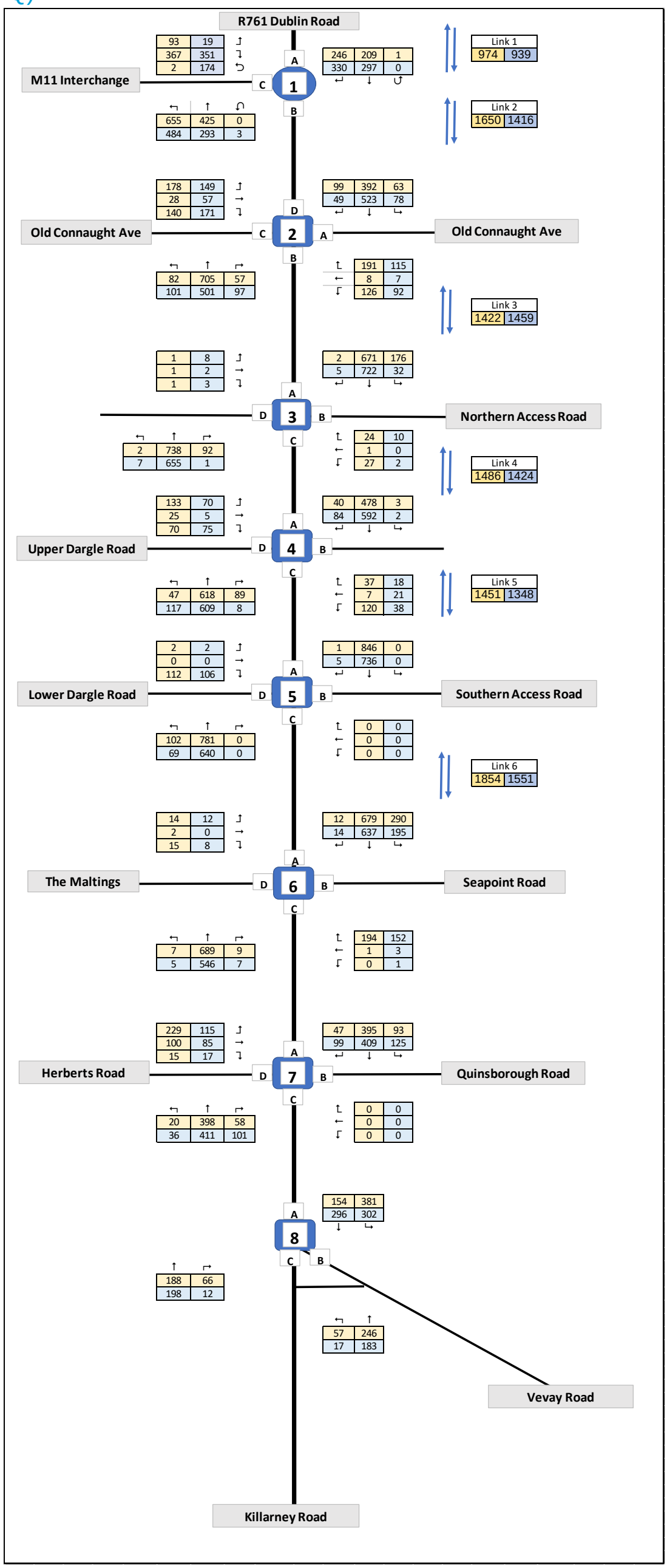
DO NO OY (CQ + RQ)



DO NO OY + 5 (CQ + RQ)

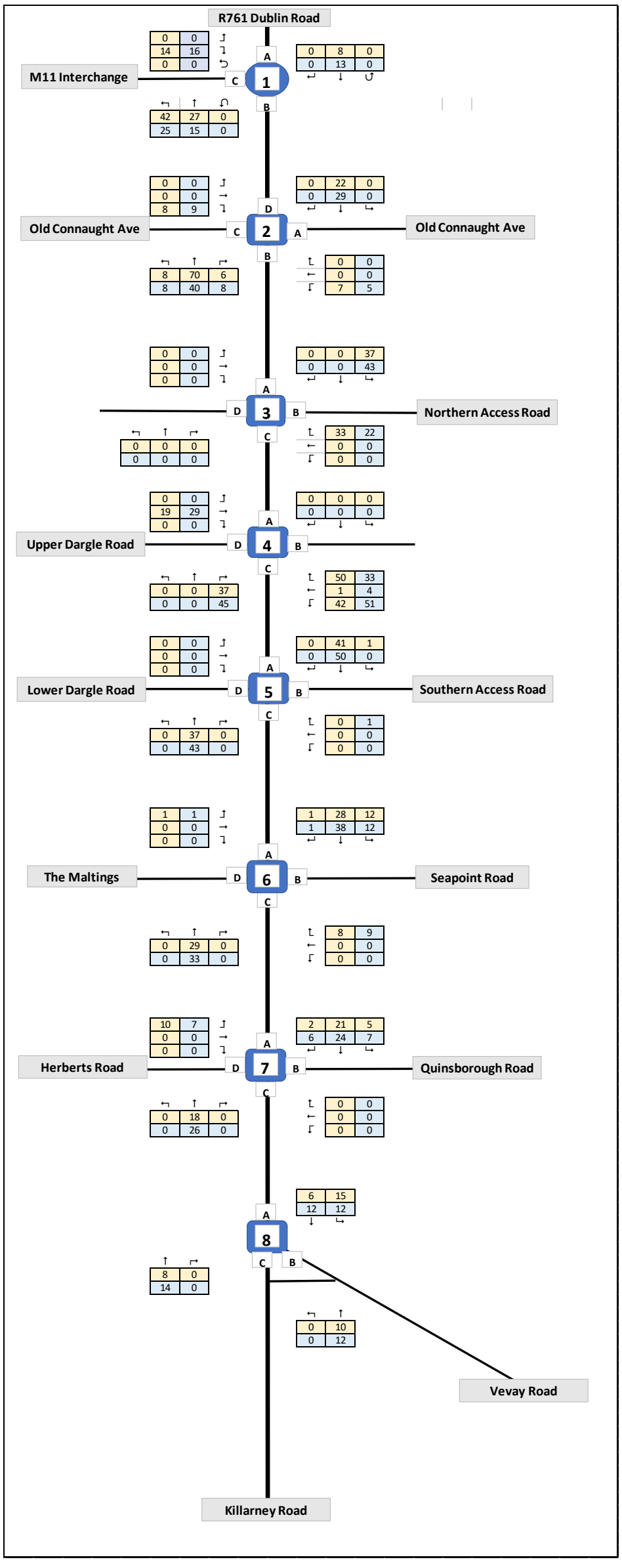


DO NO OY + 15 (CQ + RQ)

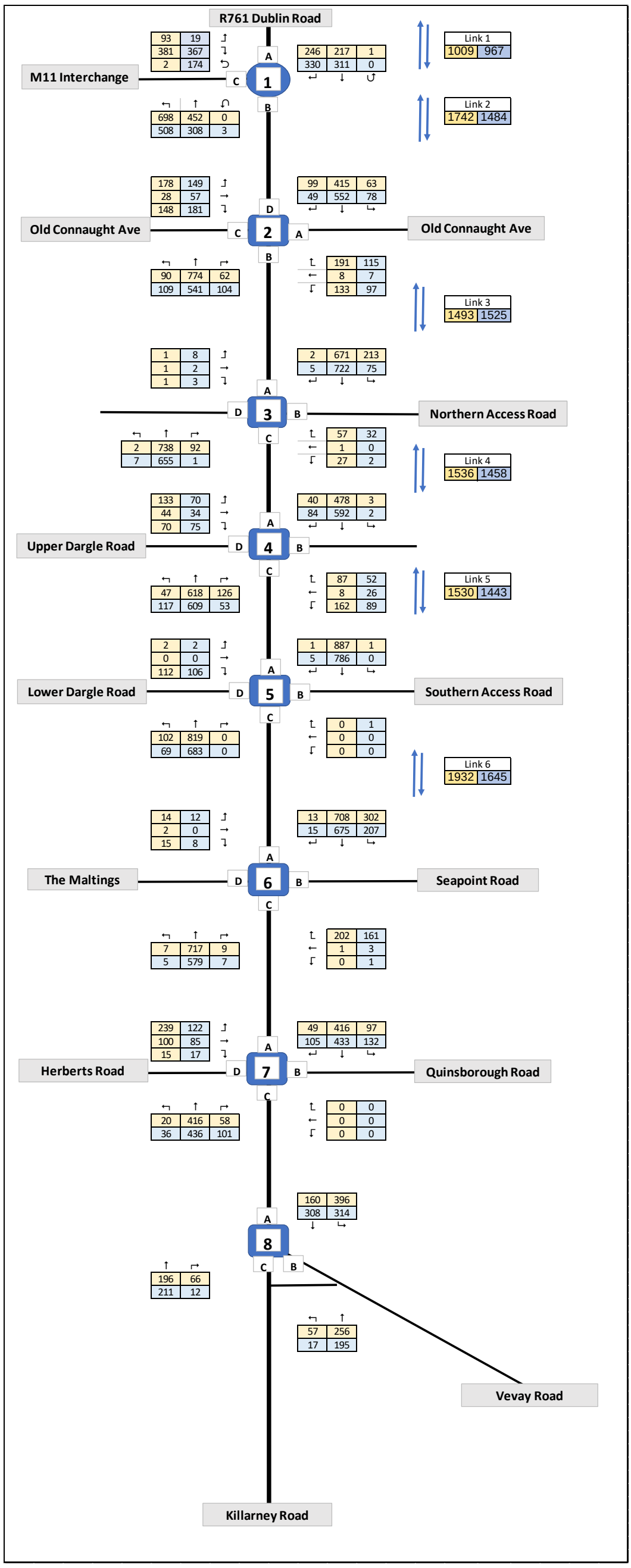


Modelling Scenario (Full Development) (0.14)

Development Distribution (CQ + RQ) (Southern Junction Closed)



DO SO OY (CQ + RQ)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Old Connaught Ave
Northern Access Road
Upper Dargle Road
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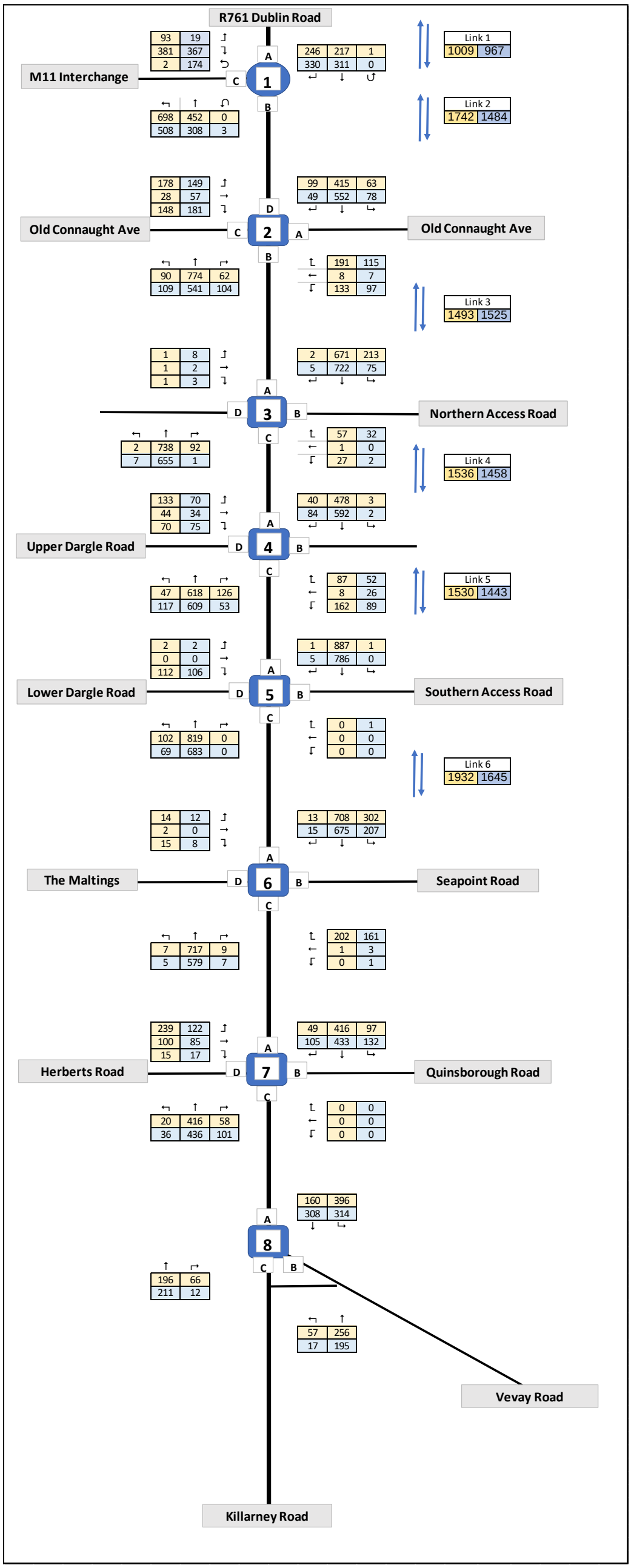
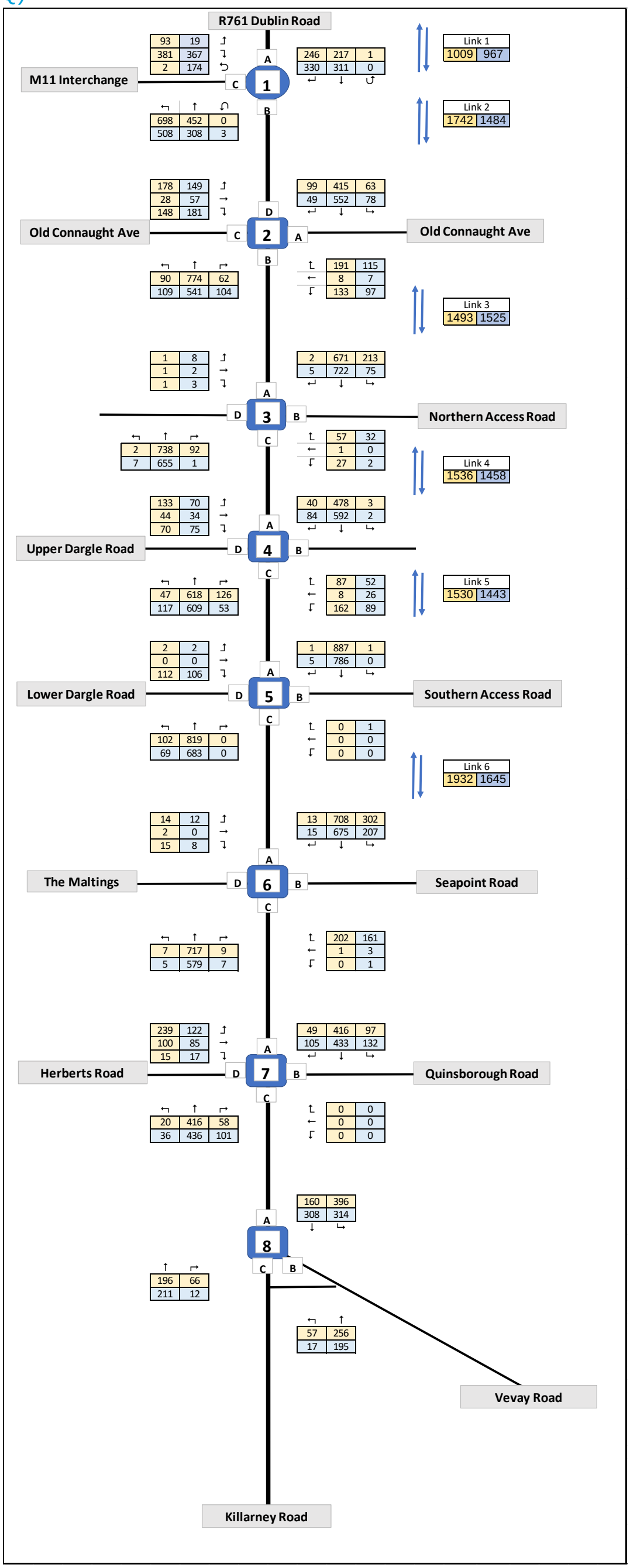
The Maltings
Seapoint Road
Herberts Road
Quinsborough Road
Vevay Road
Killarney Road
Link 1
1009 967
Link 2
1742 1484
Link 3
1493 1525
Link 4
1536 1458
Link 5
1530 1443
Link 6
1932 1645

DO SO OY + 5 (CQ + RQ)

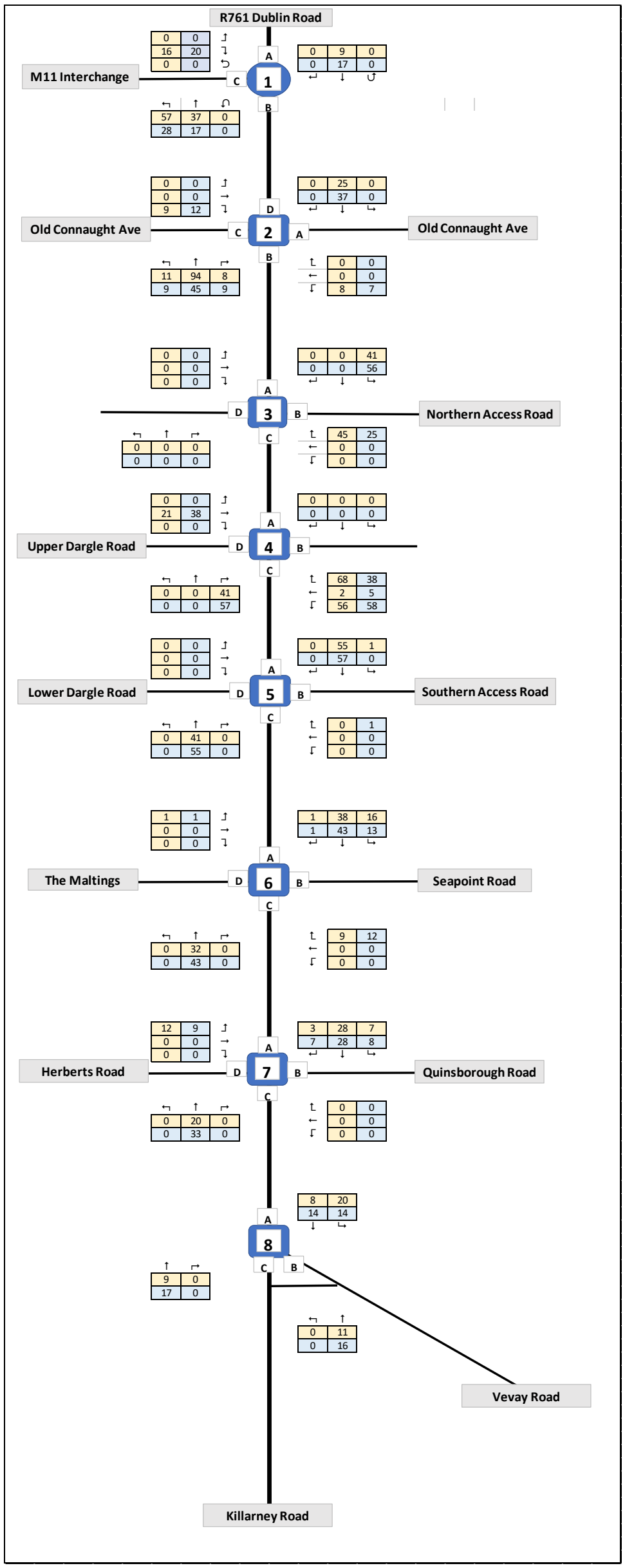


DO SO OY + 15 (CQ + RQ)

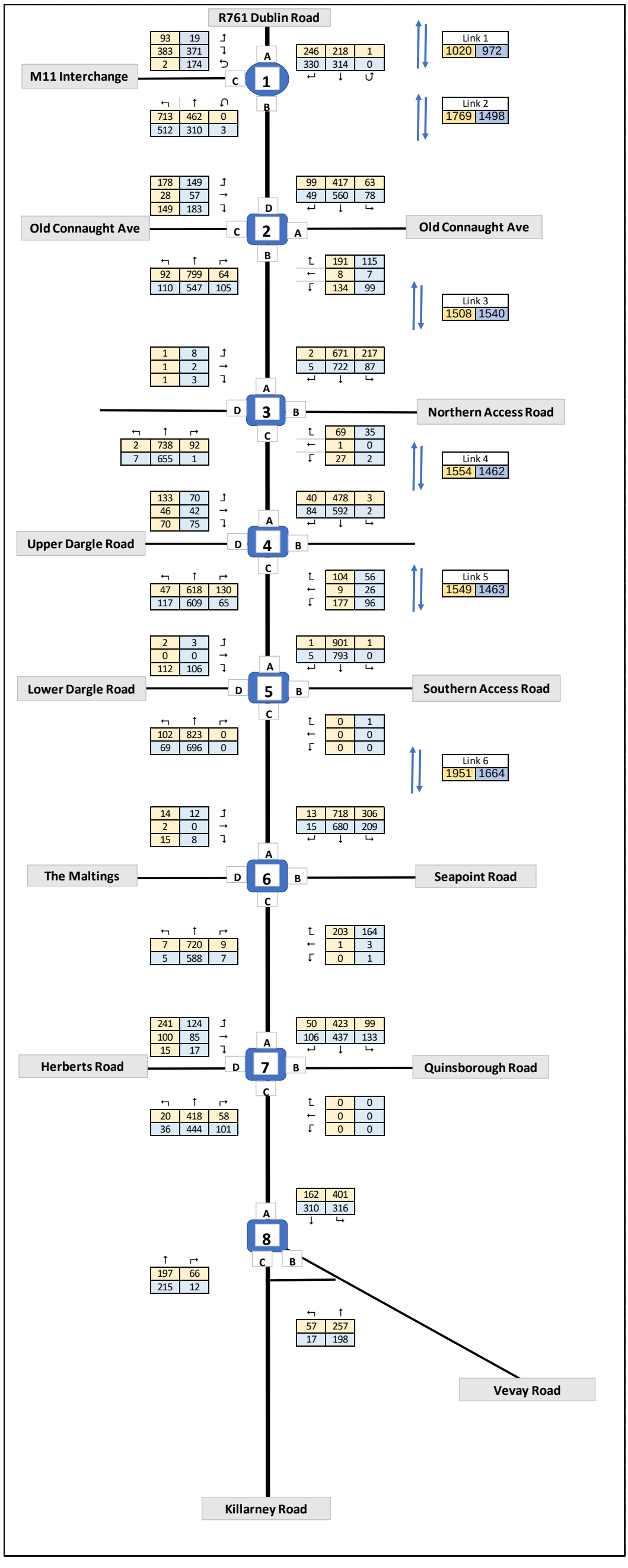


Mode Share Analysis (Full Development) (0.2)

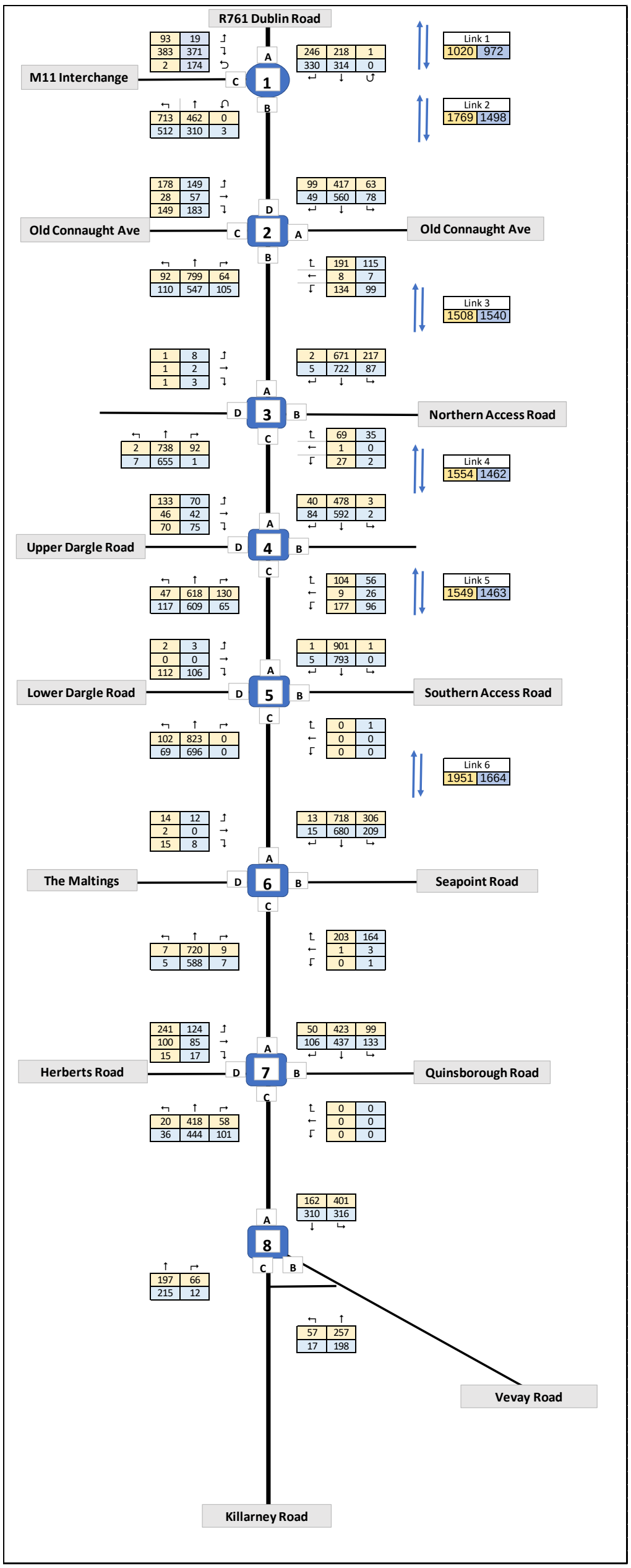
Development Distribution (CQ + RQ) (Southern Junction Closed)



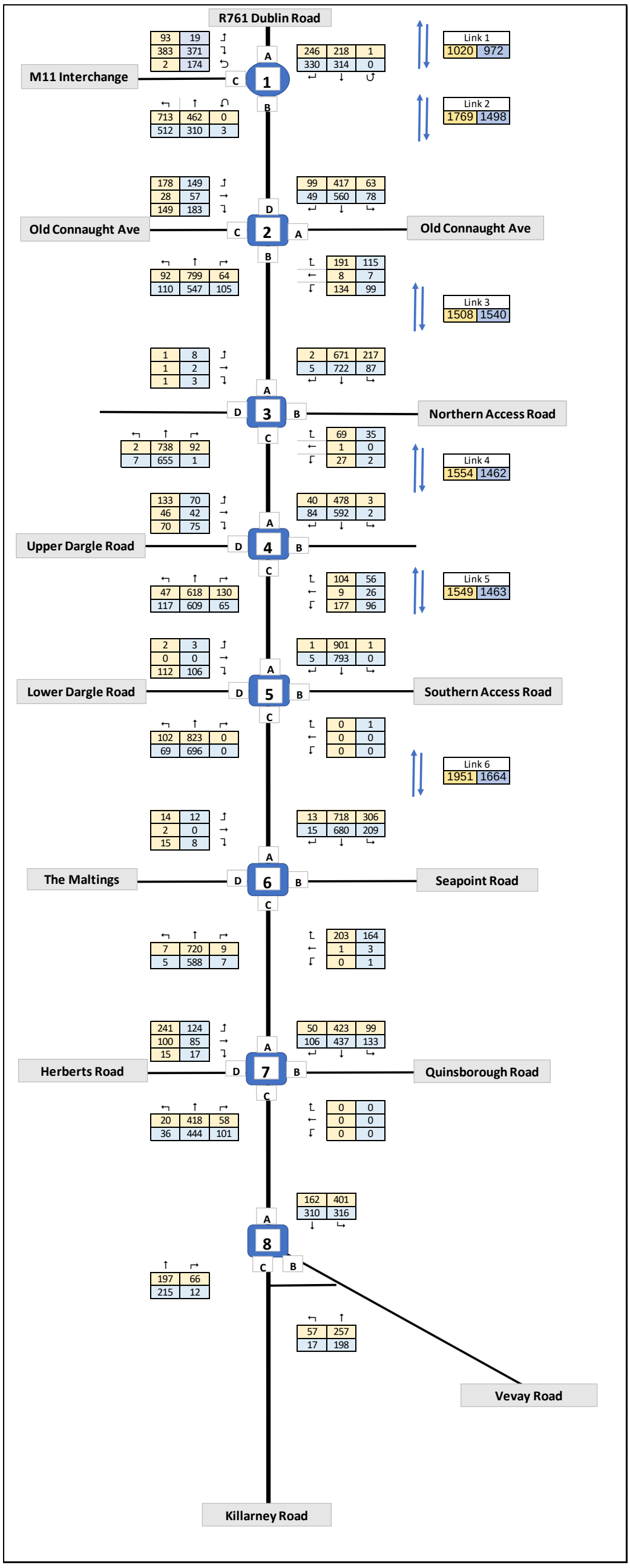
DO SO OY (CQ + RQ)


R761 Dublin Road
M11 Interchange
Old Connaught Ave
Old Connaught Ave
Northern Access Road
Upper Dargle Road
Lower Dargle Road
Southern Access Road
The Maltings
Seapoint Road
Herberts Road
Quinsborough Road
Vevay Road
Killarney Road
Link 1
1020 972
Link 2
1769 1498
Link 3
1508 1540
Link 4
1554 1462
Link 5
1549 1463
Link 6
1951 1664
1
2
3
4
5
6
7
8

DO SO OY + 5 (CQ + RQ)



DO SO OY + 15 (CQ + RQ)



Appendix E. Junction Modelling Results

E.1. Modelling Scenarios

E.2. Mode Share Sensitivity Analysis

E.3. Junction Sensitivity Analysis

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Northern Access Junction (0.14).j9
Path: \\SIEDBAFS01\Project-Data\5193890\7 Calcs\72Model\Priority Access Junctions\1. Modelling Scenarios
Report generation date: 17/02/2021 20:05:26

»Base, AM
»Base, PM
»DO_NO_OY, AM
»DO_NO_OY, PM
»DO_SO_OY+P1 (0.14) (BO), AM
»DO_SO_OY+P1 (0.14) (BO), PM
»DO_SO_OY+P1+P2 (0.14) (SC), AM
»DO_SO_OY+P1+P2 (0.14) (SC), PM
»DO_NO_OY+5, AM
»DO_NO_OY+5, PM
»DO_SO_OY+5_P1 (0.14) (BO), AM
»DO_SO_OY+5_P1 (0.14) (BO), PM
»DO_SO_OY+5_P1+P2 (0.14) (SC), AM
»DO_SO_OY+5_P1+P2 (0.14) (SC), PM
»DO_NO_OY+15, AM
»DO_NO_OY+15, PM
»DO_SO_OY+15_P1 (0.14) (BO), AM
»DO_SO_OY+15_P1 (0.14) (BO), PM
»DO_SO_OY+15_P1+P2 (0.14) (SC), AM
»DO_SO_OY+15_P1+P2 (0.14) (SC), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Base									
Stream B-CD	D1	0.1	8.63	0.07	A	D2	0.0	7.42	0.00	A
Stream B-AD		0.4	22.89	0.29	C		0.1	15.12	0.10	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.65	0.04	B
Stream C-B		0.3	11.19	0.24	B		0.0	8.14	0.00	A
	DO_NO_OY									
Stream B-CD	D3	0.1	8.63	0.07	A	D4	0.0	7.42	0.00	A
Stream B-AD		0.4	22.89	0.29	C		0.1	15.12	0.10	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.65	0.04	B
Stream C-B		0.3	11.19	0.24	B		0.0	8.14	0.00	A
	DO_SO_OY+P1 (0.14) (BO)									
Stream B-CD		0.1	9.11	0.07	A		0.0	7.52	0.00	A

Stream B-AD	D5	0.8	29.52	0.45	D	D6	0.2	15.87	0.14	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.69	0.04	B
Stream C-B		0.3	11.22	0.24	B		0.0	8.19	0.00	A
	DO_SO_OY+P1+P2 (0.14) (SC)									
Stream B-CD	D7	0.1	8.69	0.07	A	D8	0.0	7.56	0.00	A
Stream B-AD		0.4	23.09	0.29	C		0.2	15.99	0.14	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.65	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.73	0.04	B
Stream C-B		0.3	11.49	0.24	B		0.0	8.32	0.00	A
	DO_NO_OY+5									
Stream B-CD	D9	0.1	8.63	0.07	A	D10	0.0	7.42	0.00	A
Stream B-AD		0.4	22.89	0.29	C		0.1	15.12	0.10	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.65	0.04	B
Stream C-B		0.3	11.19	0.24	B		0.0	8.14	0.00	A
	DO_SO_OY+5_P1 (0.14) (BO)									
Stream B-CD	D11	0.1	9.11	0.07	A	D12	0.0	7.52	0.00	A
Stream B-AD		0.8	29.52	0.45	D		0.2	15.87	0.14	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.69	0.04	B
Stream C-B		0.3	11.22	0.24	B		0.0	8.19	0.00	A
	DO_SO_OY+5_P1+P2 (0.14) (SC)									
Stream B-CD	D13	0.1	8.69	0.07	A	D14	0.0	7.56	0.00	A
Stream B-AD		0.4	23.09	0.29	C		0.2	15.99	0.14	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.65	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.73	0.04	B
Stream C-B		0.3	11.49	0.24	B		0.0	8.32	0.00	A
	DO_NO_OY+15									
Stream B-CD	D15	0.1	8.63	0.07	A	D16	0.0	7.42	0.00	A
Stream B-AD		0.4	22.89	0.29	C		0.1	15.12	0.10	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.65	0.04	B
Stream C-B		0.3	11.19	0.24	B		0.0	8.14	0.00	A
	DO_SO_OY+15_P1 (0.14) (BO)									
Stream B-CD	D17	0.1	9.11	0.07	A	D18	0.0	7.52	0.00	A
Stream B-AD		0.8	29.52	0.45	D		0.2	15.87	0.14	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.69	0.04	B
Stream C-B		0.3	11.22	0.24	B		0.0	8.19	0.00	A
	DO_SO_OY+15_P1+P2 (0.14) (SC)									
Stream B-CD	D19	0.1	8.69	0.07	A	D20	0.0	7.56	0.00	A
Stream B-AD		0.4	23.09	0.29	C		0.2	15.99	0.14	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.65	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.73	0.04	B
Stream C-B		0.3	11.49	0.24	B		0.0	8.32	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	10/09/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ATKINSMCCARTHY\MCollins
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

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)
D1	Base	AM	ONE HOUR	07:45	09:15	15
D2	Base	PM	ONE HOUR	16:45	18:15	15
D3	DO_NO_OY	AM	ONE HOUR	07:45	09:15	15
D4	DO_NO_OY	PM	ONE HOUR	16:45	18:15	15
D5	DO_SO_OY+P1 (0.14) (BO)	AM	ONE HOUR	07:45	09:15	15
D6	DO_SO_OY+P1 (0.14) (BO)	PM	ONE HOUR	16:45	18:15	15
D7	DO_SO_OY+P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	15
D8	DO_SO_OY+P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	15
D9	DO_NO_OY+5	AM	ONE HOUR	07:45	09:15	15
D10	DO_NO_OY+5	PM	ONE HOUR	16:45	18:15	15
D11	DO_SO_OY+5_P1 (0.14) (BO)	AM	ONE HOUR	07:45	09:15	15
D12	DO_SO_OY+5_P1 (0.14) (BO)	PM	ONE HOUR	16:45	18:15	15
D13	DO_SO_OY+5_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	15
D14	DO_SO_OY+5_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	15
D15	DO_NO_OY+15	AM	ONE HOUR	07:45	09:15	15
D16	DO_NO_OY+15	PM	ONE HOUR	16:45	18:15	15
D17	DO_SO_OY+15_P1 (0.14) (BO)	AM	ONE HOUR	07:45	09:15	15
D18	DO_SO_OY+15_P1 (0.14) (BO)	PM	ONE HOUR	16:45	18:15	15
D19	DO_SO_OY+15_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	15
D20	DO_SO_OY+15_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dublin Rd North	Along R761	Major
B	Access Junction	Northern Access Junction from Development	Minor
C	Dublin Rd South	Along R761	Major
D	Chapel Ln	Opposite to access junction	Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	9.00		✓	2.50	42.0	✓	1.00
C	9.00		✓	2.50	42.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes		3.50	3.50	50	48
D	One lane	3.00			20	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	618	-	-	-	-	-	-	0.208	0.297	0.208	-	-	-
B-A	543	0.086	0.218	0.218	-	-	-	0.137	0.311	-	0.218	0.218	0.109
B-C	687	0.092	0.231	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	543	0.086	0.218	0.218	-	-	-	0.137	0.311	0.137	-	-	-
B-D, offside lane	543	0.086	0.218	0.218	-	-	-	0.137	0.311	0.137	-	-	-
C-B	618	0.208	0.208	0.297	-	-	-	-	-	-	-	-	-
D-A	637	-	-	-	-	-	-	0.214	-	0.085	-	-	-
D-B, nearside lane	494	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
D-B, offside lane	494	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
D-C	494	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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)
D1	Base	AM	ONE HOUR	07:45	09:15	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		✓	849	100.000
B		✓	87	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	176	671	2
	B	59	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.63	0.1	A
B-AD	0.29	22.89	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.19	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	531	0.039	21	0.0	7.055	A
B-AD	45	324	0.138	44	0.2	12.823	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.626	A

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-CD	25	498	0.050	25	0.1	7.612	A
B-AD	53	281	0.190	53	0.2	15.742	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	82	0.2	9.562	A

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-CD	30	448	0.068	30	0.1	8.614	A
B-AD	65	223	0.294	65	0.4	22.691	C
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.158	B

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-CD	30	448	0.068	30	0.1	8.628	A
B-AD	65	222	0.294	65	0.4	22.893	C
A-BCD	2	423	0.005	2	0.0	8.562	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.187	B

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-CD	25	497	0.050	25	0.1	7.623	A
B-AD	53	281	0.190	54	0.2	15.888	C
A-BCD	2	457	0.004	2	0.0	7.903	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	83	0.2	9.590	A

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-CD	21	530	0.039	21	0.0	7.068	A
B-AD	45	324	0.138	45	0.2	12.922	B
A-BCD	2	483	0.003	2	0.0	7.478	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.677	A

Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.39	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)
D2	Base	PM	ONE HOUR	16:45	18:15	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		✓	759	100.000
B		✓	26	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	32	722	5
	B	24	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.42	0.0	A
B-AD	0.10	15.12	0.1	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.65	0.0	B
C-D				
C-A				
C-B	0.00	8.14	0.0	A

Main Results for each time segment

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-CD	2	552	0.003	1	0.0	6.541	A
B-AD	18	353	0.051	18	0.1	10.745	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.635	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.230	A

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-CD	2	525	0.003	2	0.0	6.881	A
B-AD	22	316	0.068	21	0.1	12.236	B
A-BCD	5	500	0.009	5	0.0	7.267	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.365	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

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-CD	2	487	0.005	2	0.0	7.423	A
B-AD	26	264	0.100	26	0.1	15.105	C
A-BCD	6	476	0.012	6	0.0	7.658	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.651	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	487	0.005	2	0.0	7.424	A
B-AD	26	264	0.100	26	0.1	15.124	C
A-BCD	6	476	0.012	6	0.0	7.661	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.654	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	525	0.003	2	0.0	6.883	A
B-AD	22	316	0.068	22	0.1	12.254	B
A-BCD	5	500	0.009	5	0.0	7.270	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.370	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	552	0.003	2	0.0	6.543	A
B-AD	18	353	0.051	18	0.1	10.764	B
A-BCD	4	518	0.007	4	0.0	7.002	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.642	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.233	A

DO_NO_OY, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.50	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)
D3	DO_NO_OY	AM	ONE HOUR	07:45	09:15	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		✓	849	100.000
B		✓	87	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	176	671	2
	B	59	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.63	0.1	A
B-AD	0.29	22.89	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.19	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	531	0.039	21	0.0	7.055	A
B-AD	45	324	0.138	44	0.2	12.823	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.626	A

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-CD	25	498	0.050	25	0.1	7.612	A
B-AD	53	281	0.190	53	0.2	15.742	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	82	0.2	9.562	A

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-CD	30	448	0.068	30	0.1	8.614	A
B-AD	65	223	0.294	65	0.4	22.691	C
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.158	B

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-CD	30	448	0.068	30	0.1	8.628	A
B-AD	65	222	0.294	65	0.4	22.893	C
A-BCD	2	423	0.005	2	0.0	8.562	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.187	B

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-CD	25	497	0.050	25	0.1	7.623	A
B-AD	53	281	0.190	54	0.2	15.888	C
A-BCD	2	457	0.004	2	0.0	7.903	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	83	0.2	9.590	A

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-CD	21	530	0.039	21	0.0	7.068	A
B-AD	45	324	0.138	45	0.2	12.922	B
A-BCD	2	483	0.003	2	0.0	7.478	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.677	A

DO_NO_OY, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.39	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)
D4	DO_NO_OY	PM	ONE HOUR	16:45	18:15	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		✓	759	100.000
B		✓	26	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	32	722	5
	B	24	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.42	0.0	A
B-AD	0.10	15.12	0.1	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.65	0.0	B
C-D				
C-A				
C-B	0.00	8.14	0.0	A

Main Results for each time segment

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-CD	2	552	0.003	1	0.0	6.541	A
B-AD	18	353	0.051	18	0.1	10.745	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.635	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.230	A

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-CD	2	525	0.003	2	0.0	6.881	A
B-AD	22	316	0.068	21	0.1	12.236	B
A-BCD	5	500	0.009	5	0.0	7.267	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.365	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

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-CD	2	487	0.005	2	0.0	7.423	A
B-AD	26	264	0.100	26	0.1	15.105	C
A-BCD	6	476	0.012	6	0.0	7.658	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.651	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	487	0.005	2	0.0	7.424	A
B-AD	26	264	0.100	26	0.1	15.124	C
A-BCD	6	476	0.012	6	0.0	7.661	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.654	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	525	0.003	2	0.0	6.883	A
B-AD	22	316	0.068	22	0.1	12.254	B
A-BCD	5	500	0.009	5	0.0	7.270	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.370	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	552	0.003	2	0.0	6.543	A
B-AD	18	353	0.051	18	0.1	10.764	B
A-BCD	4	518	0.007	4	0.0	7.002	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.642	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.233	A

DO_SO_OY+P1 (0.14) (BO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	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)
D5	DO_SO_OY+P1 (0.14) (BO)	AM	ONE HOUR	07:45	09:15	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		✓	853	100.000
B		✓	119	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	180	671	2
	B	91	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	9.11	0.1	A
B-AD	0.45	29.52	0.8	D
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.22	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	520	0.040	21	0.0	7.211	A
B-AD	69	324	0.212	68	0.3	13.993	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	136			136			
A-C	505			505			
D-ABC	0	328	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	484	0.143	69	0.2	8.639	A

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-CD	25	483	0.051	25	0.1	7.856	A
B-AD	82	281	0.292	82	0.4	17.983	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	162			162			
A-C	603			603			
D-ABC	0	288	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	458	0.181	82	0.2	9.581	A

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-CD	31	427	0.072	30	0.1	9.083	A
B-AD	100	222	0.452	99	0.8	28.850	D
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	198			198			
A-C	739			739			
D-ABC	0	231	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	422	0.240	101	0.3	11.193	B

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-CD	31	426	0.072	31	0.1	9.108	A
B-AD	100	222	0.452	100	0.8	29.521	D
A-BCD	2	423	0.005	2	0.0	8.563	A
A-B	198			198			
A-C	739			739			
D-ABC	0	231	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	422	0.240	101	0.3	11.219	B

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-CD	25	482	0.052	25	0.1	7.881	A
B-AD	82	281	0.292	84	0.4	18.374	C
A-BCD	2	457	0.004	2	0.0	7.901	A
A-B	162			162			
A-C	603			603			
D-ABC	0	288	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	458	0.181	83	0.2	9.609	A

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-CD	21	519	0.040	21	0.0	7.227	A
B-AD	69	324	0.213	69	0.3	14.191	B
A-BCD	2	483	0.003	2	0.0	7.475	A
A-B	136			136			
A-C	505			505			
D-ABC	0	328	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	484	0.143	69	0.2	8.688	A

DO_SO_OY+P1 (0.14) (BO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.49	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	DO_SO_OY+P1 (0.14) (BO)	PM	ONE HOUR	16:45	18:15	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		✓	772	100.000
B		✓	35	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	45	722	5
	B	33	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.52	0.0	A
B-AD	0.14	15.87	0.2	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.69	0.0	B
C-D				
C-A				
C-B	0.00	8.19	0.0	A

Main Results for each time segment

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-CD	2	548	0.003	1	0.0	6.584	A
B-AD	25	352	0.071	25	0.1	10.989	B
A-BCD	4	518	0.007	4	0.0	6.998	A
A-B	34			34			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.647	A
C-D	5			5			
C-A	493			493			
C-B	0.75	497	0.002	0.75	0.0	7.260	A

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-CD	2	520	0.003	2	0.0	6.942	A
B-AD	30	315	0.094	30	0.1	12.618	B
A-BCD	5	500	0.009	5	0.0	7.265	A
A-B	40			40			
A-C	649			649			
D-ABC	12	395	0.030	12	0.0	9.384	A
C-D	6			6			
C-A	589			589			
C-B	0.90	473	0.002	0.90	0.0	7.625	A

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-CD	2	481	0.005	2	0.0	7.517	A
B-AD	36	263	0.138	36	0.2	15.839	C
A-BCD	6	476	0.012	6	0.0	7.656	A
A-B	50			50			
A-C	795			795			
D-ABC	14	351	0.041	14	0.0	10.684	B
C-D	8			8			
C-A	721			721			
C-B	1	440	0.003	1	0.0	8.194	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	481	0.005	2	0.0	7.519	A
B-AD	36	263	0.138	36	0.2	15.865	C
A-BCD	6	476	0.012	6	0.0	7.656	A
A-B	50			50			
A-C	795			795			
D-ABC	14	351	0.041	14	0.0	10.686	B
C-D	8			8			
C-A	721			721			
C-B	1	440	0.003	1	0.0	8.194	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	520	0.003	2	0.0	6.944	A
B-AD	30	315	0.094	30	0.1	12.654	B
A-BCD	5	500	0.009	5	0.0	7.266	A
A-B	40			40			
A-C	649			649			
D-ABC	12	395	0.030	12	0.0	9.388	A
C-D	6			6			
C-A	589			589			
C-B	0.90	473	0.002	0.90	0.0	7.625	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	548	0.003	2	0.0	6.586	A
B-AD	25	352	0.071	25	0.1	11.019	B
A-BCD	4	518	0.007	4	0.0	7.001	A
A-B	34			34			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.652	A
C-D	5			5			
C-A	493			493			
C-B	0.75	497	0.002	0.75	0.0	7.263	A

DO_SO_OY+P1+P2 (0.14) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.46	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)
D7	DO_SO_OY+P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	886	100.000
B		✓	85	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	213	671	2
	B	57	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.69	0.1	A
B-AD	0.29	23.09	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.49	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	529	0.039	21	0.0	7.082	A
B-AD	43	322	0.134	43	0.2	12.868	B
A-BCD	2	483	0.003	1	0.0	7.470	A
A-B	160			160			
A-C	505			505			
D-ABC	0	327	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	479	0.145	69	0.2	8.761	A

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-CD	25	495	0.050	25	0.1	7.649	A
B-AD	52	279	0.185	51	0.2	15.818	C
A-BCD	2	458	0.004	2	0.0	7.896	A
A-B	191			191			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	452	0.183	82	0.2	9.739	A

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-CD	30	445	0.068	30	0.1	8.673	A
B-AD	63	219	0.288	62	0.4	22.884	C
A-BCD	2	423	0.005	2	0.0	8.555	A
A-B	235			235			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	415	0.244	101	0.3	11.463	B

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-CD	30	445	0.068	30	0.1	8.687	A
B-AD	63	219	0.288	63	0.4	23.087	C
A-BCD	2	423	0.005	2	0.0	8.557	A
A-B	235			235			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	415	0.244	101	0.3	11.490	B

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-CD	25	495	0.050	25	0.1	7.660	A
B-AD	52	278	0.185	52	0.2	15.962	C
A-BCD	2	458	0.004	2	0.0	7.899	A
A-B	191			191			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	452	0.183	83	0.2	9.772	A

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-CD	21	528	0.039	21	0.0	7.093	A
B-AD	43	322	0.134	44	0.2	12.964	B
A-BCD	2	483	0.003	2	0.0	7.477	A
A-B	160			160			
A-C	505			505			
D-ABC	0	326	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	479	0.145	69	0.2	8.798	A

DO_SO_OY+P1+P2 (0.14) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.47	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)
D8	DO_SO_OY+P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	802	100.000
B		✓	34	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	75	722	5
	B	32	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.56	0.0	A
B-AD	0.14	15.99	0.2	C
A-BCD	0.01	7.65	0.0	A
A-B				
A-C				
D-ABC	0.04	10.73	0.0	B
C-D				
C-A				
C-B	0.00	8.32	0.0	A

Main Results for each time segment

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-CD	2	546	0.003	1	0.0	6.606	A
B-AD	24	350	0.069	24	0.1	11.029	B
A-BCD	4	518	0.007	4	0.0	6.996	A
A-B	56			56			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.662	A
C-D	5			5			
C-A	493			493			
C-B	0.75	492	0.002	0.75	0.0	7.330	A

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-CD	2	518	0.003	2	0.0	6.970	A
B-AD	29	312	0.092	29	0.1	12.691	B
A-BCD	5	500	0.009	5	0.0	7.262	A
A-B	67			67			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.407	A
C-D	6			6			
C-A	589			589			
C-B	0.90	467	0.002	0.90	0.0	7.717	A

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-CD	2	478	0.005	2	0.0	7.558	A
B-AD	35	260	0.135	35	0.2	15.959	C
A-BCD	6	476	0.012	6	0.0	7.649	A
A-B	83			83			
A-C	795			795			
D-ABC	14	350	0.041	14	0.0	10.724	B
C-D	8			8			
C-A	721			721			
C-B	1	434	0.003	1	0.0	8.324	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	478	0.005	2	0.0	7.559	A
B-AD	35	260	0.135	35	0.2	15.988	C
A-BCD	6	476	0.012	6	0.0	7.652	A
A-B	83			83			
A-C	795			795			
D-ABC	14	350	0.041	14	0.0	10.727	B
C-D	8			8			
C-A	721			721			
C-B	1	434	0.003	1	0.0	8.324	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	518	0.003	2	0.0	6.975	A
B-AD	29	312	0.092	29	0.1	12.714	B
A-BCD	5	500	0.009	5	0.0	7.262	A
A-B	67			67			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.411	A
C-D	6			6			
C-A	589			589			
C-B	0.90	467	0.002	0.90	0.0	7.717	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	546	0.003	2	0.0	6.608	A
B-AD	24	350	0.069	24	0.1	11.059	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	56			56			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.669	A
C-D	5			5			
C-A	493			493			
C-B	0.75	492	0.002	0.75	0.0	7.333	A

DO_NO_OY+5, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.50	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)
D9	DO_NO_OY+5	AM	ONE HOUR	07:45	09:15	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		✓	849	100.000
B		✓	87	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	176	671	2
	B	59	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.63	0.1	A
B-AD	0.29	22.89	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.19	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	531	0.039	21	0.0	7.055	A
B-AD	45	324	0.138	44	0.2	12.823	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.626	A

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-CD	25	498	0.050	25	0.1	7.612	A
B-AD	53	281	0.190	53	0.2	15.742	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	82	0.2	9.562	A

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-CD	30	448	0.068	30	0.1	8.614	A
B-AD	65	223	0.294	65	0.4	22.691	C
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.158	B

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-CD	30	448	0.068	30	0.1	8.628	A
B-AD	65	222	0.294	65	0.4	22.893	C
A-BCD	2	423	0.005	2	0.0	8.562	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.187	B

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-CD	25	497	0.050	25	0.1	7.623	A
B-AD	53	281	0.190	54	0.2	15.888	C
A-BCD	2	457	0.004	2	0.0	7.903	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	83	0.2	9.590	A

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-CD	21	530	0.039	21	0.0	7.068	A
B-AD	45	324	0.138	45	0.2	12.922	B
A-BCD	2	483	0.003	2	0.0	7.478	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.677	A

DO_NO_OY+5, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.39	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)
D10	DO_NO_OY+5	PM	ONE HOUR	16:45	18:15	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		✓	759	100.000
B		✓	26	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	32	722	5
	B	24	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.42	0.0	A
B-AD	0.10	15.12	0.1	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.65	0.0	B
C-D				
C-A				
C-B	0.00	8.14	0.0	A

Main Results for each time segment

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-CD	2	552	0.003	1	0.0	6.541	A
B-AD	18	353	0.051	18	0.1	10.745	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.635	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.230	A

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-CD	2	525	0.003	2	0.0	6.881	A
B-AD	22	316	0.068	21	0.1	12.236	B
A-BCD	5	500	0.009	5	0.0	7.267	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.365	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

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-CD	2	487	0.005	2	0.0	7.423	A
B-AD	26	264	0.100	26	0.1	15.105	C
A-BCD	6	476	0.012	6	0.0	7.658	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.651	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	487	0.005	2	0.0	7.424	A
B-AD	26	264	0.100	26	0.1	15.124	C
A-BCD	6	476	0.012	6	0.0	7.661	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.654	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	525	0.003	2	0.0	6.883	A
B-AD	22	316	0.068	22	0.1	12.254	B
A-BCD	5	500	0.009	5	0.0	7.270	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.370	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	552	0.003	2	0.0	6.543	A
B-AD	18	353	0.051	18	0.1	10.764	B
A-BCD	4	518	0.007	4	0.0	7.002	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.642	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.233	A

DO_SO_OY+5_P1 (0.14) (BO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	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)
D11	DO_SO_OY+5_P1 (0.14) (BO)	AM	ONE HOUR	07:45	09:15	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		✓	853	100.000
B		✓	119	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	180	671	2
	B	91	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	9.11	0.1	A
B-AD	0.45	29.52	0.8	D
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.22	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	520	0.040	21	0.0	7.211	A
B-AD	69	324	0.212	68	0.3	13.993	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	136			136			
A-C	505			505			
D-ABC	0	328	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	484	0.143	69	0.2	8.639	A

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-CD	25	483	0.051	25	0.1	7.856	A
B-AD	82	281	0.292	82	0.4	17.983	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	162			162			
A-C	603			603			
D-ABC	0	288	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	458	0.181	82	0.2	9.581	A

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-CD	31	427	0.072	30	0.1	9.083	A
B-AD	100	222	0.452	99	0.8	28.850	D
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	198			198			
A-C	739			739			
D-ABC	0	231	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	422	0.240	101	0.3	11.193	B

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-CD	31	426	0.072	31	0.1	9.108	A
B-AD	100	222	0.452	100	0.8	29.521	D
A-BCD	2	423	0.005	2	0.0	8.563	A
A-B	198			198			
A-C	739			739			
D-ABC	0	231	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	422	0.240	101	0.3	11.219	B

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-CD	25	482	0.052	25	0.1	7.881	A
B-AD	82	281	0.292	84	0.4	18.374	C
A-BCD	2	457	0.004	2	0.0	7.901	A
A-B	162			162			
A-C	603			603			
D-ABC	0	288	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	458	0.181	83	0.2	9.609	A

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-CD	21	519	0.040	21	0.0	7.227	A
B-AD	69	324	0.213	69	0.3	14.191	B
A-BCD	2	483	0.003	2	0.0	7.475	A
A-B	136			136			
A-C	505			505			
D-ABC	0	328	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	484	0.143	69	0.2	8.688	A

DO_SO_OY+5_P1 (0.14) (BO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.49	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)
D12	DO_SO_OY+5_P1 (0.14) (BO)	PM	ONE HOUR	16:45	18:15	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		✓	772	100.000
B		✓	35	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	45	722	5
	B	33	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.52	0.0	A
B-AD	0.14	15.87	0.2	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.69	0.0	B
C-D				
C-A				
C-B	0.00	8.19	0.0	A

Main Results for each time segment

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-CD	2	548	0.003	1	0.0	6.584	A
B-AD	25	352	0.071	25	0.1	10.989	B
A-BCD	4	518	0.007	4	0.0	6.998	A
A-B	34			34			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.647	A
C-D	5			5			
C-A	493			493			
C-B	0.75	497	0.002	0.75	0.0	7.260	A

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-CD	2	520	0.003	2	0.0	6.942	A
B-AD	30	315	0.094	30	0.1	12.618	B
A-BCD	5	500	0.009	5	0.0	7.265	A
A-B	40			40			
A-C	649			649			
D-ABC	12	395	0.030	12	0.0	9.384	A
C-D	6			6			
C-A	589			589			
C-B	0.90	473	0.002	0.90	0.0	7.625	A

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-CD	2	481	0.005	2	0.0	7.517	A
B-AD	36	263	0.138	36	0.2	15.839	C
A-BCD	6	476	0.012	6	0.0	7.656	A
A-B	50			50			
A-C	795			795			
D-ABC	14	351	0.041	14	0.0	10.684	B
C-D	8			8			
C-A	721			721			
C-B	1	440	0.003	1	0.0	8.194	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	481	0.005	2	0.0	7.519	A
B-AD	36	263	0.138	36	0.2	15.865	C
A-BCD	6	476	0.012	6	0.0	7.656	A
A-B	50			50			
A-C	795			795			
D-ABC	14	351	0.041	14	0.0	10.686	B
C-D	8			8			
C-A	721			721			
C-B	1	440	0.003	1	0.0	8.194	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	520	0.003	2	0.0	6.944	A
B-AD	30	315	0.094	30	0.1	12.654	B
A-BCD	5	500	0.009	5	0.0	7.266	A
A-B	40			40			
A-C	649			649			
D-ABC	12	395	0.030	12	0.0	9.388	A
C-D	6			6			
C-A	589			589			
C-B	0.90	473	0.002	0.90	0.0	7.625	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	548	0.003	2	0.0	6.586	A
B-AD	25	352	0.071	25	0.1	11.019	B
A-BCD	4	518	0.007	4	0.0	7.001	A
A-B	34			34			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.652	A
C-D	5			5			
C-A	493			493			
C-B	0.75	497	0.002	0.75	0.0	7.263	A

DO_SO_OY+5_P1+P2 (0.14) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.46	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)
D13	DO_SO_OY+5_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	886	100.000
B		✓	85	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	213	671	2
	B	57	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.69	0.1	A
B-AD	0.29	23.09	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.49	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	529	0.039	21	0.0	7.082	A
B-AD	43	322	0.134	43	0.2	12.868	B
A-BCD	2	483	0.003	1	0.0	7.470	A
A-B	160			160			
A-C	505			505			
D-ABC	0	327	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	479	0.145	69	0.2	8.761	A

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-CD	25	495	0.050	25	0.1	7.649	A
B-AD	52	279	0.185	51	0.2	15.818	C
A-BCD	2	458	0.004	2	0.0	7.896	A
A-B	191			191			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	452	0.183	82	0.2	9.739	A

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-CD	30	445	0.068	30	0.1	8.673	A
B-AD	63	219	0.288	62	0.4	22.884	C
A-BCD	2	423	0.005	2	0.0	8.555	A
A-B	235			235			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	415	0.244	101	0.3	11.463	B

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-CD	30	445	0.068	30	0.1	8.687	A
B-AD	63	219	0.288	63	0.4	23.087	C
A-BCD	2	423	0.005	2	0.0	8.557	A
A-B	235			235			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	415	0.244	101	0.3	11.490	B

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-CD	25	495	0.050	25	0.1	7.660	A
B-AD	52	278	0.185	52	0.2	15.962	C
A-BCD	2	458	0.004	2	0.0	7.899	A
A-B	191			191			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	452	0.183	83	0.2	9.772	A

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-CD	21	528	0.039	21	0.0	7.093	A
B-AD	43	322	0.134	44	0.2	12.964	B
A-BCD	2	483	0.003	2	0.0	7.477	A
A-B	160			160			
A-C	505			505			
D-ABC	0	326	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	479	0.145	69	0.2	8.798	A

DO_SO_OY+5_P1+P2 (0.14) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.47	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)
D14	DO_SO_OY+5_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	802	100.000
B		✓	34	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	75	722	5
	B	32	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.56	0.0	A
B-AD	0.14	15.99	0.2	C
A-BCD	0.01	7.65	0.0	A
A-B				
A-C				
D-ABC	0.04	10.73	0.0	B
C-D				
C-A				
C-B	0.00	8.32	0.0	A

Main Results for each time segment

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-CD	2	546	0.003	1	0.0	6.606	A
B-AD	24	350	0.069	24	0.1	11.029	B
A-BCD	4	518	0.007	4	0.0	6.996	A
A-B	56			56			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.662	A
C-D	5			5			
C-A	493			493			
C-B	0.75	492	0.002	0.75	0.0	7.330	A

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-CD	2	518	0.003	2	0.0	6.970	A
B-AD	29	312	0.092	29	0.1	12.691	B
A-BCD	5	500	0.009	5	0.0	7.262	A
A-B	67			67			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.407	A
C-D	6			6			
C-A	589			589			
C-B	0.90	467	0.002	0.90	0.0	7.717	A

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-CD	2	478	0.005	2	0.0	7.558	A
B-AD	35	260	0.135	35	0.2	15.959	C
A-BCD	6	476	0.012	6	0.0	7.649	A
A-B	83			83			
A-C	795			795			
D-ABC	14	350	0.041	14	0.0	10.724	B
C-D	8			8			
C-A	721			721			
C-B	1	434	0.003	1	0.0	8.324	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	478	0.005	2	0.0	7.559	A
B-AD	35	260	0.135	35	0.2	15.988	C
A-BCD	6	476	0.012	6	0.0	7.652	A
A-B	83			83			
A-C	795			795			
D-ABC	14	350	0.041	14	0.0	10.727	B
C-D	8			8			
C-A	721			721			
C-B	1	434	0.003	1	0.0	8.324	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	518	0.003	2	0.0	6.975	A
B-AD	29	312	0.092	29	0.1	12.714	B
A-BCD	5	500	0.009	5	0.0	7.262	A
A-B	67			67			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.411	A
C-D	6			6			
C-A	589			589			
C-B	0.90	467	0.002	0.90	0.0	7.717	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	546	0.003	2	0.0	6.608	A
B-AD	24	350	0.069	24	0.1	11.059	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	56			56			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.669	A
C-D	5			5			
C-A	493			493			
C-B	0.75	492	0.002	0.75	0.0	7.333	A

DO_NO_OY+15, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.50	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)
D15	DO_NO_OY+15	AM	ONE HOUR	07:45	09:15	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		✓	849	100.000
B		✓	87	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	176	671	2
	B	59	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.63	0.1	A
B-AD	0.29	22.89	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.19	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	531	0.039	21	0.0	7.055	A
B-AD	45	324	0.138	44	0.2	12.823	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.626	A

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-CD	25	498	0.050	25	0.1	7.612	A
B-AD	53	281	0.190	53	0.2	15.742	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	82	0.2	9.562	A

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-CD	30	448	0.068	30	0.1	8.614	A
B-AD	65	223	0.294	65	0.4	22.691	C
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.158	B

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-CD	30	448	0.068	30	0.1	8.628	A
B-AD	65	222	0.294	65	0.4	22.893	C
A-BCD	2	423	0.005	2	0.0	8.562	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.187	B

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-CD	25	497	0.050	25	0.1	7.623	A
B-AD	53	281	0.190	54	0.2	15.888	C
A-BCD	2	457	0.004	2	0.0	7.903	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	83	0.2	9.590	A

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-CD	21	530	0.039	21	0.0	7.068	A
B-AD	45	324	0.138	45	0.2	12.922	B
A-BCD	2	483	0.003	2	0.0	7.478	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.677	A

DO_NO_OY+15, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.39	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)
D16	DO_NO_OY+15	PM	ONE HOUR	16:45	18:15	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		✓	759	100.000
B		✓	26	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	32	722	5
	B	24	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.42	0.0	A
B-AD	0.10	15.12	0.1	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.65	0.0	B
C-D				
C-A				
C-B	0.00	8.14	0.0	A

Main Results for each time segment

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-CD	2	552	0.003	1	0.0	6.541	A
B-AD	18	353	0.051	18	0.1	10.745	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.635	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.230	A

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-CD	2	525	0.003	2	0.0	6.881	A
B-AD	22	316	0.068	21	0.1	12.236	B
A-BCD	5	500	0.009	5	0.0	7.267	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.365	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

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-CD	2	487	0.005	2	0.0	7.423	A
B-AD	26	264	0.100	26	0.1	15.105	C
A-BCD	6	476	0.012	6	0.0	7.658	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.651	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	487	0.005	2	0.0	7.424	A
B-AD	26	264	0.100	26	0.1	15.124	C
A-BCD	6	476	0.012	6	0.0	7.661	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.654	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	525	0.003	2	0.0	6.883	A
B-AD	22	316	0.068	22	0.1	12.254	B
A-BCD	5	500	0.009	5	0.0	7.270	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.370	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	552	0.003	2	0.0	6.543	A
B-AD	18	353	0.051	18	0.1	10.764	B
A-BCD	4	518	0.007	4	0.0	7.002	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.642	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.233	A

DO_SO_OY+15_P1 (0.14) (BO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	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)
D17	DO_SO_OY+15_P1 (0.14) (BO)	AM	ONE HOUR	07:45	09:15	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		✓	853	100.000
B		✓	119	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	180	671	2
	B	91	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	9.11	0.1	A
B-AD	0.45	29.52	0.8	D
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.22	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	520	0.040	21	0.0	7.211	A
B-AD	69	324	0.212	68	0.3	13.993	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	136			136			
A-C	505			505			
D-ABC	0	328	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	484	0.143	69	0.2	8.639	A

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-CD	25	483	0.051	25	0.1	7.856	A
B-AD	82	281	0.292	82	0.4	17.983	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	162			162			
A-C	603			603			
D-ABC	0	288	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	458	0.181	82	0.2	9.581	A

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-CD	31	427	0.072	30	0.1	9.083	A
B-AD	100	222	0.452	99	0.8	28.850	D
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	198			198			
A-C	739			739			
D-ABC	0	231	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	422	0.240	101	0.3	11.193	B

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-CD	31	426	0.072	31	0.1	9.108	A
B-AD	100	222	0.452	100	0.8	29.521	D
A-BCD	2	423	0.005	2	0.0	8.563	A
A-B	198			198			
A-C	739			739			
D-ABC	0	231	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	422	0.240	101	0.3	11.219	B

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-CD	25	482	0.052	25	0.1	7.881	A
B-AD	82	281	0.292	84	0.4	18.374	C
A-BCD	2	457	0.004	2	0.0	7.901	A
A-B	162			162			
A-C	603			603			
D-ABC	0	288	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	458	0.181	83	0.2	9.609	A

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-CD	21	519	0.040	21	0.0	7.227	A
B-AD	69	324	0.213	69	0.3	14.191	B
A-BCD	2	483	0.003	2	0.0	7.475	A
A-B	136			136			
A-C	505			505			
D-ABC	0	328	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	484	0.143	69	0.2	8.688	A

DO_SO_OY+15_P1 (0.14) (BO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.49	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)
D18	DO_SO_OY+15_P1 (0.14) (BO)	PM	ONE HOUR	16:45	18:15	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		✓	772	100.000
B		✓	35	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	45	722	5
	B	33	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.52	0.0	A
B-AD	0.14	15.87	0.2	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.69	0.0	B
C-D				
C-A				
C-B	0.00	8.19	0.0	A

Main Results for each time segment

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-CD	2	548	0.003	1	0.0	6.584	A
B-AD	25	352	0.071	25	0.1	10.989	B
A-BCD	4	518	0.007	4	0.0	6.998	A
A-B	34			34			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.647	A
C-D	5			5			
C-A	493			493			
C-B	0.75	497	0.002	0.75	0.0	7.260	A

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-CD	2	520	0.003	2	0.0	6.942	A
B-AD	30	315	0.094	30	0.1	12.618	B
A-BCD	5	500	0.009	5	0.0	7.265	A
A-B	40			40			
A-C	649			649			
D-ABC	12	395	0.030	12	0.0	9.384	A
C-D	6			6			
C-A	589			589			
C-B	0.90	473	0.002	0.90	0.0	7.625	A

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-CD	2	481	0.005	2	0.0	7.517	A
B-AD	36	263	0.138	36	0.2	15.839	C
A-BCD	6	476	0.012	6	0.0	7.656	A
A-B	50			50			
A-C	795			795			
D-ABC	14	351	0.041	14	0.0	10.684	B
C-D	8			8			
C-A	721			721			
C-B	1	440	0.003	1	0.0	8.194	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	481	0.005	2	0.0	7.519	A
B-AD	36	263	0.138	36	0.2	15.865	C
A-BCD	6	476	0.012	6	0.0	7.656	A
A-B	50			50			
A-C	795			795			
D-ABC	14	351	0.041	14	0.0	10.686	B
C-D	8			8			
C-A	721			721			
C-B	1	440	0.003	1	0.0	8.194	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	520	0.003	2	0.0	6.944	A
B-AD	30	315	0.094	30	0.1	12.654	B
A-BCD	5	500	0.009	5	0.0	7.266	A
A-B	40			40			
A-C	649			649			
D-ABC	12	395	0.030	12	0.0	9.388	A
C-D	6			6			
C-A	589			589			
C-B	0.90	473	0.002	0.90	0.0	7.625	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	548	0.003	2	0.0	6.586	A
B-AD	25	352	0.071	25	0.1	11.019	B
A-BCD	4	518	0.007	4	0.0	7.001	A
A-B	34			34			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.652	A
C-D	5			5			
C-A	493			493			
C-B	0.75	497	0.002	0.75	0.0	7.263	A

DO_SO_OY+15_P1+P2 (0.14) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.46	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)
D19	DO_SO_OY+15_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	886	100.000
B		✓	85	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	213	671	2
	B	57	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.69	0.1	A
B-AD	0.29	23.09	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.49	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	529	0.039	21	0.0	7.082	A
B-AD	43	322	0.134	43	0.2	12.868	B
A-BCD	2	483	0.003	1	0.0	7.470	A
A-B	160			160			
A-C	505			505			
D-ABC	0	327	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	479	0.145	69	0.2	8.761	A

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-CD	25	495	0.050	25	0.1	7.649	A
B-AD	52	279	0.185	51	0.2	15.818	C
A-BCD	2	458	0.004	2	0.0	7.896	A
A-B	191			191			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	452	0.183	82	0.2	9.739	A

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-CD	30	445	0.068	30	0.1	8.673	A
B-AD	63	219	0.288	62	0.4	22.884	C
A-BCD	2	423	0.005	2	0.0	8.555	A
A-B	235			235			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	415	0.244	101	0.3	11.463	B

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-CD	30	445	0.068	30	0.1	8.687	A
B-AD	63	219	0.288	63	0.4	23.087	C
A-BCD	2	423	0.005	2	0.0	8.557	A
A-B	235			235			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	415	0.244	101	0.3	11.490	B

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-CD	25	495	0.050	25	0.1	7.660	A
B-AD	52	278	0.185	52	0.2	15.962	C
A-BCD	2	458	0.004	2	0.0	7.899	A
A-B	191			191			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	452	0.183	83	0.2	9.772	A

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-CD	21	528	0.039	21	0.0	7.093	A
B-AD	43	322	0.134	44	0.2	12.964	B
A-BCD	2	483	0.003	2	0.0	7.477	A
A-B	160			160			
A-C	505			505			
D-ABC	0	326	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	479	0.145	69	0.2	8.798	A

DO_SO_OY+15_P1+P2 (0.14) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.47	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)
D20	DO_SO_OY+15_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	802	100.000
B		✓	34	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	75	722	5
	B	32	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.56	0.0	A
B-AD	0.14	15.99	0.2	C
A-BCD	0.01	7.65	0.0	A
A-B				
A-C				
D-ABC	0.04	10.73	0.0	B
C-D				
C-A				
C-B	0.00	8.32	0.0	A

Main Results for each time segment

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-CD	2	546	0.003	1	0.0	6.606	A
B-AD	24	350	0.069	24	0.1	11.029	B
A-BCD	4	518	0.007	4	0.0	6.996	A
A-B	56			56			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.662	A
C-D	5			5			
C-A	493			493			
C-B	0.75	492	0.002	0.75	0.0	7.330	A

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-CD	2	518	0.003	2	0.0	6.970	A
B-AD	29	312	0.092	29	0.1	12.691	B
A-BCD	5	500	0.009	5	0.0	7.262	A
A-B	67			67			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.407	A
C-D	6			6			
C-A	589			589			
C-B	0.90	467	0.002	0.90	0.0	7.717	A

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-CD	2	478	0.005	2	0.0	7.558	A
B-AD	35	260	0.135	35	0.2	15.959	C
A-BCD	6	476	0.012	6	0.0	7.649	A
A-B	83			83			
A-C	795			795			
D-ABC	14	350	0.041	14	0.0	10.724	B
C-D	8			8			
C-A	721			721			
C-B	1	434	0.003	1	0.0	8.324	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	478	0.005	2	0.0	7.559	A
B-AD	35	260	0.135	35	0.2	15.988	C
A-BCD	6	476	0.012	6	0.0	7.652	A
A-B	83			83			
A-C	795			795			
D-ABC	14	350	0.041	14	0.0	10.727	B
C-D	8			8			
C-A	721			721			
C-B	1	434	0.003	1	0.0	8.324	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	518	0.003	2	0.0	6.975	A
B-AD	29	312	0.092	29	0.1	12.714	B
A-BCD	5	500	0.009	5	0.0	7.262	A
A-B	67			67			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.411	A
C-D	6			6			
C-A	589			589			
C-B	0.90	467	0.002	0.90	0.0	7.717	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	546	0.003	2	0.0	6.608	A
B-AD	24	350	0.069	24	0.1	11.059	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	56			56			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.669	A
C-D	5			5			
C-A	493			493			
C-B	0.75	492	0.002	0.75	0.0	7.333	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Southern Access Junction (0.14).j9
Path: \\SIEDBAFS01\Project-Data\5193890\7 Calcs\72Model\Priority Access Junctions\1. Modelling Scenarios
Report generation date: 17/02/2021 21:15:54

»Base, AM
»Base, PM
»DO_NO_OY, AM
»DO_NO_OY, PM
»DO_SO_OY+P1 (0.14) (BO), AM
»DO_SO_OY+P1 (0.14) (BO), PM
»DO_SO_OY_P1+P2 (0.14) (SC), AM
»DO_SO_OY_P1+P2 (0.14) (SC), PM
»DO_NO_OY+5, AM
»DO_NO_OY+5, PM
»DO_SO_OY+5_P1 (0.14) (BO), AM
»DO_SO_OY+5_P1 (0.14) (BO), PM
»DO_SO_OY+5_P1+P2 (0.14) (SC), AM
»DO_SO_OY+5_P1+P2 (0.14) (SC), PM
»DO_NO_OY+15, AM
»DO_NO_OY+15, PM
»DO_SO_OY+15_P1 (0.14) (BO), AM
»DO_SO_OY+15_P1 (0.14) (BO), PM
»DO_SO_OY+15_P1+P2 (0.14) (SC), AM
»DO_SO_OY+15_P1+P2 (0.14) (SC), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Base									
Stream B-ACD	D1	0.5	12.40	0.32	B	D2	0.2	12.80	0.19	B
Stream A-BCD		0.0	4.18	0.01	A		0.0	4.19	0.02	A
Stream D-ABC		3.4	100.94	0.82	F		1.0	32.55	0.52	D
Stream C-ABD		2.3	6.28	0.47	A		0.0	4.22	0.03	A
	DO_NO_OY									
Stream B-ACD	D3	0.5	12.40	0.32	B	D4	0.2	12.80	0.19	B
Stream A-BCD		0.0	4.18	0.01	A		0.0	4.19	0.02	A
Stream D-ABC		3.4	100.94	0.82	F		1.0	32.55	0.52	D
Stream C-ABD		2.3	6.28	0.47	A		0.0	4.22	0.03	A
	DO_SO_OY+P1 (0.14) (BO)									
Stream B-ACD	D5	0.6	13.03	0.36	B	D6	0.3	13.09	0.21	B
Stream A-BCD		0.0	4.19	0.01	A		0.0	4.20	0.02	A
Stream D-ABC		4.1	119.03	0.86	F		1.3	37.55	0.58	E

Stream C-ABD		2.4	6.55	0.49	A		0.2	4.35	0.09	A
	DO_SO_OY_P1+P2 (0.14) (SC)									
Stream B-ACD	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream A-BCD		0.0	3.81	0.01	A		0.0	4.00	0.03	A
Stream D-ABC		2.9	91.30	0.78	F		1.2	36.73	0.55	E
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	DO_NO_OY+5									
Stream B-ACD	D9	0.5	12.40	0.32	B	D10	0.2	12.80	0.19	B
Stream A-BCD		0.0	4.18	0.01	A		0.0	4.19	0.02	A
Stream D-ABC		3.4	100.94	0.82	F		1.0	32.55	0.52	D
Stream C-ABD		2.3	6.28	0.47	A		0.0	4.22	0.03	A
	DO_SO_OY+5_P1 (0.14) (BO)									
Stream B-ACD	D11	0.6	13.03	0.36	B	D12	0.3	13.09	0.21	B
Stream A-BCD		0.0	4.19	0.01	A		0.0	4.20	0.02	A
Stream D-ABC		4.1	119.03	0.86	F		1.3	37.55	0.58	E
Stream C-ABD		2.4	6.55	0.49	A		0.2	4.35	0.09	A
	DO_SO_OY+5_P1+P2 (0.14) (SC)									
Stream B-ACD	D13	0.0	0.00	0.00	A	D14	0.0	0.00	0.00	A
Stream A-BCD		0.0	3.81	0.01	A		0.0	4.00	0.03	A
Stream D-ABC		2.9	91.30	0.78	F		1.2	36.73	0.55	E
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	DO_NO_OY+15									
Stream B-ACD	D15	0.5	12.40	0.32	B	D16	0.2	12.80	0.19	B
Stream A-BCD		0.0	4.18	0.01	A		0.0	4.19	0.02	A
Stream D-ABC		3.4	100.94	0.82	F		1.0	32.55	0.52	D
Stream C-ABD		2.3	6.28	0.47	A		0.0	4.22	0.03	A
	DO_SO_OY+15_P1 (0.14) (BO)									
Stream B-ACD	D17	0.6	13.03	0.36	B	D18	0.3	13.09	0.21	B
Stream A-BCD		0.0	4.19	0.01	A		0.0	4.20	0.02	A
Stream D-ABC		4.1	119.03	0.86	F		1.3	37.55	0.58	E
Stream C-ABD		2.4	6.55	0.49	A		0.2	4.35	0.09	A
	DO_SO_OY+15_P1+P2 (0.14) (SC)									
Stream B-ACD	D19	0.0	0.00	0.00	A	D20	0.0	0.00	0.00	A
Stream A-BCD		0.0	3.81	0.01	A		0.0	4.00	0.03	A
Stream D-ABC		2.9	91.30	0.78	F		1.2	36.73	0.55	E
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	10/09/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ATKINSMCCARTHY\MCollins
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

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)
D1	Base	AM	ONE HOUR	07:45	09:15	15
D2	Base	PM	ONE HOUR	16:45	18:15	15
D3	DO_NO_OY	AM	ONE HOUR	07:45	09:15	15
D4	DO_NO_OY	PM	ONE HOUR	16:45	18:15	15
D5	DO_SO_OY+P1 (0.14) (BO)	AM	ONE HOUR	07:45	09:15	15
D6	DO_SO_OY+P1 (0.14) (BO)	PM	ONE HOUR	16:45	18:15	15
D7	DO_SO_OY_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	15
D8	DO_SO_OY_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	15
D9	DO_NO_OY+5	AM	ONE HOUR	07:45	09:15	15
D10	DO_NO_OY+5	PM	ONE HOUR	16:45	18:15	15
D11	DO_SO_OY+5_P1 (0.14) (BO)	AM	ONE HOUR	07:45	09:15	15
D12	DO_SO_OY+5_P1 (0.14) (BO)	PM	ONE HOUR	16:45	18:15	15
D13	DO_SO_OY+5_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	15
D14	DO_SO_OY+5_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	15
D15	DO_NO_OY+15	AM	ONE HOUR	07:45	09:15	15
D16	DO_NO_OY+15	PM	ONE HOUR	16:45	18:15	15
D17	DO_SO_OY+15_P1 (0.14) (BO)	AM	ONE HOUR	07:45	09:15	15
D18	DO_SO_OY+15_P1 (0.14) (BO)	PM	ONE HOUR	16:45	18:15	15
D19	DO_SO_OY+15_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	15
D20	DO_SO_OY+15_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		8.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Main St North	Along R761	Major
B	Ravenswell Rd	Southern Access Junction from Development	Minor
C	Main St South	Along R761	Major
D	Lower Dargle Rd	Opposite to access junction	Minor

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)
A	6.50			52.0	✓	0.00
C	6.50			46.0	✓	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	3.50	50	32
D	One lane	3.50	30	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	604	-	-	-	-	-	-	0.229	0.327	0.229	-	-	-
B-A	535	0.095	0.241	0.241	-	-	-	0.152	0.344	-	0.241	0.241	0.120
B-C	676	0.101	0.256	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	535	0.095	0.241	0.241	-	-	-	0.152	0.344	0.152	-	-	-
B-D, offside lane	535	0.095	0.241	0.241	-	-	-	0.152	0.344	0.152	-	-	-
C-B	601	0.228	0.228	0.325	-	-	-	-	-	-	-	-	-
D-A	687	-	-	-	-	-	-	0.260	-	0.103	-	-	-
D-B, nearside lane	536	0.152	0.152	0.345	-	-	-	0.242	0.242	0.096	-	-	-
D-B, offside lane	536	0.152	0.152	0.345	-	-	-	0.242	0.242	0.096	-	-	-
D-C	536	-	0.152	0.345	0.121	0.242	0.242	0.242	0.242	0.096	-	-	-

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)
D1	Base	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	126	100.000
C		✓	884	100.000
D		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	119	6
	C	693	89	0	102
	D	2	7	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	12.40	0.5	B
A-BCD	0.01	4.18	0.0	A
A-B				
A-C				
D-ABC	0.82	100.94	3.4	F
C-ABD	0.47	6.28	2.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	95	511	0.186	94	0.2	8.616	A
A-BCD	2	864	0.002	2	0.0	4.177	A
A-B	10			10			
A-C	545			545			
D-ABC	91	284	0.321	89	0.5	18.309	C
C-ABD	194	915	0.212	191	0.6	4.979	A
C-D	61			61			
C-A	411			411			

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-ACD	113	478	0.237	113	0.3	9.847	A
A-BCD	3	925	0.003	3	0.0	3.903	A
A-B	12			12			
A-C	650			650			
D-ABC	109	234	0.465	107	0.8	28.123	D
C-ABD	294	987	0.298	292	1.0	5.205	A
C-D	64			64			
C-A	437			437			

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-ACD	139	429	0.323	138	0.5	12.336	B
A-BCD	6	1017	0.005	6	0.0	3.559	A
A-B	14			14			
A-C	795			795			
D-ABC	133	165	0.809	125	2.9	78.893	F
C-ABD	506	1091	0.464	501	2.2	6.171	A
C-D	60			60			
C-A	407			407			

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-ACD	139	429	0.323	139	0.5	12.404	B
A-BCD	6	1016	0.005	6	0.0	3.561	A
A-B	14			14			
A-C	795			795			
D-ABC	133	163	0.816	131	3.4	100.939	F
C-ABD	510	1094	0.467	510	2.3	6.279	A
C-D	59			59			
C-A	403			403			

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-ACD	113	478	0.237	114	0.3	9.909	A
A-BCD	3	924	0.003	3	0.0	3.909	A
A-B	12			12			
A-C	650			650			
D-ABC	109	232	0.469	119	0.9	34.086	D
C-ABD	297	991	0.300	302	1.1	5.300	A
C-D	64			64			
C-A	434			434			

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-ACD	95	511	0.186	95	0.2	8.669	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	91	283	0.322	93	0.5	19.115	C
C-ABD	196	917	0.214	198	0.6	5.039	A
C-D	60			60			
C-A	409			409			

Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.80	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)
D2	Base	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	58	100.000
C		✓	709	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	38	4
	C	633	7	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.19	12.80	0.2	B
A-BCD	0.02	4.19	0.0	A
A-B				
A-C				
D-ABC	0.52	32.55	1.0	D
C-ABD	0.03	4.22	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	44	439	0.099	43	0.1	9.077	A
A-BCD	10	869	0.011	10	0.0	4.191	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.248	80	0.3	14.481	B
C-ABD	14	867	0.016	13	0.0	4.218	A
C-D	51			51			
C-A	469			469			

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-ACD	52	401	0.130	52	0.1	10.306	B
A-BCD	14	928	0.015	14	0.0	3.937	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.339	96	0.5	18.903	C
C-ABD	20	927	0.021	20	0.0	3.968	A
C-D	61			61			
C-A	557			557			

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-ACD	64	345	0.185	64	0.2	12.766	B
A-BCD	23	1015	0.023	23	0.0	3.627	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	117	1.0	31.511	D
C-ABD	33	1014	0.032	32	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	345	0.185	64	0.2	12.802	B
A-BCD	23	1015	0.023	23	0.0	3.630	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	119	1.0	32.550	D
C-ABD	33	1014	0.032	33	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	52	401	0.130	52	0.2	10.338	B
A-BCD	14	928	0.015	14	0.0	3.939	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.340	99	0.5	19.468	C
C-ABD	20	927	0.021	20	0.0	3.970	A
C-D	61			61			
C-A	557			557			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	44	439	0.099	44	0.1	9.109	A
A-BCD	10	869	0.011	10	0.0	4.193	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.249	82	0.3	14.734	B
C-ABD	14	867	0.016	14	0.0	4.218	A
C-D	51			51			
C-A	469			469			

DO_NO_OY, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		8.59	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)
D3	DO_NO_OY	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	126	100.000
C		✓	884	100.000
D		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	119	6
	C	693	89	0	102
	D	2	7	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	12.40	0.5	B
A-BCD	0.01	4.18	0.0	A
A-B				
A-C				
D-ABC	0.82	100.94	3.4	F
C-ABD	0.47	6.28	2.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	95	511	0.186	94	0.2	8.616	A
A-BCD	2	864	0.002	2	0.0	4.177	A
A-B	10			10			
A-C	545			545			
D-ABC	91	284	0.321	89	0.5	18.309	C
C-ABD	194	915	0.212	191	0.6	4.979	A
C-D	61			61			
C-A	411			411			

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-ACD	113	478	0.237	113	0.3	9.847	A
A-BCD	3	925	0.003	3	0.0	3.903	A
A-B	12			12			
A-C	650			650			
D-ABC	109	234	0.465	107	0.8	28.123	D
C-ABD	294	987	0.298	292	1.0	5.205	A
C-D	64			64			
C-A	437			437			

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-ACD	139	429	0.323	138	0.5	12.336	B
A-BCD	6	1017	0.005	6	0.0	3.559	A
A-B	14			14			
A-C	795			795			
D-ABC	133	165	0.809	125	2.9	78.893	F
C-ABD	506	1091	0.464	501	2.2	6.171	A
C-D	60			60			
C-A	407			407			

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-ACD	139	429	0.323	139	0.5	12.404	B
A-BCD	6	1016	0.005	6	0.0	3.561	A
A-B	14			14			
A-C	795			795			
D-ABC	133	163	0.816	131	3.4	100.939	F
C-ABD	510	1094	0.467	510	2.3	6.279	A
C-D	59			59			
C-A	403			403			

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-ACD	113	478	0.237	114	0.3	9.909	A
A-BCD	3	924	0.003	3	0.0	3.909	A
A-B	12			12			
A-C	650			650			
D-ABC	109	232	0.469	119	0.9	34.086	D
C-ABD	297	991	0.300	302	1.1	5.300	A
C-D	64			64			
C-A	434			434			

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-ACD	95	511	0.186	95	0.2	8.669	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	91	283	0.322	93	0.5	19.115	C
C-ABD	196	917	0.214	198	0.6	5.039	A
C-D	60			60			
C-A	409			409			

DO_NO_OY, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.80	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)
D4	DO_NO_OY	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	58	100.000
C		✓	709	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	38	4
	C	633	7	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.19	12.80	0.2	B
A-BCD	0.02	4.19	0.0	A
A-B				
A-C				
D-ABC	0.52	32.55	1.0	D
C-ABD	0.03	4.22	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	44	439	0.099	43	0.1	9.077	A
A-BCD	10	869	0.011	10	0.0	4.191	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.248	80	0.3	14.481	B
C-ABD	14	867	0.016	13	0.0	4.218	A
C-D	51			51			
C-A	469			469			

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-ACD	52	401	0.130	52	0.1	10.306	B
A-BCD	14	928	0.015	14	0.0	3.937	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.339	96	0.5	18.903	C
C-ABD	20	927	0.021	20	0.0	3.968	A
C-D	61			61			
C-A	557			557			

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-ACD	64	345	0.185	64	0.2	12.766	B
A-BCD	23	1015	0.023	23	0.0	3.627	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	117	1.0	31.511	D
C-ABD	33	1014	0.032	32	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	345	0.185	64	0.2	12.802	B
A-BCD	23	1015	0.023	23	0.0	3.630	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	119	1.0	32.550	D
C-ABD	33	1014	0.032	33	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	52	401	0.130	52	0.2	10.338	B
A-BCD	14	928	0.015	14	0.0	3.939	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.340	99	0.5	19.468	C
C-ABD	20	927	0.021	20	0.0	3.970	A
C-D	61			61			
C-A	557			557			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	44	439	0.099	44	0.1	9.109	A
A-BCD	10	869	0.011	10	0.0	4.193	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.249	82	0.3	14.734	B
C-ABD	14	867	0.016	14	0.0	4.218	A
C-D	51			51			
C-A	469			469			

DO_SO_OY+P1 (0.14) (BO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		10.03	B

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)
D5	DO_SO_OY+P1 (0.14) (BO)	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	142	100.000
C		✓	888	100.000
D		✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	135	6
	C	693	93	0	102
	D	2	9	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.36	13.03	0.6	B
A-BCD	0.01	4.19	0.0	A
A-B				
A-C				
D-ABC	0.86	119.03	4.1	F
C-ABD	0.49	6.55	2.4	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	107	513	0.208	106	0.3	8.812	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	93	281	0.330	91	0.5	18.741	C
C-ABD	203	915	0.221	200	0.6	5.031	A
C-D	60			60			
C-A	406			406			

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-ACD	128	481	0.265	127	0.4	10.163	B
A-BCD	3	925	0.003	3	0.0	3.907	A
A-B	12			12			
A-C	650			650			
D-ABC	111	230	0.481	109	0.9	29.372	D
C-ABD	307	987	0.311	305	1.1	5.306	A
C-D	63			63			
C-A	428			428			

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-ACD	156	433	0.361	156	0.6	12.941	B
A-BCD	6	1016	0.005	6	0.0	3.562	A
A-B	14			14			
A-C	795			795			
D-ABC	135	160	0.848	126	3.3	88.413	F
C-ABD	529	1091	0.485	524	2.4	6.419	A
C-D	58			58			
C-A	391			391			

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-ACD	156	433	0.361	156	0.6	13.028	B
A-BCD	6	1015	0.005	6	0.0	3.564	A
A-B	14			14			
A-C	795			795			
D-ABC	135	158	0.855	132	4.1	119.034	F
C-ABD	534	1094	0.488	534	2.4	6.551	A
C-D	57			57			
C-A	387			387			

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-ACD	128	481	0.266	128	0.4	10.240	B
A-BCD	3	923	0.003	3	0.0	3.911	A
A-B	12			12			
A-C	650			650			
D-ABC	111	228	0.485	123	1.0	37.541	E
C-ABD	311	991	0.314	316	1.1	5.414	A
C-D	63			63			
C-A	425			425			

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-ACD	107	513	0.208	107	0.3	8.879	A
A-BCD	2	862	0.002	2	0.0	4.185	A
A-B	10			10			
A-C	545			545			
D-ABC	93	280	0.331	95	0.5	19.651	C
C-ABD	205	917	0.224	207	0.7	5.106	A
C-D	59			59			
C-A	404			404			

DO_SO_OY+P1 (0.14) (BO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		3.50	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	DO_SO_OY+P1 (0.14) (BO)	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	67	100.000
C		✓	722	100.000
D		✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	46	5
	C	633	20	0	69
	D	2	9	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.21	13.09	0.3	B
A-BCD	0.02	4.20	0.0	A
A-B				
A-C				
D-ABC	0.58	37.55	1.3	E
C-ABD	0.09	4.35	0.2	A
C-D				
C-A				

Main Results for each time segment

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-ACD	50	444	0.114	50	0.1	9.118	A
A-BCD	10	866	0.011	10	0.0	4.202	A
A-B	3			3			
A-C	520			520			
D-ABC	88	324	0.272	87	0.4	15.079	C
C-ABD	39	867	0.044	38	0.1	4.344	A
C-D	50			50			
C-A	455			455			

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-ACD	60	406	0.148	60	0.2	10.408	B
A-BCD	14	926	0.015	14	0.0	3.949	A
A-B	4			4			
A-C	618			618			
D-ABC	105	282	0.373	104	0.6	20.162	C
C-ABD	57	927	0.061	56	0.1	4.135	A
C-D	58			58			
C-A	534			534			

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-ACD	74	349	0.211	73	0.3	13.049	B
A-BCD	23	1012	0.023	23	0.0	3.638	A
A-B	4			4			
A-C	751			751			
D-ABC	129	224	0.575	126	1.2	35.820	E
C-ABD	93	1014	0.092	93	0.2	3.906	A
C-D	69			69			
C-A	633			633			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	74	349	0.212	74	0.3	13.095	B
A-BCD	23	1012	0.023	23	0.0	3.641	A
A-B	4			4			
A-C	751			751			
D-ABC	129	224	0.575	129	1.3	37.549	E
C-ABD	93	1015	0.092	93	0.2	3.909	A
C-D	69			69			
C-A	633			633			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	60	405	0.149	61	0.2	10.450	B
A-BCD	14	926	0.015	14	0.0	3.951	A
A-B	4			4			
A-C	618			618			
D-ABC	105	282	0.373	108	0.6	21.003	C
C-ABD	57	927	0.061	57	0.1	4.141	A
C-D	58			58			
C-A	534			534			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	50	444	0.114	51	0.1	9.155	A
A-BCD	10	866	0.011	10	0.0	4.204	A
A-B	3			3			
A-C	520			520			
D-ABC	88	324	0.272	89	0.4	15.399	C
C-ABD	39	867	0.045	39	0.1	4.348	A
C-D	50			50			
C-A	455			455			

DO_SO_OY_P1+P2 (0.14) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		5.42	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)
D7	DO_SO_OY_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	889	100.000
B		✓	0	100.000
C		✓	921	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	887	1
	B	0	0	0	0
	C	819	0	0	102
	D	2	0	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.01	3.81	0.0	A
A-B				
A-C				
D-ABC	0.78	91.30	2.9	F
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	305	0.000	0	0.0	0.000	A
A-BCD	3	948	0.003	3	0.0	3.804	A
A-B	0.75			0.75			
A-C	666			666			
D-ABC	86	281	0.306	84	0.4	18.161	C
C-ABD	0	448	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	617			617			

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-ACD	0	251	0.000	0	0.0	0.000	A
A-BCD	4	1029	0.004	4	0.0	3.511	A
A-B	0.90			0.90			
A-C	794			794			
D-ABC	102	230	0.445	101	0.8	27.553	D
C-ABD	0	419	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	736			736			

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-ACD	0	175	0.000	0	0.0	0.000	A
A-BCD	7	1148	0.007	7	0.0	3.156	A
A-B	1			1			
A-C	970			970			
D-ABC	126	161	0.780	118	2.6	74.943	F
C-ABD	0	378	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	902			902			

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-ACD	0	174	0.000	0	0.0	0.000	A
A-BCD	7	1148	0.007	7	0.0	3.159	A
A-B	1			1			
A-C	970			970			
D-ABC	126	161	0.780	124	2.9	91.301	F
C-ABD	0	378	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	902			902			

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-ACD	0	251	0.000	0	0.0	0.000	A
A-BCD	4	1029	0.004	4	0.0	3.511	A
A-B	0.90			0.90			
A-C	794			794			
D-ABC	102	230	0.445	111	0.8	31.880	D
C-ABD	0	419	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	736			736			

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-ACD	0	305	0.000	0	0.0	0.000	A
A-BCD	3	948	0.003	3	0.0	3.807	A
A-B	0.75			0.75			
A-C	666			666			
D-ABC	86	281	0.306	87	0.5	18.769	C
C-ABD	0	448	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	617			617			

DO_SO_OY_P1+P2 (0.14) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.45	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)
D8	DO_SO_OY_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	791	100.000
B		✓	1	100.000
C		✓	752	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	786	5
	B	1	0	0	0
	C	683	0	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.03	4.00	0.0	A
A-B				
A-C				
D-ABC	0.55	36.73	1.2	E
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	0	341	0.000	0	0.0	0.000	A
A-BCD	11	910	0.012	11	0.0	4.002	A
A-B	0			0			
A-C	585			585			
D-ABC	81	319	0.255	80	0.3	14.998	B
C-ABD	0	465	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	514			514			

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-ACD	0	295	0.000	0	0.0	0.000	A
A-BCD	16	980	0.017	16	0.0	3.735	A
A-B	0			0			
A-C	695			695			
D-ABC	97	276	0.352	96	0.5	19.986	C
C-ABD	0	438	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	614			614			

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-ACD	0	231	0.000	0	0.0	0.000	A
A-BCD	28	1081	0.026	28	0.0	3.418	A
A-B	0			0			
A-C	843			843			
D-ABC	119	216	0.550	117	1.1	35.251	E
C-ABD	0	402	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	752			752			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	231	0.000	0	0.0	0.000	A
A-BCD	28	1081	0.026	28	0.0	3.420	A
A-B	0			0			
A-C	843			843			
D-ABC	119	216	0.550	119	1.2	36.725	E
C-ABD	0	402	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	752			752			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	295	0.000	0	0.0	0.000	A
A-BCD	16	980	0.017	16	0.0	3.736	A
A-B	0			0			
A-C	695			695			
D-ABC	97	276	0.352	100	0.6	20.705	C
C-ABD	0	438	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	614			614			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	341	0.000	0	0.0	0.000	A
A-BCD	11	910	0.012	11	0.0	4.002	A
A-B	0			0			
A-C	585			585			
D-ABC	81	319	0.255	82	0.4	15.283	C
C-ABD	0	465	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	514			514			

DO_NO_OY+5, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		8.59	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)
D9	DO_NO_OY+5	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	126	100.000
C		✓	884	100.000
D		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	119	6
	C	693	89	0	102
	D	2	7	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	12.40	0.5	B
A-BCD	0.01	4.18	0.0	A
A-B				
A-C				
D-ABC	0.82	100.94	3.4	F
C-ABD	0.47	6.28	2.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	95	511	0.186	94	0.2	8.616	A
A-BCD	2	864	0.002	2	0.0	4.177	A
A-B	10			10			
A-C	545			545			
D-ABC	91	284	0.321	89	0.5	18.309	C
C-ABD	194	915	0.212	191	0.6	4.979	A
C-D	61			61			
C-A	411			411			

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-ACD	113	478	0.237	113	0.3	9.847	A
A-BCD	3	925	0.003	3	0.0	3.903	A
A-B	12			12			
A-C	650			650			
D-ABC	109	234	0.465	107	0.8	28.123	D
C-ABD	294	987	0.298	292	1.0	5.205	A
C-D	64			64			
C-A	437			437			

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-ACD	139	429	0.323	138	0.5	12.336	B
A-BCD	6	1017	0.005	6	0.0	3.559	A
A-B	14			14			
A-C	795			795			
D-ABC	133	165	0.809	125	2.9	78.893	F
C-ABD	506	1091	0.464	501	2.2	6.171	A
C-D	60			60			
C-A	407			407			

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-ACD	139	429	0.323	139	0.5	12.404	B
A-BCD	6	1016	0.005	6	0.0	3.561	A
A-B	14			14			
A-C	795			795			
D-ABC	133	163	0.816	131	3.4	100.939	F
C-ABD	510	1094	0.467	510	2.3	6.279	A
C-D	59			59			
C-A	403			403			

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-ACD	113	478	0.237	114	0.3	9.909	A
A-BCD	3	924	0.003	3	0.0	3.909	A
A-B	12			12			
A-C	650			650			
D-ABC	109	232	0.469	119	0.9	34.086	D
C-ABD	297	991	0.300	302	1.1	5.300	A
C-D	64			64			
C-A	434			434			

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-ACD	95	511	0.186	95	0.2	8.669	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	91	283	0.322	93	0.5	19.115	C
C-ABD	196	917	0.214	198	0.6	5.039	A
C-D	60			60			
C-A	409			409			

DO_NO_OY+5, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.80	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)
D10	DO_NO_OY+5	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	58	100.000
C		✓	709	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	38	4
	C	633	7	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.19	12.80	0.2	B
A-BCD	0.02	4.19	0.0	A
A-B				
A-C				
D-ABC	0.52	32.55	1.0	D
C-ABD	0.03	4.22	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	44	439	0.099	43	0.1	9.077	A
A-BCD	10	869	0.011	10	0.0	4.191	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.248	80	0.3	14.481	B
C-ABD	14	867	0.016	13	0.0	4.218	A
C-D	51			51			
C-A	469			469			

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-ACD	52	401	0.130	52	0.1	10.306	B
A-BCD	14	928	0.015	14	0.0	3.937	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.339	96	0.5	18.903	C
C-ABD	20	927	0.021	20	0.0	3.968	A
C-D	61			61			
C-A	557			557			

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-ACD	64	345	0.185	64	0.2	12.766	B
A-BCD	23	1015	0.023	23	0.0	3.627	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	117	1.0	31.511	D
C-ABD	33	1014	0.032	32	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	345	0.185	64	0.2	12.802	B
A-BCD	23	1015	0.023	23	0.0	3.630	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	119	1.0	32.550	D
C-ABD	33	1014	0.032	33	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	52	401	0.130	52	0.2	10.338	B
A-BCD	14	928	0.015	14	0.0	3.939	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.340	99	0.5	19.468	C
C-ABD	20	927	0.021	20	0.0	3.970	A
C-D	61			61			
C-A	557			557			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	44	439	0.099	44	0.1	9.109	A
A-BCD	10	869	0.011	10	0.0	4.193	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.249	82	0.3	14.734	B
C-ABD	14	867	0.016	14	0.0	4.218	A
C-D	51			51			
C-A	469			469			

DO_SO_OY+5_P1 (0.14) (BO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		10.03	B

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)
D11	DO_SO_OY+5_P1 (0.14) (BO)	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	142	100.000
C		✓	888	100.000
D		✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	135	6
	C	693	93	0	102
	D	2	9	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.36	13.03	0.6	B
A-BCD	0.01	4.19	0.0	A
A-B				
A-C				
D-ABC	0.86	119.03	4.1	F
C-ABD	0.49	6.55	2.4	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	107	513	0.208	106	0.3	8.812	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	93	281	0.330	91	0.5	18.741	C
C-ABD	203	915	0.221	200	0.6	5.031	A
C-D	60			60			
C-A	406			406			

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-ACD	128	481	0.265	127	0.4	10.163	B
A-BCD	3	925	0.003	3	0.0	3.907	A
A-B	12			12			
A-C	650			650			
D-ABC	111	230	0.481	109	0.9	29.372	D
C-ABD	307	987	0.311	305	1.1	5.306	A
C-D	63			63			
C-A	428			428			

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-ACD	156	433	0.361	156	0.6	12.941	B
A-BCD	6	1016	0.005	6	0.0	3.562	A
A-B	14			14			
A-C	795			795			
D-ABC	135	160	0.848	126	3.3	88.413	F
C-ABD	529	1091	0.485	524	2.4	6.419	A
C-D	58			58			
C-A	391			391			

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-ACD	156	433	0.361	156	0.6	13.028	B
A-BCD	6	1015	0.005	6	0.0	3.564	A
A-B	14			14			
A-C	795			795			
D-ABC	135	158	0.855	132	4.1	119.034	F
C-ABD	534	1094	0.488	534	2.4	6.551	A
C-D	57			57			
C-A	387			387			

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-ACD	128	481	0.266	128	0.4	10.240	B
A-BCD	3	923	0.003	3	0.0	3.911	A
A-B	12			12			
A-C	650			650			
D-ABC	111	228	0.485	123	1.0	37.541	E
C-ABD	311	991	0.314	316	1.1	5.414	A
C-D	63			63			
C-A	425			425			

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-ACD	107	513	0.208	107	0.3	8.879	A
A-BCD	2	862	0.002	2	0.0	4.185	A
A-B	10			10			
A-C	545			545			
D-ABC	93	280	0.331	95	0.5	19.651	C
C-ABD	205	917	0.224	207	0.7	5.106	A
C-D	59			59			
C-A	404			404			

DO_SO_OY+5_P1 (0.14) (BO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		3.50	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)
D12	DO_SO_OY+5_P1 (0.14) (BO)	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	67	100.000
C		✓	722	100.000
D		✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	46	5
	C	633	20	0	69
	D	2	9	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.21	13.09	0.3	B
A-BCD	0.02	4.20	0.0	A
A-B				
A-C				
D-ABC	0.58	37.55	1.3	E
C-ABD	0.09	4.35	0.2	A
C-D				
C-A				

Main Results for each time segment

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-ACD	50	444	0.114	50	0.1	9.118	A
A-BCD	10	866	0.011	10	0.0	4.202	A
A-B	3			3			
A-C	520			520			
D-ABC	88	324	0.272	87	0.4	15.079	C
C-ABD	39	867	0.044	38	0.1	4.344	A
C-D	50			50			
C-A	455			455			

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-ACD	60	406	0.148	60	0.2	10.408	B
A-BCD	14	926	0.015	14	0.0	3.949	A
A-B	4			4			
A-C	618			618			
D-ABC	105	282	0.373	104	0.6	20.162	C
C-ABD	57	927	0.061	56	0.1	4.135	A
C-D	58			58			
C-A	534			534			

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-ACD	74	349	0.211	73	0.3	13.049	B
A-BCD	23	1012	0.023	23	0.0	3.638	A
A-B	4			4			
A-C	751			751			
D-ABC	129	224	0.575	126	1.2	35.820	E
C-ABD	93	1014	0.092	93	0.2	3.906	A
C-D	69			69			
C-A	633			633			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	74	349	0.212	74	0.3	13.095	B
A-BCD	23	1012	0.023	23	0.0	3.641	A
A-B	4			4			
A-C	751			751			
D-ABC	129	224	0.575	129	1.3	37.549	E
C-ABD	93	1015	0.092	93	0.2	3.909	A
C-D	69			69			
C-A	633			633			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	60	405	0.149	61	0.2	10.450	B
A-BCD	14	926	0.015	14	0.0	3.951	A
A-B	4			4			
A-C	618			618			
D-ABC	105	282	0.373	108	0.6	21.003	C
C-ABD	57	927	0.061	57	0.1	4.141	A
C-D	58			58			
C-A	534			534			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	50	444	0.114	51	0.1	9.155	A
A-BCD	10	866	0.011	10	0.0	4.204	A
A-B	3			3			
A-C	520			520			
D-ABC	88	324	0.272	89	0.4	15.399	C
C-ABD	39	867	0.045	39	0.1	4.348	A
C-D	50			50			
C-A	455			455			

DO_SO_OY+5_P1+P2 (0.14) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		5.42	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)
D13	DO_SO_OY+5_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	889	100.000
B		✓	0	100.000
C		✓	921	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	887	1
	B	0	0	0	0
	C	819	0	0	102
	D	2	0	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.01	3.81	0.0	A
A-B				
A-C				
D-ABC	0.78	91.30	2.9	F
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	305	0.000	0	0.0	0.000	A
A-BCD	3	948	0.003	3	0.0	3.804	A
A-B	0.75			0.75			
A-C	666			666			
D-ABC	86	281	0.306	84	0.4	18.161	C
C-ABD	0	448	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	617			617			

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-ACD	0	251	0.000	0	0.0	0.000	A
A-BCD	4	1029	0.004	4	0.0	3.511	A
A-B	0.90			0.90			
A-C	794			794			
D-ABC	102	230	0.445	101	0.8	27.553	D
C-ABD	0	419	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	736			736			

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-ACD	0	175	0.000	0	0.0	0.000	A
A-BCD	7	1148	0.007	7	0.0	3.156	A
A-B	1			1			
A-C	970			970			
D-ABC	126	161	0.780	118	2.6	74.943	F
C-ABD	0	378	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	902			902			

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-ACD	0	174	0.000	0	0.0	0.000	A
A-BCD	7	1148	0.007	7	0.0	3.159	A
A-B	1			1			
A-C	970			970			
D-ABC	126	161	0.780	124	2.9	91.301	F
C-ABD	0	378	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	902			902			

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-ACD	0	251	0.000	0	0.0	0.000	A
A-BCD	4	1029	0.004	4	0.0	3.511	A
A-B	0.90			0.90			
A-C	794			794			
D-ABC	102	230	0.445	111	0.8	31.880	D
C-ABD	0	419	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	736			736			

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-ACD	0	305	0.000	0	0.0	0.000	A
A-BCD	3	948	0.003	3	0.0	3.807	A
A-B	0.75			0.75			
A-C	666			666			
D-ABC	86	281	0.306	87	0.5	18.769	C
C-ABD	0	448	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	617			617			

DO_SO_OY+5_P1+P2 (0.14) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.45	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)
D14	DO_SO_OY+5_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	791	100.000
B		✓	1	100.000
C		✓	752	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	786	5
	B	1	0	0	0
	C	683	0	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.03	4.00	0.0	A
A-B				
A-C				
D-ABC	0.55	36.73	1.2	E
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	0	341	0.000	0	0.0	0.000	A
A-BCD	11	910	0.012	11	0.0	4.002	A
A-B	0			0			
A-C	585			585			
D-ABC	81	319	0.255	80	0.3	14.998	B
C-ABD	0	465	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	514			514			

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-ACD	0	295	0.000	0	0.0	0.000	A
A-BCD	16	980	0.017	16	0.0	3.735	A
A-B	0			0			
A-C	695			695			
D-ABC	97	276	0.352	96	0.5	19.986	C
C-ABD	0	438	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	614			614			

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-ACD	0	231	0.000	0	0.0	0.000	A
A-BCD	28	1081	0.026	28	0.0	3.418	A
A-B	0			0			
A-C	843			843			
D-ABC	119	216	0.550	117	1.1	35.251	E
C-ABD	0	402	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	752			752			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	231	0.000	0	0.0	0.000	A
A-BCD	28	1081	0.026	28	0.0	3.420	A
A-B	0			0			
A-C	843			843			
D-ABC	119	216	0.550	119	1.2	36.725	E
C-ABD	0	402	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	752			752			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	295	0.000	0	0.0	0.000	A
A-BCD	16	980	0.017	16	0.0	3.736	A
A-B	0			0			
A-C	695			695			
D-ABC	97	276	0.352	100	0.6	20.705	C
C-ABD	0	438	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	614			614			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	341	0.000	0	0.0	0.000	A
A-BCD	11	910	0.012	11	0.0	4.002	A
A-B	0			0			
A-C	585			585			
D-ABC	81	319	0.255	82	0.4	15.283	C
C-ABD	0	465	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	514			514			

DO_NO_OY+15, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		8.59	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)
D15	DO_NO_OY+15	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	126	100.000
C		✓	884	100.000
D		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	119	6
	C	693	89	0	102
	D	2	7	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	12.40	0.5	B
A-BCD	0.01	4.18	0.0	A
A-B				
A-C				
D-ABC	0.82	100.94	3.4	F
C-ABD	0.47	6.28	2.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	95	511	0.186	94	0.2	8.616	A
A-BCD	2	864	0.002	2	0.0	4.177	A
A-B	10			10			
A-C	545			545			
D-ABC	91	284	0.321	89	0.5	18.309	C
C-ABD	194	915	0.212	191	0.6	4.979	A
C-D	61			61			
C-A	411			411			

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-ACD	113	478	0.237	113	0.3	9.847	A
A-BCD	3	925	0.003	3	0.0	3.903	A
A-B	12			12			
A-C	650			650			
D-ABC	109	234	0.465	107	0.8	28.123	D
C-ABD	294	987	0.298	292	1.0	5.205	A
C-D	64			64			
C-A	437			437			

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-ACD	139	429	0.323	138	0.5	12.336	B
A-BCD	6	1017	0.005	6	0.0	3.559	A
A-B	14			14			
A-C	795			795			
D-ABC	133	165	0.809	125	2.9	78.893	F
C-ABD	506	1091	0.464	501	2.2	6.171	A
C-D	60			60			
C-A	407			407			

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-ACD	139	429	0.323	139	0.5	12.404	B
A-BCD	6	1016	0.005	6	0.0	3.561	A
A-B	14			14			
A-C	795			795			
D-ABC	133	163	0.816	131	3.4	100.939	F
C-ABD	510	1094	0.467	510	2.3	6.279	A
C-D	59			59			
C-A	403			403			

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-ACD	113	478	0.237	114	0.3	9.909	A
A-BCD	3	924	0.003	3	0.0	3.909	A
A-B	12			12			
A-C	650			650			
D-ABC	109	232	0.469	119	0.9	34.086	D
C-ABD	297	991	0.300	302	1.1	5.300	A
C-D	64			64			
C-A	434			434			

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-ACD	95	511	0.186	95	0.2	8.669	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	91	283	0.322	93	0.5	19.115	C
C-ABD	196	917	0.214	198	0.6	5.039	A
C-D	60			60			
C-A	409			409			

DO_NO_OY+15, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.80	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)
D16	DO_NO_OY+15	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	58	100.000
C		✓	709	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	38	4
	C	633	7	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.19	12.80	0.2	B
A-BCD	0.02	4.19	0.0	A
A-B				
A-C				
D-ABC	0.52	32.55	1.0	D
C-ABD	0.03	4.22	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	44	439	0.099	43	0.1	9.077	A
A-BCD	10	869	0.011	10	0.0	4.191	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.248	80	0.3	14.481	B
C-ABD	14	867	0.016	13	0.0	4.218	A
C-D	51			51			
C-A	469			469			

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-ACD	52	401	0.130	52	0.1	10.306	B
A-BCD	14	928	0.015	14	0.0	3.937	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.339	96	0.5	18.903	C
C-ABD	20	927	0.021	20	0.0	3.968	A
C-D	61			61			
C-A	557			557			

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-ACD	64	345	0.185	64	0.2	12.766	B
A-BCD	23	1015	0.023	23	0.0	3.627	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	117	1.0	31.511	D
C-ABD	33	1014	0.032	32	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	345	0.185	64	0.2	12.802	B
A-BCD	23	1015	0.023	23	0.0	3.630	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	119	1.0	32.550	D
C-ABD	33	1014	0.032	33	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	52	401	0.130	52	0.2	10.338	B
A-BCD	14	928	0.015	14	0.0	3.939	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.340	99	0.5	19.468	C
C-ABD	20	927	0.021	20	0.0	3.970	A
C-D	61			61			
C-A	557			557			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	44	439	0.099	44	0.1	9.109	A
A-BCD	10	869	0.011	10	0.0	4.193	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.249	82	0.3	14.734	B
C-ABD	14	867	0.016	14	0.0	4.218	A
C-D	51			51			
C-A	469			469			

DO_SO_OY+15_P1 (0.14) (BO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		10.03	B

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)
D17	DO_SO_OY+15_P1 (0.14) (BO)	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	142	100.000
C		✓	888	100.000
D		✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	135	6
	C	693	93	0	102
	D	2	9	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.36	13.03	0.6	B
A-BCD	0.01	4.19	0.0	A
A-B				
A-C				
D-ABC	0.86	119.03	4.1	F
C-ABD	0.49	6.55	2.4	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	107	513	0.208	106	0.3	8.812	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	93	281	0.330	91	0.5	18.741	C
C-ABD	203	915	0.221	200	0.6	5.031	A
C-D	60			60			
C-A	406			406			

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-ACD	128	481	0.265	127	0.4	10.163	B
A-BCD	3	925	0.003	3	0.0	3.907	A
A-B	12			12			
A-C	650			650			
D-ABC	111	230	0.481	109	0.9	29.372	D
C-ABD	307	987	0.311	305	1.1	5.306	A
C-D	63			63			
C-A	428			428			

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-ACD	156	433	0.361	156	0.6	12.941	B
A-BCD	6	1016	0.005	6	0.0	3.562	A
A-B	14			14			
A-C	795			795			
D-ABC	135	160	0.848	126	3.3	88.413	F
C-ABD	529	1091	0.485	524	2.4	6.419	A
C-D	58			58			
C-A	391			391			

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-ACD	156	433	0.361	156	0.6	13.028	B
A-BCD	6	1015	0.005	6	0.0	3.564	A
A-B	14			14			
A-C	795			795			
D-ABC	135	158	0.855	132	4.1	119.034	F
C-ABD	534	1094	0.488	534	2.4	6.551	A
C-D	57			57			
C-A	387			387			

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-ACD	128	481	0.266	128	0.4	10.240	B
A-BCD	3	923	0.003	3	0.0	3.911	A
A-B	12			12			
A-C	650			650			
D-ABC	111	228	0.485	123	1.0	37.541	E
C-ABD	311	991	0.314	316	1.1	5.414	A
C-D	63			63			
C-A	425			425			

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-ACD	107	513	0.208	107	0.3	8.879	A
A-BCD	2	862	0.002	2	0.0	4.185	A
A-B	10			10			
A-C	545			545			
D-ABC	93	280	0.331	95	0.5	19.651	C
C-ABD	205	917	0.224	207	0.7	5.106	A
C-D	59			59			
C-A	404			404			

DO_SO_OY+15_P1 (0.14) (BO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		3.50	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)
D18	DO_SO_OY+15_P1 (0.14) (BO)	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	67	100.000
C		✓	722	100.000
D		✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	46	5
	C	633	20	0	69
	D	2	9	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.21	13.09	0.3	B
A-BCD	0.02	4.20	0.0	A
A-B				
A-C				
D-ABC	0.58	37.55	1.3	E
C-ABD	0.09	4.35	0.2	A
C-D				
C-A				

Main Results for each time segment

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-ACD	50	444	0.114	50	0.1	9.118	A
A-BCD	10	866	0.011	10	0.0	4.202	A
A-B	3			3			
A-C	520			520			
D-ABC	88	324	0.272	87	0.4	15.079	C
C-ABD	39	867	0.044	38	0.1	4.344	A
C-D	50			50			
C-A	455			455			

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-ACD	60	406	0.148	60	0.2	10.408	B
A-BCD	14	926	0.015	14	0.0	3.949	A
A-B	4			4			
A-C	618			618			
D-ABC	105	282	0.373	104	0.6	20.162	C
C-ABD	57	927	0.061	56	0.1	4.135	A
C-D	58			58			
C-A	534			534			

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-ACD	74	349	0.211	73	0.3	13.049	B
A-BCD	23	1012	0.023	23	0.0	3.638	A
A-B	4			4			
A-C	751			751			
D-ABC	129	224	0.575	126	1.2	35.820	E
C-ABD	93	1014	0.092	93	0.2	3.906	A
C-D	69			69			
C-A	633			633			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	74	349	0.212	74	0.3	13.095	B
A-BCD	23	1012	0.023	23	0.0	3.641	A
A-B	4			4			
A-C	751			751			
D-ABC	129	224	0.575	129	1.3	37.549	E
C-ABD	93	1015	0.092	93	0.2	3.909	A
C-D	69			69			
C-A	633			633			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	60	405	0.149	61	0.2	10.450	B
A-BCD	14	926	0.015	14	0.0	3.951	A
A-B	4			4			
A-C	618			618			
D-ABC	105	282	0.373	108	0.6	21.003	C
C-ABD	57	927	0.061	57	0.1	4.141	A
C-D	58			58			
C-A	534			534			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	50	444	0.114	51	0.1	9.155	A
A-BCD	10	866	0.011	10	0.0	4.204	A
A-B	3			3			
A-C	520			520			
D-ABC	88	324	0.272	89	0.4	15.399	C
C-ABD	39	867	0.045	39	0.1	4.348	A
C-D	50			50			
C-A	455			455			

DO_SO_OY+15_P1+P2 (0.14) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		5.42	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)
D19	DO_SO_OY+15_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	889	100.000
B		✓	0	100.000
C		✓	921	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	887	1
	B	0	0	0	0
	C	819	0	0	102
	D	2	0	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.01	3.81	0.0	A
A-B				
A-C				
D-ABC	0.78	91.30	2.9	F
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	305	0.000	0	0.0	0.000	A
A-BCD	3	948	0.003	3	0.0	3.804	A
A-B	0.75			0.75			
A-C	666			666			
D-ABC	86	281	0.306	84	0.4	18.161	C
C-ABD	0	448	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	617			617			

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-ACD	0	251	0.000	0	0.0	0.000	A
A-BCD	4	1029	0.004	4	0.0	3.511	A
A-B	0.90			0.90			
A-C	794			794			
D-ABC	102	230	0.445	101	0.8	27.553	D
C-ABD	0	419	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	736			736			

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-ACD	0	175	0.000	0	0.0	0.000	A
A-BCD	7	1148	0.007	7	0.0	3.156	A
A-B	1			1			
A-C	970			970			
D-ABC	126	161	0.780	118	2.6	74.943	F
C-ABD	0	378	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	902			902			

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-ACD	0	174	0.000	0	0.0	0.000	A
A-BCD	7	1148	0.007	7	0.0	3.159	A
A-B	1			1			
A-C	970			970			
D-ABC	126	161	0.780	124	2.9	91.301	F
C-ABD	0	378	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	902			902			

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-ACD	0	251	0.000	0	0.0	0.000	A
A-BCD	4	1029	0.004	4	0.0	3.511	A
A-B	0.90			0.90			
A-C	794			794			
D-ABC	102	230	0.445	111	0.8	31.880	D
C-ABD	0	419	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	736			736			

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-ACD	0	305	0.000	0	0.0	0.000	A
A-BCD	3	948	0.003	3	0.0	3.807	A
A-B	0.75			0.75			
A-C	666			666			
D-ABC	86	281	0.306	87	0.5	18.769	C
C-ABD	0	448	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	617			617			

DO_SO_OY+15_P1+P2 (0.14) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.45	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)
D20	DO_SO_OY+15_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	791	100.000
B		✓	1	100.000
C		✓	752	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	786	5
	B	1	0	0	0
	C	683	0	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.03	4.00	0.0	A
A-B				
A-C				
D-ABC	0.55	36.73	1.2	E
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	0	341	0.000	0	0.0	0.000	A
A-BCD	11	910	0.012	11	0.0	4.002	A
A-B	0			0			
A-C	585			585			
D-ABC	81	319	0.255	80	0.3	14.998	B
C-ABD	0	465	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	514			514			

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-ACD	0	295	0.000	0	0.0	0.000	A
A-BCD	16	980	0.017	16	0.0	3.735	A
A-B	0			0			
A-C	695			695			
D-ABC	97	276	0.352	96	0.5	19.986	C
C-ABD	0	438	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	614			614			

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-ACD	0	231	0.000	0	0.0	0.000	A
A-BCD	28	1081	0.026	28	0.0	3.418	A
A-B	0			0			
A-C	843			843			
D-ABC	119	216	0.550	117	1.1	35.251	E
C-ABD	0	402	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	752			752			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	231	0.000	0	0.0	0.000	A
A-BCD	28	1081	0.026	28	0.0	3.420	A
A-B	0			0			
A-C	843			843			
D-ABC	119	216	0.550	119	1.2	36.725	E
C-ABD	0	402	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	752			752			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	295	0.000	0	0.0	0.000	A
A-BCD	16	980	0.017	16	0.0	3.736	A
A-B	0			0			
A-C	695			695			
D-ABC	97	276	0.352	100	0.6	20.705	C
C-ABD	0	438	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	614			614			

18:00 - 18:15

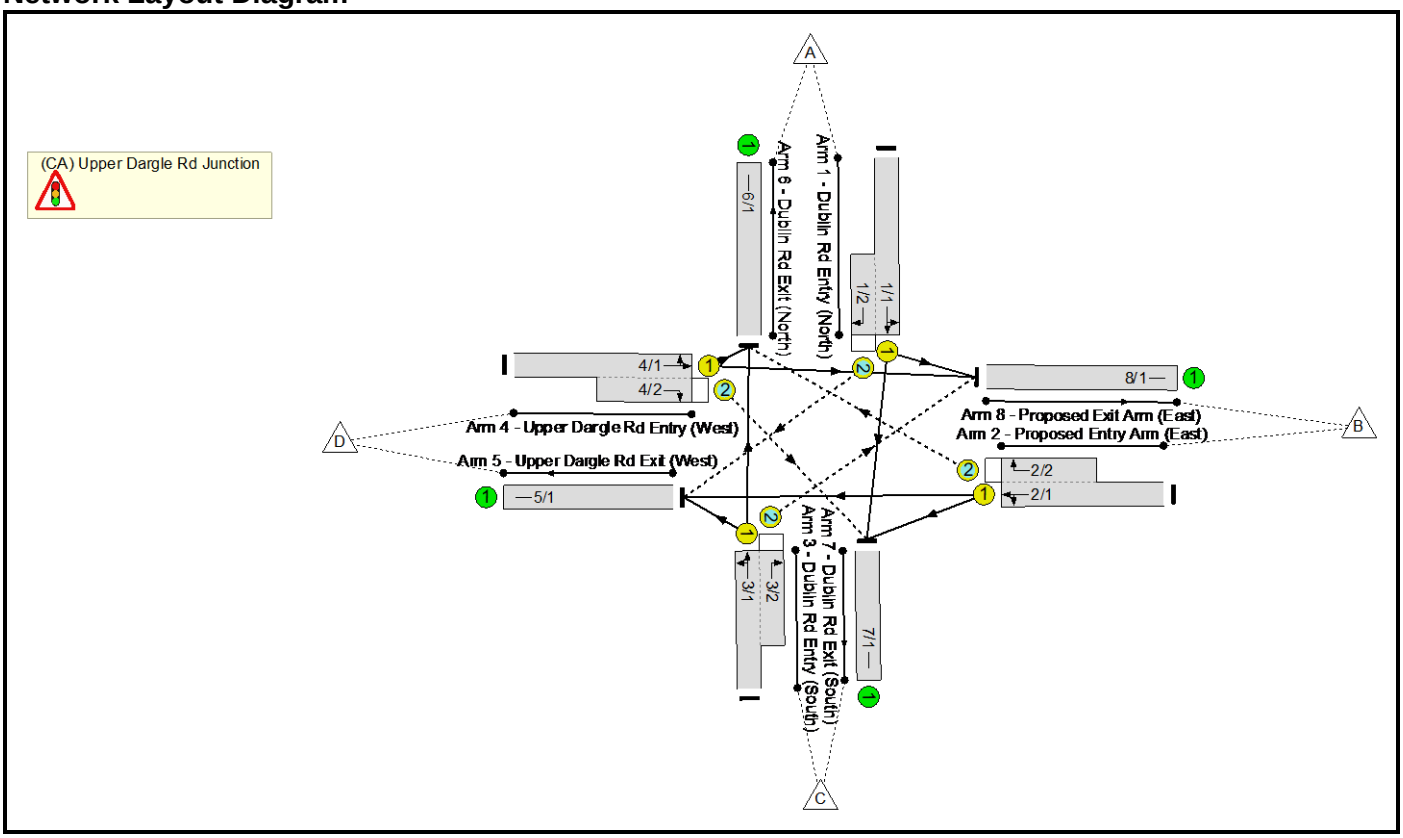
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	341	0.000	0	0.0	0.000	A
A-BCD	11	910	0.012	11	0.0	4.002	A
A-B	0			0			
A-C	585			585			
D-ABC	81	319	0.255	82	0.4	15.283	C
C-ABD	0	465	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	514			514			

Full Input Data And Results

User and Project Details

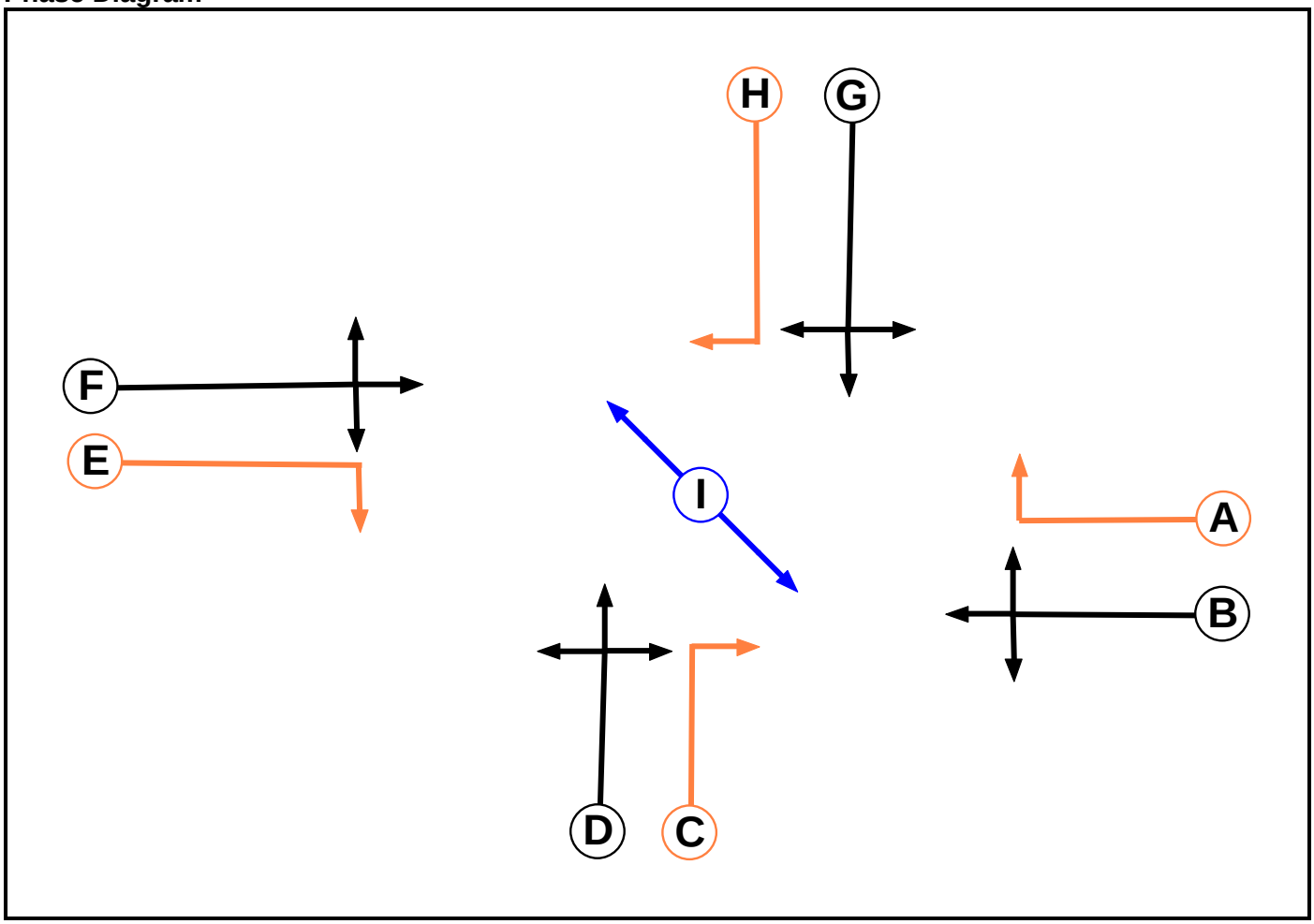
Project:	**Harbour Point Coastal Quarter**
Title:	
Location:	
Client:	Shankill Property Investments Ltd.
Additional detail:	
File name:	(CA)_(0.14) Upper Dargle Road Junction-Future Year.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Filter with Closing Amber (Not UK)		7	7
B	Traffic		7	7
C	Filter with Closing Amber (Not UK)		7	7
D	Traffic		7	7
E	Filter with Closing Amber (Not UK)		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Filter with Closing Amber (Not UK)		7	7
I	Pedestrian		5	5

Full Input Data And Results

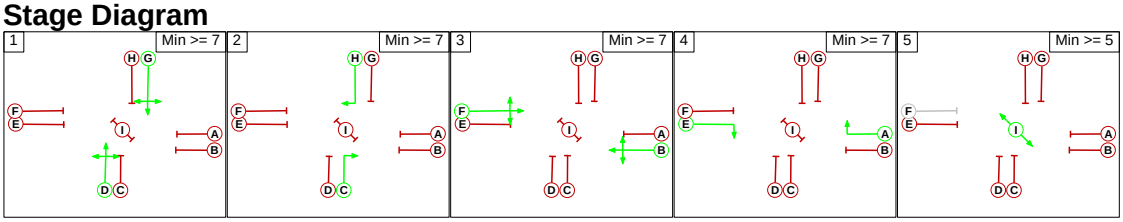
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
	A	B	C	D	E	F	G	H	I
A		-	6	6	-	-	6	6	7
B	-		5	5	6	-	5	5	6
C	6	6		-	5	6	-	-	-
D	5	5	5		5	5	-	5	-
E	-	-	5	5		-	6	6	7
F	6	-	-	-	-		-	-	-
G	6	6	6	-	5	5		-	-
H	6	6	-	-	5	6	-		-
I	-	-	12	12	-	-	12	12	

Phases in Stage

Stage No.	Phases in Stage
1	D G
2	C H
3	B F
4	A E
5	I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	5
1		6	6	6	0
2	2		6	6	0
3	5	5		6	6
4	6	6	2		7
5	12	12	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: (CA) Upper Dargle Rd Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Dublin Rd Entry (North))	5/1 (Right)	1439	0	3/1	1.09	All	1.00	-	0.50	1	1.00
2/2 (Proposed Entry Arm (East))	6/1 (Right)	1439	0	4/1	1.09	All	1.00	-	0.50	1	1.00
3/2 (Dublin Rd Entry (South))	8/1 (Right)	1439	0	1/1	1.09	All	1.00	-	0.50	1	1.00
4/2 (Upper Dargle Rd Entry (West))	7/1 (Right)	1439	0	2/1	1.09	All	1.00	-	0.50	1	1.00

Full Input Data And Results

Lane Input Data

Junction: (CA) Upper Dargle Rd Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Dublin Rd Entry (North))	U	G	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Left	28.00
1/2 (Dublin Rd Entry (North))	O	G H	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Right	35.00
2/1 (Proposed Entry Arm (East))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	20.00
2/2 (Proposed Entry Arm (East))	O	B A	2	3	5.9	Geom	-	3.50	0.00	Y	Arm 6 Right	14.00
3/1 (Dublin Rd Entry (South))	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	28.00
											Arm 6 Ahead	Inf
3/2 (Dublin Rd Entry (South))	O	D C	2	3	5.9	Geom	-	3.50	0.00	Y	Arm 8 Right	35.00
4/1 (Upper Dargle Rd Entry (West))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	28.00
											Arm 8 Ahead	Inf
4/2 (Upper Dargle Rd Entry (West))	O	F E	2	3	5.9	Geom	-	3.00	0.00	Y	Arm 7 Right	14.00
5/1 (Upper Dargle Rd Exit (West))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Dublin Rd Exit (North))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Dublin Rd Exit (South))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Proposed Exit Arm (East))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base_AM'	08:00	09:00	01:00	
2: 'Base_PM'	17:00	18:00	01:00	
3: 'DO_NO_OY_AM'	08:00	09:00	01:00	
4: 'DO_NO_OY_PM'	17:00	18:00	01:00	
5: 'DO_SO_OY_P1 (0.14) (BO)_AM'	08:00	09:00	01:00	
6: 'DO_SO_OY_P1 (0.14) (BO)_PM'	17:00	18:00	01:00	
7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM'	08:00	09:00	01:00	
8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM'	17:00	18:00	01:00	
9: 'DO_NO_OY+5_AM'	08:00	09:00	01:00	
10: 'DO_NO_OY+5_PM'	17:00	18:00	01:00	
11: 'DO_SO_OY+5_P1 (0.14) (BO)_AM'	08:00	09:00	01:00	
12: 'DO_SO_OY+5_P1 (0.14) (BO)_PM'	17:00	18:00	01:00	
13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM'	08:00	09:00	01:00	
14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM'	17:00	18:00	01:00	
15: 'DO_NO_OY+15_AM'	08:00	09:00	01:00	
16: 'DO_NO_OY+15_PM'	17:00	18:00	01:00	
17: 'DO_SO_OY+15_P1 (0.14) (BO)_AM'	08:00	09:00	01:00	
18: 'DO_SO_OY+15_P1 (0.14) (BO)_PM'	17:00	18:00	01:00	
19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM'	08:00	09:00	01:00	
20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM'	17:00	18:00	01:00	

Scenario 1: 'Base_AM' (FG1: 'Base_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Traffic Lane Flows

Lane	Scenario 1: Base_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Base _PM' (FG2: 'Base_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Base _PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'DO_NO_OY_AM' (FG3: 'DO_NO_OY_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: DO_NO_OY_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'DO_NO_OY_PM' (FG4: 'DO_NO_OY_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: DO_NO_OY_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'DO_SO_OY_P1 (0.14) (BO)_AM' (FG5: 'DO_SO_OY_P1 (0.14) (BO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: DO_SO_OY_P1 (0.14) (BO)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'DO_SO_OY_P1 (0.14) (BO)_PM' (FG6: 'DO_SO_OY_P1 (0.14) (BO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: DO_SO_OY_P1 (0.14) (BO)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM' (FG7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	87	0	162	8	257
	C	618	126	0	47	791
	D	133	44	70	0	247
	Tot.	838	173	710	95	1816

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: DO_SO_OY_P1+P2 (0.14) (SC)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	257(In) 170(Out)
2/2 (short)	87
3/1 (with short)	791(In) 665(Out)
3/2 (short)	126
4/1 (with short)	247(In) 177(Out)
4/2 (short)	70
5/1	95
6/1	838
7/1	710
8/1	173

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	4.7 %	1834	1834
				Arm 7 Left	20.00	95.3 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	75.1 %	1841	1841
				Arm 8 Ahead	Inf	24.9 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM' (FG8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	52	0	89	26	167
	C	609	53	0	117	779
	D	70	34	75	0	179
	Tot.	731	89	756	227	1803

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: DO_SO_OY_P1+P2 (0.14) (SC)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	167(In) 115(Out)
2/2 (short)	52
3/1 (with short)	779(In) 726(Out)
3/2 (short)	53
4/1 (with short)	179(In) 104(Out)
4/2 (short)	75
5/1	227
6/1	731
7/1	756
8/1	89

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	22.6 %	1857	1857
				Arm 7 Left	20.00	77.4 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	67.3 %	1848	1848
				Arm 8 Ahead	Inf	32.7 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'DO_NO_OY+5_AM' (FG9: 'DO_NO_OY+5_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: DO_NO_OY+5_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'DO_NO_OY+5_PM' (FG10: 'DO_NO_OY+5_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: DO_NO_OY+5_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'DO_SO_OY+5_P1 (0.14) (BO)_AM' (FG11: 'DO_SO_OY+5_P1 (0.14) (BO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: DO_SO_OY+5_P1 (0.14) (BO)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'DO_SO_OY+5_P1 (0.14) (BO)_PM' (FG12: 'DO_SO_OY+5_P1 (0.14) (BO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: DO_SO_OY+5_P1 (0.14) (BO)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM' (FG13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	87	0	162	8	257
	C	618	126	0	47	791
	D	133	44	70	0	247
	Tot.	838	173	710	95	1816

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: DO_SO_OY+5_P1+P2 (0.14) (SC)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	257(In) 170(Out)
2/2 (short)	87
3/1 (with short)	791(In) 665(Out)
3/2 (short)	126
4/1 (with short)	247(In) 177(Out)
4/2 (short)	70
5/1	95
6/1	838
7/1	710
8/1	173

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	4.7 %	1834	1834
				Arm 7 Left	20.00	95.3 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	75.1 %	1841	1841
				Arm 8 Ahead	Inf	24.9 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM' (FG14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	52	0	89	26	167
	C	609	53	0	117	779
	D	70	34	75	0	179
	Tot.	731	89	756	227	1803

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: DO_SO_OY+5_P1+P2 (0.14) (SC)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	167(In) 115(Out)
2/2 (short)	52
3/1 (with short)	779(In) 726(Out)
3/2 (short)	53
4/1 (with short)	179(In) 104(Out)
4/2 (short)	75
5/1	227
6/1	731
7/1	756
8/1	89

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	22.6 %	1857	1857
				Arm 7 Left	20.00	77.4 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	67.3 %	1848	1848
				Arm 8 Ahead	Inf	32.7 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: 'DO_NO_OY+15_AM' (FG15: 'DO_NO_OY+15_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: DO_NO_OY+15_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: 'DO_NO_OY+15_PM' (FG16: 'DO_NO_OY+15_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: DO_NO_OY+15_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: 'DO_SO_OY+15_P1 (0.14) (BO)_AM' (FG17: 'DO_SO_OY+15_P1 (0.14) (BO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: DO_SO_OY+15_P1 (0.14) (BO)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: 'DO_SO_OY+15_P1 (0.14) (BO)_PM' (FG18: 'DO_SO_OY+15_P1 (0.14) (BO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: DO_SO_OY+15_P1 (0.14) (BO)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM' (FG19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	87	0	162	8	257
	C	618	126	0	47	791
	D	133	44	70	0	247
	Tot.	838	173	710	95	1816

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: DO_SO_OY+15_P1+P2 (0.14) (SC)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	257(In) 170(Out)
2/2 (short)	87
3/1 (with short)	791(In) 665(Out)
3/2 (short)	126
4/1 (with short)	247(In) 177(Out)
4/2 (short)	70
5/1	95
6/1	838
7/1	710
8/1	173

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	4.7 %	1834	1834
				Arm 7 Left	20.00	95.3 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	75.1 %	1841	1841
				Arm 8 Ahead	Inf	24.9 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM' (FG20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	52	0	89	26	167
	C	609	53	0	117	779
	D	70	34	75	0	179
	Tot.	731	89	756	227	1803

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: DO_SO_OY+15_P1+P2 (0.14) (SC)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	167(In) 115(Out)
2/2 (short)	52
3/1 (with short)	779(In) 726(Out)
3/2 (short)	53
4/1 (with short)	179(In) 104(Out)
4/2 (short)	75
5/1	227
6/1	731
7/1	756
8/1	89

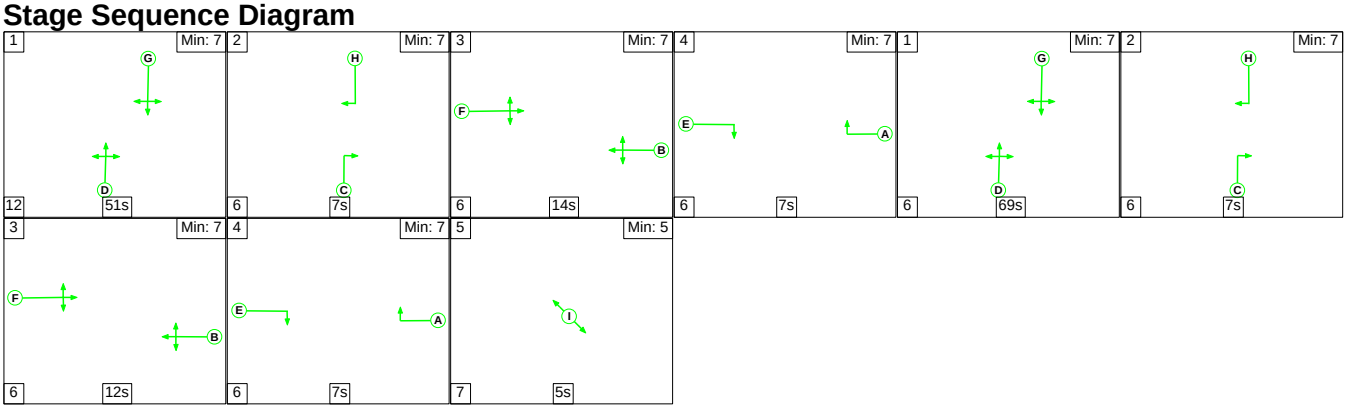
Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	22.6 %	1857	1857
				Arm 7 Left	20.00	77.4 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	67.3 %	1848	1848
				Arm 8 Ahead	Inf	32.7 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Base_AM' (FG1: 'Base_AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

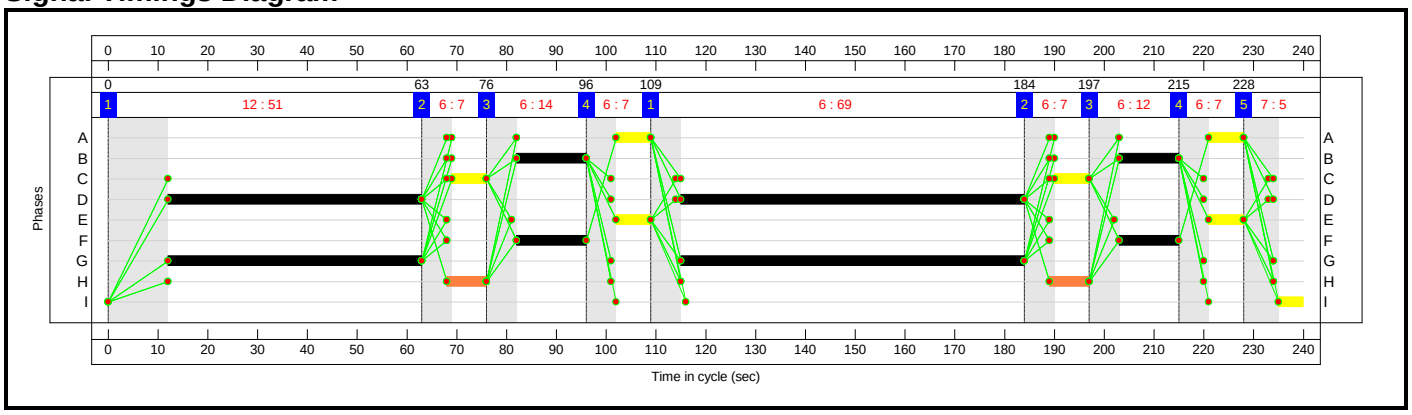


Full Input Data And Results

Stage Timings

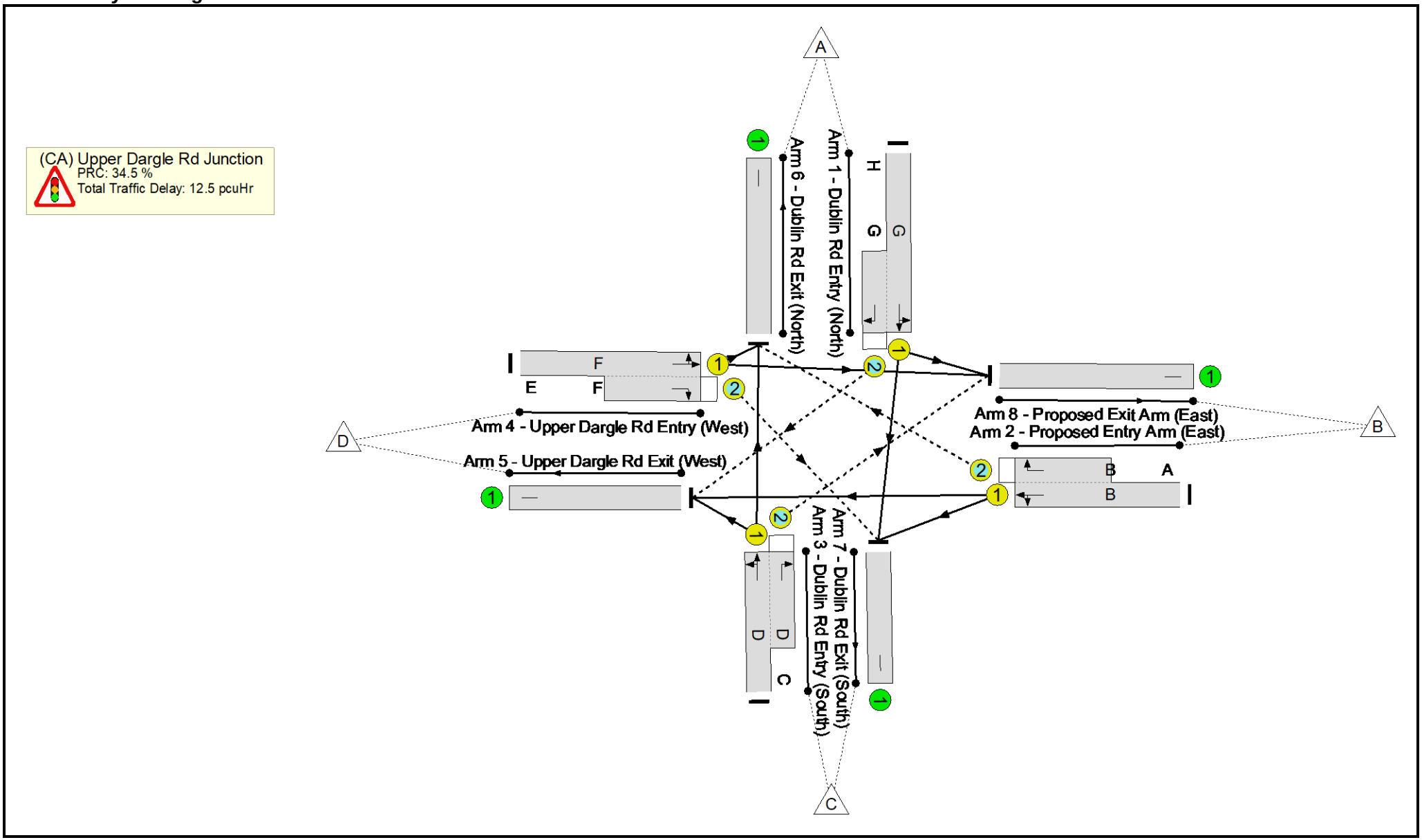
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

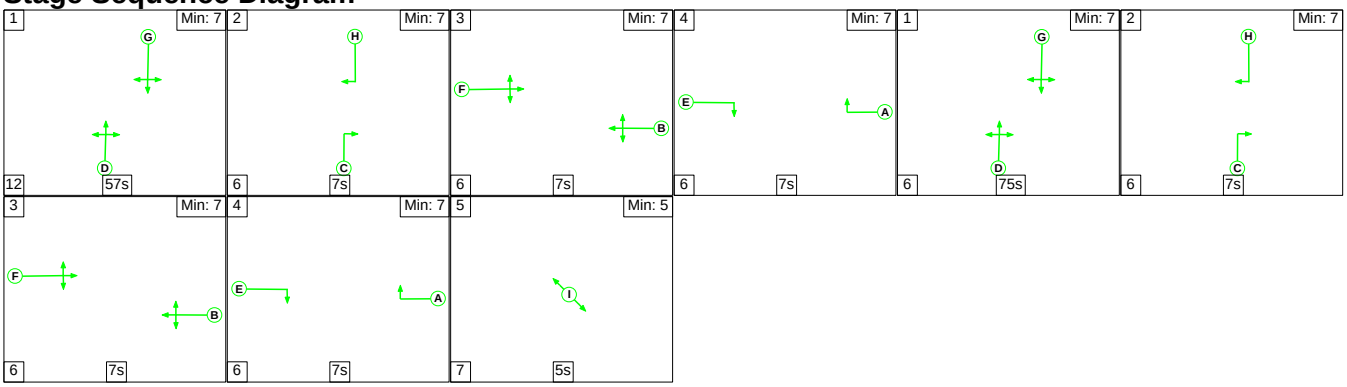
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 2: 'Base _PM' (FG2: 'Base_PM', Plan 1: 'Network Control Plan 1')

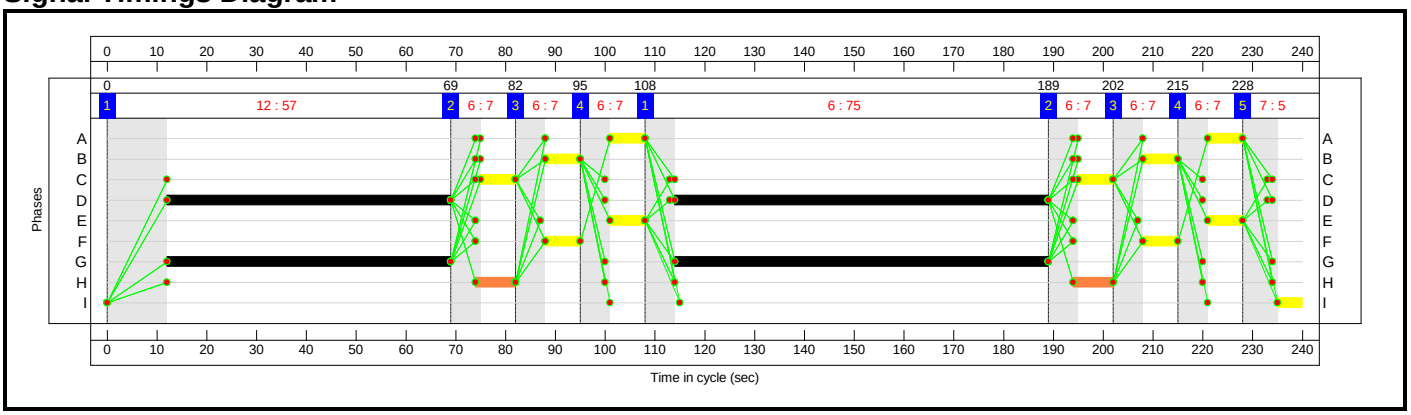
Stage Sequence Diagram



Stage Timings

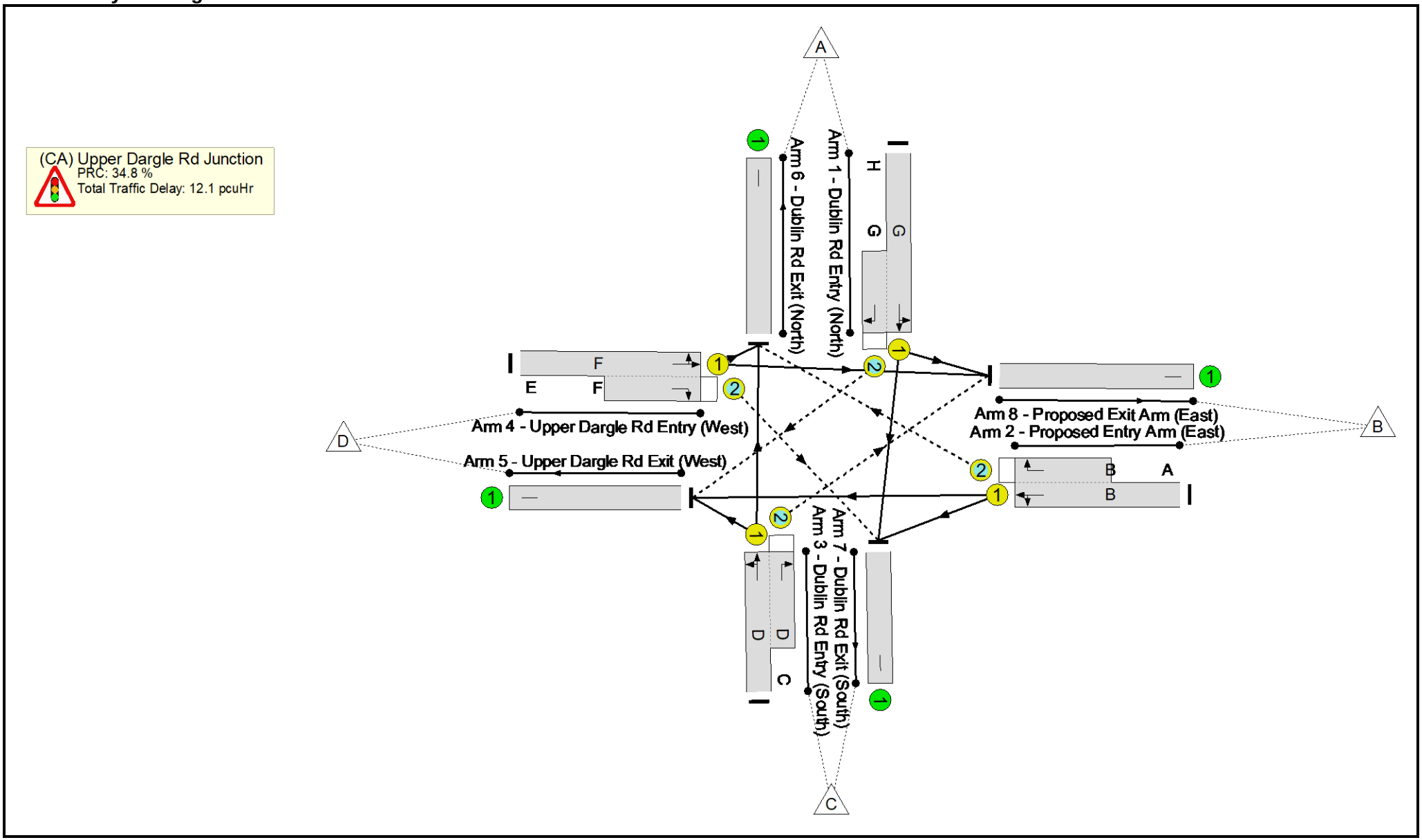
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

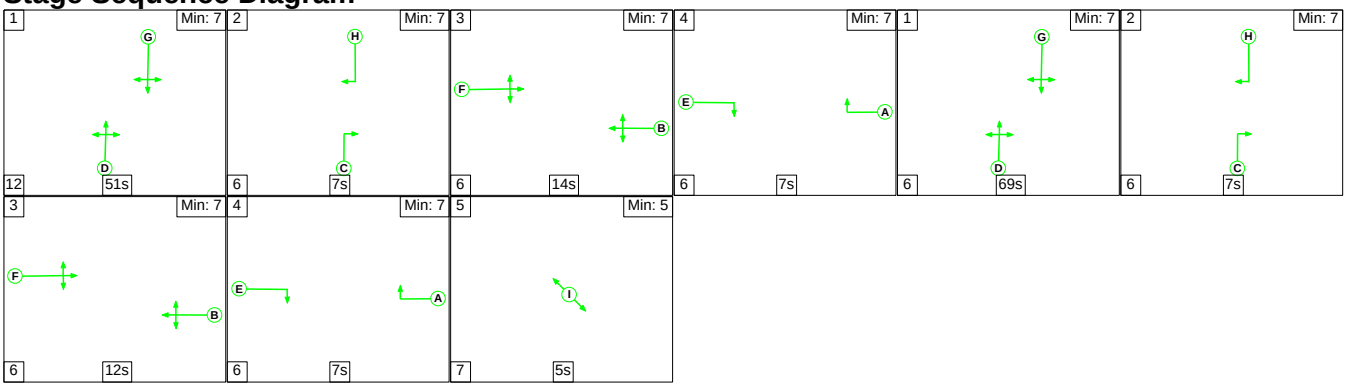
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 3: 'DO_NO_OY_AM' (FG3: 'DO_NO_OY_AM', Plan 1: 'Network Control Plan 1')

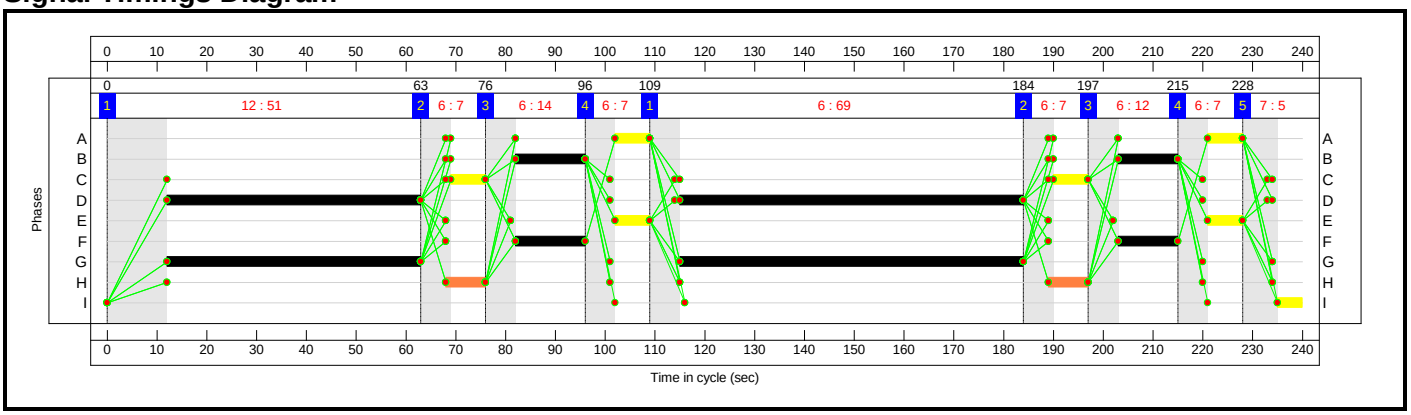
Stage Sequence Diagram



Stage Timings

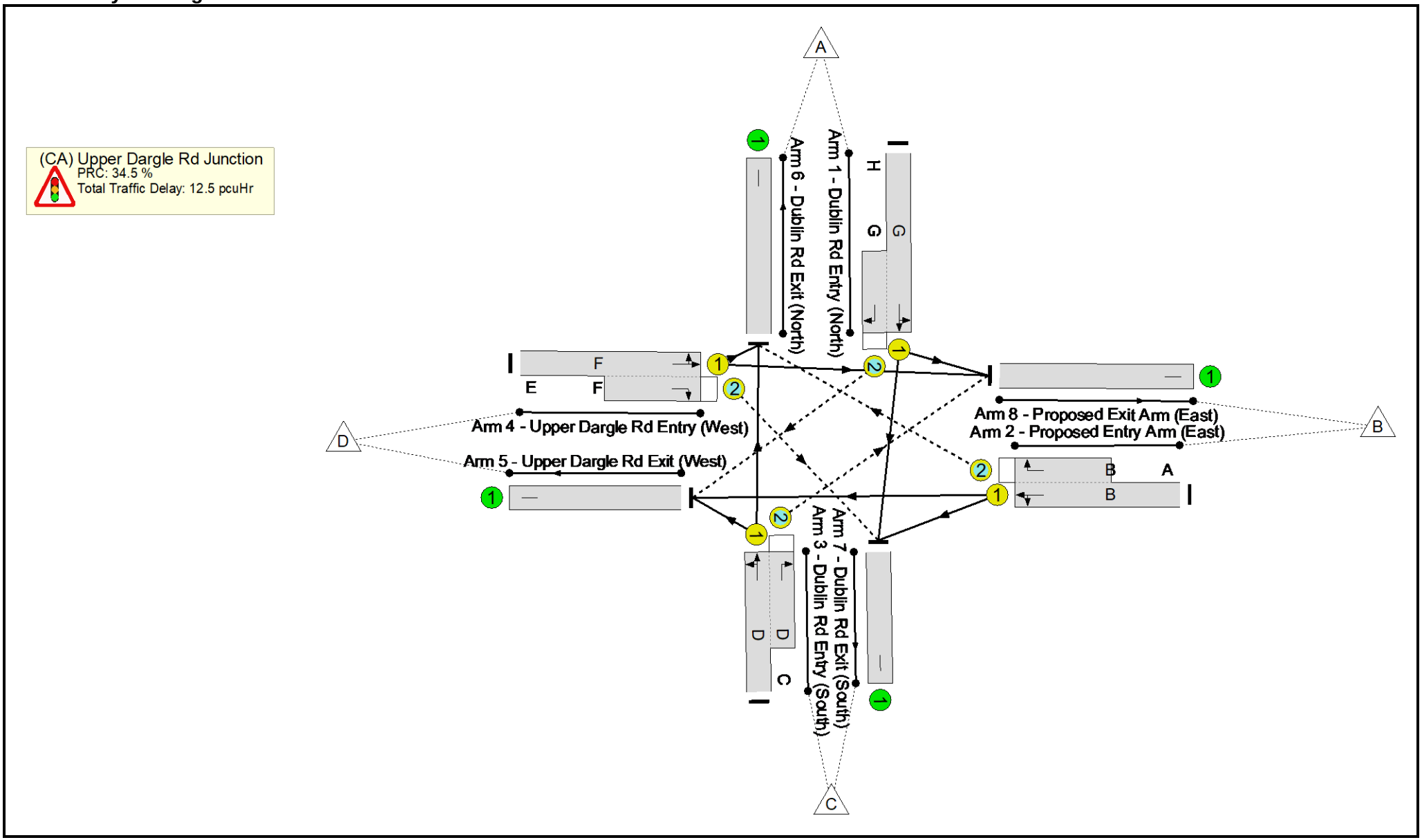
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

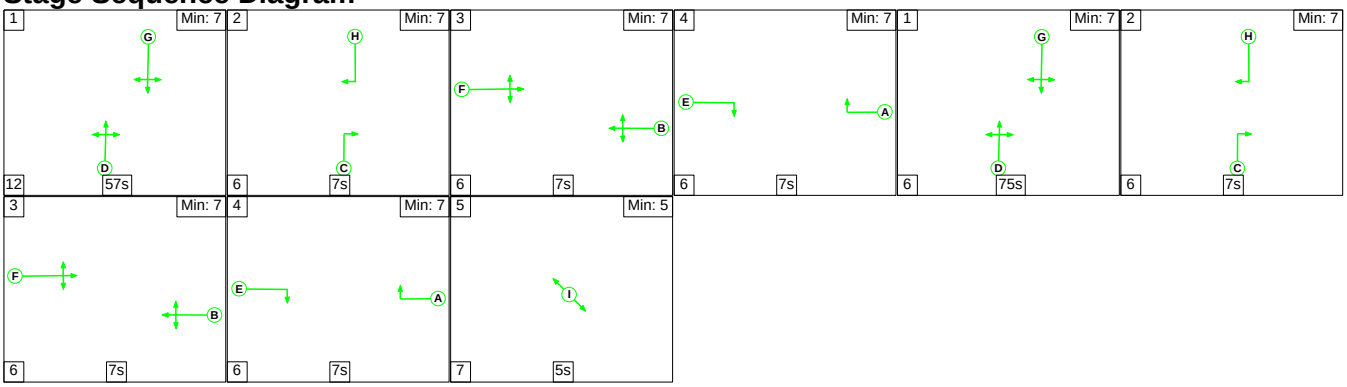
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 4: 'DO_NO_OY_PM' (FG4: 'DO_NO_OY_PM', Plan 1: 'Network Control Plan 1')

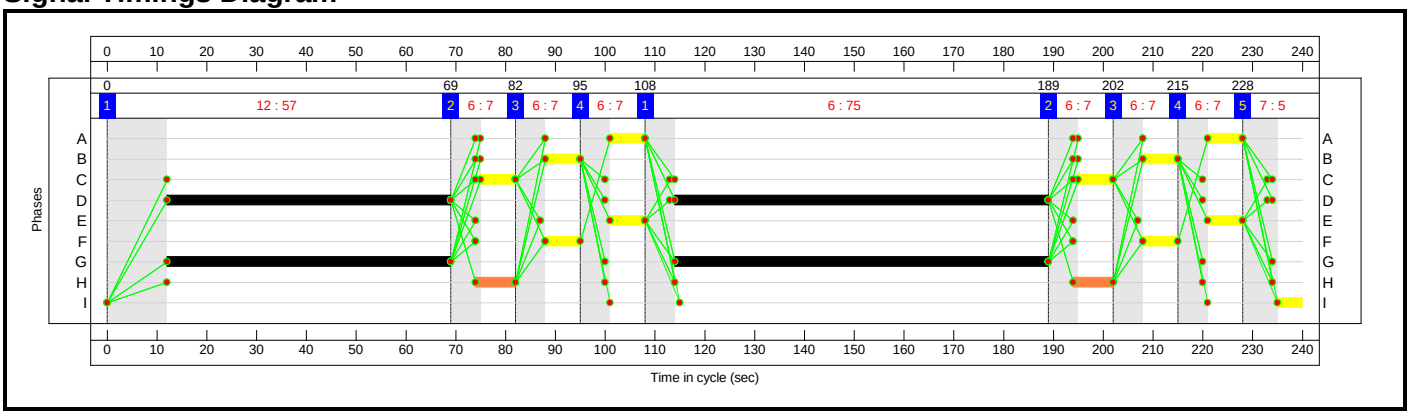
Stage Sequence Diagram



Stage Timings

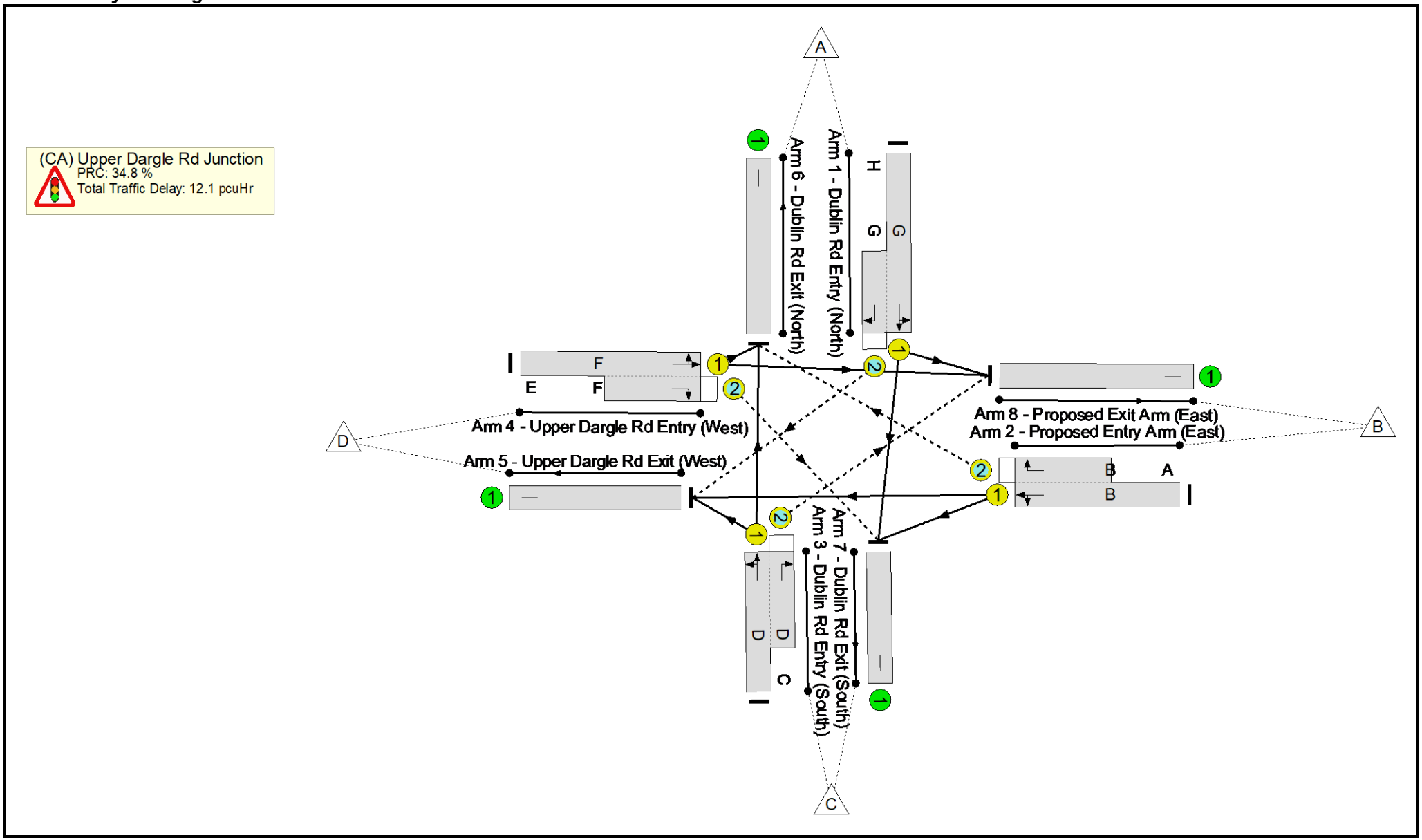
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

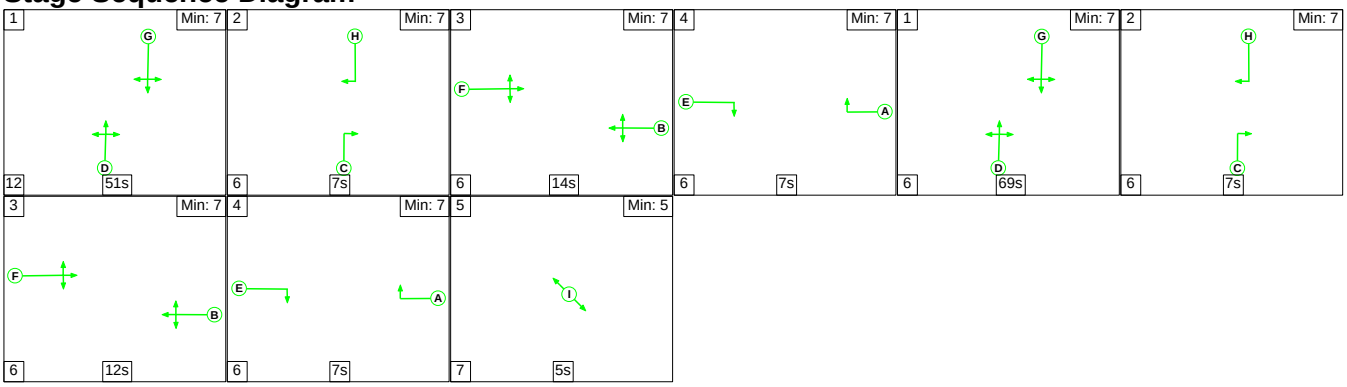
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 5: 'DO_SO_OY_P1 (0.14) (BO)_AM' (FG5: 'DO_SO_OY_P1 (0.14) (BO)_AM', Plan 1: 'Network Control Plan 1')

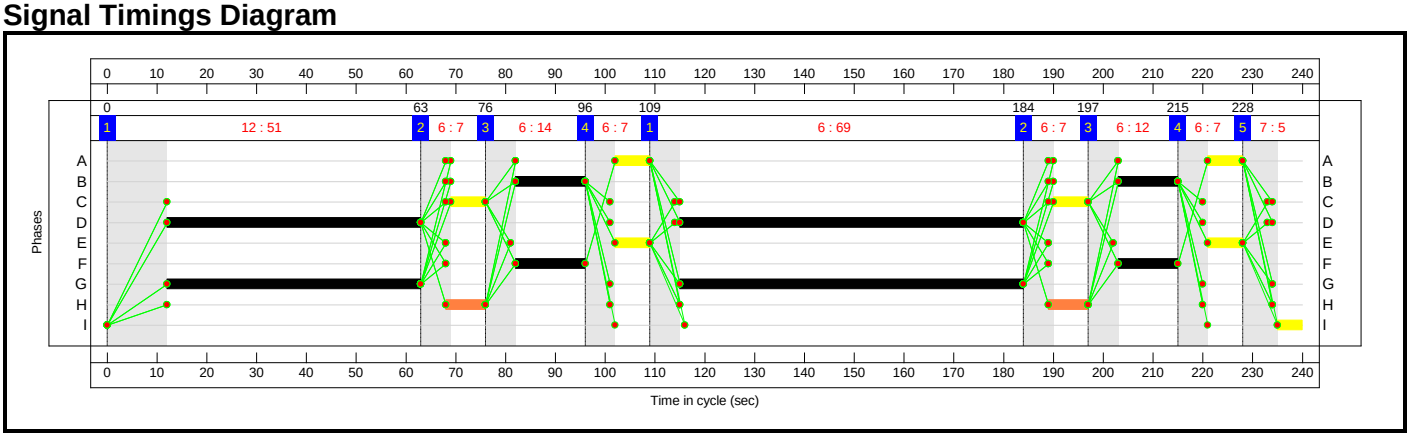
Stage Sequence Diagram



Stage Timings

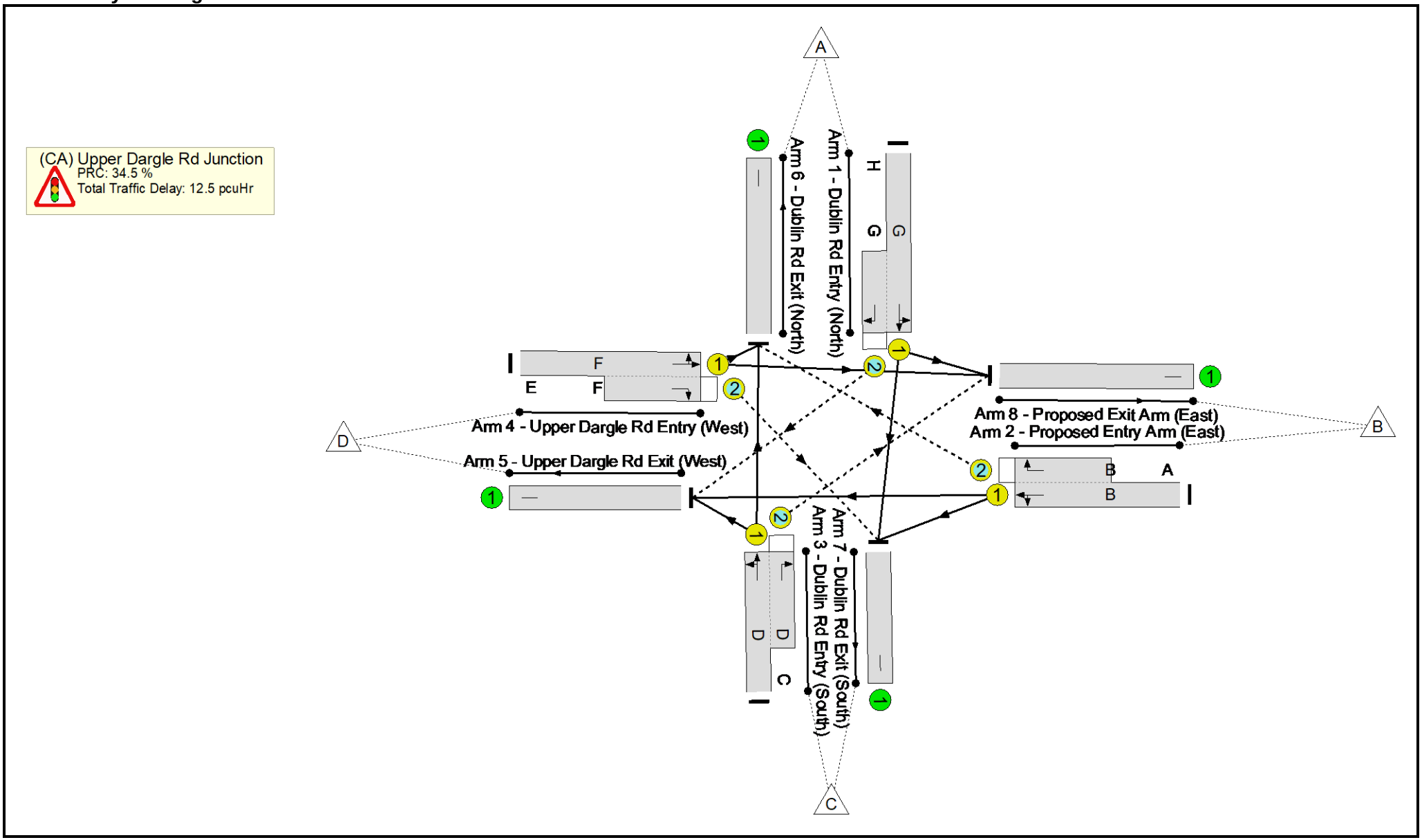
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

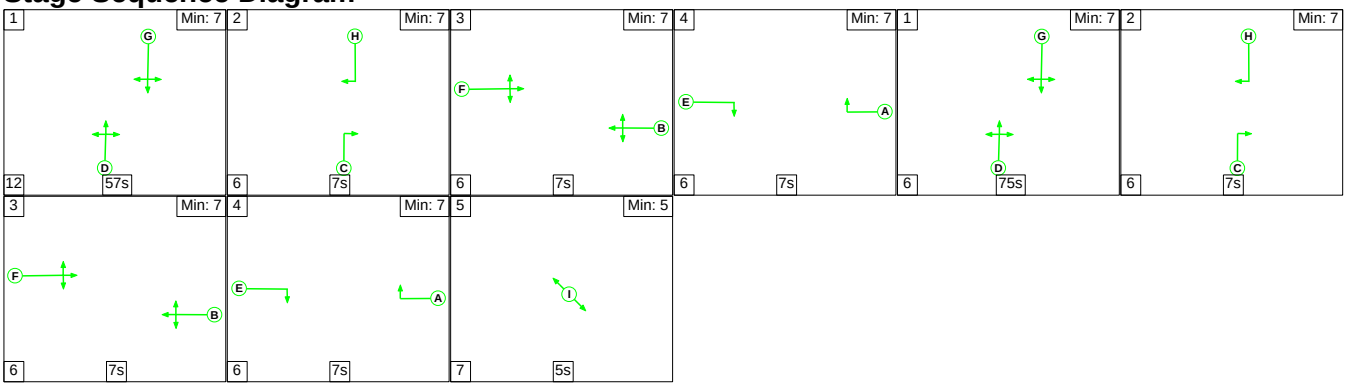
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 6: 'DO_SO_OY_P1 (0.14) (BO)_PM' (FG6: 'DO_SO_OY_P1 (0.14) (BO)_PM', Plan 1: 'Network Control Plan 1')

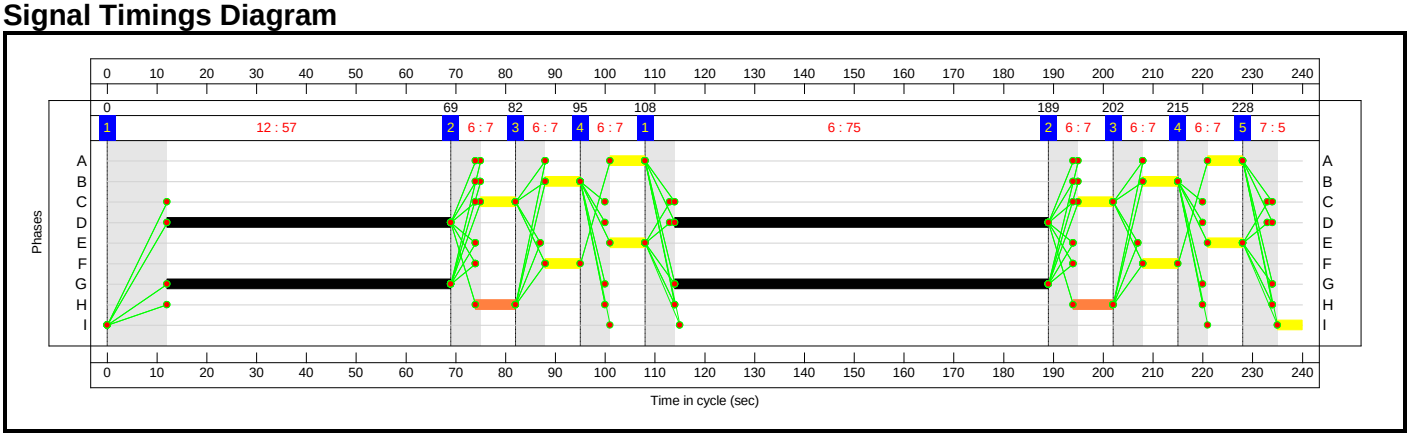
Stage Sequence Diagram



Stage Timings

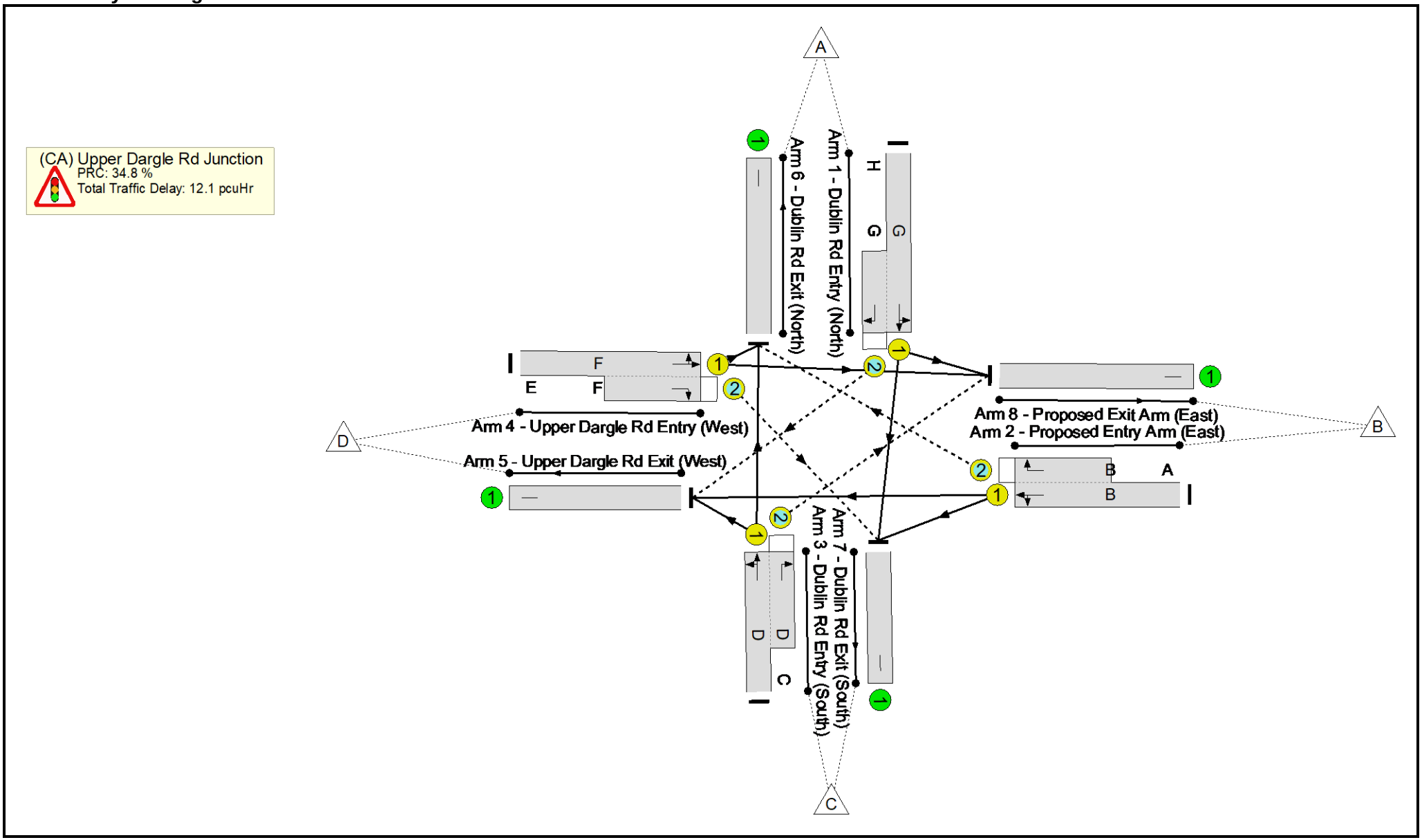
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

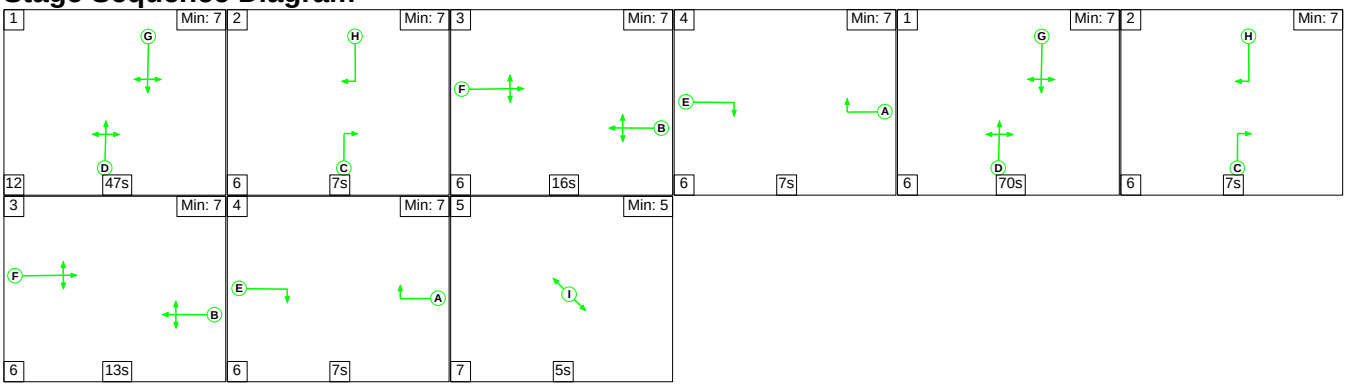
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM' (FG7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

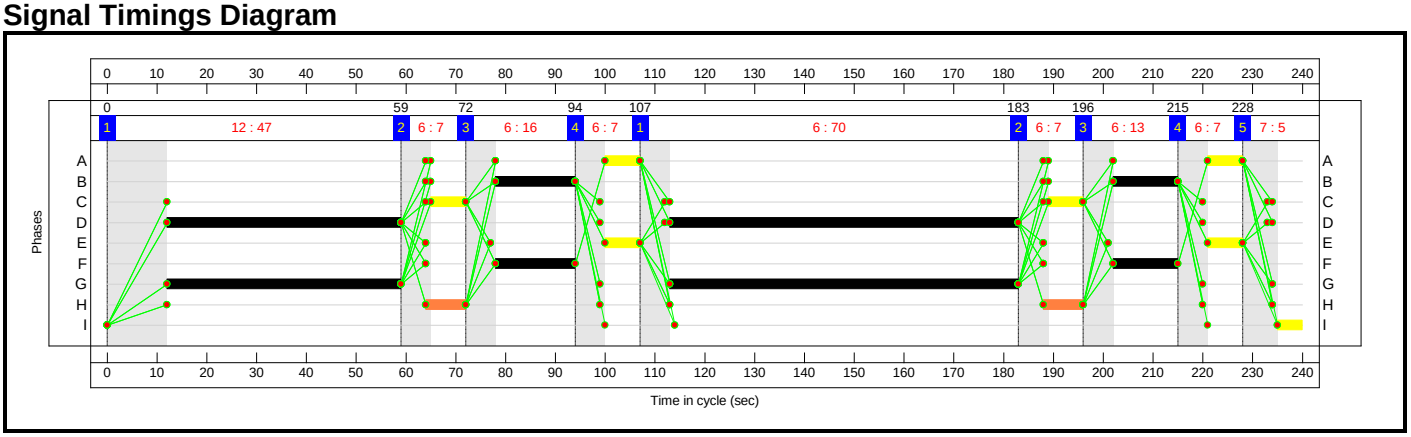
Stage Sequence Diagram



Stage Timings

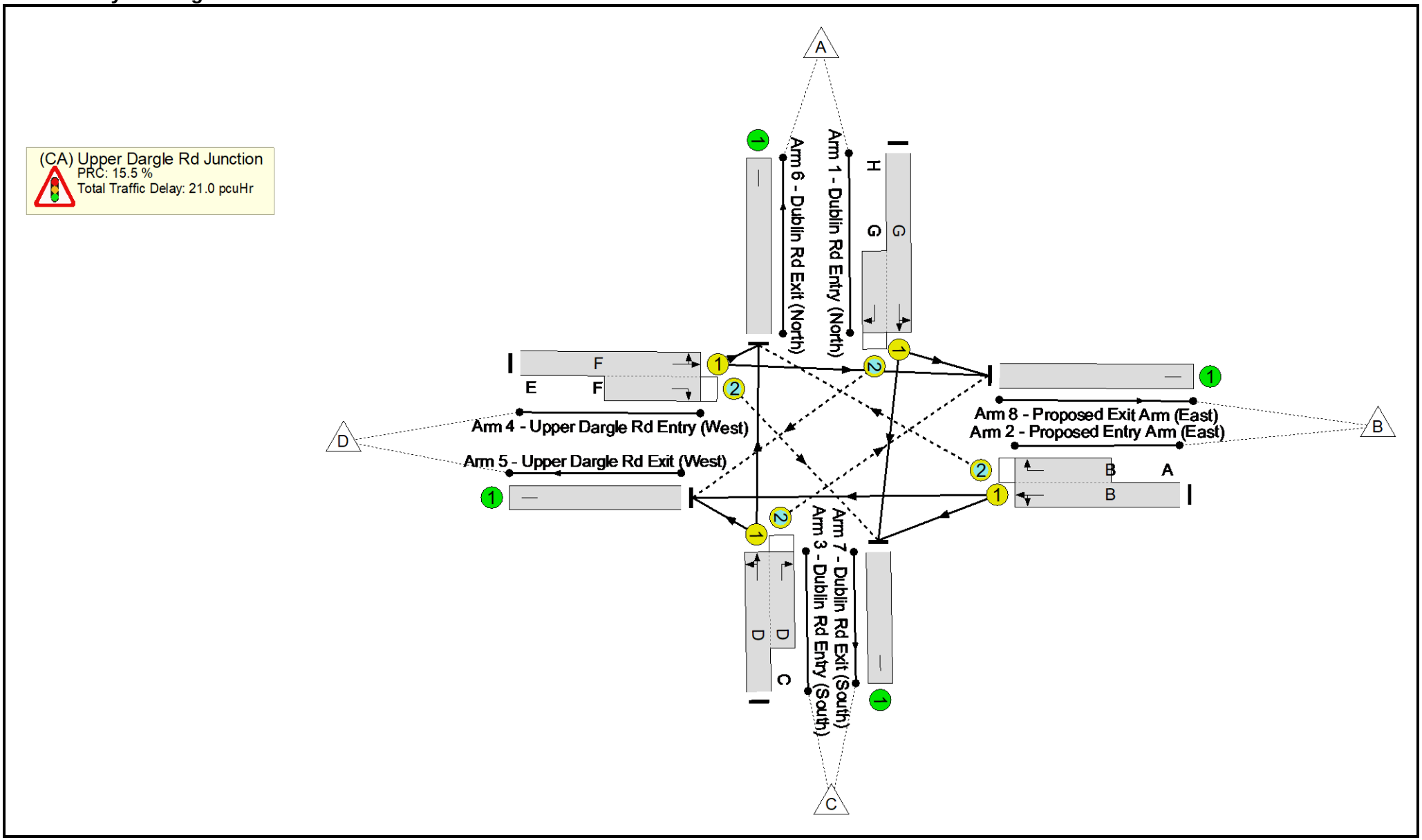
Stage	1	2	3	4	1	2	3	4	5
Duration	47	7	16	7	70	7	13	7	5
Change Point	0	59	72	94	107	183	196	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	117:133	16	521	1914:1836	965	54.0%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	29:43	14	257	1834:1775	338	76.1%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	117:131	14	791	1958:1884	1015	77.9%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	29:43	14	247	1841:1730	317	78.0%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%

Full Input Data And Results

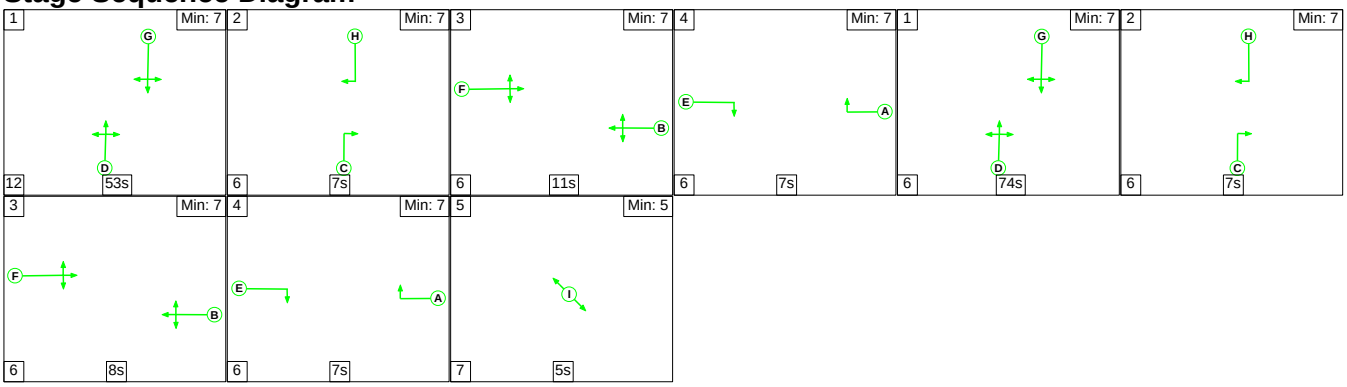
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**238**	**76**	**10**	**14.8**	**5.5**	**0.6**	**21.0**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**238**	**76**	**10**	**14.8**	**5.5**	**0.6**	**21.0**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.9	0.6	0.2	3.7	25.7	12.8	0.6	13.3
2/1+2/2	257	257	44	36	8	3.4	1.5	0.1	5.1	71.4	5.5	1.5	7.1
3/1+3/2	791	791	112	13	1	5.1	1.7	0.2	7.0	32.1	22.8	1.7	24.6
4/1+4/2	247	247	46	23	1	3.3	1.7	0.1	5.1	74.3	5.8	1.7	7.5
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.5 Total Delay for Signalled Lanes (pcuHr): 20.95 Cycle Time (s): 240
PRC Over All Lanes (%): 15.5 Total Delay Over All Lanes(pcuHr): 20.95

Full Input Data And Results

Scenario 8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM' (FG8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

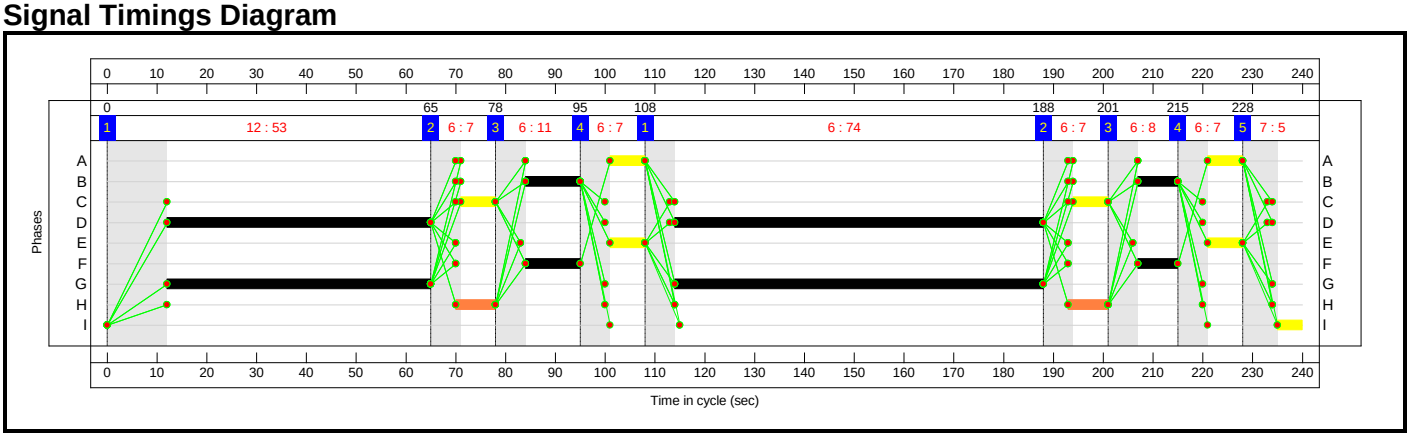
Stage Sequence Diagram



Stage Timings

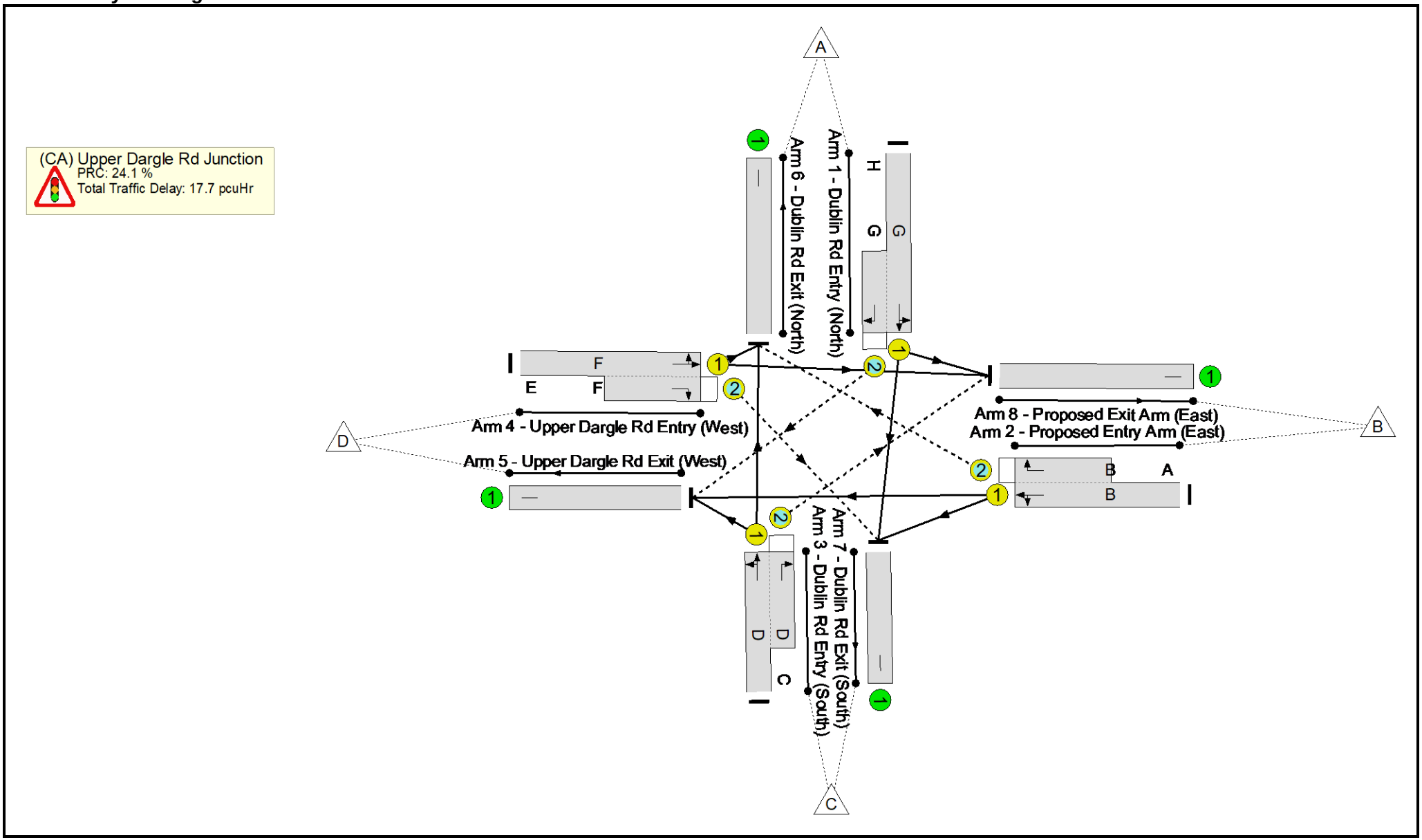
Stage	1	2	3	4	1	2	3	4	5
Duration	53	7	11	7	74	7	8	7	5
Change Point	0	65	78	95	108	188	201	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	127:143	16	678	1915:1836	1052	64.4%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	19:33	14	167	1857:1775	236	70.8%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	127:141	14	779	1948:1884	1074	72.5%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	19:33	14	179	1848:1730	278	64.3%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%

Full Input Data And Results

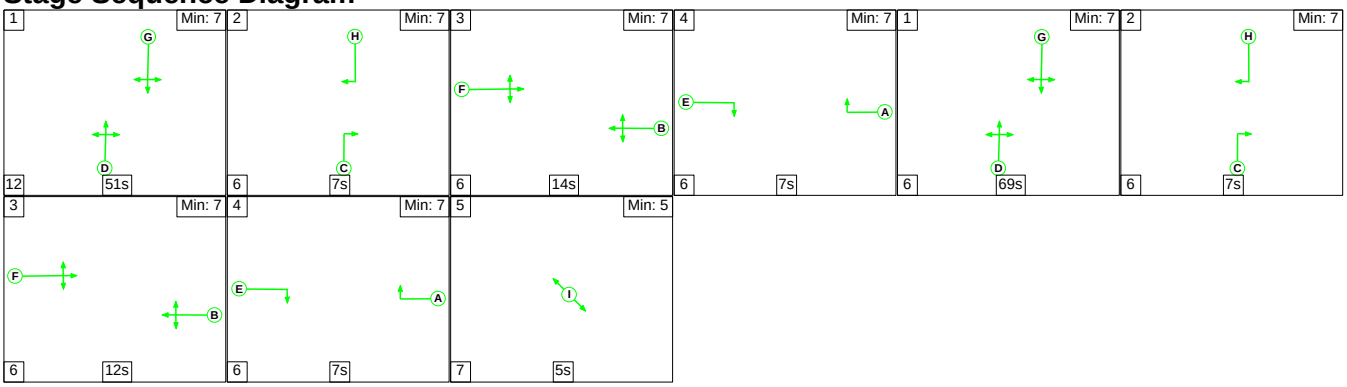
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**192**	**57**	**15**	**12.8**	**4.3**	**0.6**	**17.7**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**192**	**57**	**15**	**12.8**	**4.3**	**0.6**	**17.7**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.6	0.9	0.3	4.8	25.4	17.2	0.9	18.1
2/1+2/2	167	167	35	13	4	2.3	1.2	0.1	3.6	76.8	3.8	1.2	4.9
3/1+3/2	779	779	47	5	0	4.4	1.3	0.1	5.9	27.1	21.6	1.3	22.9
4/1+4/2	179	179	35	30	10	2.5	0.9	0.1	3.4	69.3	3.4	0.9	4.3
5/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 24.1 Total Delay for Signalled Lanes (pcuHr): 17.66 Cycle Time (s): 240
PRC Over All Lanes (%): 24.1 Total Delay Over All Lanes(pcuHr): 17.66

Full Input Data And Results

Scenario 9: 'DO_NO_OY+5_AM' (FG9: 'DO_NO_OY+5_AM', Plan 1: 'Network Control Plan 1')

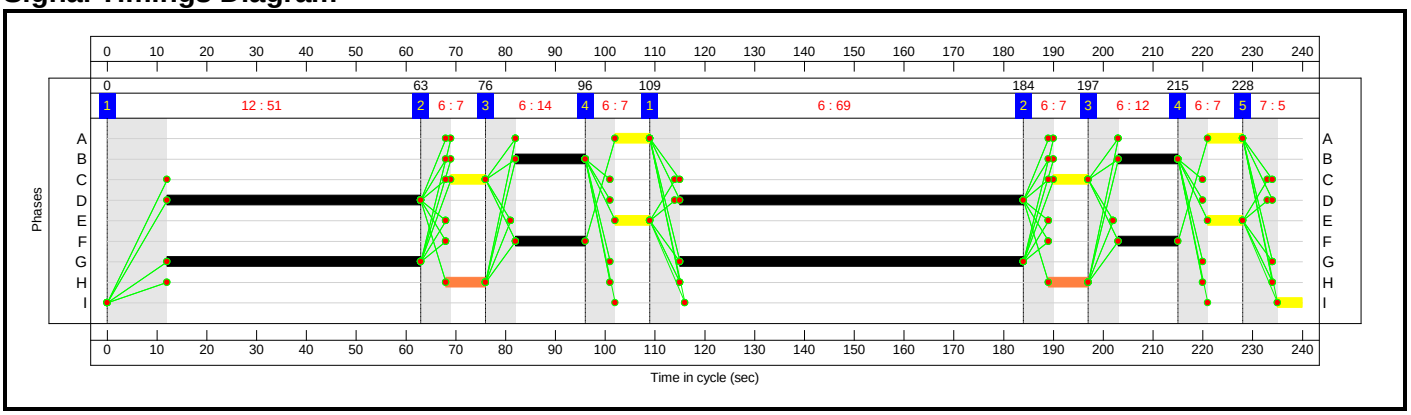
Stage Sequence Diagram



Stage Timings

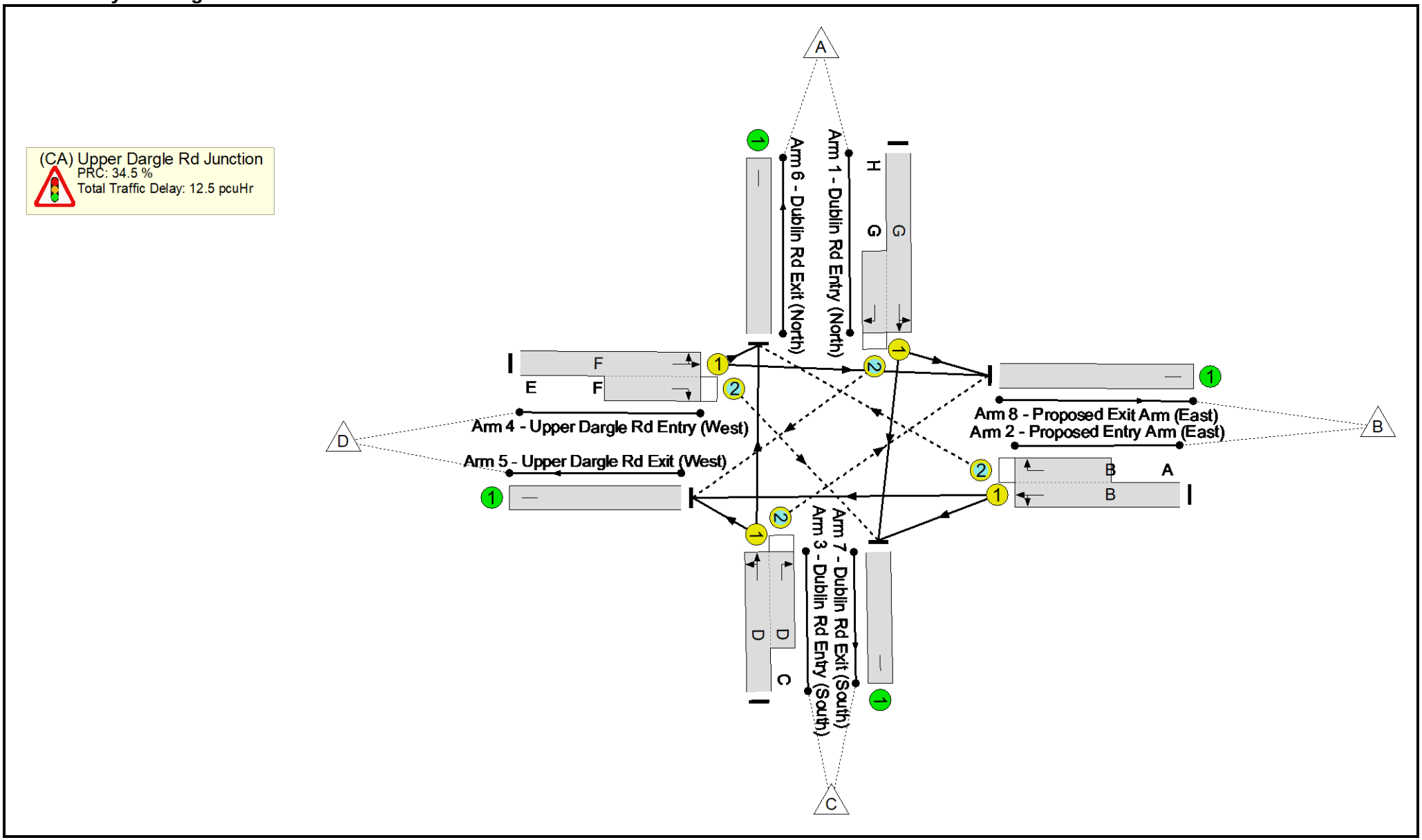
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

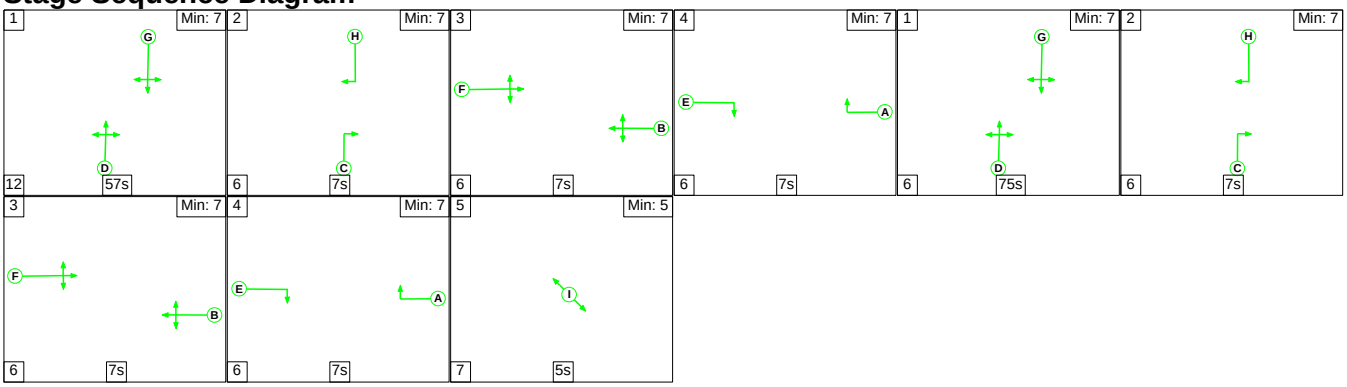
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 10: 'DO_NO_OY+5_PM' (FG10: 'DO_NO_OY+5_PM', Plan 1: 'Network Control Plan 1')

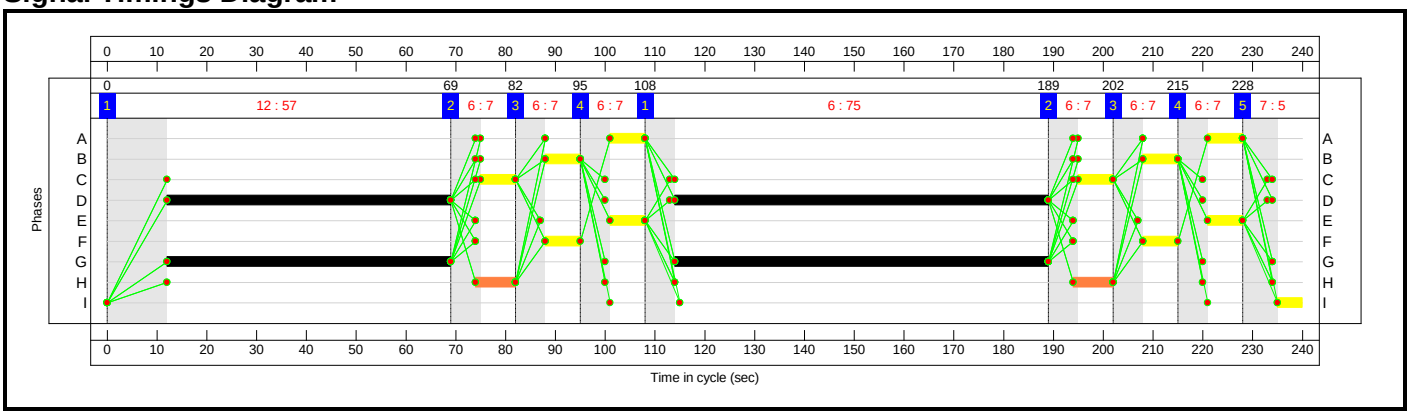
Stage Sequence Diagram



Stage Timings

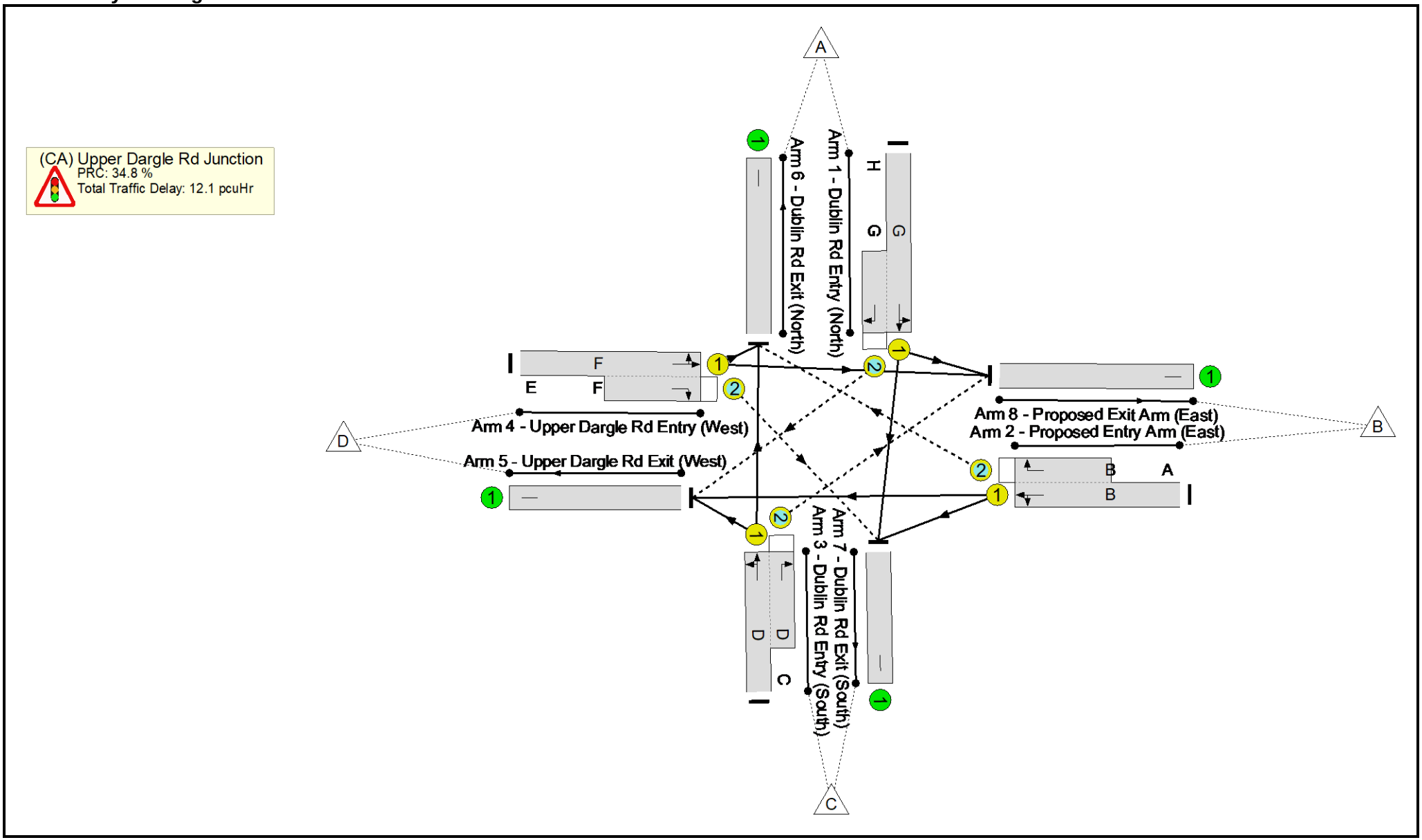
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

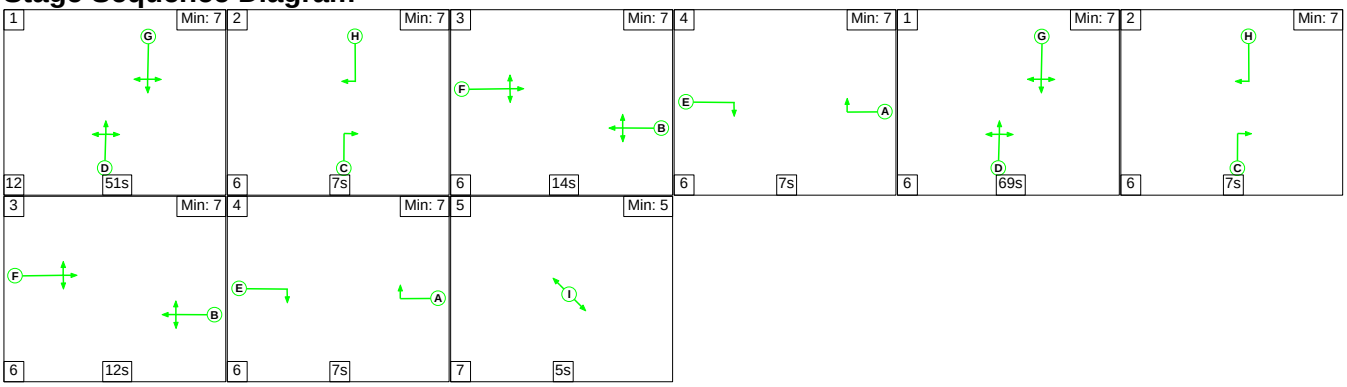
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 11: 'DO_SO_OY+5_P1 (0.14) (BO)_AM' (FG11: 'DO_SO_OY+5_P1 (0.14) (BO)_AM', Plan 1: 'Network Control Plan 1')

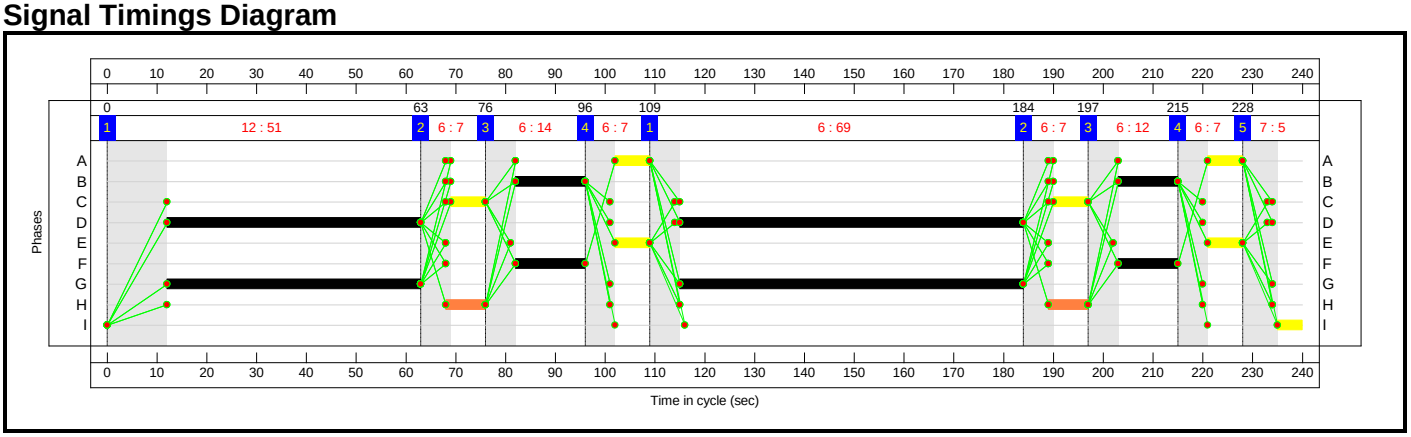
Stage Sequence Diagram



Stage Timings

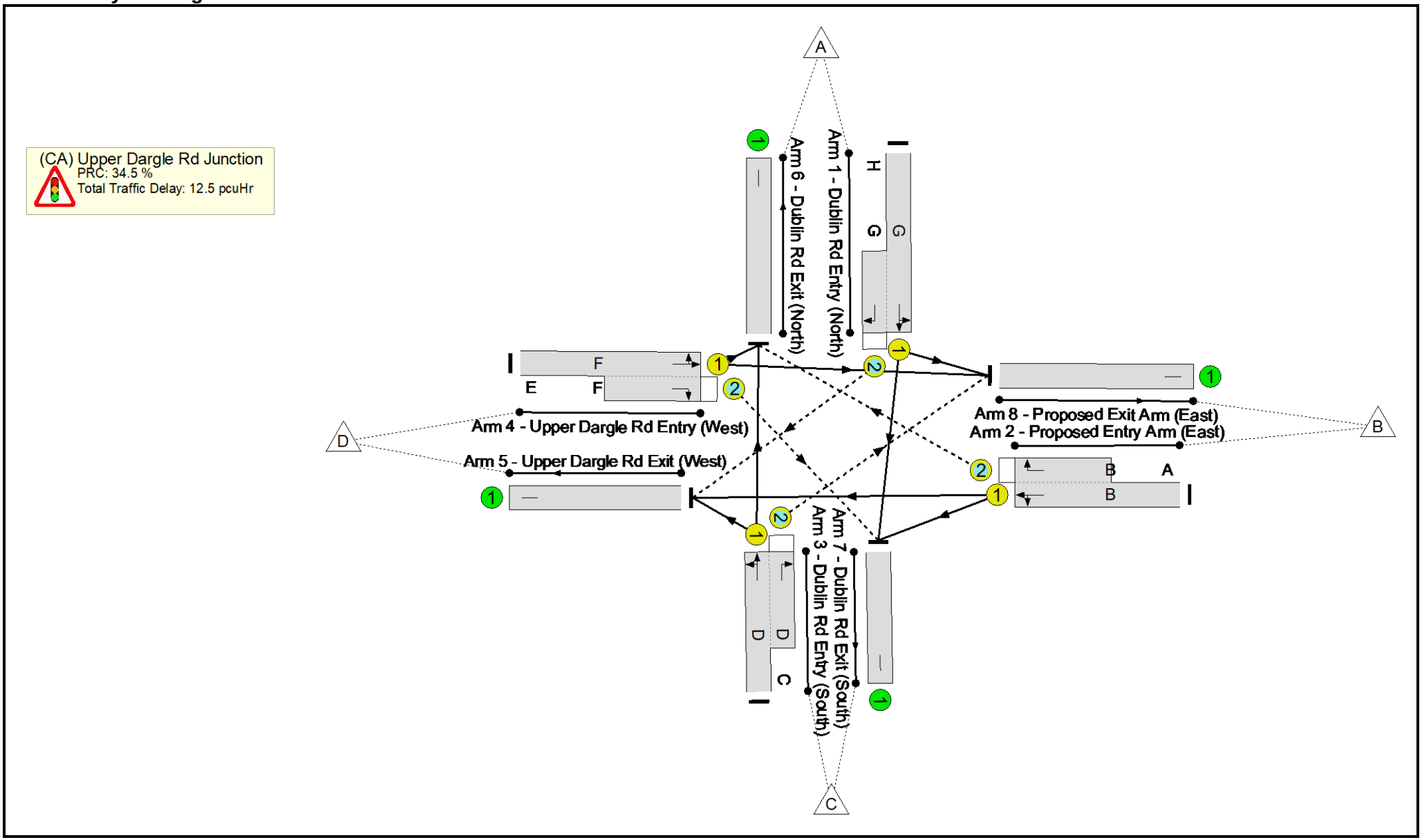
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

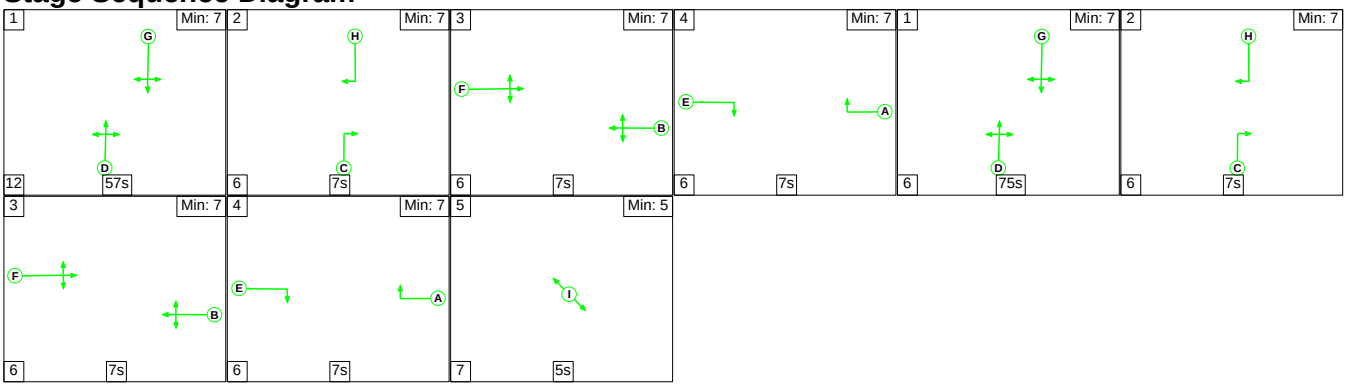
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 12: 'DO_SO_OY+5_P1 (0.14) (BO)_PM' (FG12: 'DO_SO_OY+5_P1 (0.14) (BO)_PM', Plan 1: 'Network Control Plan 1')

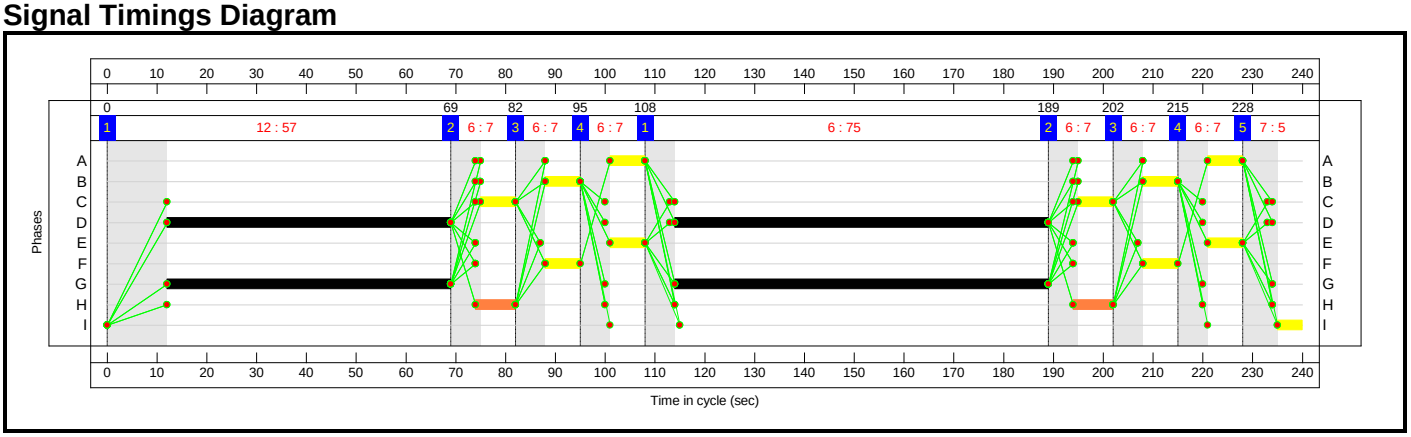
Stage Sequence Diagram



Stage Timings

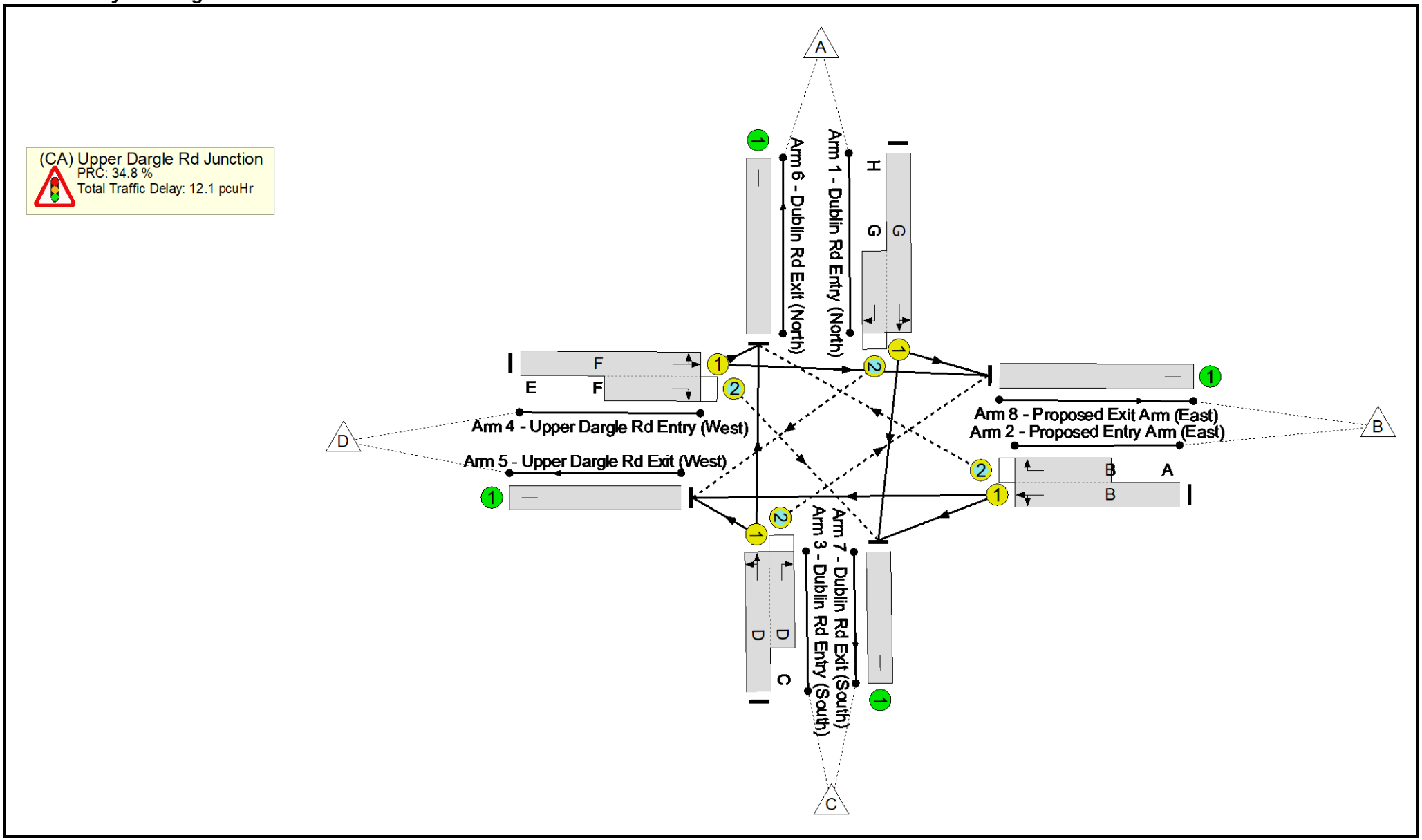
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

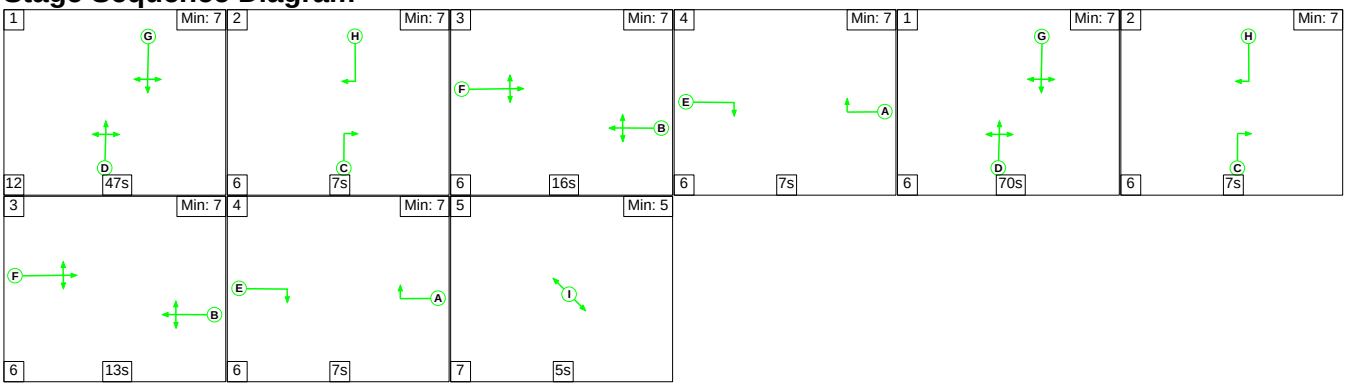
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM' (FG13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

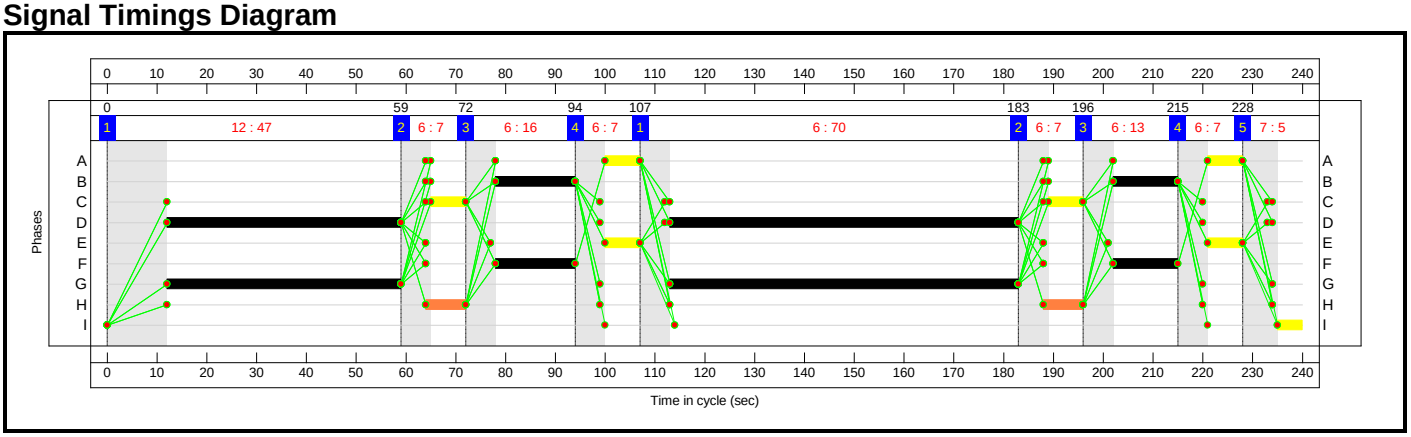
Stage Sequence Diagram



Stage Timings

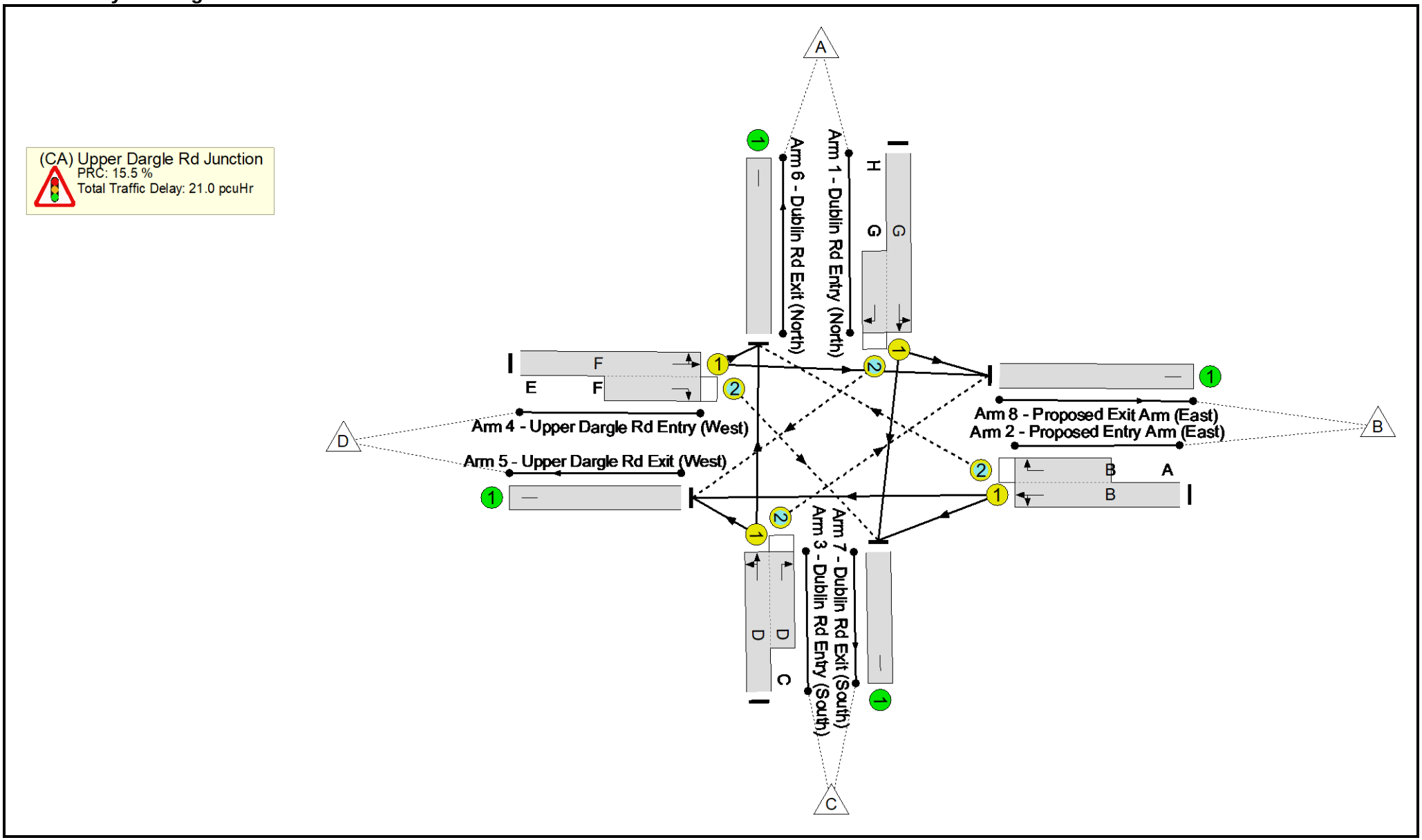
Stage	1	2	3	4	1	2	3	4	5
Duration	47	7	16	7	70	7	13	7	5
Change Point	0	59	72	94	107	183	196	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	117:133	16	521	1914:1836	965	54.0%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	29:43	14	257	1834:1775	338	76.1%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	117:131	14	791	1958:1884	1015	77.9%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	29:43	14	247	1841:1730	317	78.0%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%

Full Input Data And Results

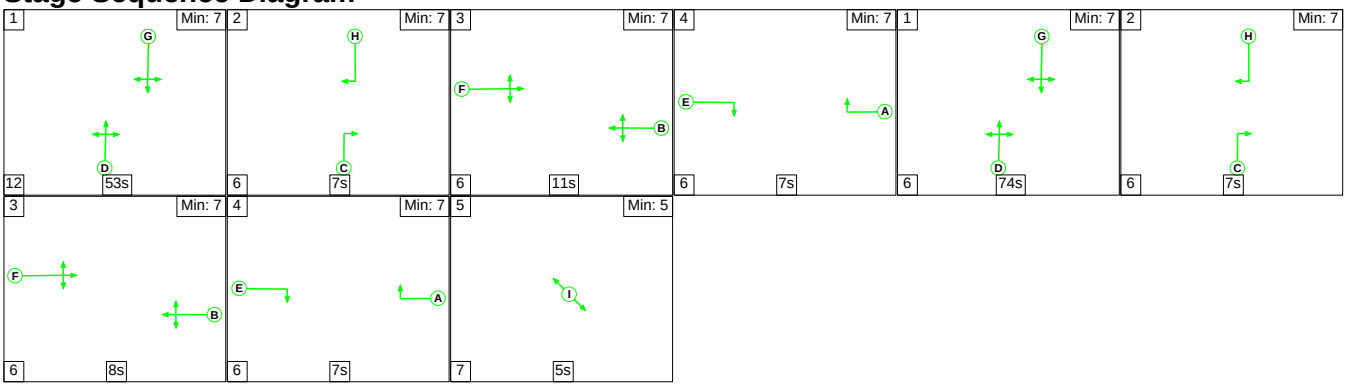
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**238**	**76**	**10**	**14.8**	**5.5**	**0.6**	**21.0**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**238**	**76**	**10**	**14.8**	**5.5**	**0.6**	**21.0**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.9	0.6	0.2	3.7	25.7	12.8	0.6	13.3
2/1+2/2	257	257	44	36	8	3.4	1.5	0.1	5.1	71.4	5.5	1.5	7.1
3/1+3/2	791	791	112	13	1	5.1	1.7	0.2	7.0	32.1	22.8	1.7	24.6
4/1+4/2	247	247	46	23	1	3.3	1.7	0.1	5.1	74.3	5.8	1.7	7.5
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.5 Total Delay for Signalled Lanes (pcuHr): 20.95 Cycle Time (s): 240
PRC Over All Lanes (%): 15.5 Total Delay Over All Lanes(pcuHr): 20.95

Full Input Data And Results

Scenario 14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM' (FG14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

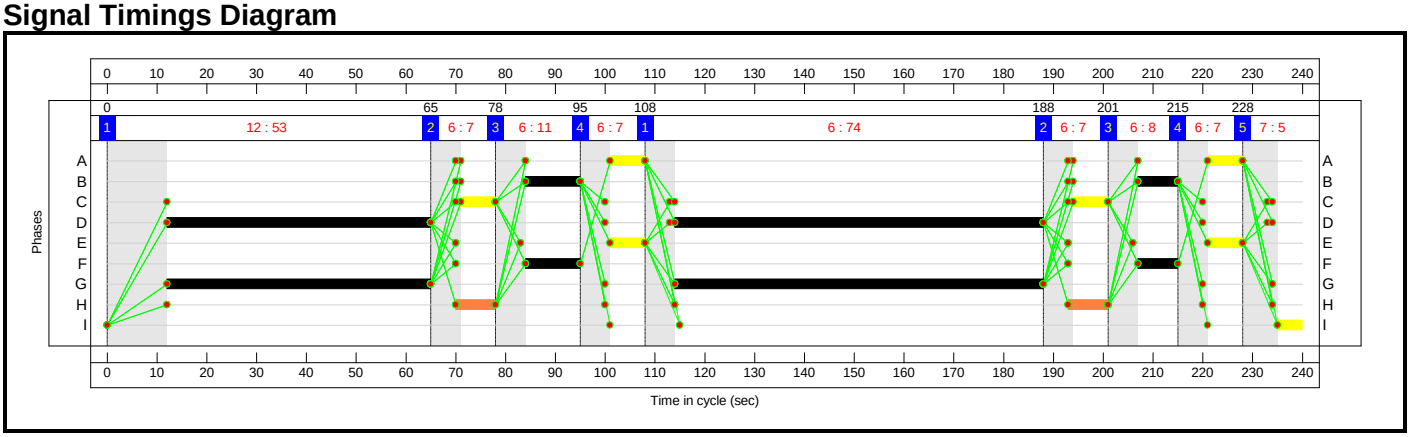
Stage Sequence Diagram



Stage Timings

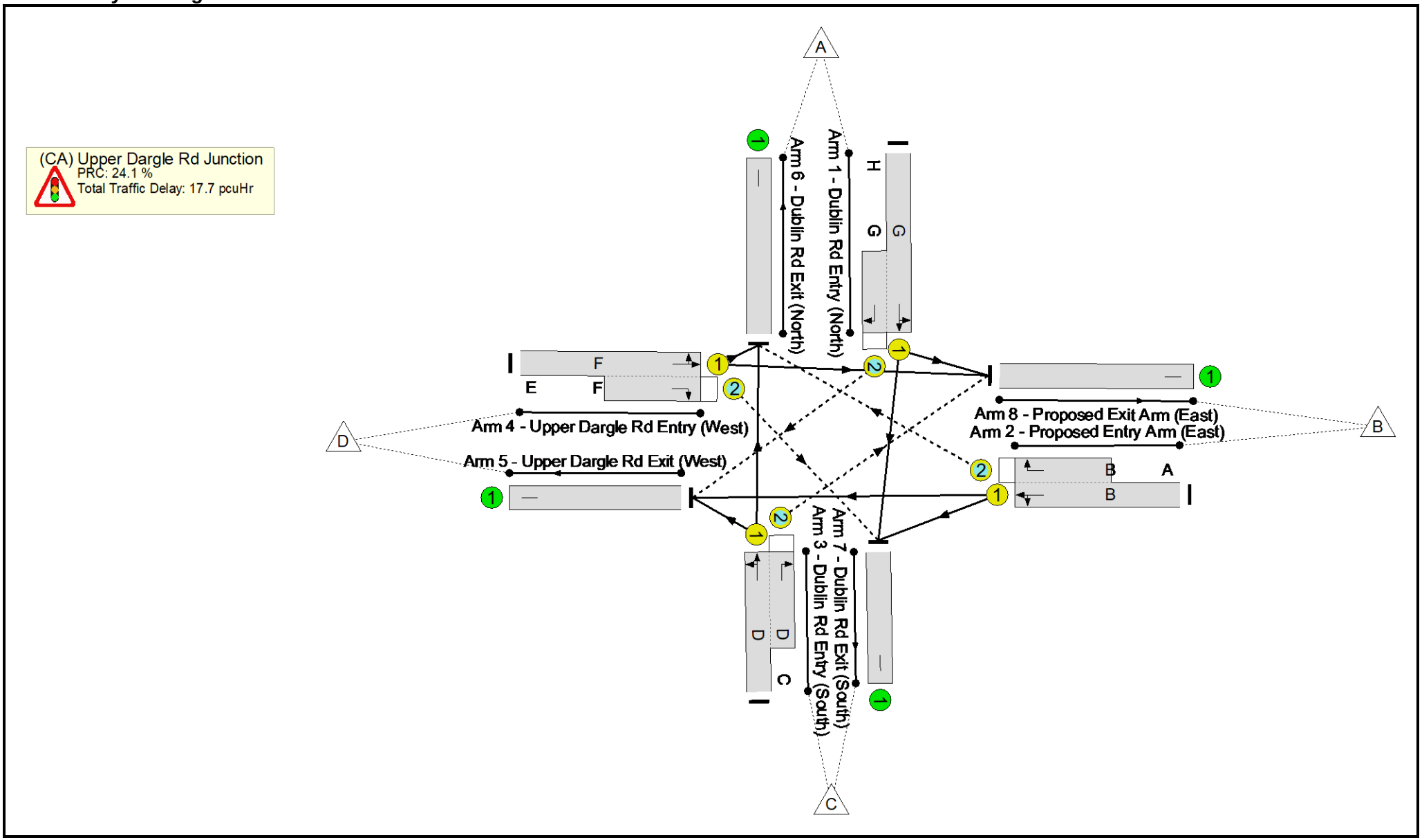
Stage	1	2	3	4	1	2	3	4	5
Duration	53	7	11	7	74	7	8	7	5
Change Point	0	65	78	95	108	188	201	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	127:143	16	678	1915:1836	1052	64.4%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	19:33	14	167	1857:1775	236	70.8%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	127:141	14	779	1948:1884	1074	72.5%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	19:33	14	179	1848:1730	278	64.3%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%

Full Input Data And Results

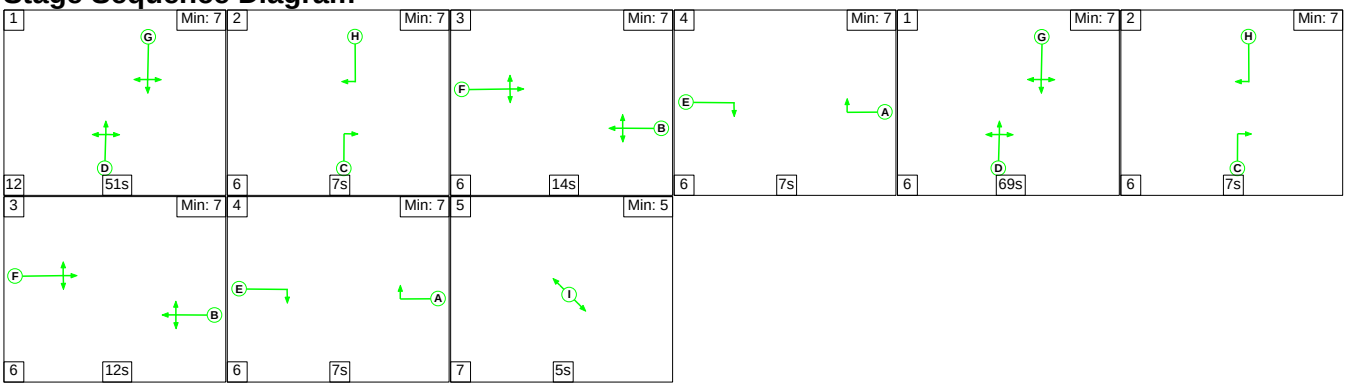
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**192**	**57**	**15**	**12.8**	**4.3**	**0.6**	**17.7**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**192**	**57**	**15**	**12.8**	**4.3**	**0.6**	**17.7**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.6	0.9	0.3	4.8	25.4	17.2	0.9	18.1
2/1+2/2	167	167	35	13	4	2.3	1.2	0.1	3.6	76.8	3.8	1.2	4.9
3/1+3/2	779	779	47	5	0	4.4	1.3	0.1	5.9	27.1	21.6	1.3	22.9
4/1+4/2	179	179	35	30	10	2.5	0.9	0.1	3.4	69.3	3.4	0.9	4.3
5/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 24.1 Total Delay for Signalled Lanes (pcuHr): 17.66 Cycle Time (s): 240
PRC Over All Lanes (%): 24.1 Total Delay Over All Lanes(pcuHr): 17.66

Full Input Data And Results

Scenario 15: 'DO_NO_OY+15_AM' (FG15: 'DO_NO_OY+15_AM', Plan 1: 'Network Control Plan 1')

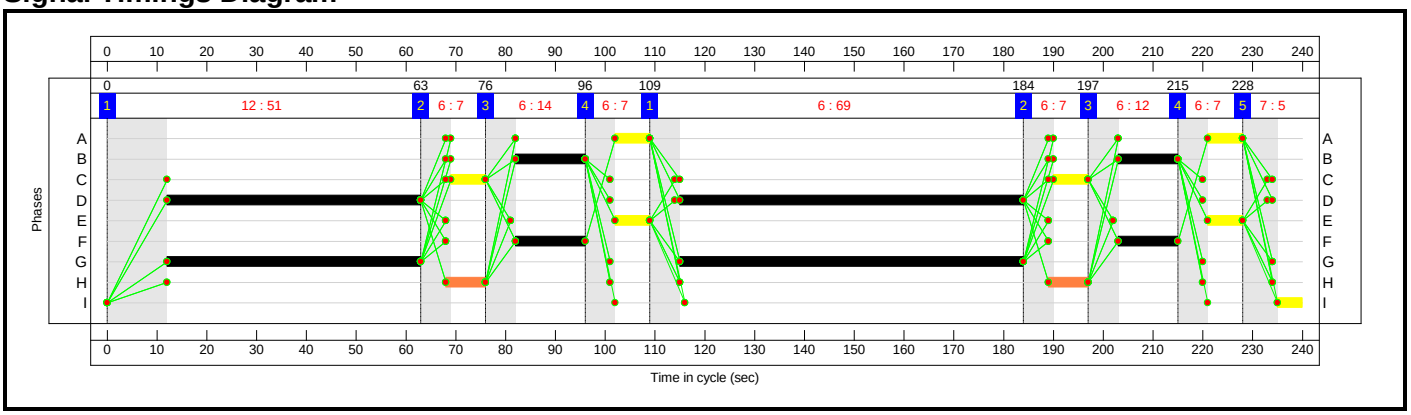
Stage Sequence Diagram



Stage Timings

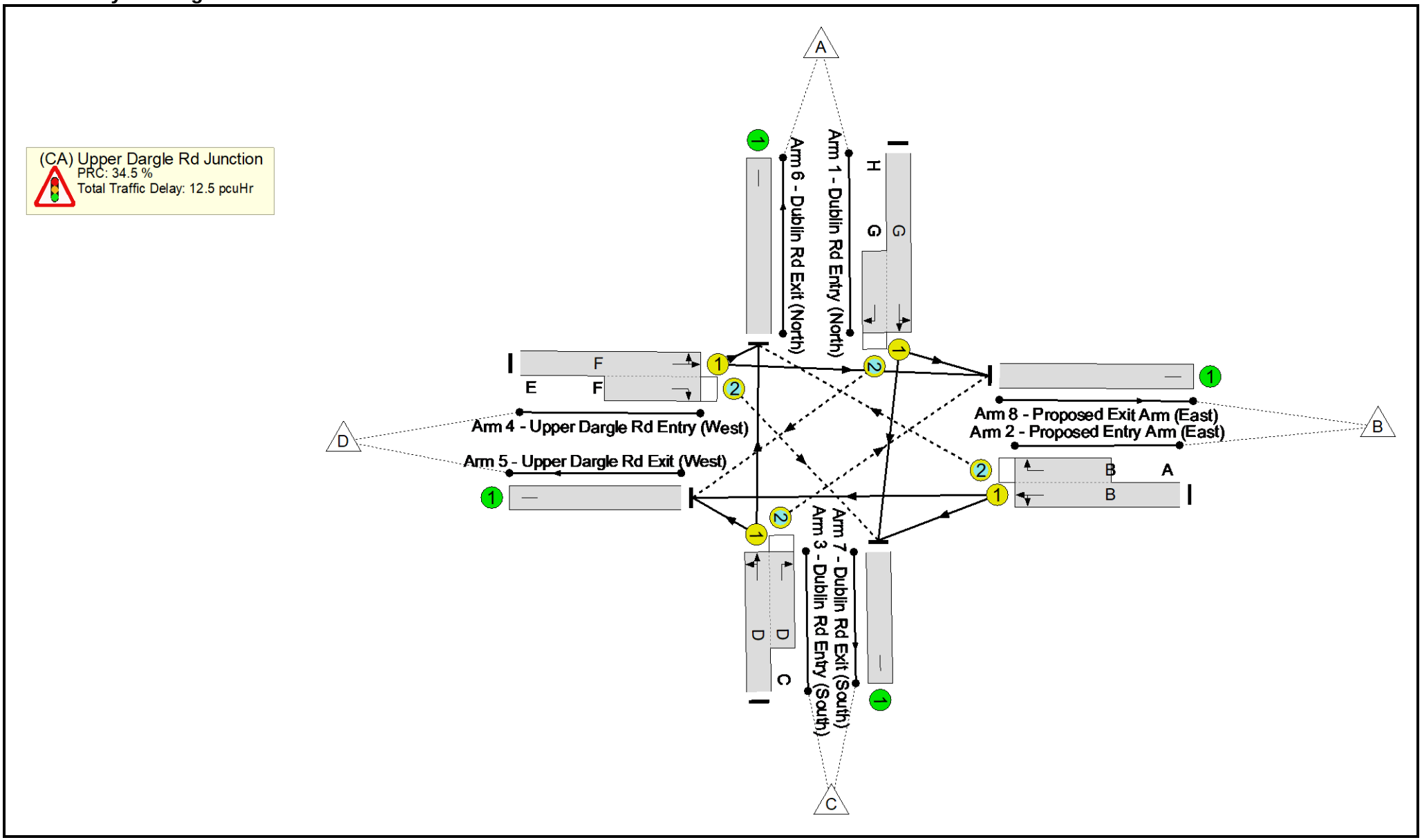
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

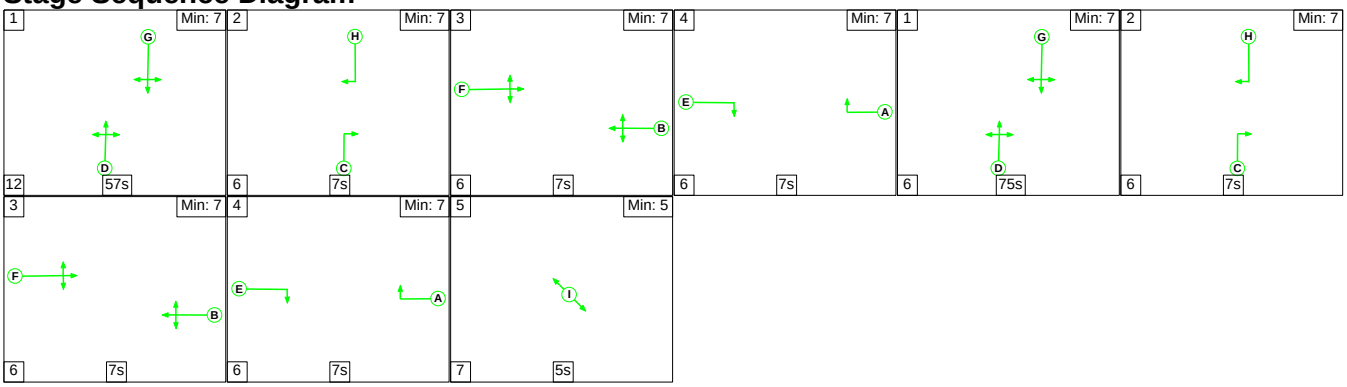
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 16: 'DO_NO_OY+15_PM' (FG16: 'DO_NO_OY+15_PM', Plan 1: 'Network Control Plan 1')

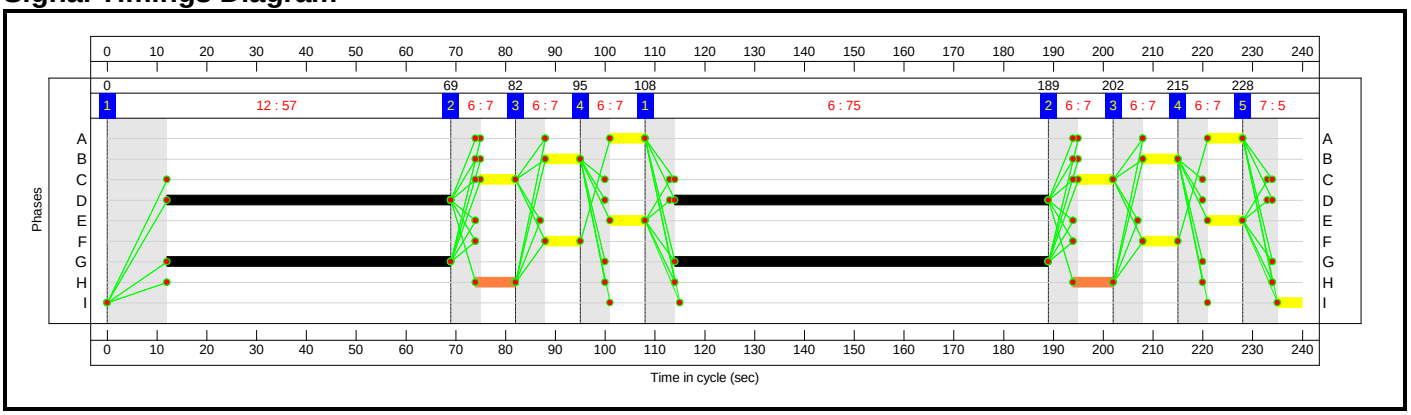
Stage Sequence Diagram



Stage Timings

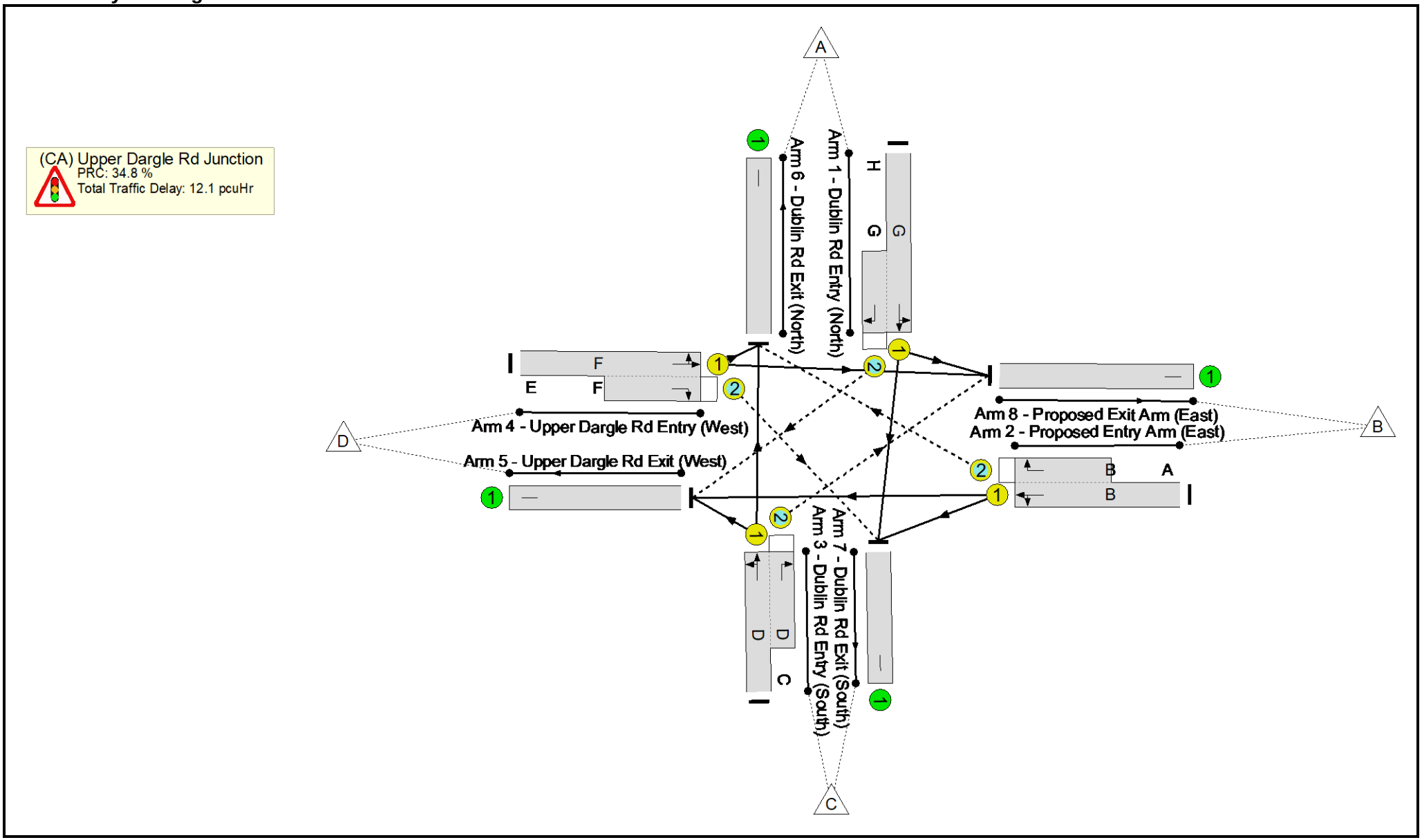
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

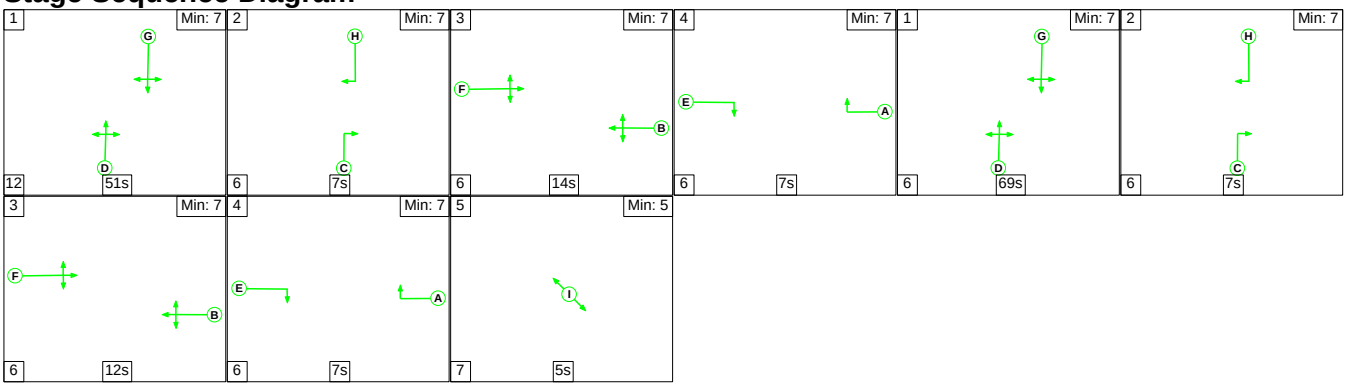
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 17: 'DO_SO_OY+15_P1 (0.14) (BO)_AM' (FG17: 'DO_SO_OY+15_P1 (0.14) (BO)_AM', Plan 1: 'Network Control Plan 1')

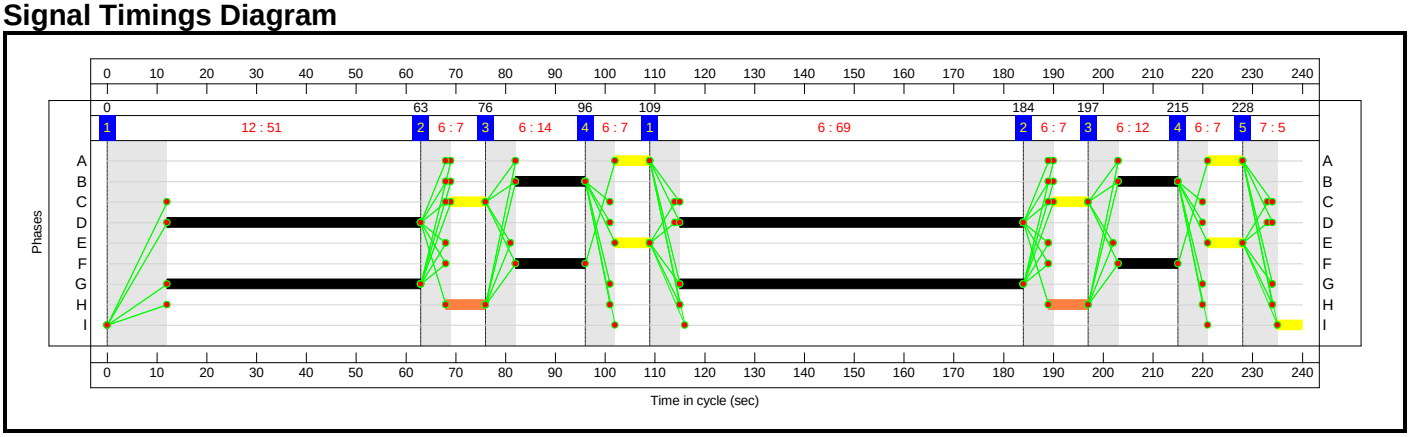
Stage Sequence Diagram



Stage Timings

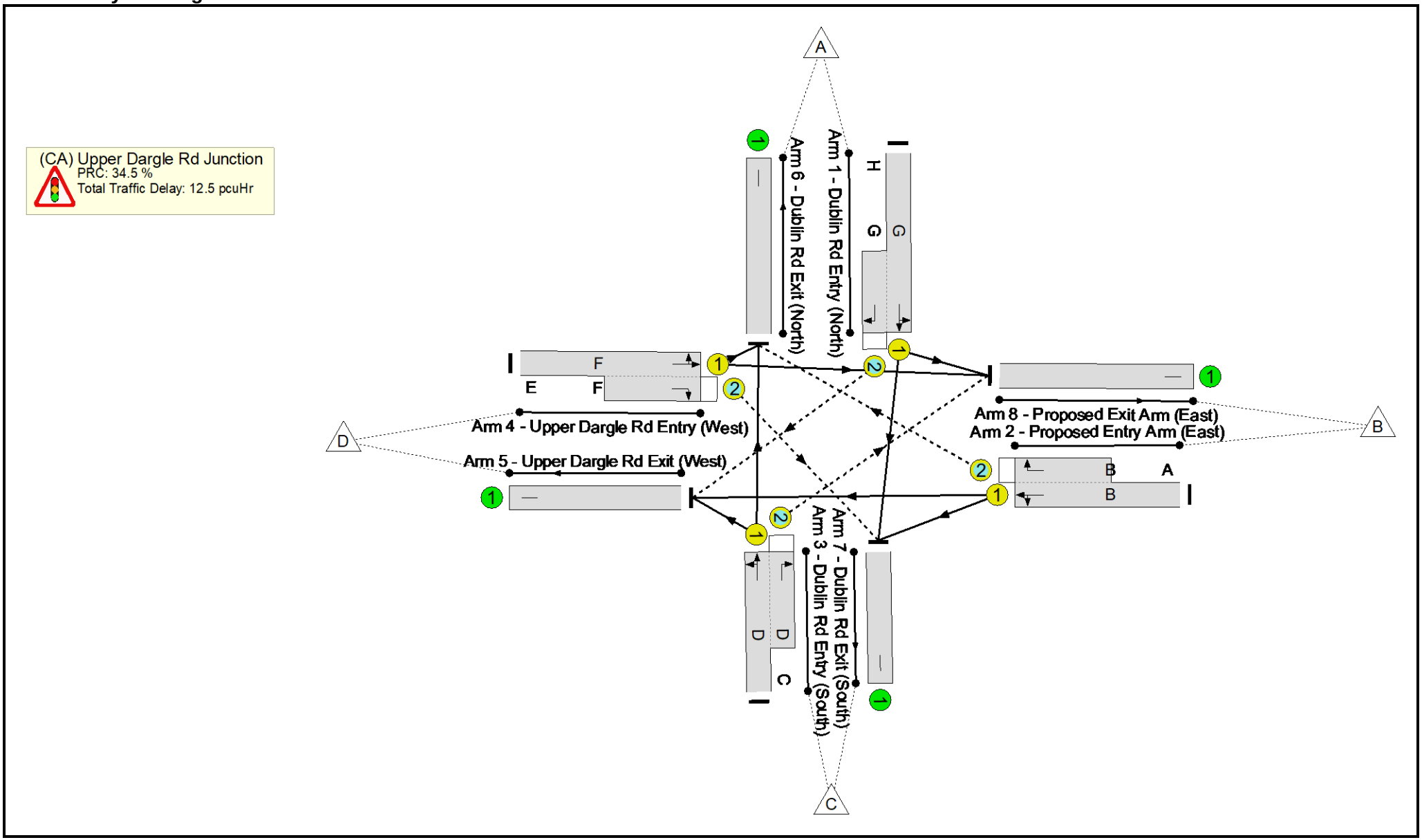
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

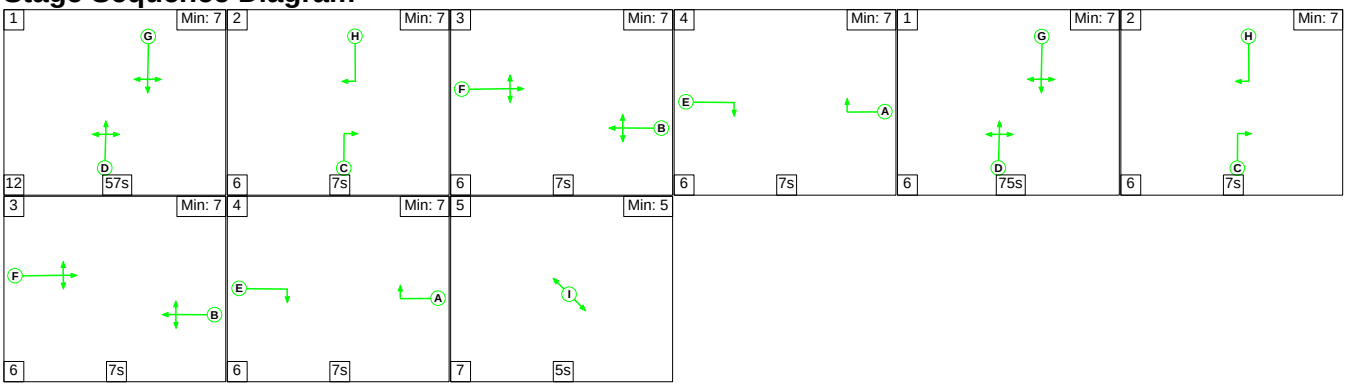
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 18: 'DO_SO_OY+15_P1 (0.14) (BO)_PM' (FG18: 'DO_SO_OY+15_P1 (0.14) (BO)_PM', Plan 1: 'Network Control Plan 1')

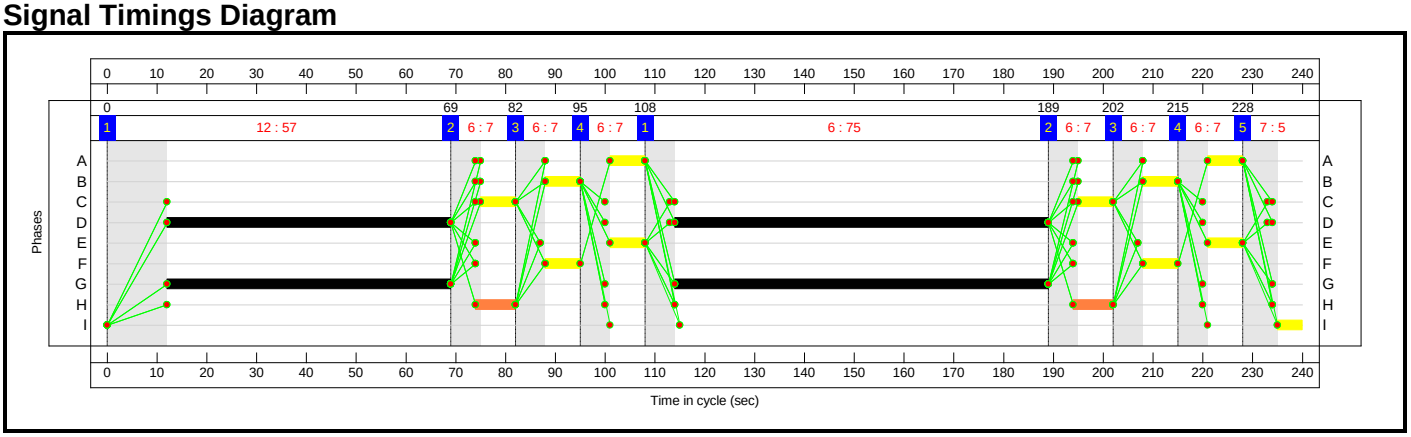
Stage Sequence Diagram



Stage Timings

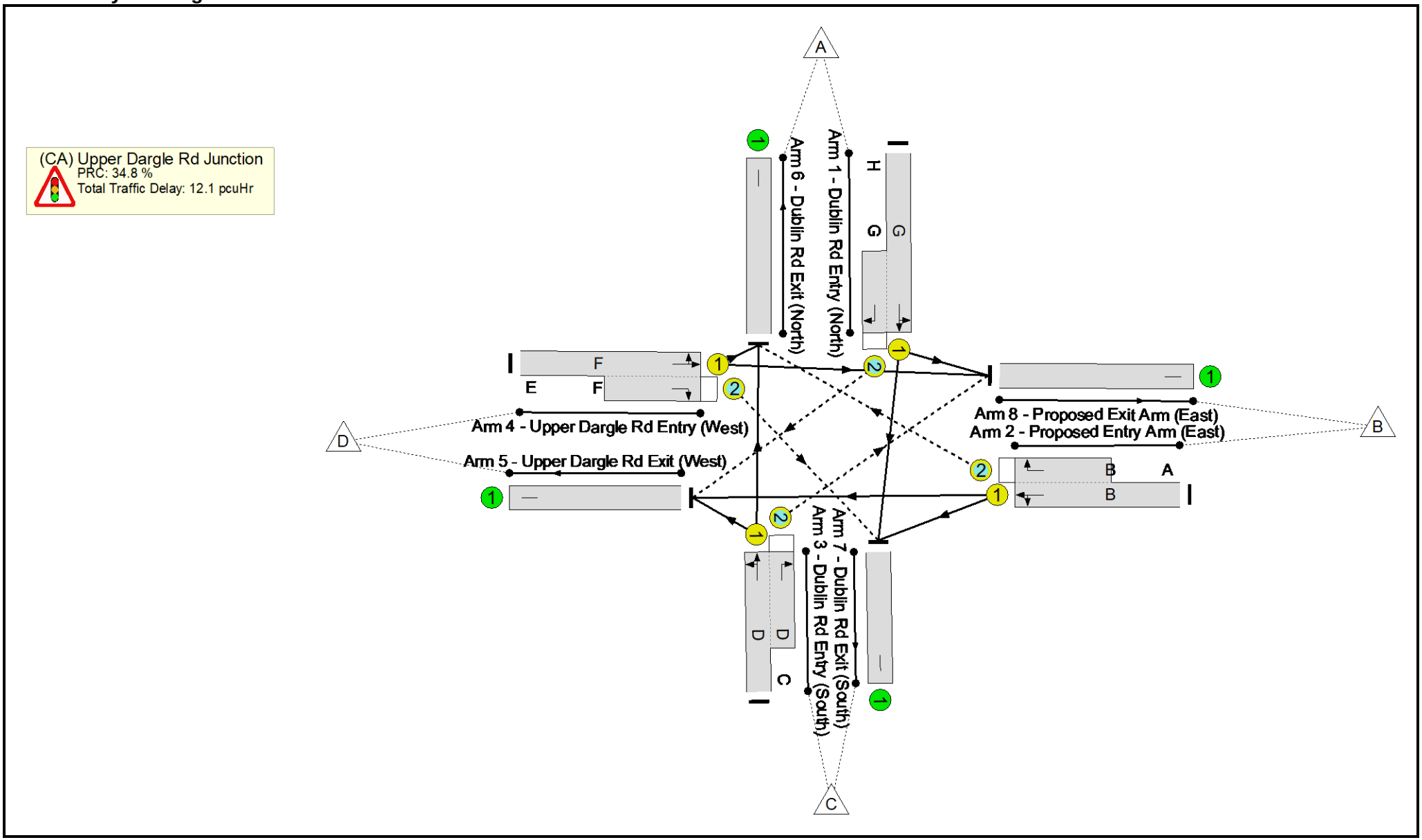
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

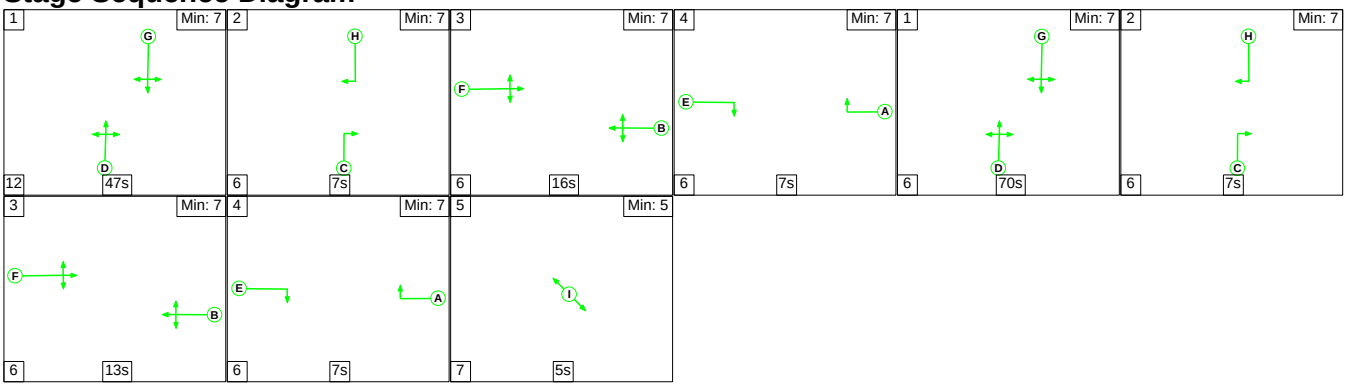
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM' (FG19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

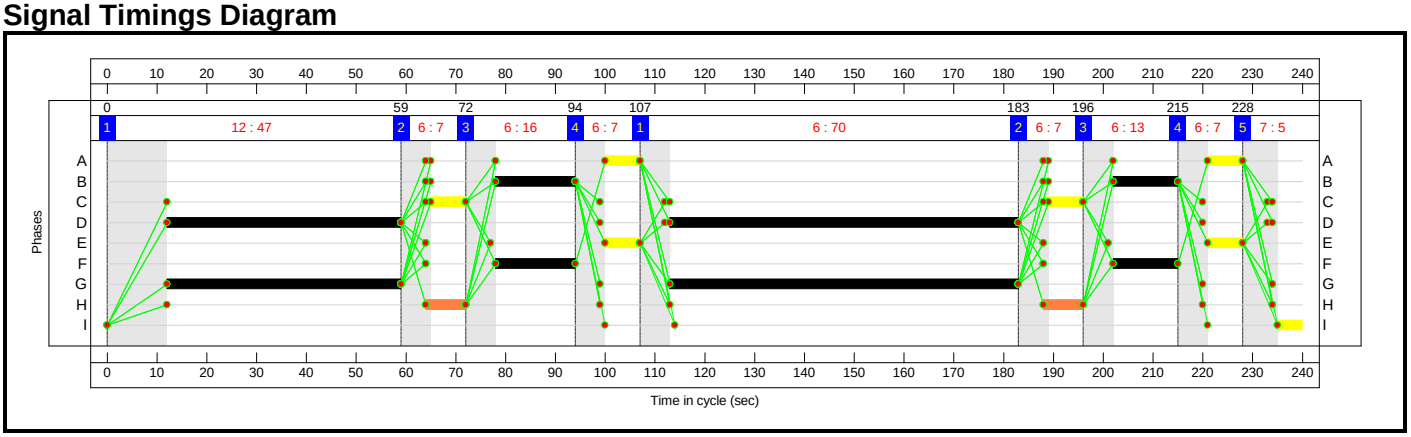
Stage Sequence Diagram



Stage Timings

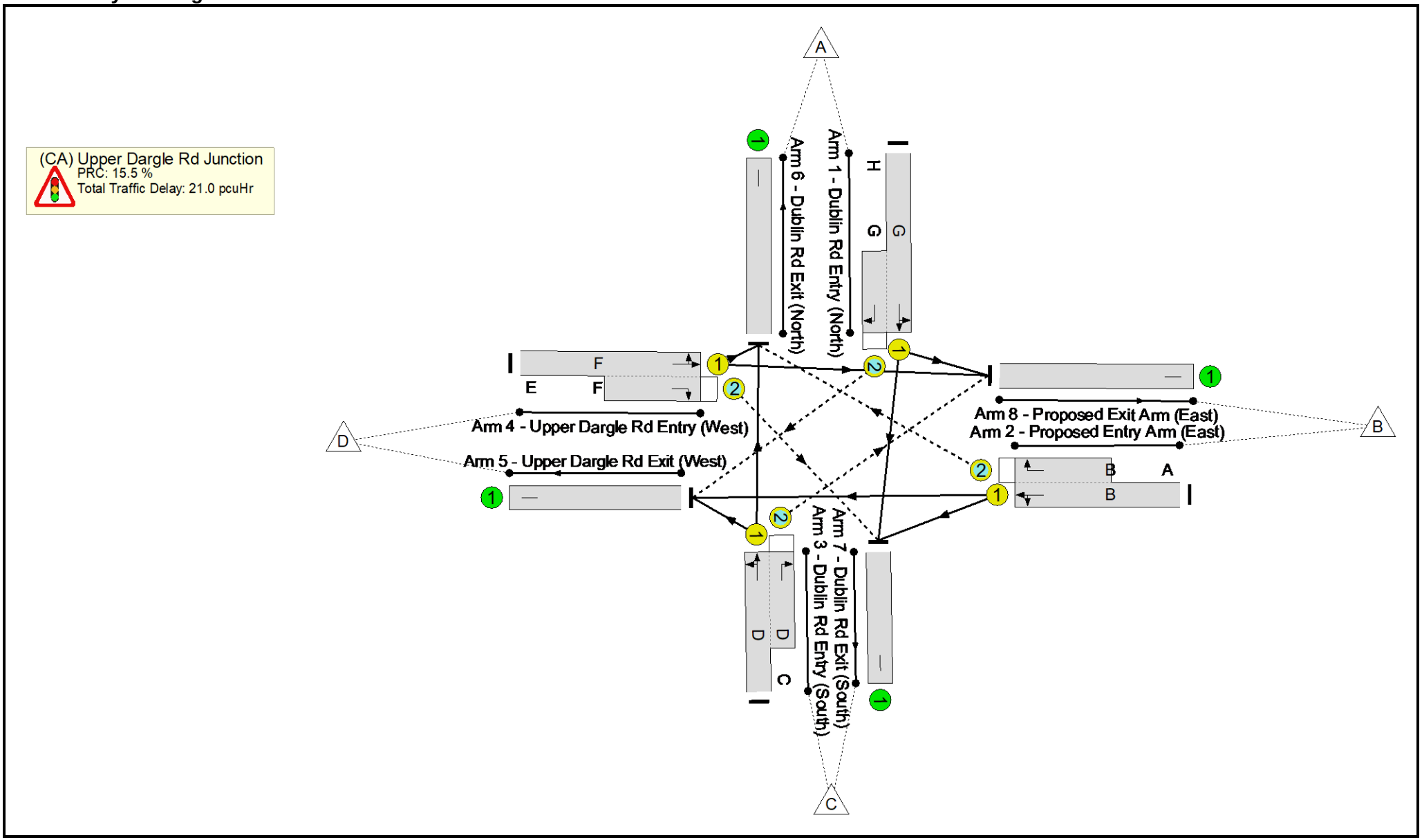
Stage	1	2	3	4	1	2	3	4	5
Duration	47	7	16	7	70	7	13	7	5
Change Point	0	59	72	94	107	183	196	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	117:133	16	521	1914:1836	965	54.0%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	29:43	14	257	1834:1775	338	76.1%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	117:131	14	791	1958:1884	1015	77.9%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	29:43	14	247	1841:1730	317	78.0%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%

Full Input Data And Results

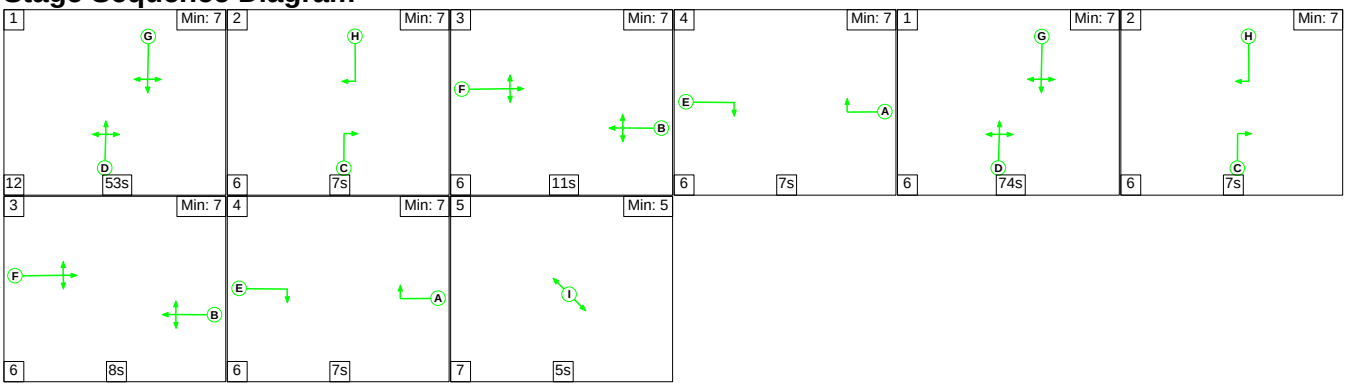
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**238**	**76**	**10**	**14.8**	**5.5**	**0.6**	**21.0**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**238**	**76**	**10**	**14.8**	**5.5**	**0.6**	**21.0**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.9	0.6	0.2	3.7	25.7	12.8	0.6	13.3
2/1+2/2	257	257	44	36	8	3.4	1.5	0.1	5.1	71.4	5.5	1.5	7.1
3/1+3/2	791	791	112	13	1	5.1	1.7	0.2	7.0	32.1	22.8	1.7	24.6
4/1+4/2	247	247	46	23	1	3.3	1.7	0.1	5.1	74.3	5.8	1.7	7.5
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.5 Total Delay for Signalled Lanes (pcuHr): 20.95 Cycle Time (s): 240
PRC Over All Lanes (%): 15.5 Total Delay Over All Lanes(pcuHr): 20.95

Full Input Data And Results

Scenario 20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM' (FG20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

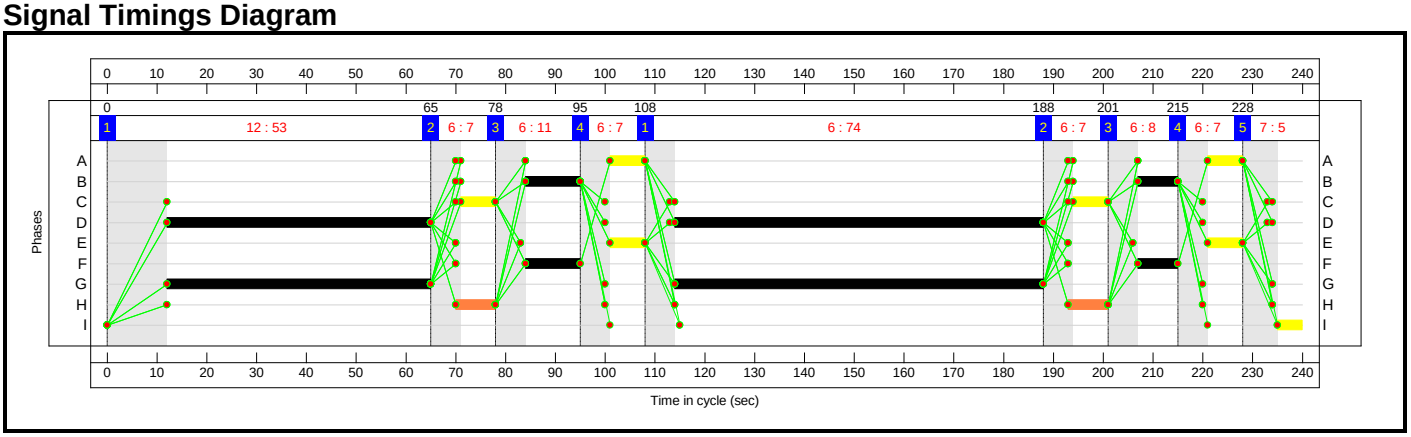
Stage Sequence Diagram



Stage Timings

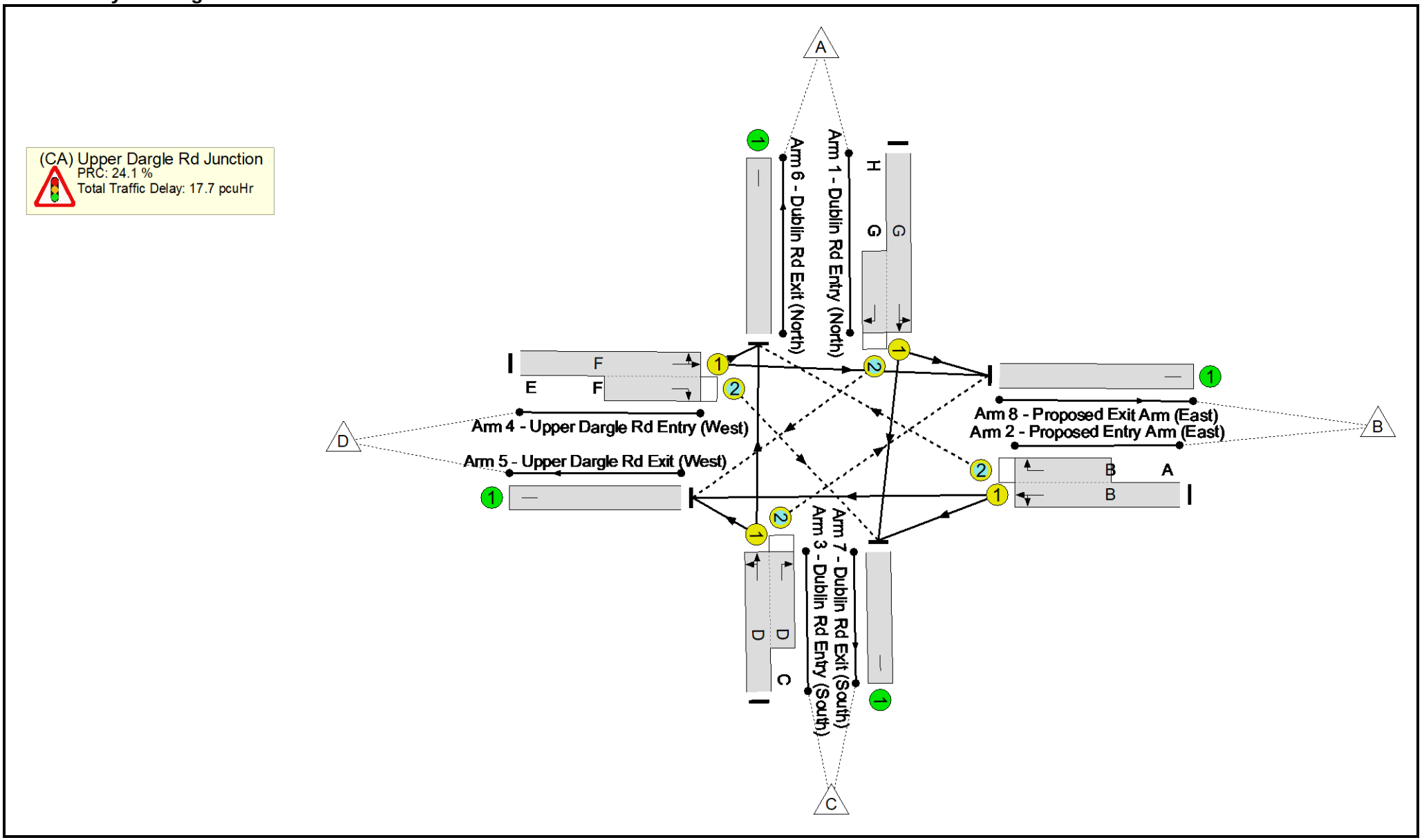
Stage	1	2	3	4	1	2	3	4	5
Duration	53	7	11	7	74	7	8	7	5
Change Point	0	65	78	95	108	188	201	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	127:143	16	678	1915:1836	1052	64.4%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	19:33	14	167	1857:1775	236	70.8%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	127:141	14	779	1948:1884	1074	72.5%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	19:33	14	179	1848:1730	278	64.3%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**192**	**57**	**15**	**12.8**	**4.3**	**0.6**	**17.7**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**192**	**57**	**15**	**12.8**	**4.3**	**0.6**	**17.7**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.6	0.9	0.3	4.8	25.4	17.2	0.9	18.1
2/1+2/2	167	167	35	13	4	2.3	1.2	0.1	3.6	76.8	3.8	1.2	4.9
3/1+3/2	779	779	47	5	0	4.4	1.3	0.1	5.9	27.1	21.6	1.3	22.9
4/1+4/2	179	179	35	30	10	2.5	0.9	0.1	3.4	69.3	3.4	0.9	4.3
5/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

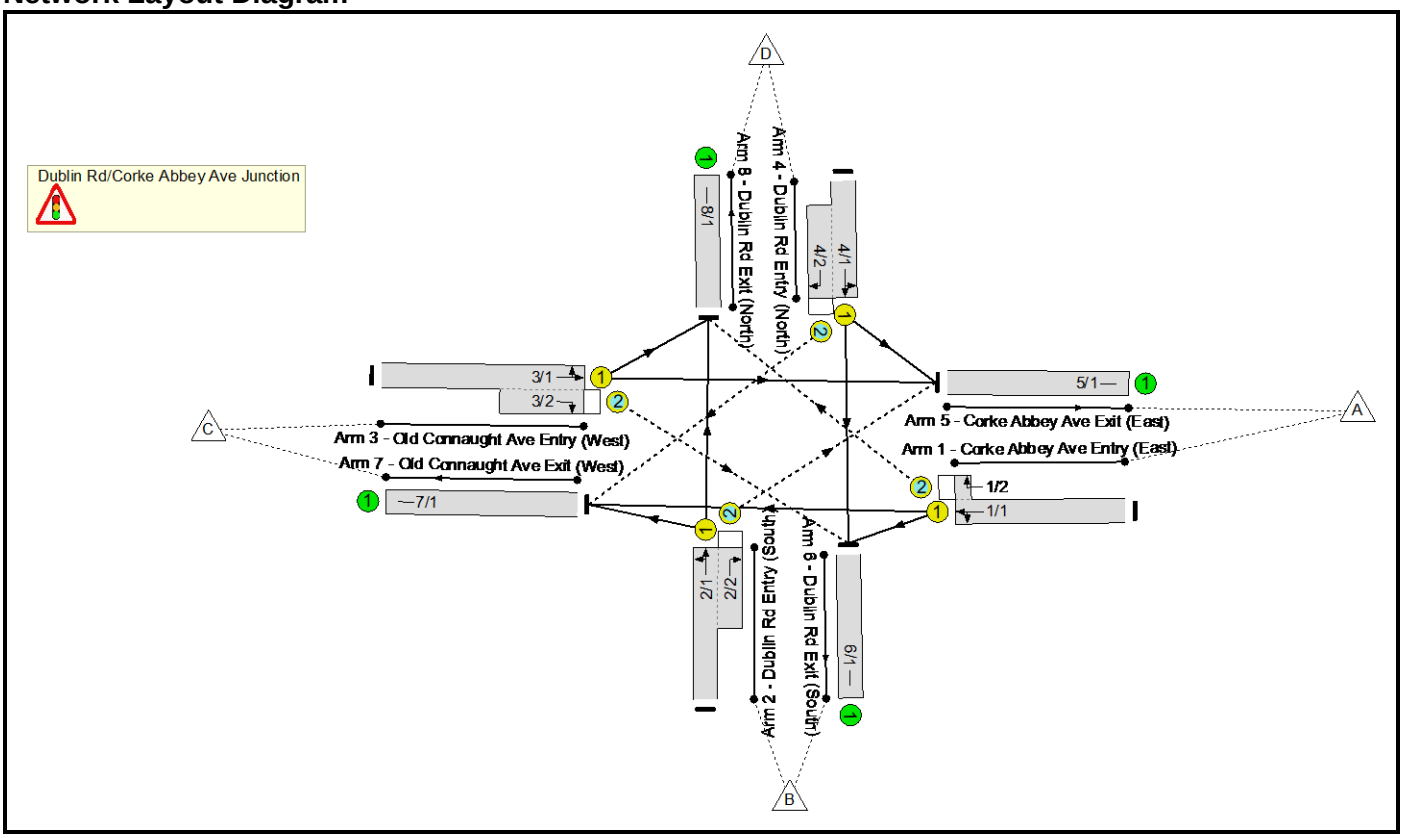
C1 PRC for Signalled Lanes (%): 24.1 Total Delay for Signalled Lanes (pcuHr): 17.66 Cycle Time (s): 240
PRC Over All Lanes (%): 24.1 Total Delay Over All Lanes(pcuHr): 17.66

Full Input Data And Results

User and Project Details

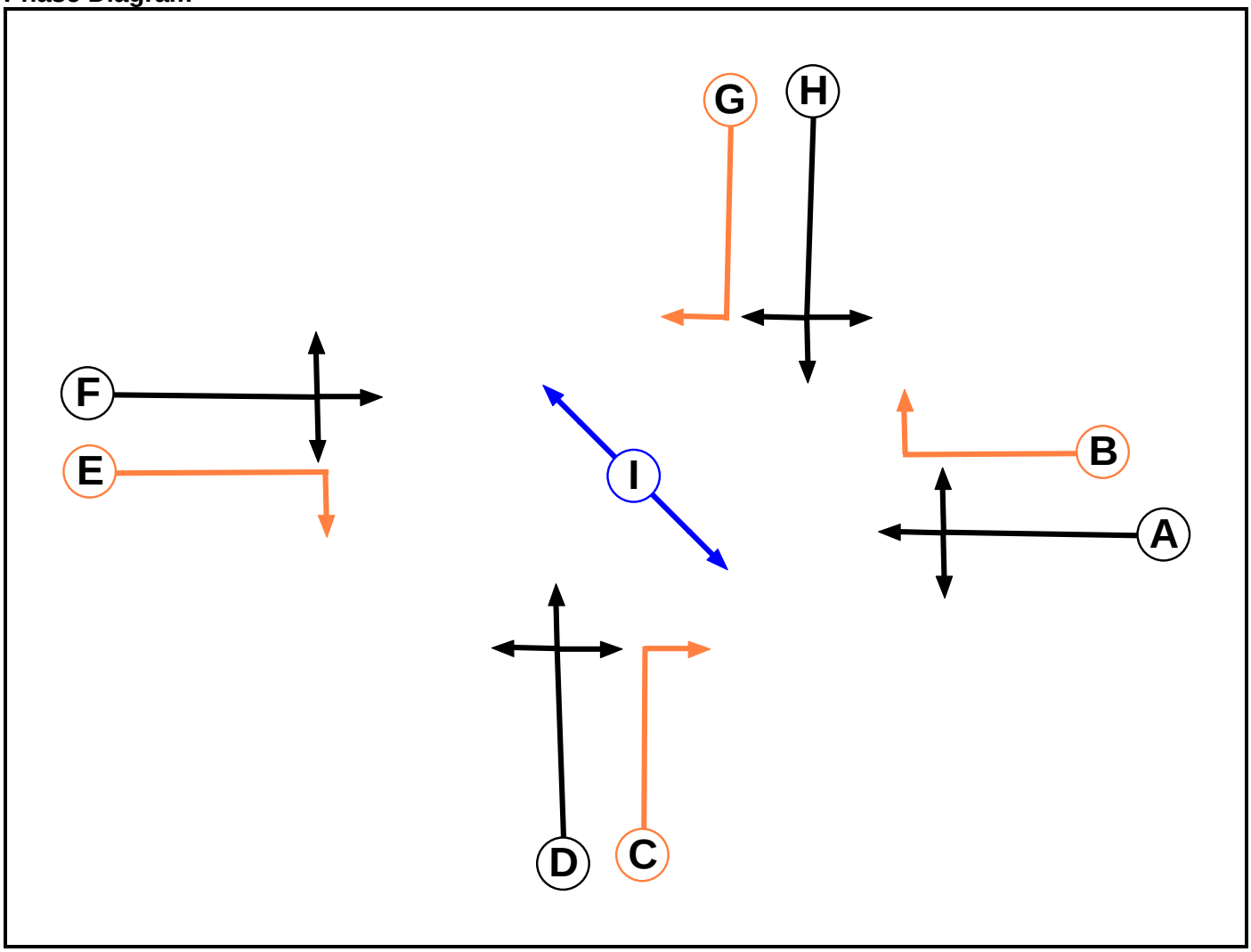
Project:	**Harbour Point Coastal Quarter**
Title:	
Location:	
Client:	Shankill Property Investments Ltd.
Additional detail:	
File name:	(J2)_(0.14) Cork Abbey_Old Connaught Ave Junction.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Filter with Closing Amber (Not UK)		7	7
C	Filter with Closing Amber (Not UK)		7	7
D	Traffic		7	7
E	Filter with Closing Amber (Not UK)		7	7
F	Traffic		7	7
G	Filter with Closing Amber (Not UK)		7	7
H	Traffic		7	7
I	Pedestrian		5	5

Full Input Data And Results

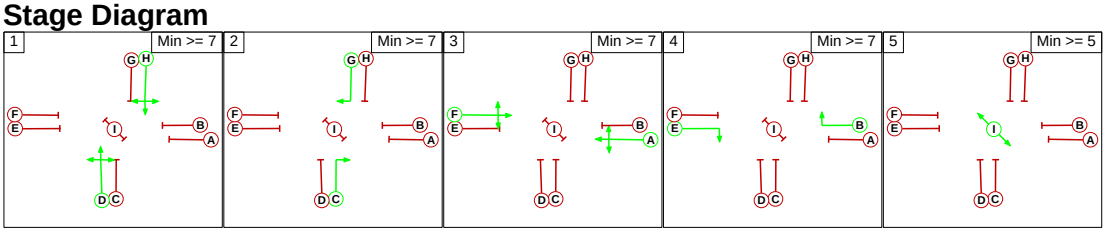
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	-	-	5	-	6	6	7
B	-		6	6	-	-	6	6	7
C	5	-		-	5	5	-	-	7
D	5	-	-		5	5	6	-	7
E	6	-	6	6		-	6	6	7
F	-	5	-	-	-		-	-	7
G	-	-	-	-	5	5		-	7
H	-	-	6	-	5	5	-		7
I	-	-	12	12	-	-	12	12	

Phases in Stage

Stage No.	Phases in Stage
1	D H
2	C G
3	A F
4	B E
5	I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		6	5	5	7
2	2		5	5	7
3	6	6		5	7
4	6	6	6		7
5	12	12	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Dublin Rd/Corke Abbey Ave Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Corke Abbey Ave Entry (East))	8/1 (Right)	1439	0	3/1	1.09	All	1.00	-	0.50	1	1.00
2/2 (Dublin Rd Entry (South))	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	1.00	-	0.50	1	1.00
3/2 (Old Connaught Ave Entry (West))	6/1 (Right)	1439	0	1/1	1.09	To 7/1 (Ahead)	1.00	-	0.50	1	1.00
4/2 (Dublin Rd Entry (North))	7/1 (Right)	1439	0	2/1	1.09	All	1.00	-	0.50	1	1.00

Full Input Data And Results

Lane Input Data

Junction: Dublin Rd/Corke Abbey Ave Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Corke Abbey Ave Entry (East))	U	A	2	3	60.0	User	3439	-	-	-	-	-
1/2 (Corke Abbey Ave Entry (East))	O	A B	2	3	0.2	Geom	-	3.50	0.00	Y	Arm 8 Right	17.00
2/1 (Dublin Rd Entry (South))	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	25.00
											Arm 8 Ahead	Inf
2/2 (Dublin Rd Entry (South))	O	D C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Right	11.00
3/1 (Old Connaught Ave Entry (West))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	10.00
3/2 (Old Connaught Ave Entry (West))	O	F E	2	3	5.2	Geom	-	3.00	0.00	Y	Arm 6 Right	31.00
4/1 (Dublin Rd Entry (North))	U	H	2	3	60.0	User	3795	-	-	-	-	-
4/2 (Dublin Rd Entry (North))	O	H G	2	3	13.0	Geom	-	3.50	0.00	Y	Arm 7 Right	10.00
5/1 (Corke Abbey Ave Exit (East))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Dublin Rd Exit (South))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Old Connaught Ave Exit (West))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Dublin Rd Exit (North))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base_AM'	08:00	09:00	01:00	
2: 'Base_PM'	17:00	18:00	01:00	
3: 'DO_NO_OY_AM'	08:00	09:00	01:00	
4: 'DO_NO_OY_PM'	17:00	18:00	01:00	
5: 'DO_SO_OY_P1 (0.14) (BO)_AM'	08:00	09:00	01:00	
6: 'DO_SO_OY_P1 (0.14) (BO)_PM'	17:00	18:00	01:00	
7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM'	08:00	09:00	01:00	
8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM'	17:00	18:00	01:00	
9: 'DO_NO_OY+5_AM'	08:00	09:00	01:00	
10: 'DO_NO_OY+5_PM'	17:00	18:00	01:00	
11: 'DO_SO_OY+5_P1 (0.14) (BO)_AM'	08:00	09:00	01:00	
12: 'DO_SO_OY+5_P1 (0.14) (BO)_PM'	17:00	18:00	01:00	
13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM'	08:00	09:00	01:00	
14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM'	17:00	18:00	01:00	
15: 'DO_NO_OY+15_AM'	08:00	09:00	01:00	
16: 'DO_NO_OY+15_PM'	17:00	18:00	01:00	
17: 'DO_SO_OY+15_P1 (0.14) (BO)_AM'	08:00	09:00	01:00	
18: 'DO_SO_OY+15_P1 (0.14) (BO)_PM'	17:00	18:00	01:00	
19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM'	08:00	09:00	01:00	
20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM'	17:00	18:00	01:00	

Scenario 1: 'Base_AM' (FG1: 'Base_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	8	191	325
	B	57	0	82	705	844
	C	28	140	0	178	346
	D	63	392	99	1	555
	Tot.	148	658	189	1075	2070

Traffic Lane Flows

Lane	Scenario 1: Base_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	325(In) 134(Out)
1/2 (short)	191
2/1 (with short)	844(In) 787(Out)
2/2 (short)	57
3/1 (with short)	346(In) 206(Out)
3/2 (short)	140
4/1 (with short)	554(In) 455(Out)
4/2 (short)	99
5/1	148
6/1	658
7/1	189
8/1	1074

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Base_PM' (FG2: 'Base_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	92	7	115	214
	B	97	0	101	501	699
	C	57	171	0	149	377
	D	78	523	49	0	650
	Tot.	232	786	157	765	1940

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Base_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	214(In) 99(Out)
1/2 (short)	115
2/1 (with short)	699(In) 602(Out)
2/2 (short)	97
3/1 (with short)	377(In) 206(Out)
3/2 (short)	171
4/1 (with short)	650(In) 601(Out)
4/2 (short)	49
5/1	232
6/1	786
7/1	157
8/1	765

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'DO_NO_OY_AM' (FG3: 'DO_NO_OY_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	8	191	325
	B	57	0	82	705	844
	C	28	140	0	178	346
	D	63	392	99	1	555
	Tot.	148	658	189	1075	2070

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: DO_NO_OY_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	325(In) 134(Out)
1/2 (short)	191
2/1 (with short)	844(In) 787(Out)
2/2 (short)	57
3/1 (with short)	346(In) 206(Out)
3/2 (short)	140
4/1 (with short)	554(In) 455(Out)
4/2 (short)	99
5/1	148
6/1	658
7/1	189
8/1	1074

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'DO_NO_OY_PM' (FG4: 'DO_NO_OY_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	92	7	115	214
	B	97	0	101	501	699
	C	57	171	0	149	377
	D	78	523	49	0	650
	Tot.	232	786	157	765	1940

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: DO_NO_OY_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	214(In) 99(Out)
1/2 (short)	115
2/1 (with short)	699(In) 602(Out)
2/2 (short)	97
3/1 (with short)	377(In) 206(Out)
3/2 (short)	171
4/1 (with short)	650(In) 601(Out)
4/2 (short)	49
5/1	232
6/1	786
7/1	157
8/1	765

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'DO_SO_OY_P1 (0.14)_AM' (FG5: 'DO_SO_OY_P1 (0.14) (BO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	8	191	326
	B	59	0	85	731	875
	C	28	141	0	178	347
	D	63	395	99	1	558
	Tot.	150	663	192	1101	2106

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: DO_SO_OY_P1 (0.14)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	326(In) 135(Out)
1/2 (short)	191
2/1 (with short)	875(In) 816(Out)
2/2 (short)	59
3/1 (with short)	347(In) 206(Out)
3/2 (short)	141
4/1 (with short)	557(In) 458(Out)
4/2 (short)	99
5/1	150
6/1	663
7/1	192
8/1	1100

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'DO_SO_OY_P1 (0.14)_PM' (FG6: 'DO_SO_OY_P1 (0.14) (BO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	94	7	115	216
	B	98	0	102	508	708
	C	57	174	0	149	380
	D	78	532	49	0	659
	Tot.	233	800	158	772	1963

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: DO_SO_OY_P1 (0.14)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	216(In) 101(Out)
1/2 (short)	115
2/1 (with short)	708(In) 610(Out)
2/2 (short)	98
3/1 (with short)	380(In) 206(Out)
3/2 (short)	174
4/1 (with short)	659(In) 610(Out)
4/2 (short)	49
5/1	233
6/1	800
7/1	158
8/1	772

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.7 %	1896	1896
				Arm 8 Ahead	Inf	83.3 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'DO_SO_OY_P1+P2 (0.14)_AM' (FG7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	133	8	191	332
	B	62	0	90	774	926
	C	28	148	0	178	354
	D	63	415	99	1	578
	Tot.	153	696	197	1144	2190

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: DO_SO_OY_P1+P2 (0.14)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	332(In) 141(Out)
1/2 (short)	191
2/1 (with short)	926(In) 864(Out)
2/2 (short)	62
3/1 (with short)	354(In) 206(Out)
3/2 (short)	148
4/1 (with short)	577(In) 478(Out)
4/2 (short)	99
5/1	153
6/1	696
7/1	197
8/1	1143

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'DO_SO_OY_P1+P2 (0.14)_PM' (FG8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	97	7	115	219
	B	104	0	109	541	754
	C	57	181	0	149	387
	D	78	552	49	0	679
	Tot.	239	830	165	805	2039

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: DO_SO_OY_P1+P2 (0.14)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	219(In) 104(Out)
1/2 (short)	115
2/1 (with short)	754(In) 650(Out)
2/2 (short)	104
3/1 (with short)	387(In) 206(Out)
3/2 (short)	181
4/1 (with short)	679(In) 630(Out)
4/2 (short)	49
5/1	239
6/1	830
7/1	165
8/1	805

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'DO_NO_OY+5_AM' (FG9: 'DO_NO_OY+5_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	8	191	325
	B	57	0	82	705	844
	C	28	140	0	178	346
	D	63	392	99	1	555
	Tot.	148	658	189	1075	2070

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: DO_NO_OY+5_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	325(In) 134(Out)
1/2 (short)	191
2/1 (with short)	844(In) 787(Out)
2/2 (short)	57
3/1 (with short)	346(In) 206(Out)
3/2 (short)	140
4/1 (with short)	554(In) 455(Out)
4/2 (short)	99
5/1	148
6/1	658
7/1	189
8/1	1074

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'DO_NO_OY+5_PM' (FG10: 'DO_NO_OY+5_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	92	7	115	214
	B	97	0	101	501	699
	C	57	171	0	149	377
	D	78	523	49	0	650
	Tot.	232	786	157	765	1940

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: DO_NO_OY+5_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	214(In) 99(Out)
1/2 (short)	115
2/1 (with short)	699(In) 602(Out)
2/2 (short)	97
3/1 (with short)	377(In) 206(Out)
3/2 (short)	171
4/1 (with short)	650(In) 601(Out)
4/2 (short)	49
5/1	232
6/1	786
7/1	157
8/1	765

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'DO_SO_OY+5_P1 (0.14)_AM' (FG11: 'DO_SO_OY+5_P1 (0.14) (BO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	8	191	326
	B	59	0	85	731	875
	C	28	141	0	178	347
	D	63	395	99	1	558
	Tot.	150	663	192	1101	2106

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: DO_SO_OY+5_P1 (0.14)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	326(In) 135(Out)
1/2 (short)	191
2/1 (with short)	875(In) 816(Out)
2/2 (short)	59
3/1 (with short)	347(In) 206(Out)
3/2 (short)	141
4/1 (with short)	557(In) 458(Out)
4/2 (short)	99
5/1	150
6/1	663
7/1	192
8/1	1100

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'DO_SO_OY+5_P1 (0.14)_PM' (FG12: 'DO_SO_OY+5_P1 (0.14) (BO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	94	7	115	216
	B	98	0	102	508	708
	C	57	174	0	149	380
	D	78	532	49	0	659
	Tot.	233	800	158	772	1963

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: DO_SO_OY+5_P1 (0.14)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	216(In) 101(Out)
1/2 (short)	115
2/1 (with short)	708(In) 610(Out)
2/2 (short)	98
3/1 (with short)	380(In) 206(Out)
3/2 (short)	174
4/1 (with short)	659(In) 610(Out)
4/2 (short)	49
5/1	233
6/1	800
7/1	158
8/1	772

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.7 %	1896	1896
				Arm 8 Ahead	Inf	83.3 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: 'DO_SO_OY+5_P1+P2 (0.14)_AM' (FG13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	133	8	191	332
	B	62	0	90	774	926
	C	28	148	0	178	354
	D	63	415	99	1	578
	Tot.	153	696	197	1144	2190

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: DO_SO_OY+5_P1+P2 (0.14)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	332(In) 141(Out)
1/2 (short)	191
2/1 (with short)	926(In) 864(Out)
2/2 (short)	62
3/1 (with short)	354(In) 206(Out)
3/2 (short)	148
4/1 (with short)	577(In) 478(Out)
4/2 (short)	99
5/1	153
6/1	696
7/1	197
8/1	1143

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: 'DO_SO_OY+5_P1+P2 (0.14)_PM' (FG14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	97	7	115	219
	B	104	0	109	541	754
	C	57	181	0	149	387
	D	78	552	49	0	679
	Tot.	239	830	165	805	2039

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: DO_SO_OY+5_P1+P2 (0.14)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	219(In) 104(Out)
1/2 (short)	115
2/1 (with short)	754(In) 650(Out)
2/2 (short)	104
3/1 (with short)	387(In) 206(Out)
3/2 (short)	181
4/1 (with short)	679(In) 630(Out)
4/2 (short)	49
5/1	239
6/1	830
7/1	165
8/1	805

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: 'DO_NO_OY+15_AM' (FG15: 'DO_NO_OY+15_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	8	191	325
	B	57	0	82	705	844
	C	28	140	0	178	346
	D	63	392	99	1	555
	Tot.	148	658	189	1075	2070

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: DO_NO_OY+15_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	325(In) 134(Out)
1/2 (short)	191
2/1 (with short)	844(In) 787(Out)
2/2 (short)	57
3/1 (with short)	346(In) 206(Out)
3/2 (short)	140
4/1 (with short)	554(In) 455(Out)
4/2 (short)	99
5/1	148
6/1	658
7/1	189
8/1	1074

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: 'DO_NO_OY+15_PM' (FG16: 'DO_NO_OY+15_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	92	7	115	214
	B	97	0	101	501	699
	C	57	171	0	149	377
	D	78	523	49	0	650
	Tot.	232	786	157	765	1940

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: DO_NO_OY+15_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	214(In) 99(Out)
1/2 (short)	115
2/1 (with short)	699(In) 602(Out)
2/2 (short)	97
3/1 (with short)	377(In) 206(Out)
3/2 (short)	171
4/1 (with short)	650(In) 601(Out)
4/2 (short)	49
5/1	232
6/1	786
7/1	157
8/1	765

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: 'DO_SO_OY+15_P1 (0.14)_AM' (FG17: 'DO_SO_OY+15_P1 (0.14) (BO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	8	191	326
	B	59	0	85	731	875
	C	28	141	0	178	347
	D	63	395	99	1	558
	Tot.	150	663	192	1101	2106

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: DO_SO_OY+15_P1 (0.14)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	326(In) 135(Out)
1/2 (short)	191
2/1 (with short)	875(In) 816(Out)
2/2 (short)	59
3/1 (with short)	347(In) 206(Out)
3/2 (short)	141
4/1 (with short)	557(In) 458(Out)
4/2 (short)	99
5/1	150
6/1	663
7/1	192
8/1	1100

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: 'DO_SO_OY+15_P1 (0.14)_PM' (FG18: 'DO_SO_OY+15_P1 (0.14) (BO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	94	7	115	216
	B	98	0	102	508	708
	C	57	174	0	149	380
	D	78	532	49	0	659
	Tot.	233	800	158	772	1963

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: DO_SO_OY+15_P1 (0.14)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	216(In) 101(Out)
1/2 (short)	115
2/1 (with short)	708(In) 610(Out)
2/2 (short)	98
3/1 (with short)	380(In) 206(Out)
3/2 (short)	174
4/1 (with short)	659(In) 610(Out)
4/2 (short)	49
5/1	233
6/1	800
7/1	158
8/1	772

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.7 %	1896	1896
				Arm 8 Ahead	Inf	83.3 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 19: 'DO_SO_OY+15_P1+P2 (0.14)_AM' (FG19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	133	8	191	332
	B	62	0	90	774	926
	C	28	148	0	178	354
	D	63	415	99	1	578
	Tot.	153	696	197	1144	2190

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: DO_SO_OY+15_P1+P2 (0.14)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	332(In) 141(Out)
1/2 (short)	191
2/1 (with short)	926(In) 864(Out)
2/2 (short)	62
3/1 (with short)	354(In) 206(Out)
3/2 (short)	148
4/1 (with short)	577(In) 478(Out)
4/2 (short)	99
5/1	153
6/1	696
7/1	197
8/1	1143

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 20: 'DO_SO_OY+15_P1+P2 (0.14)_PM' (FG20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	97	7	115	219
	B	104	0	109	541	754
	C	57	181	0	149	387
	D	78	552	49	0	679
	Tot.	239	830	165	805	2039

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: DO_SO_OY+15_P1+P2 (0.14)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	219(In) 104(Out)
1/2 (short)	115
2/1 (with short)	754(In) 650(Out)
2/2 (short)	104
3/1 (with short)	387(In) 206(Out)
3/2 (short)	181
4/1 (with short)	679(In) 630(Out)
4/2 (short)	49
5/1	239
6/1	830
7/1	165
8/1	805

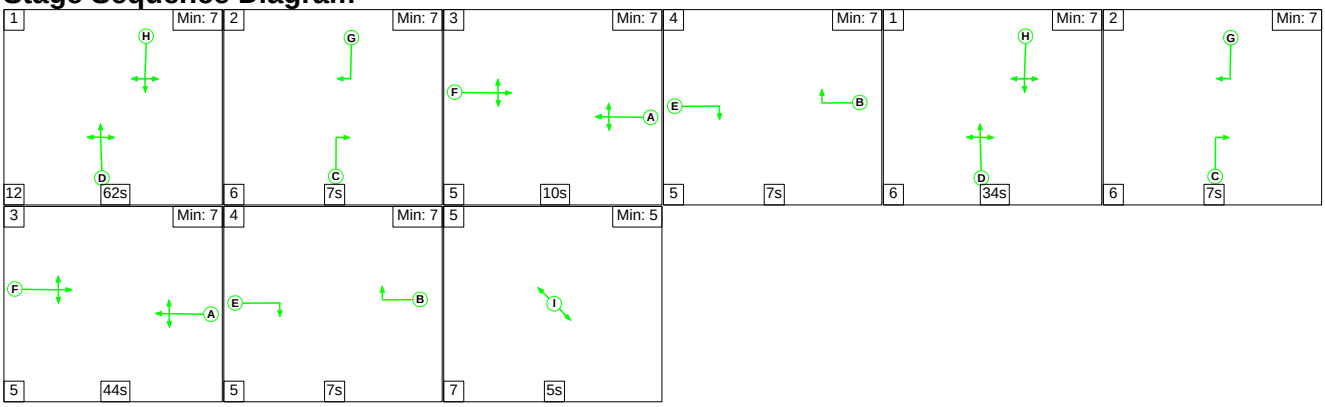
Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Base_AM' (FG1: 'Base_AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

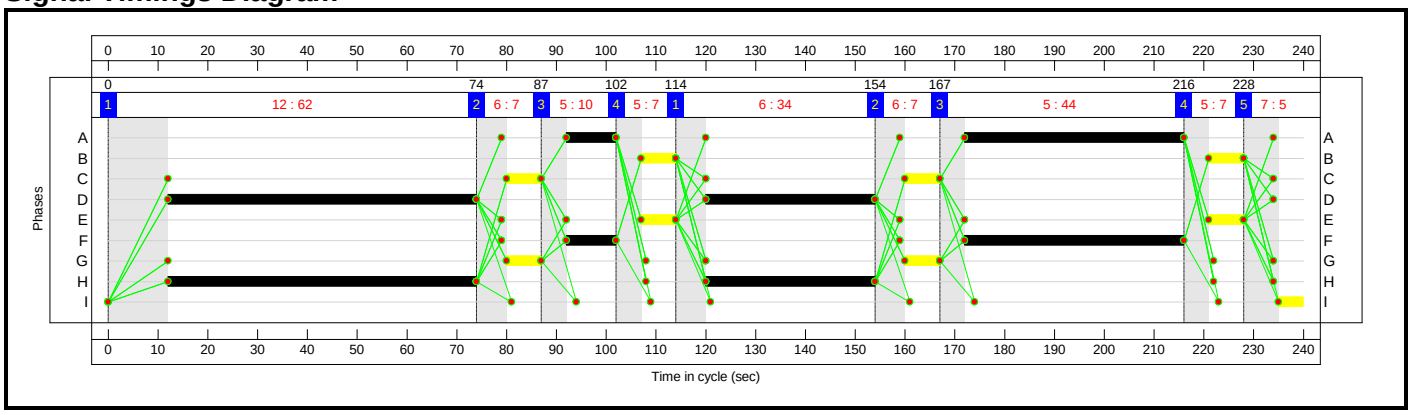


Full Input Data And Results

Stage Timings

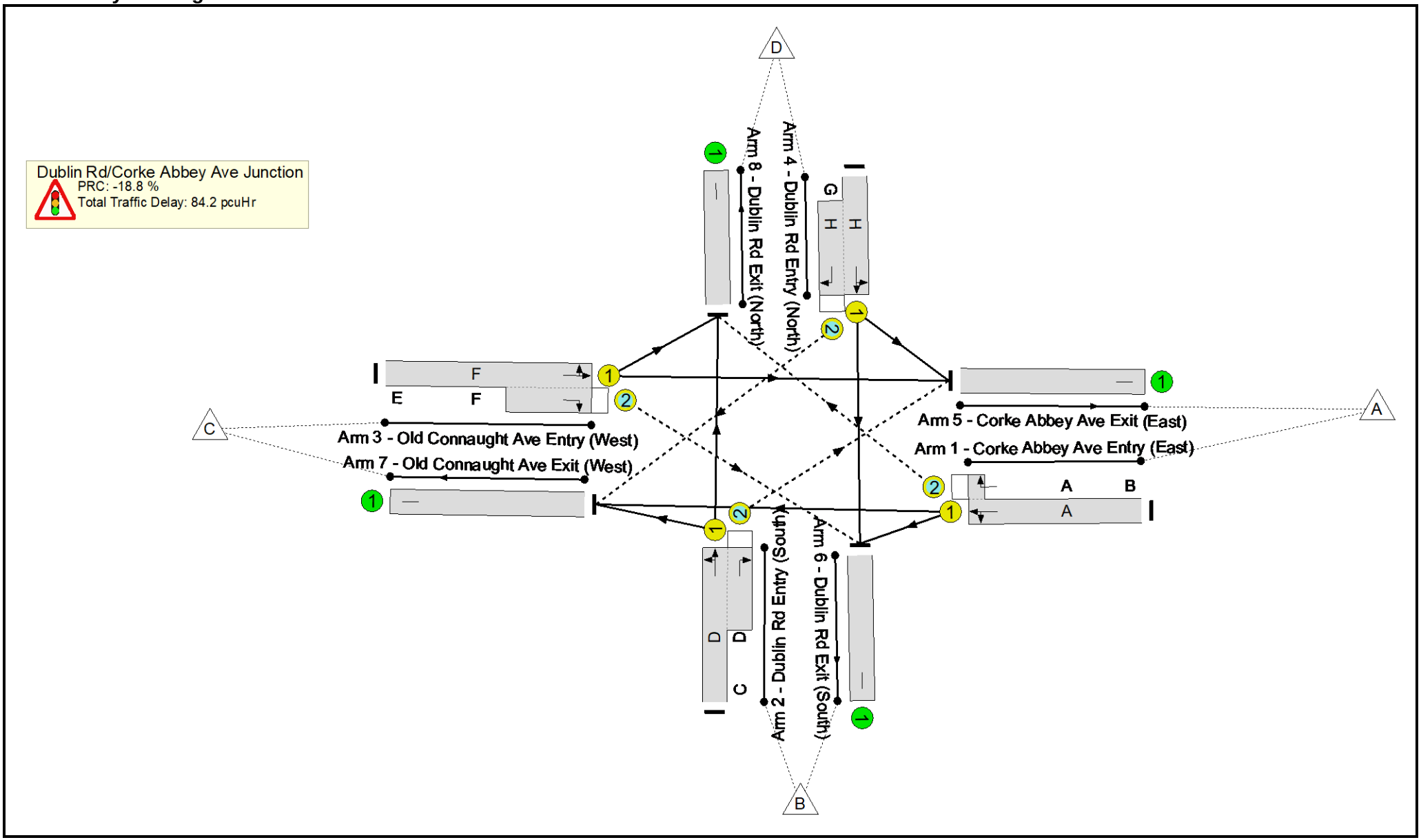
Stage	1	2	3	4	1	2	3	4	5
Duration	62	7	10	7	34	7	44	7	5
Change Point	0	74	87	102	114	154	167	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	54:68	14	325	3439:1806	309	105.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	96:110	14	844	1903:1685	790	106.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	54:68	14	346	1695:1827	508	68.1%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	96:110	14	554	3795:1709	805	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%

Full Input Data And Results

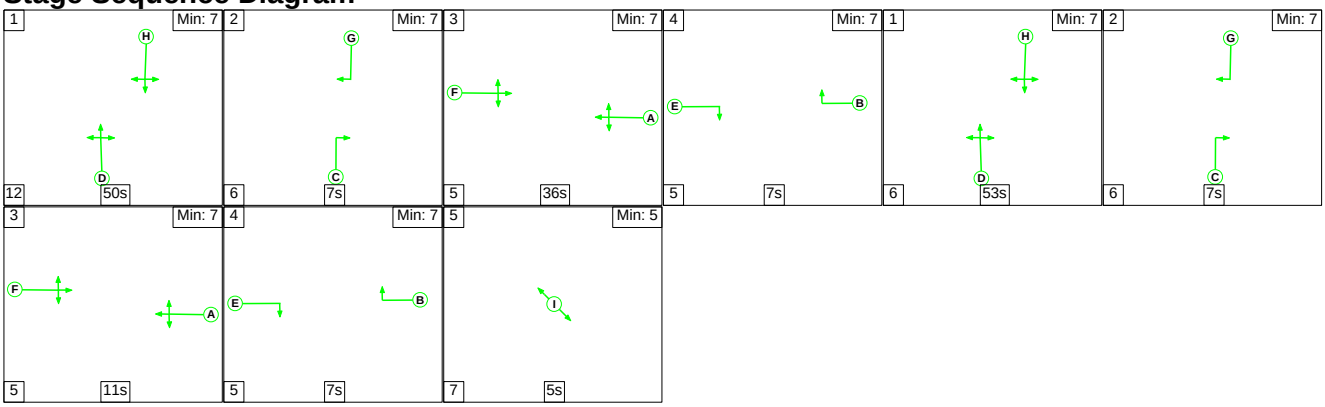
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
1/1+1/2	325	309	149	13	20	9.2	14.0	0.2	23.4	258.7	19.9	14.0	33.9
2/1+2/2	844	790	40	13	0	15.7	33.5	0.0	49.1	209.6	41.7	33.5	75.2
3/1+3/2	346	346	107	31	1	4.4	1.1	0.0	5.5	57.3	9.2	1.1	10.2
4/1+4/2	554	554	0	67	32	4.7	1.1	0.4	6.2	40.0	14.2	1.1	15.3
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -18.8 Total Delay for Signalled Lanes (pcuHr): 84.17 Cycle Time (s): 240
PRC Over All Lanes (%): -18.8 Total Delay Over All Lanes(pcuHr): 84.17

Full Input Data And Results

Scenario 2: 'Base_PM' (FG2: 'Base_PM', Plan 1: 'Network Control Plan 1')

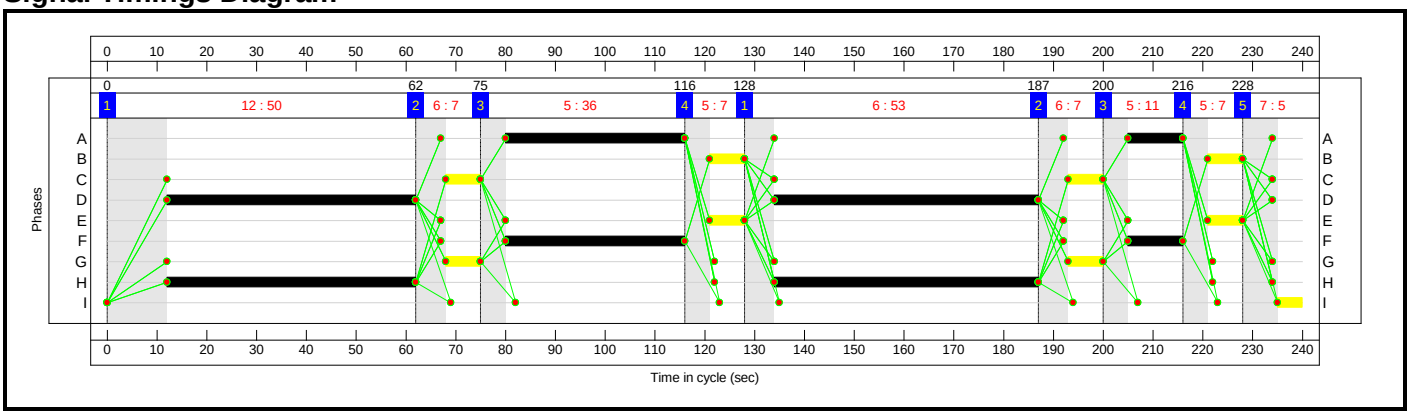
Stage Sequence Diagram



Stage Timings

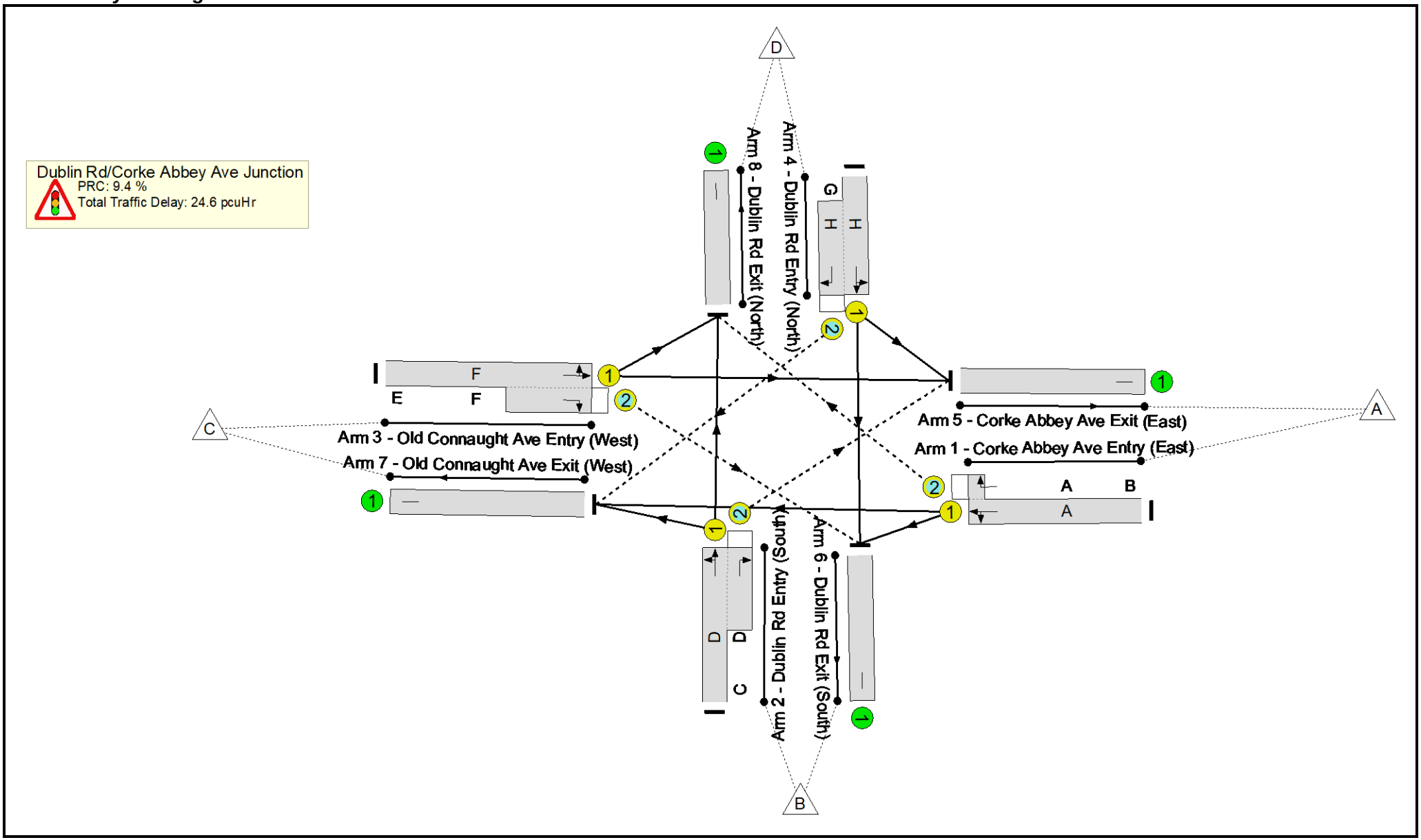
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	214	3439:1806	265	80.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	699	1896:1685	850	82.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	377	1728:1827	498	75.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	650	3795:1709	1595	40.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Full Input Data And Results

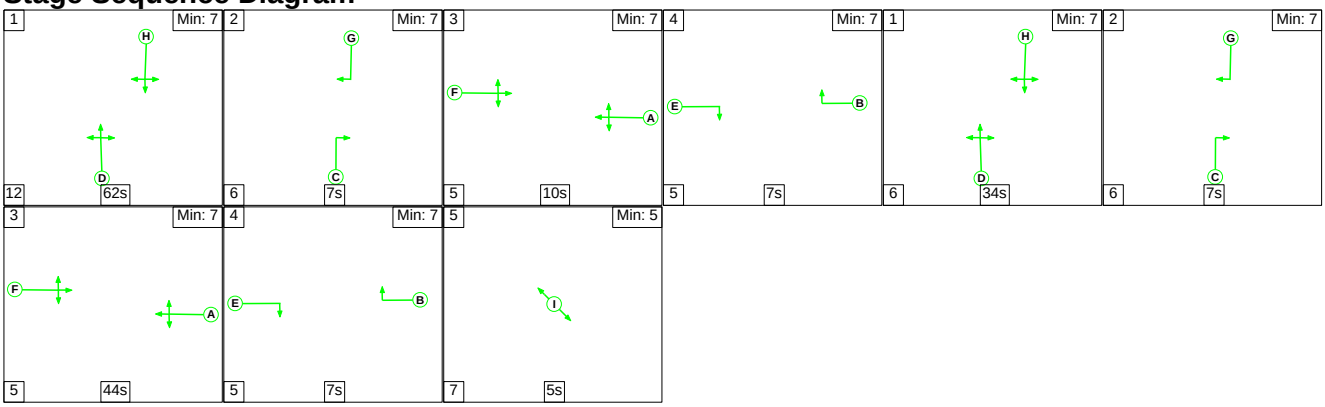
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
1/1+1/2	214	214	90	10	15	4.4	1.9	0.2	6.5	110.2	11.0	1.9	12.9
2/1+2/2	699	699	86	10	1	5.4	2.3	0.1	7.7	39.9	20.6	2.3	22.8
3/1+3/2	377	377	154	16	1	4.1	1.5	0.0	5.7	54.0	8.2	1.5	9.7
4/1+4/2	650	650	44	5	0	4.0	0.3	0.3	4.6	25.7	14.3	0.3	14.6
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 24.59 Cycle Time (s): 240
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 24.59

Full Input Data And Results

Scenario 3: 'DO_NO_OY_AM' (FG3: 'DO_NO_OY_AM', Plan 1: 'Network Control Plan 1')

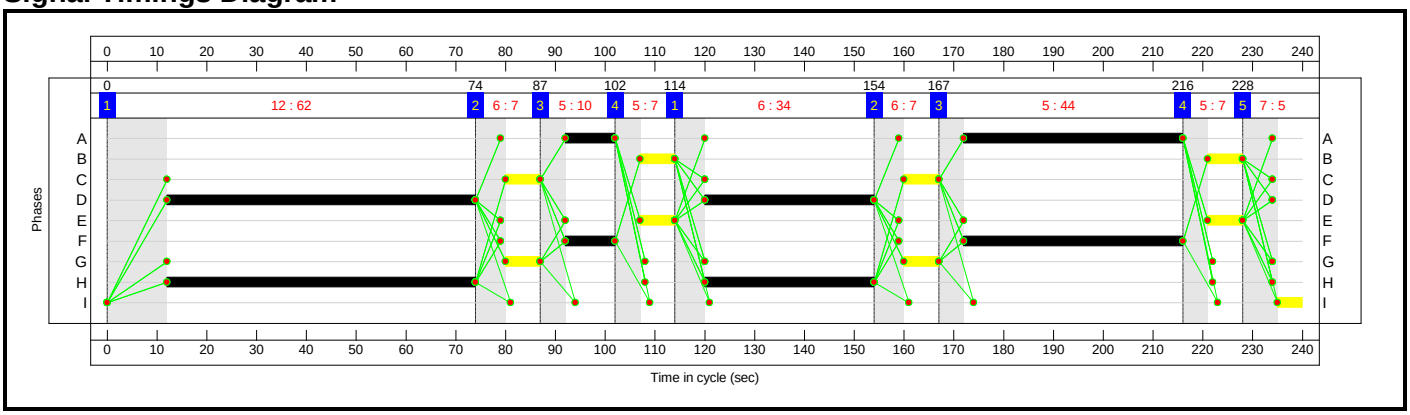
Stage Sequence Diagram



Stage Timings

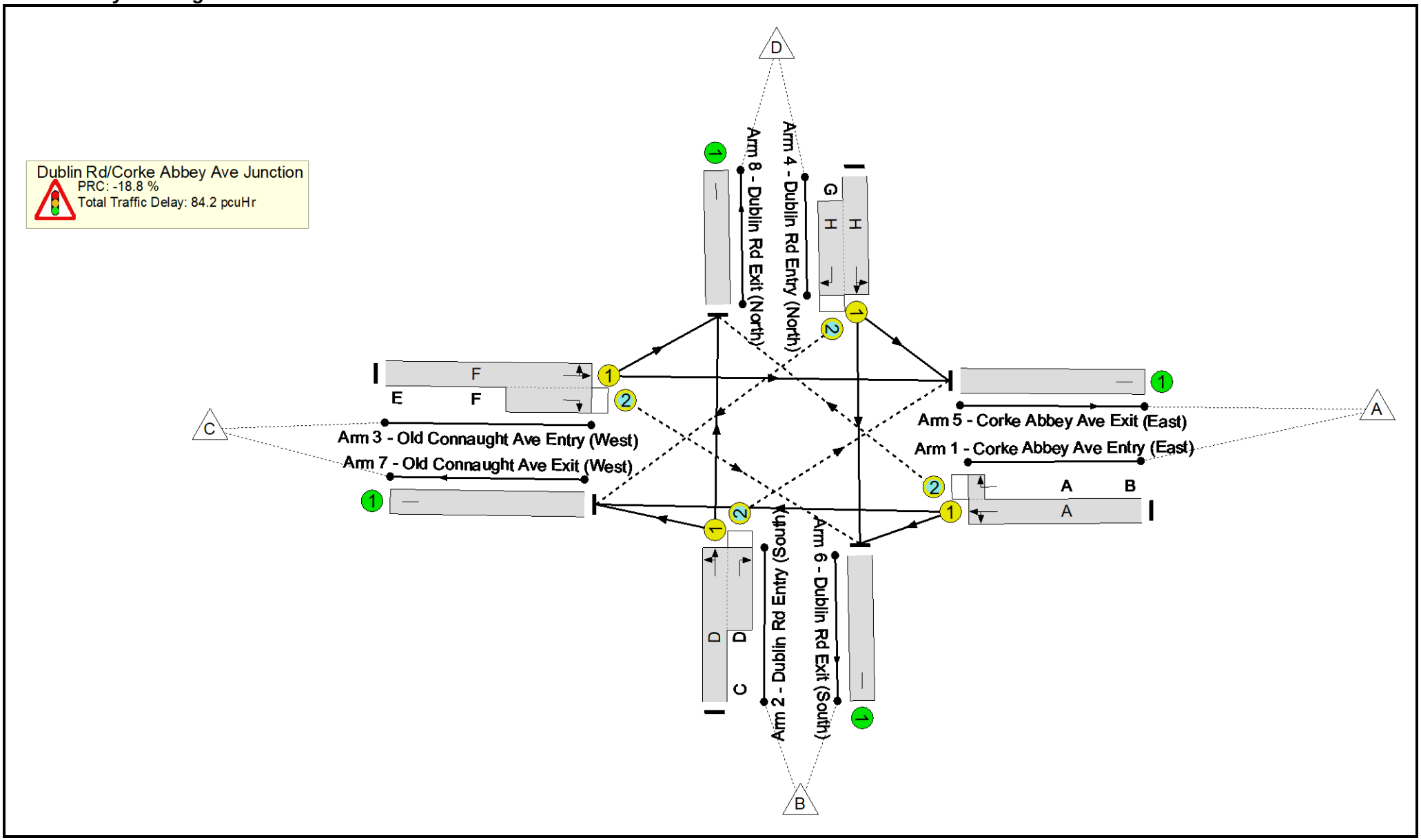
Stage	1	2	3	4	1	2	3	4	5
Duration	62	7	10	7	34	7	44	7	5
Change Point	0	74	87	102	114	154	167	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	54:68	14	325	3439:1806	309	105.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	96:110	14	844	1903:1685	790	106.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	54:68	14	346	1695:1827	508	68.1%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	96:110	14	554	3795:1709	805	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%

Full Input Data And Results

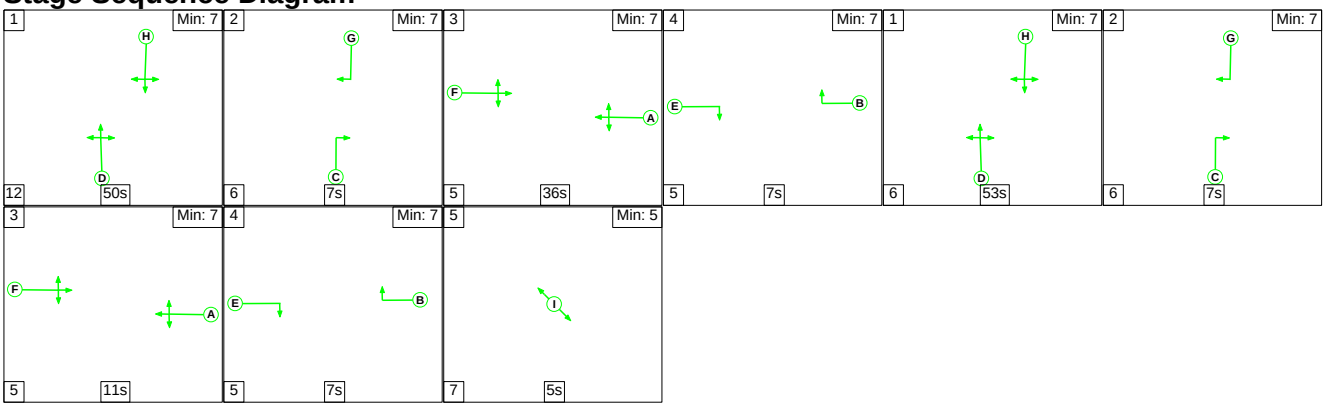
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
1/1+1/2	325	309	149	13	20	9.2	14.0	0.2	23.4	258.7	19.9	14.0	33.9
2/1+2/2	844	790	40	13	0	15.7	33.5	0.0	49.1	209.6	41.7	33.5	75.2
3/1+3/2	346	346	107	31	1	4.4	1.1	0.0	5.5	57.3	9.2	1.1	10.2
4/1+4/2	554	554	0	67	32	4.7	1.1	0.4	6.2	40.0	14.2	1.1	15.3
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -18.8 Total Delay for Signalled Lanes (pcuHr): 84.17 Cycle Time (s): 240
PRC Over All Lanes (%): -18.8 Total Delay Over All Lanes(pcuHr): 84.17

Full Input Data And Results

Scenario 4: 'DO_NO_OY_PM' (FG4: 'DO_NO_OY_PM', Plan 1: 'Network Control Plan 1')

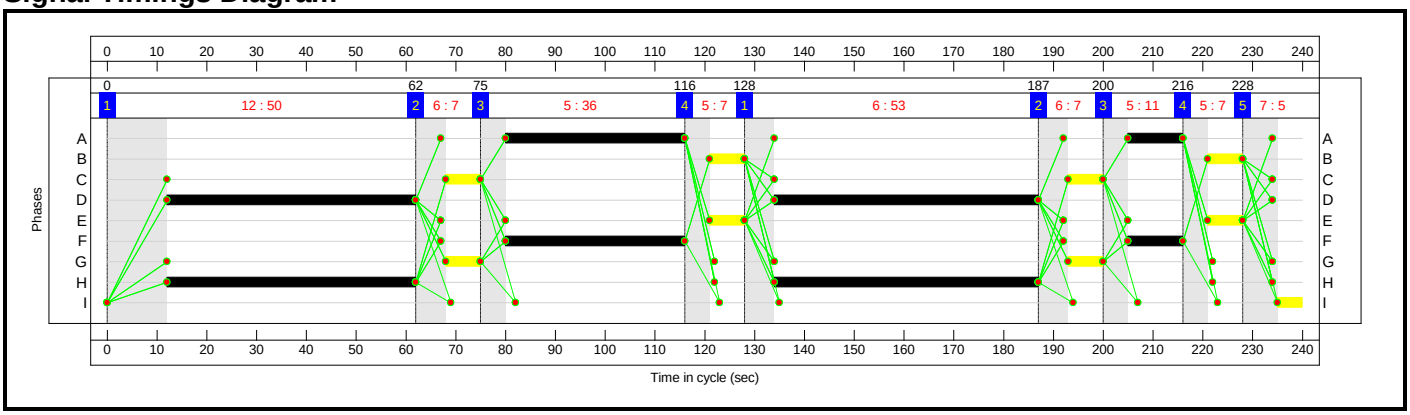
Stage Sequence Diagram



Stage Timings

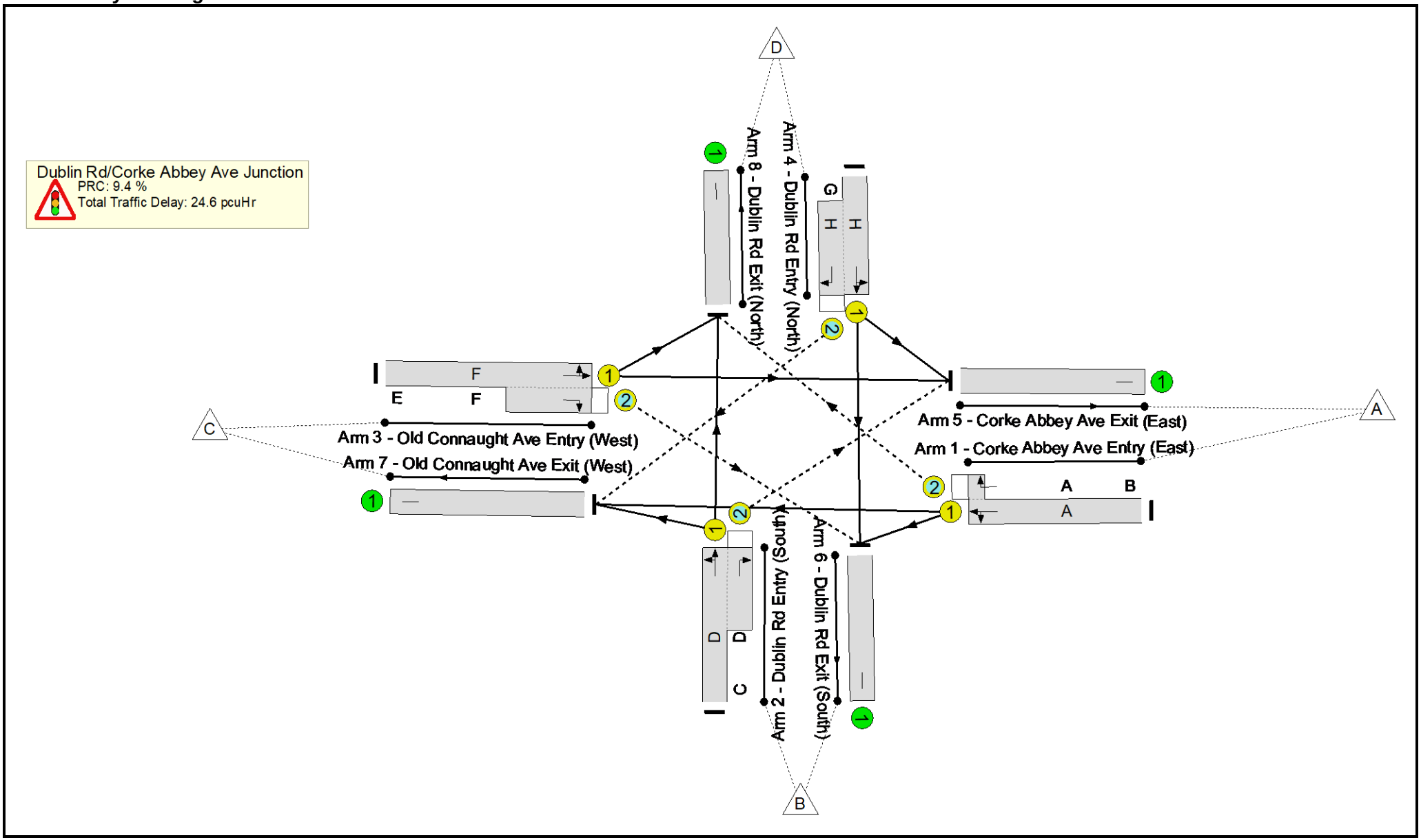
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	214	3439:1806	265	80.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	699	1896:1685	850	82.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	377	1728:1827	498	75.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	650	3795:1709	1595	40.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Full Input Data And Results

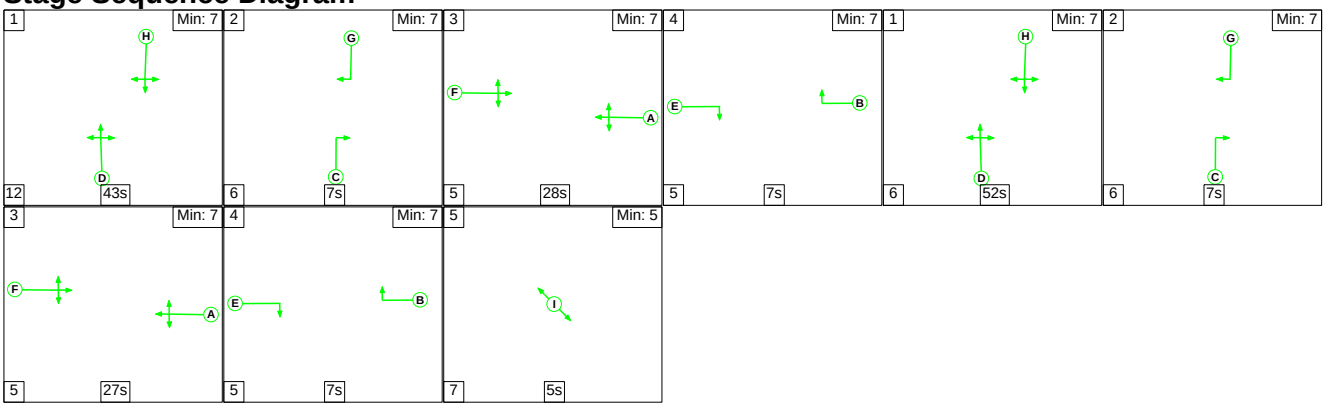
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
1/1+1/2	214	214	90	10	15	4.4	1.9	0.2	6.5	110.2	11.0	1.9	12.9
2/1+2/2	699	699	86	10	1	5.4	2.3	0.1	7.7	39.9	20.6	2.3	22.8
3/1+3/2	377	377	154	16	1	4.1	1.5	0.0	5.7	54.0	8.2	1.5	9.7
4/1+4/2	650	650	44	5	0	4.0	0.3	0.3	4.6	25.7	14.3	0.3	14.6
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 24.59 Cycle Time (s): 240
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 24.59

Full Input Data And Results

Scenario 5: 'DO_SO_OY_P1 (0.14)_AM' (FG5: 'DO_SO_OY_P1 (0.14) (BO)_AM', Plan 1: 'Network Control Plan 1')

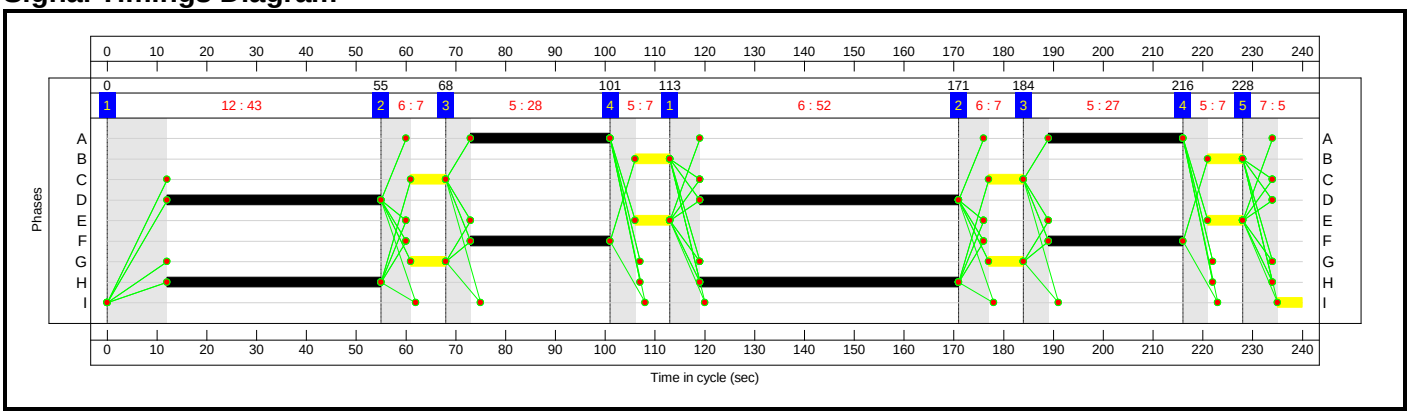
Stage Sequence Diagram



Stage Timings

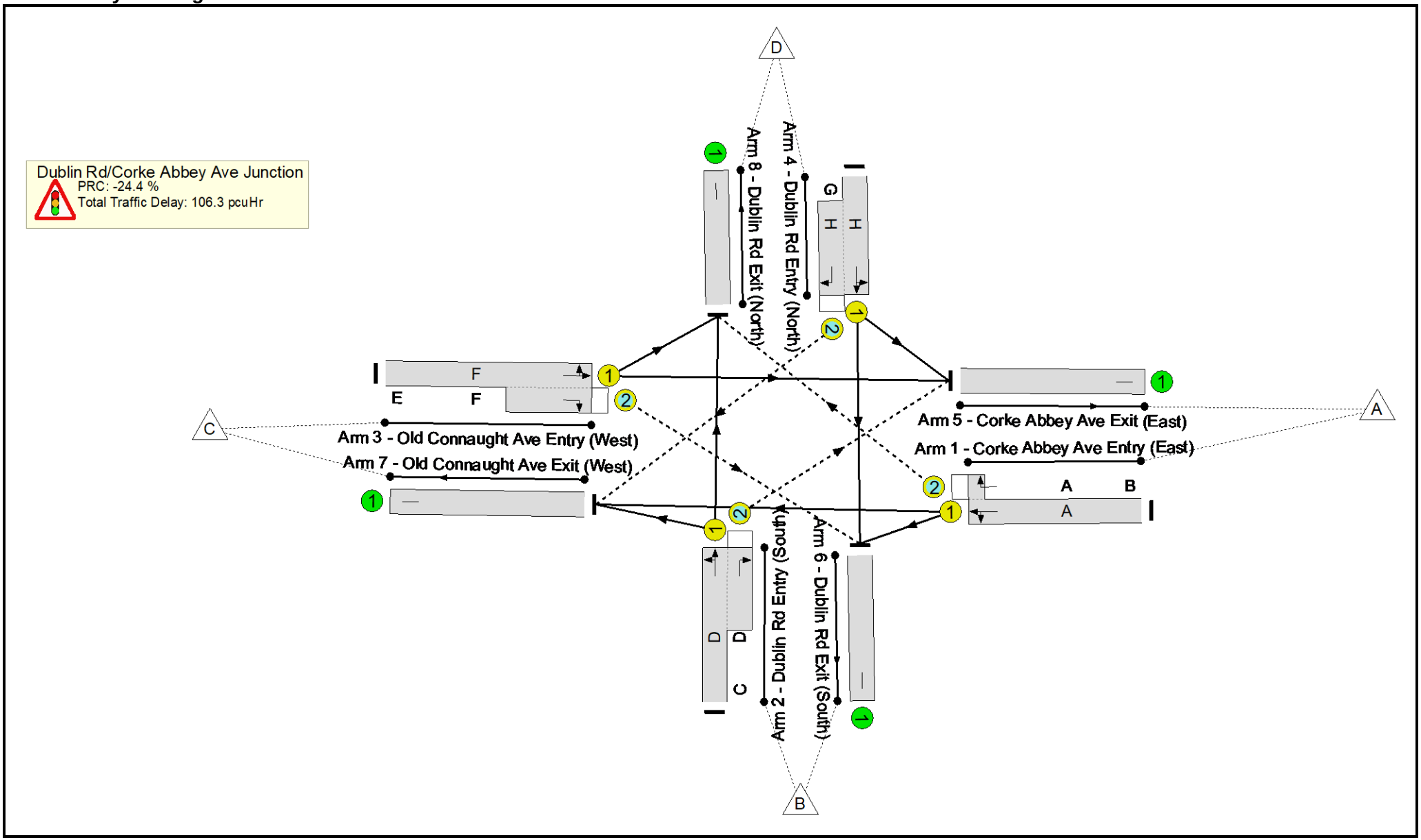
Stage	1	2	3	4	1	2	3	4	5
Duration	43	7	28	7	52	7	27	7	5
Change Point	0	55	68	101	113	171	184	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	55:69	14	326	3439:1806	300	108.8%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	95:109	14	875	1903:1685	782	111.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	55:69	14	347	1695:1827	516	67.3%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	95:109	14	557	3795:1709	810	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%

Full Input Data And Results

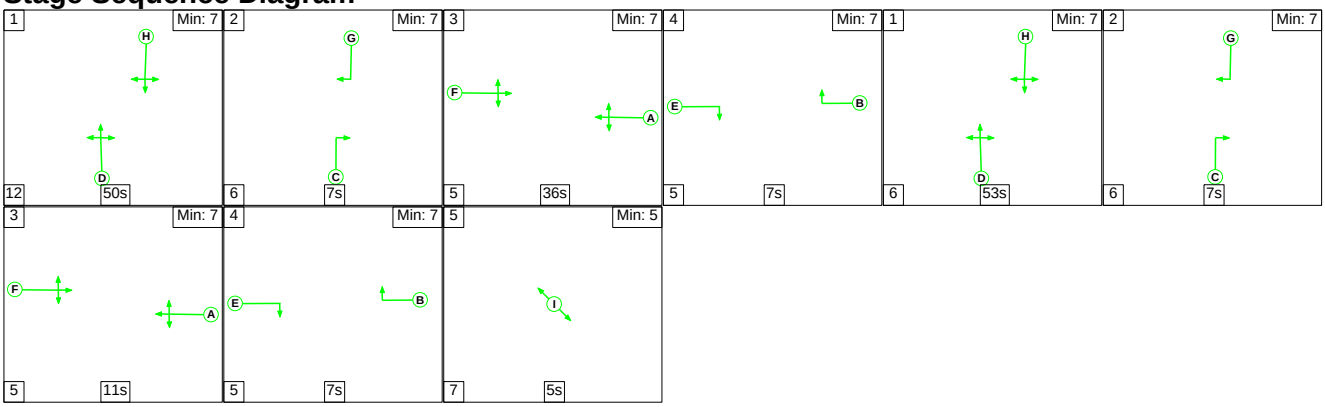
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**321**	**105**	**42**	**34.9**	**70.8**	**0.6**	**106.3**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**321**	**105**	**42**	**34.9**	**70.8**	**0.6**	**106.3**	**-**	**-**	**-**	**-**
1/1+1/2	326	300	155	11	10	7.3	17.8	0.2	25.2	278.8	13.8	17.8	31.5
2/1+2/2	875	782	40	13	0	20.0	50.9	0.0	70.9	291.7	41.5	50.9	92.3
3/1+3/2	347	347	127	13	1	3.4	1.0	0.0	4.5	46.6	7.1	1.0	8.2
4/1+4/2	557	557	0	68	31	4.2	1.1	0.4	5.7	36.7	11.4	1.1	12.5
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -24.4 Total Delay for Signalled Lanes (pcuHr): 106.32 Cycle Time (s): 240
PRC Over All Lanes (%): -24.4 Total Delay Over All Lanes(pcuHr): 106.32

Full Input Data And Results

Scenario 6: 'DO_SO_OY_P1 (0.14)_PM' (FG6: 'DO_SO_OY_P1 (0.14) (BO)_PM', Plan 1: 'Network Control Plan 1')

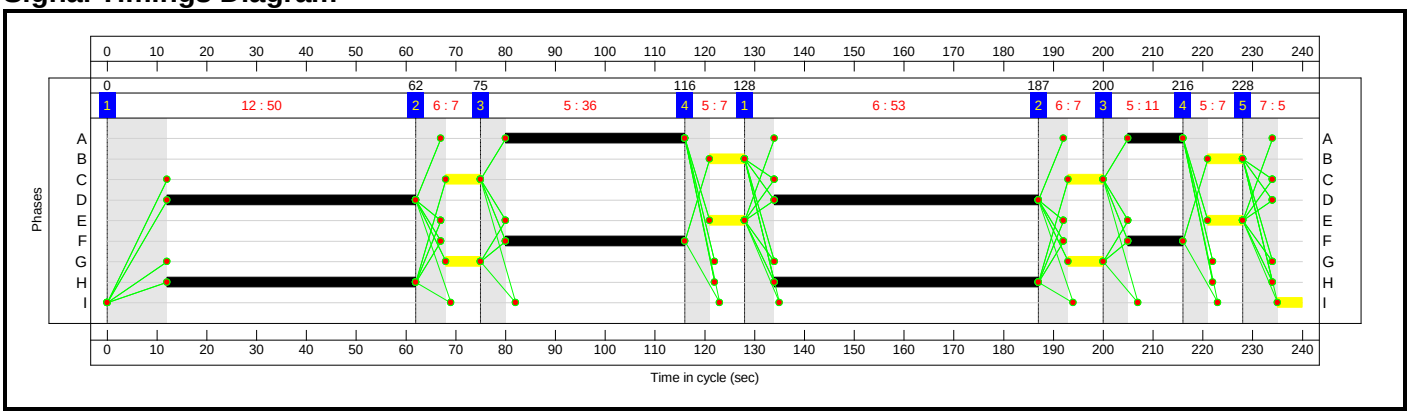
Stage Sequence Diagram



Stage Timings

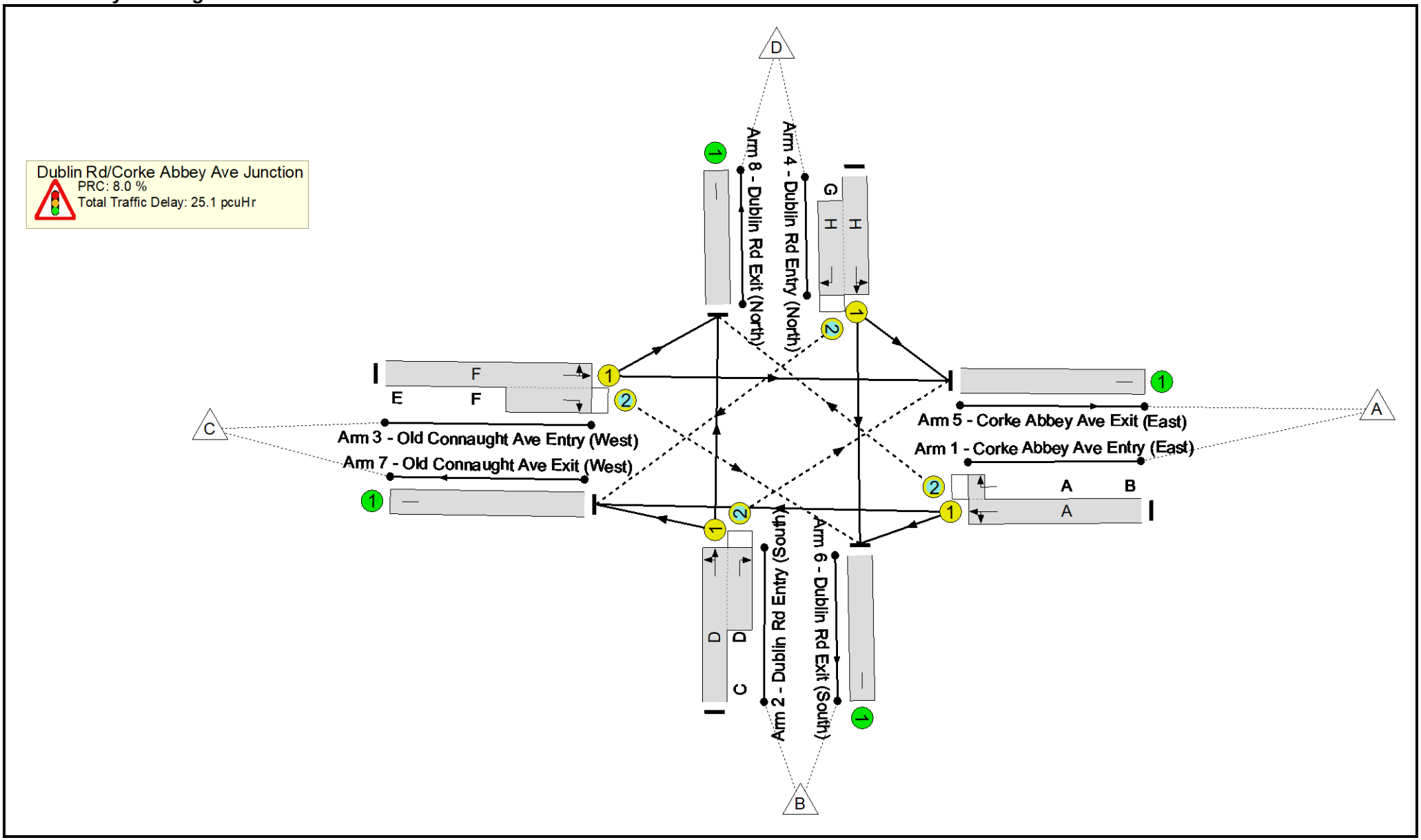
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	216	3439:1806	267	80.9%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	708	1896:1685	850	83.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	380	1728:1827	500	76.0%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	659	3795:1709	1596	41.3%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%

Full Input Data And Results

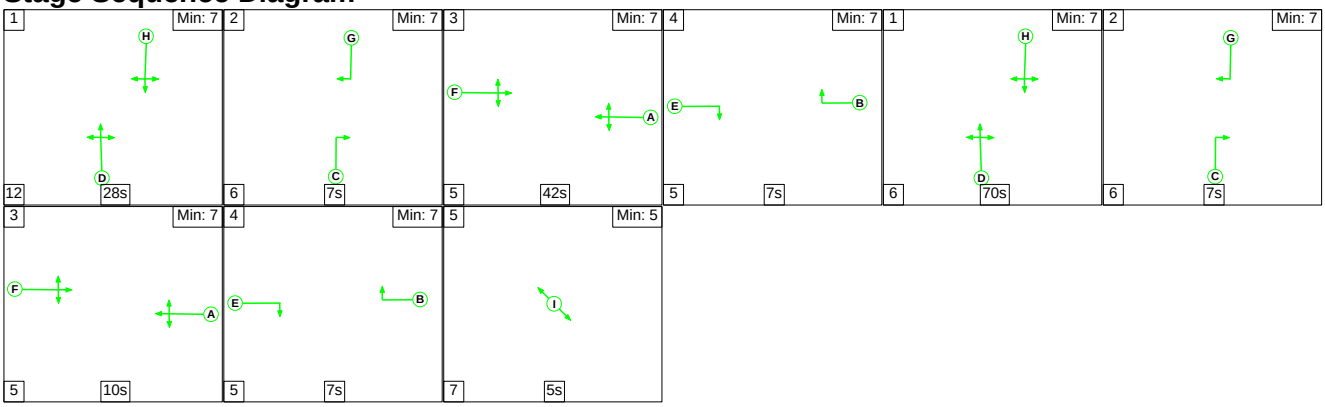
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**378**	**41**	**18**	**18.2**	**6.3**	**0.6**	**25.1**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**378**	**41**	**18**	**18.2**	**6.3**	**0.6**	**25.1**	**-**	**-**	**-**	**-**
1/1+1/2	216	216	90	10	15	4.5	2.0	0.2	6.6	110.4	11.1	2.0	13.1
2/1+2/2	708	708	87	10	1	5.5	2.4	0.1	8.0	40.8	20.8	2.4	23.2
3/1+3/2	380	380	156	16	1	4.1	1.5	0.0	5.7	54.1	8.2	1.5	9.8
4/1+4/2	659	659	44	5	0	4.0	0.4	0.3	4.7	25.8	14.5	0.4	14.8
5/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.0 Total Delay for Signalled Lanes (pcuHr): 25.08 Cycle Time (s): 240
PRC Over All Lanes (%): 8.0 Total Delay Over All Lanes(pcuHr): 25.08

Full Input Data And Results

Scenario 7: 'DO_SO_OY_P1+P2 (0.14)_AM' (FG7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

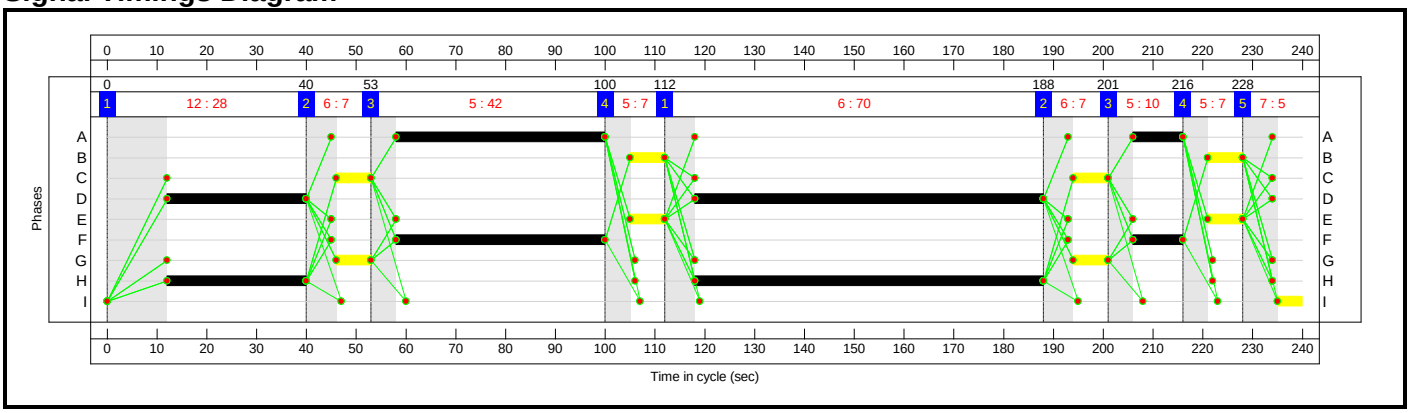
Stage Sequence Diagram



Stage Timings

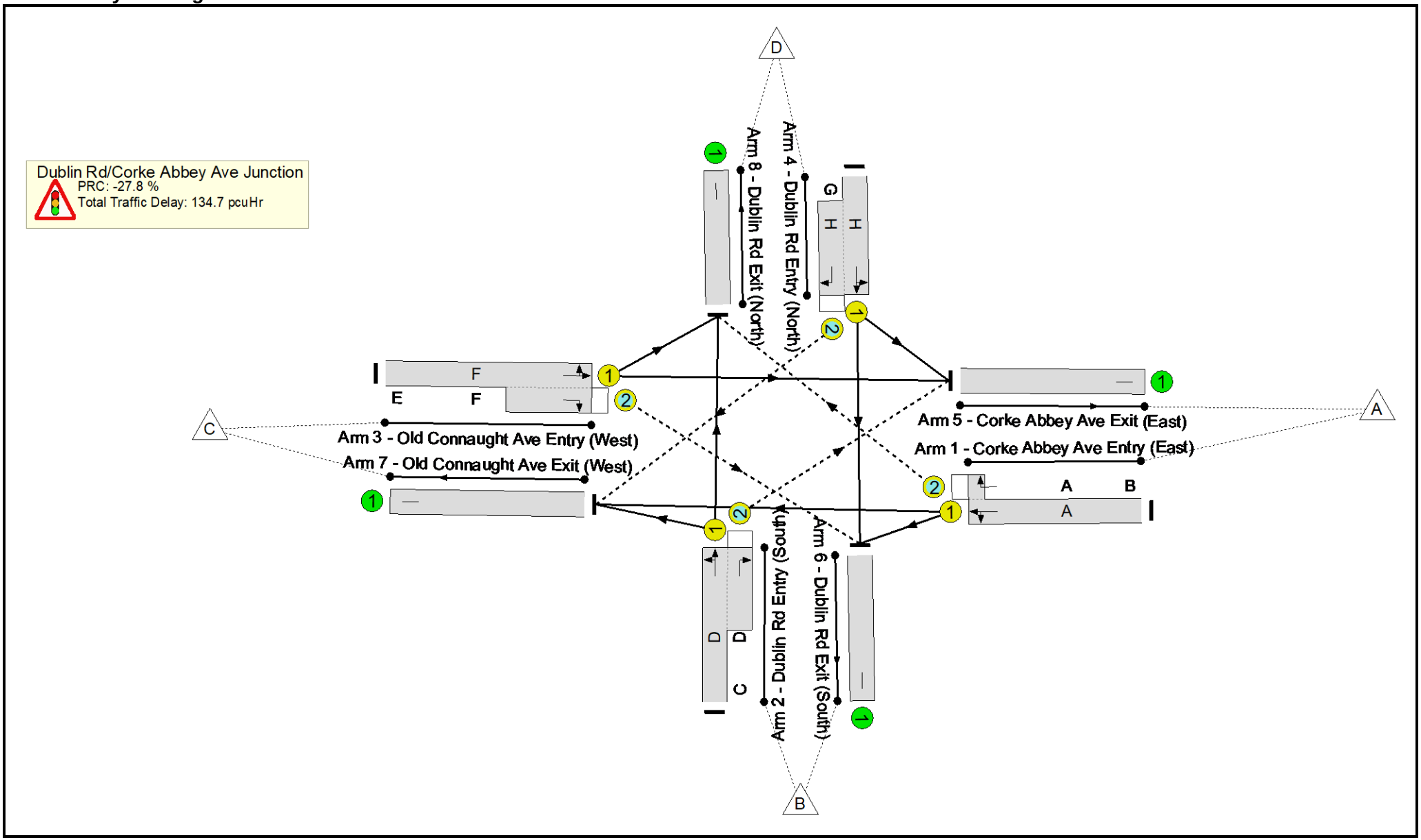
Stage	1	2	3	4	1	2	3	4	5
Duration	28	7	42	7	70	7	10	7	5
Change Point	0	40	53	100	112	188	201	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.0%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.0%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	52:66	14	332	3439:1806	294	113.1%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	98:112	14	926	1903:1685	805	115.0%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	52:66	14	354	1695:1827	500	70.9%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	98:112	14	577	3795:1709	839	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	197	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1143	Inf	Inf	0.0%

Full Input Data And Results

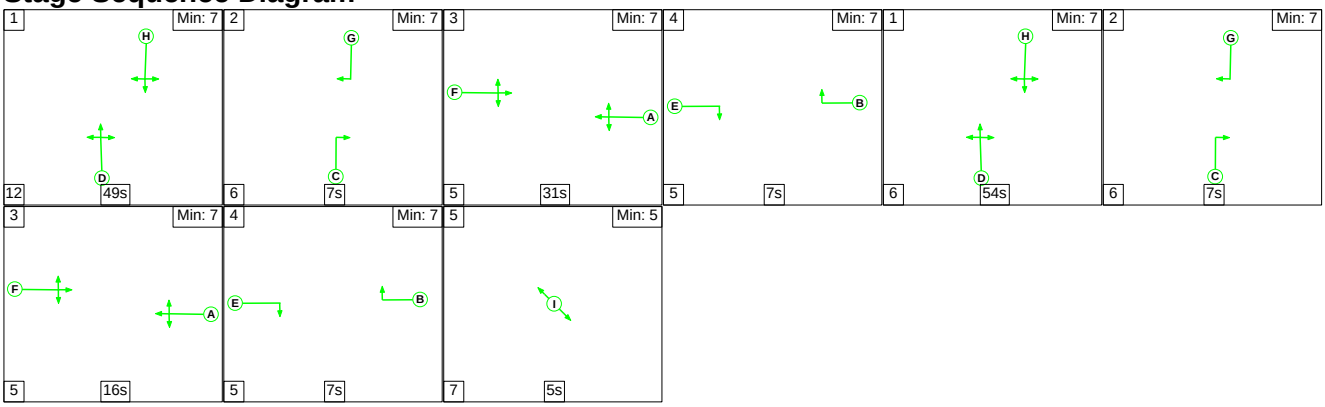
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**297**	**120**	**52**	**45.0**	**89.1**	**0.6**	**134.7**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**297**	**120**	**52**	**45.0**	**89.1**	**0.6**	**134.7**	**-**	**-**	**-**	**-**
1/1+1/2	332	294	137	12	20	12.3	22.8	0.2	35.3	383.2	21.9	22.8	44.7
2/1+2/2	926	805	41	13	0	24.2	63.9	0.0	88.1	342.5	54.8	63.9	118.8
3/1+3/2	354	354	120	27	1	4.3	1.2	0.0	5.5	56.1	8.4	1.2	9.6
4/1+4/2	577	577	0	68	31	4.3	1.1	0.4	5.8	36.0	11.7	1.1	12.8
5/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1020	1020	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -27.8 Total Delay for Signalled Lanes (pcuHr): 134.73 Cycle Time (s): 240
PRC Over All Lanes (%): -27.8 Total Delay Over All Lanes(pcuHr): 134.73

Full Input Data And Results

Scenario 8: 'DO_SO_OY_P1+P2 (0.14)_PM' (FG8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

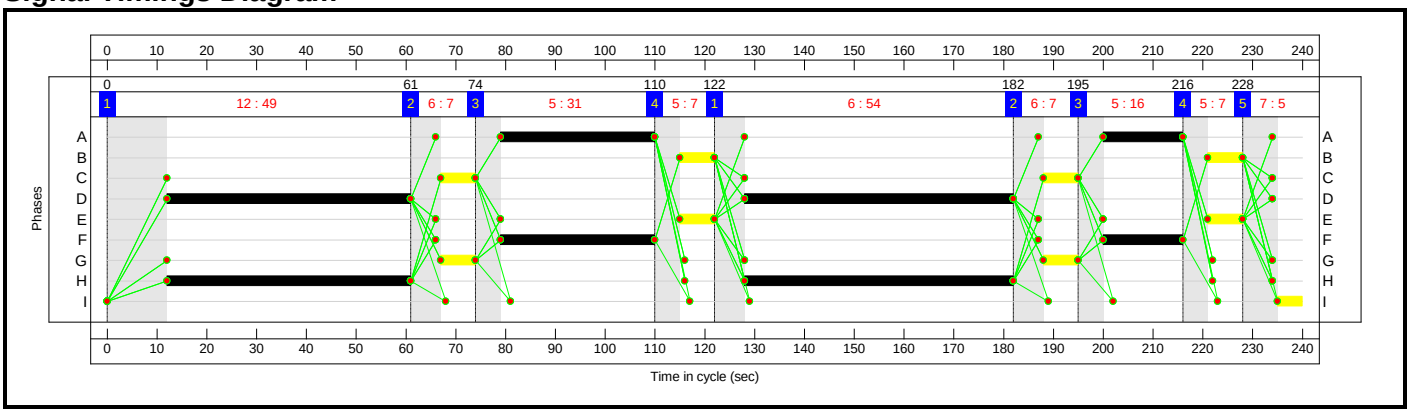
Stage Sequence Diagram



Stage Timings

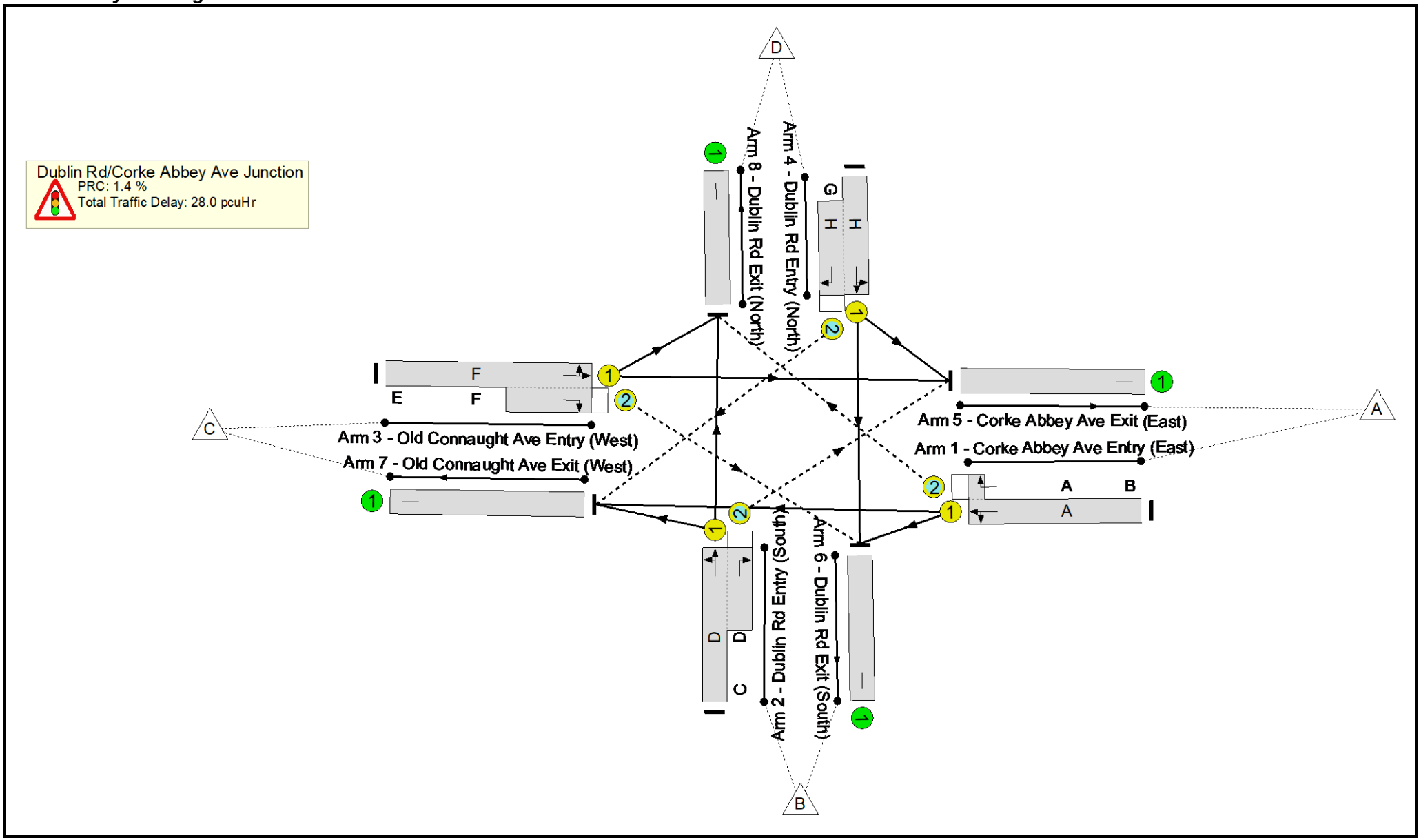
Stage	1	2	3	4	1	2	3	4	5
Duration	49	7	31	7	54	7	16	7	5
Change Point	0	61	74	110	122	182	195	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	219	3439:1806	247	88.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	754	1896:1685	850	88.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	387	1728:1827	506	76.6%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	679	3795:1709	1597	42.5%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	165	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%

Full Input Data And Results

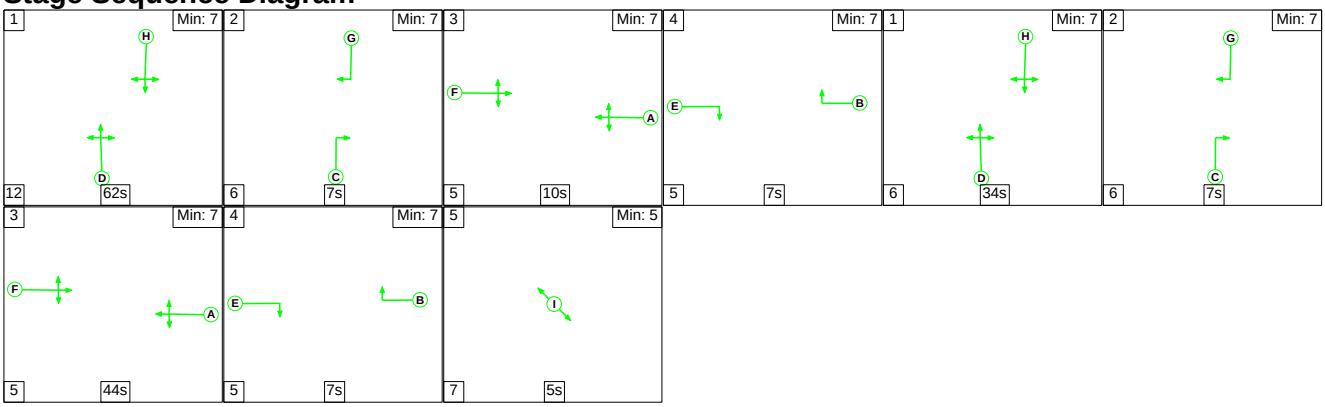
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**401**	**40**	**9**	**18.5**	**8.8**	**0.7**	**28.0**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**401**	**40**	**9**	**18.5**	**8.8**	**0.7**	**28.0**	**-**	**-**	**-**	**-**
1/1+1/2	219	219	102	8	5	4.0	3.2	0.2	7.4	121.0	9.9	3.2	13.1
2/1+2/2	754	754	93	10	1	6.1	3.7	0.1	9.9	47.1	22.7	3.7	26.3
3/1+3/2	387	387	163	17	2	4.2	1.6	0.1	5.8	54.1	8.1	1.6	9.7
4/1+4/2	679	679	43	5	2	4.2	0.4	0.4	4.9	26.2	14.5	0.4	14.9
5/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1.4 Total Delay for Signalled Lanes (pcuHr): 27.97 Cycle Time (s): 240
PRC Over All Lanes (%): 1.4 Total Delay Over All Lanes(pcuHr): 27.97

Full Input Data And Results

Scenario 9: 'DO_NO_OY+5_AM' (FG9: 'DO_NO_OY+5_AM', Plan 1: 'Network Control Plan 1')

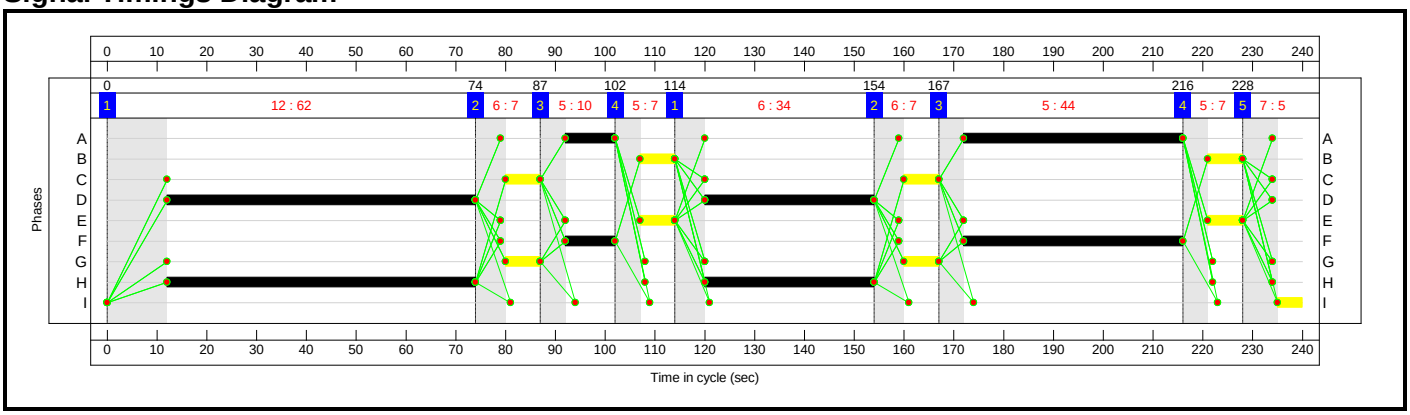
Stage Sequence Diagram



Stage Timings

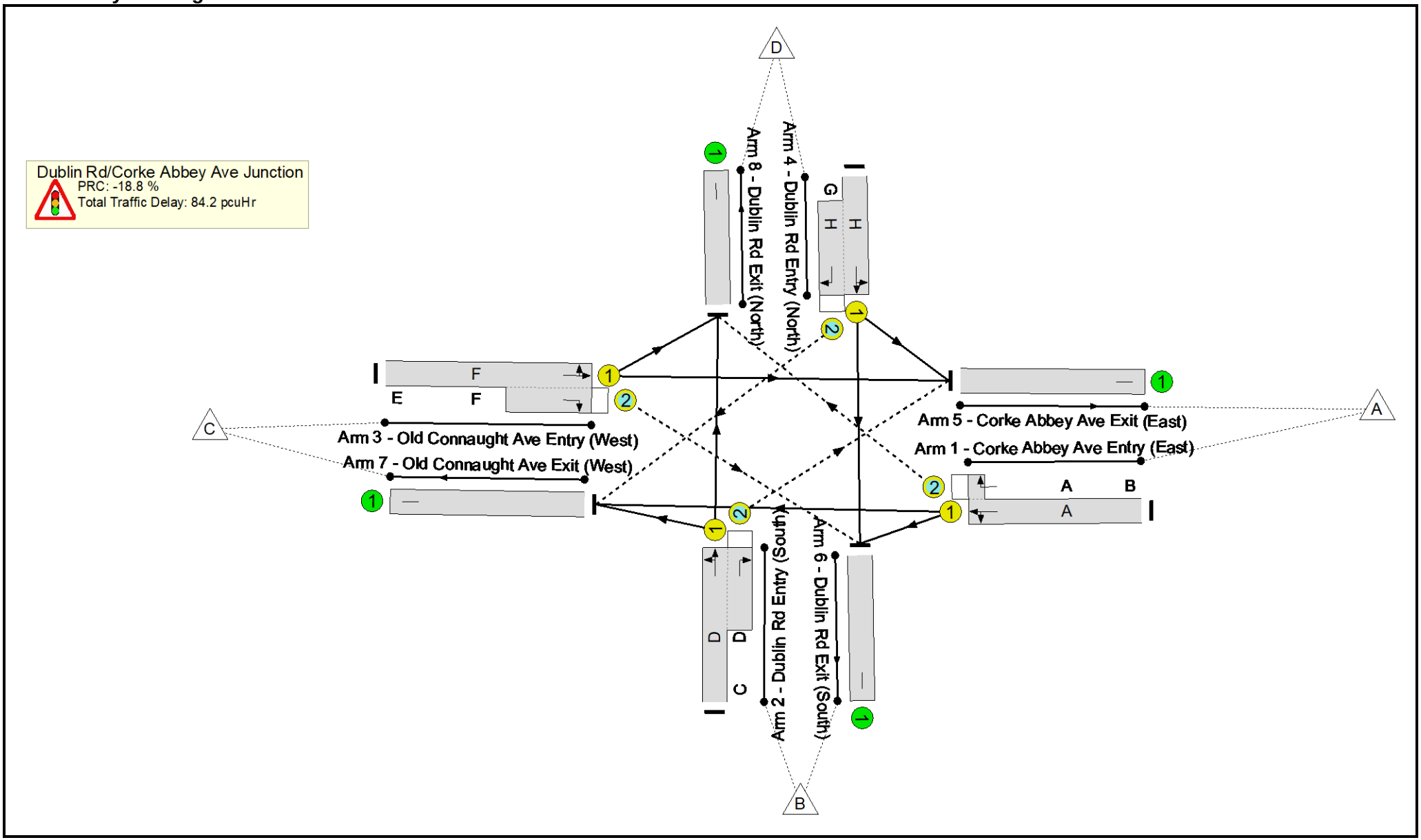
Stage	1	2	3	4	1	2	3	4	5
Duration	62	7	10	7	34	7	44	7	5
Change Point	0	74	87	102	114	154	167	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	54:68	14	325	3439:1806	309	105.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	96:110	14	844	1903:1685	790	106.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	54:68	14	346	1695:1827	508	68.1%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	96:110	14	554	3795:1709	805	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%

Full Input Data And Results

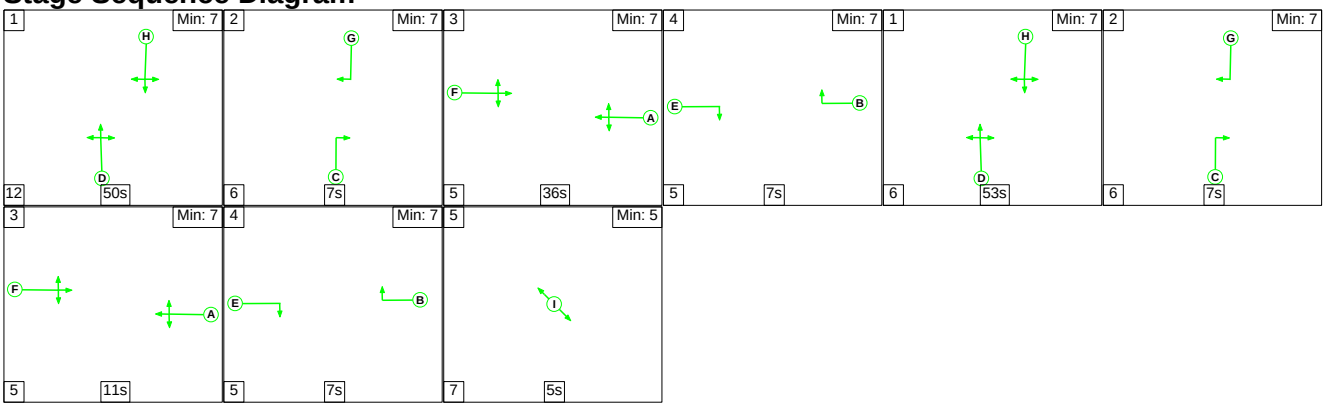
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
1/1+1/2	325	309	149	13	20	9.2	14.0	0.2	23.4	258.7	19.9	14.0	33.9
2/1+2/2	844	790	40	13	0	15.7	33.5	0.0	49.1	209.6	41.7	33.5	75.2
3/1+3/2	346	346	107	31	1	4.4	1.1	0.0	5.5	57.3	9.2	1.1	10.2
4/1+4/2	554	554	0	67	32	4.7	1.1	0.4	6.2	40.0	14.2	1.1	15.3
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -18.8 Total Delay for Signalled Lanes (pcuHr): 84.17 Cycle Time (s): 240
PRC Over All Lanes (%): -18.8 Total Delay Over All Lanes(pcuHr): 84.17

Full Input Data And Results

Scenario 10: 'DO_NO_OY+5_PM' (FG10: 'DO_NO_OY+5_PM', Plan 1: 'Network Control Plan 1')

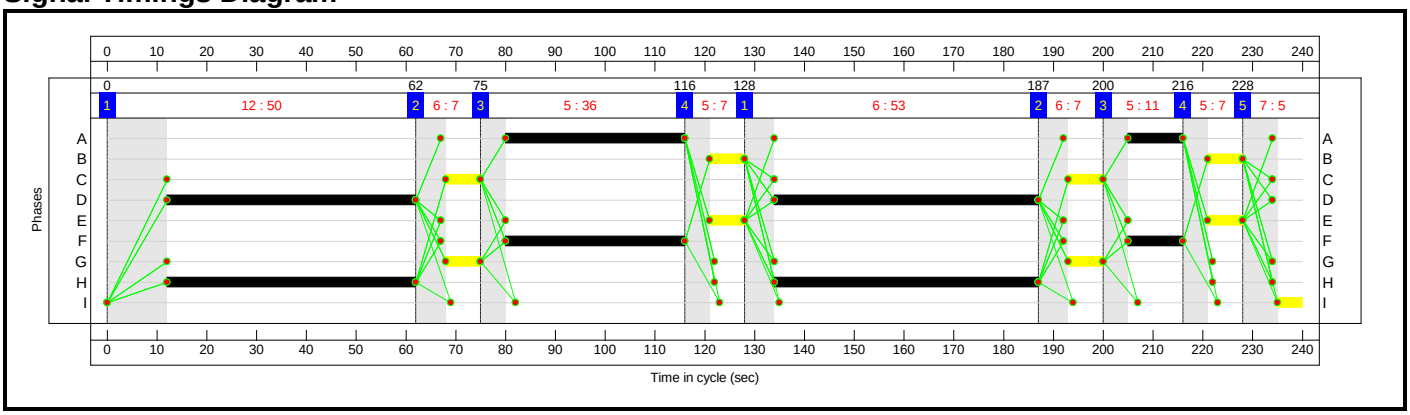
Stage Sequence Diagram



Stage Timings

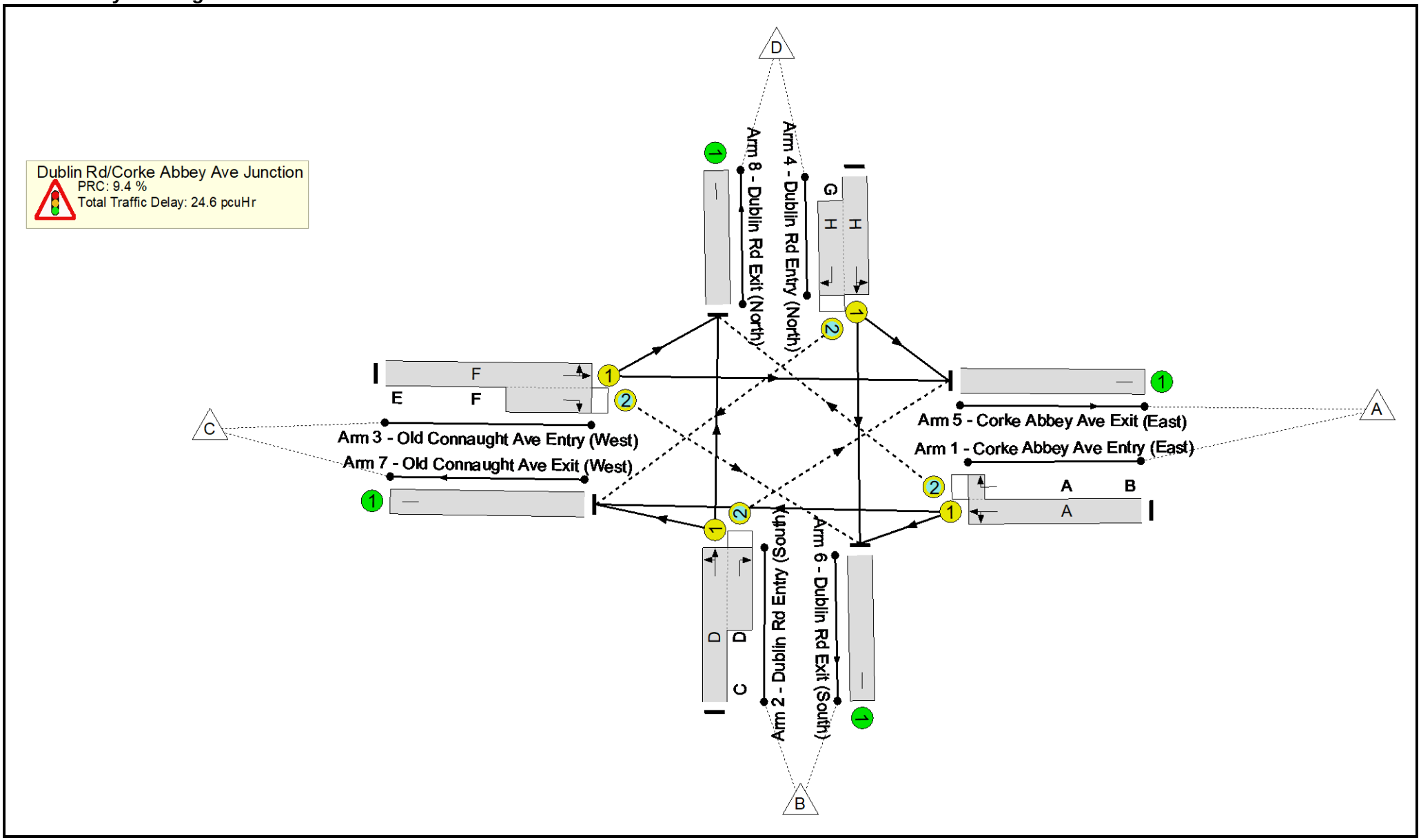
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	214	3439:1806	265	80.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	699	1896:1685	850	82.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	377	1728:1827	498	75.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	650	3795:1709	1595	40.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Full Input Data And Results

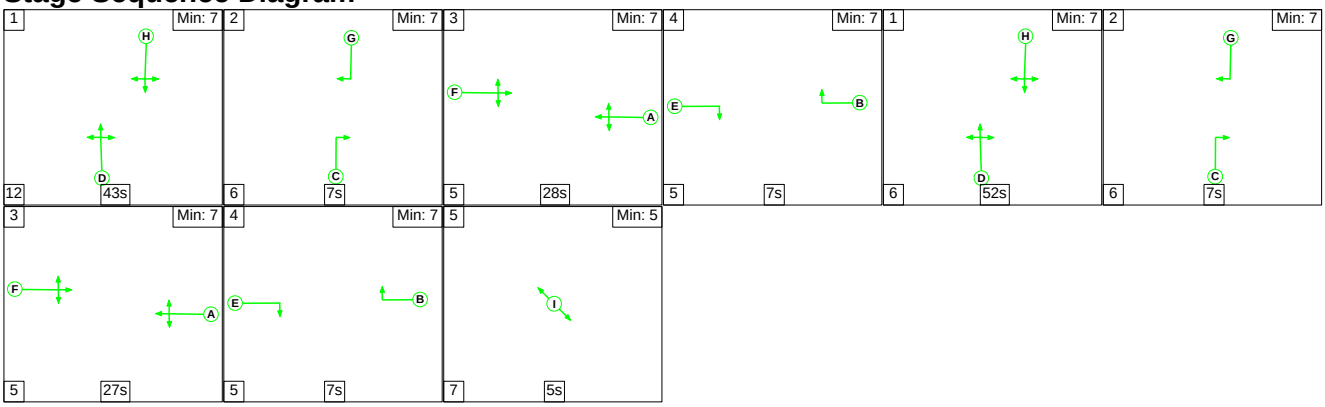
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
1/1+1/2	214	214	90	10	15	4.4	1.9	0.2	6.5	110.2	11.0	1.9	12.9
2/1+2/2	699	699	86	10	1	5.4	2.3	0.1	7.7	39.9	20.6	2.3	22.8
3/1+3/2	377	377	154	16	1	4.1	1.5	0.0	5.7	54.0	8.2	1.5	9.7
4/1+4/2	650	650	44	5	0	4.0	0.3	0.3	4.6	25.7	14.3	0.3	14.6
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 24.59 Cycle Time (s): 240
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 24.59

Full Input Data And Results

Scenario 11: 'DO_SO_OY+5_P1 (0.14)_AM' (FG11: 'DO_SO_OY+5_P1 (0.14) (BO)_AM', Plan 1: 'Network Control Plan 1')

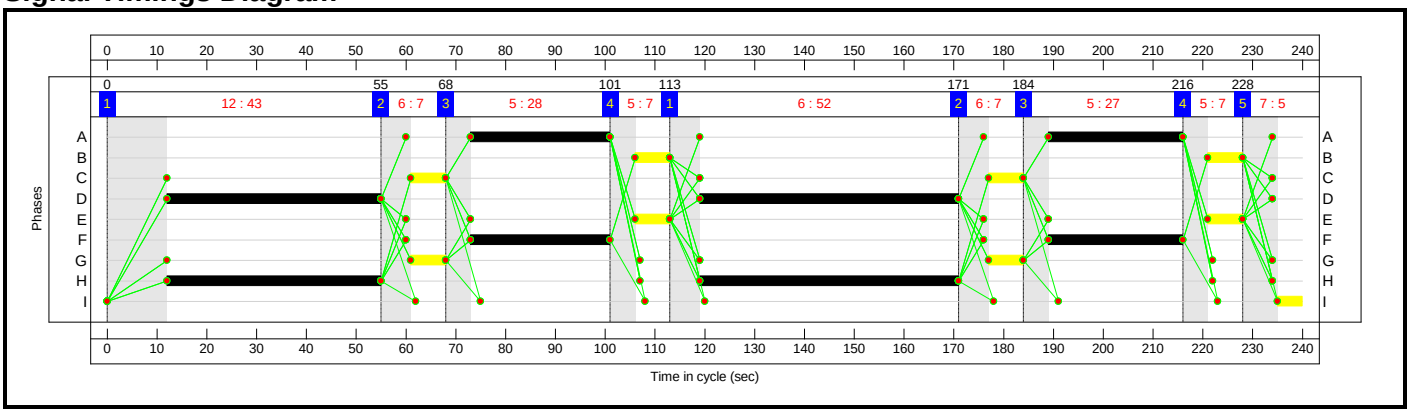
Stage Sequence Diagram



Stage Timings

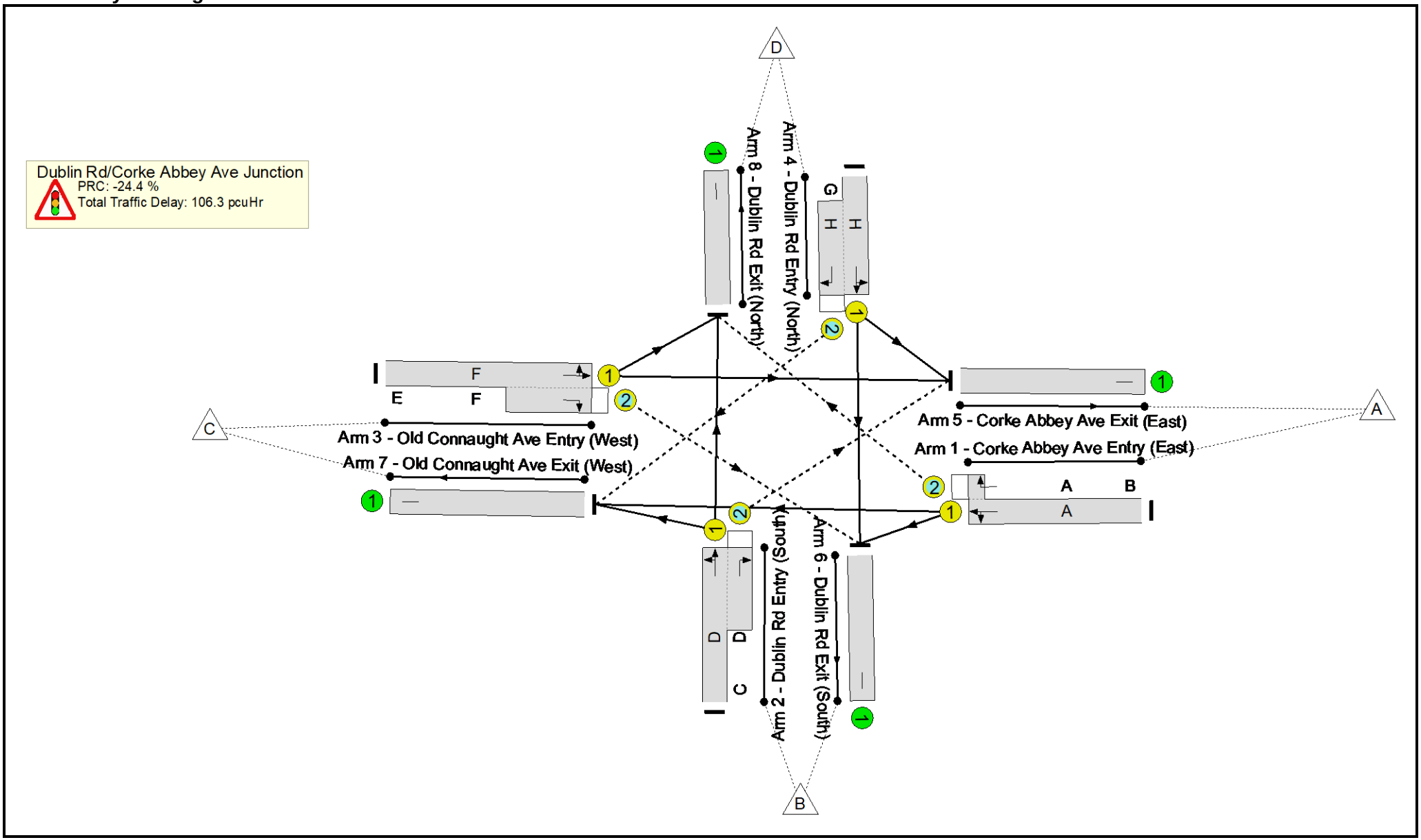
Stage	1	2	3	4	1	2	3	4	5
Duration	43	7	28	7	52	7	27	7	5
Change Point	0	55	68	101	113	171	184	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	55:69	14	326	3439:1806	300	108.8%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	95:109	14	875	1903:1685	782	111.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	55:69	14	347	1695:1827	516	67.3%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	95:109	14	557	3795:1709	810	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%

Full Input Data And Results

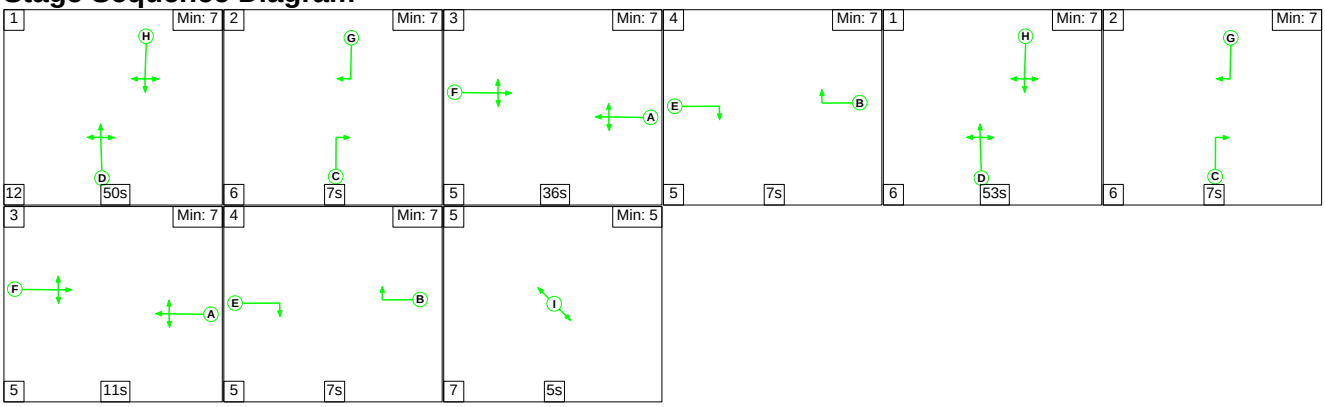
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**321**	**105**	**42**	**34.9**	**70.8**	**0.6**	**106.3**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**321**	**105**	**42**	**34.9**	**70.8**	**0.6**	**106.3**	**-**	**-**	**-**	**-**
1/1+1/2	326	300	155	11	10	7.3	17.8	0.2	25.2	278.8	13.8	17.8	31.5
2/1+2/2	875	782	40	13	0	20.0	50.9	0.0	70.9	291.7	41.5	50.9	92.3
3/1+3/2	347	347	127	13	1	3.4	1.0	0.0	4.5	46.6	7.1	1.0	8.2
4/1+4/2	557	557	0	68	31	4.2	1.1	0.4	5.7	36.7	11.4	1.1	12.5
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -24.4 Total Delay for Signalled Lanes (pcuHr): 106.32 Cycle Time (s): 240
PRC Over All Lanes (%): -24.4 Total Delay Over All Lanes(pcuHr): 106.32

Full Input Data And Results

Scenario 12: 'DO_SO_OY+5_P1 (0.14)_PM' (FG12: 'DO_SO_OY+5_P1 (0.14) (BO)_PM', Plan 1: 'Network Control Plan 1')

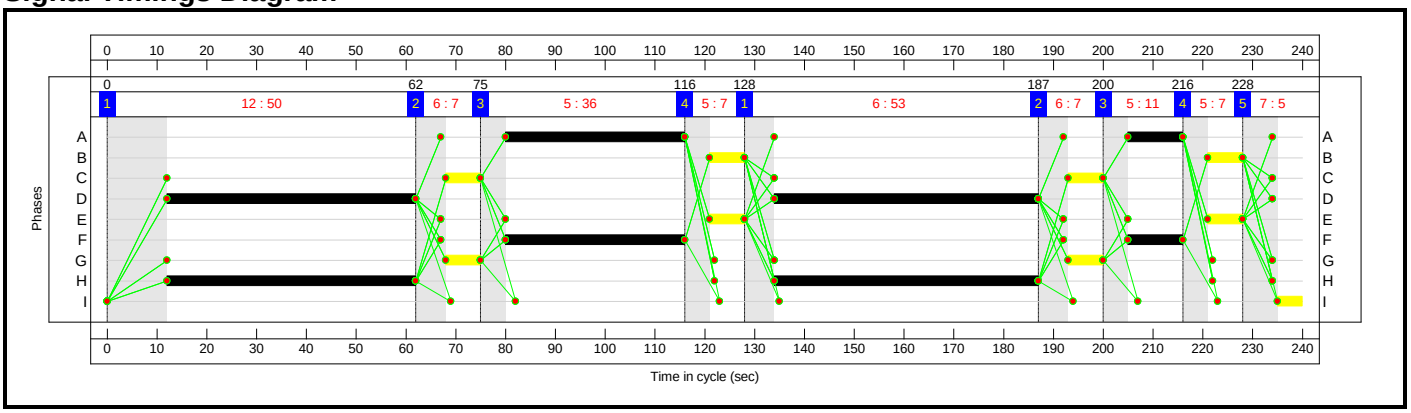
Stage Sequence Diagram



Stage Timings

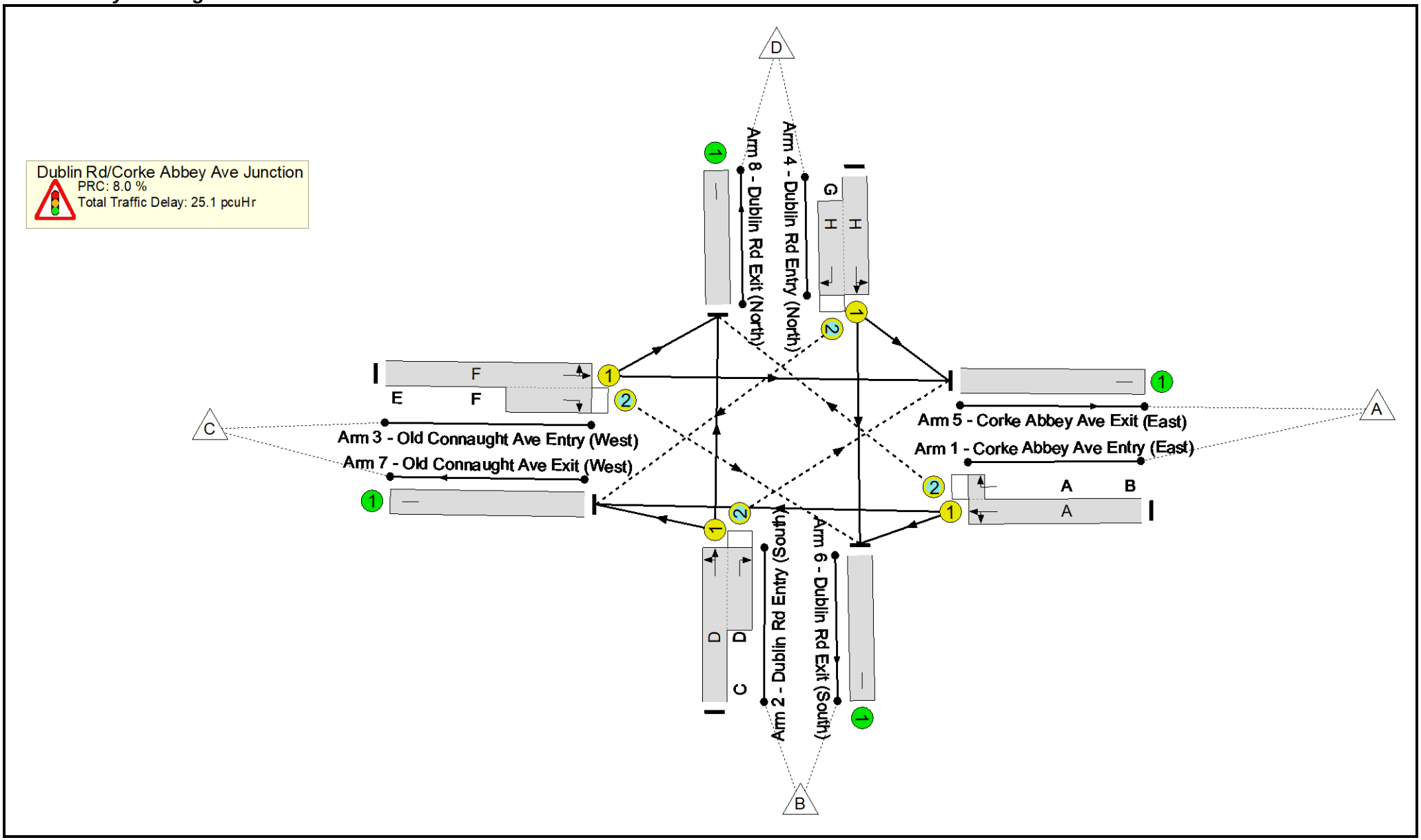
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	216	3439:1806	267	80.9%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	708	1896:1685	850	83.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	380	1728:1827	500	76.0%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	659	3795:1709	1596	41.3%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%

Full Input Data And Results

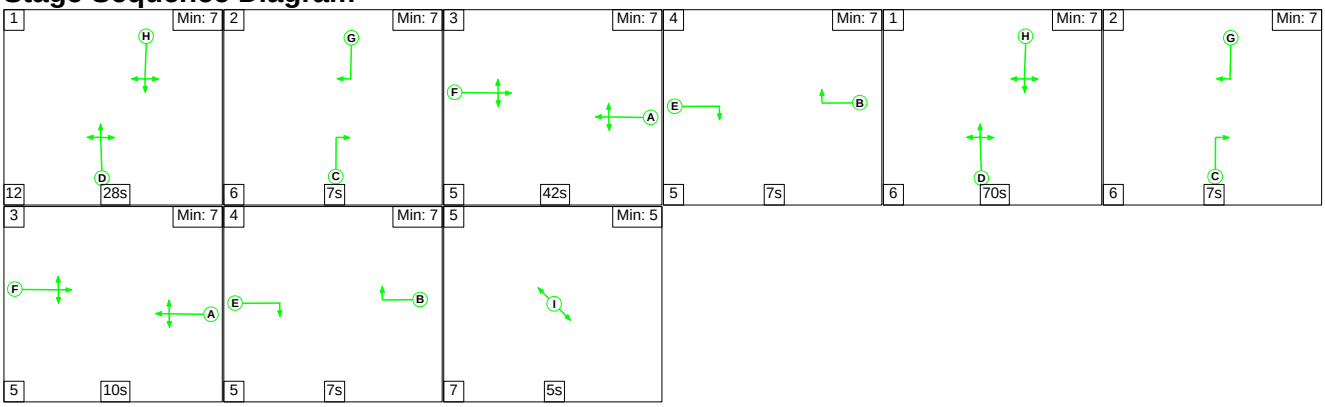
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**378**	**41**	**18**	**18.2**	**6.3**	**0.6**	**25.1**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**378**	**41**	**18**	**18.2**	**6.3**	**0.6**	**25.1**	**-**	**-**	**-**	**-**
1/1+1/2	216	216	90	10	15	4.5	2.0	0.2	6.6	110.4	11.1	2.0	13.1
2/1+2/2	708	708	87	10	1	5.5	2.4	0.1	8.0	40.8	20.8	2.4	23.2
3/1+3/2	380	380	156	16	1	4.1	1.5	0.0	5.7	54.1	8.2	1.5	9.8
4/1+4/2	659	659	44	5	0	4.0	0.4	0.3	4.7	25.8	14.5	0.4	14.8
5/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.0 Total Delay for Signalled Lanes (pcuHr): 25.08 Cycle Time (s): 240
PRC Over All Lanes (%): 8.0 Total Delay Over All Lanes(pcuHr): 25.08

Full Input Data And Results

Scenario 13: 'DO_SO_OY+5_P1+P2 (0.14)_AM' (FG13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

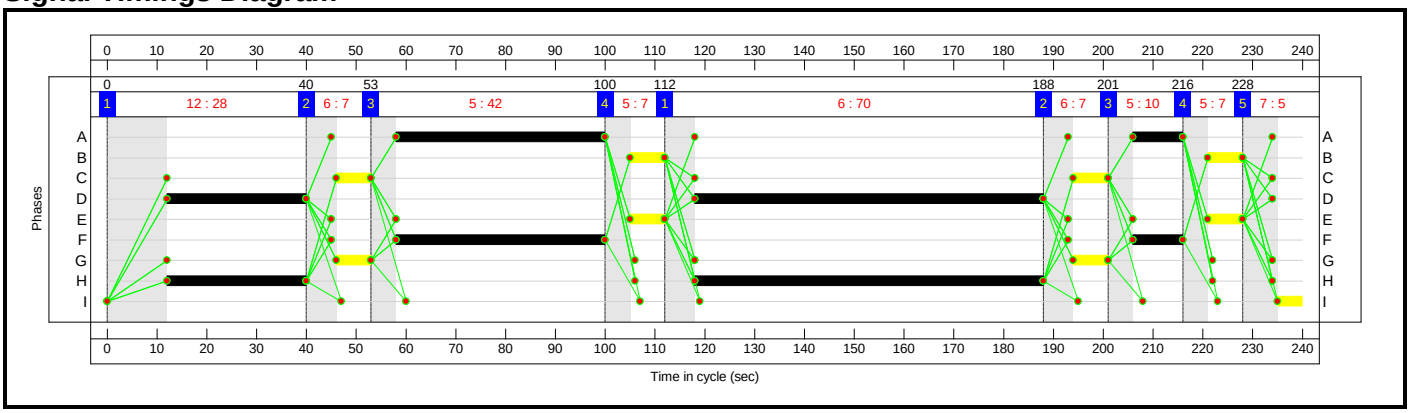
Stage Sequence Diagram



Stage Timings

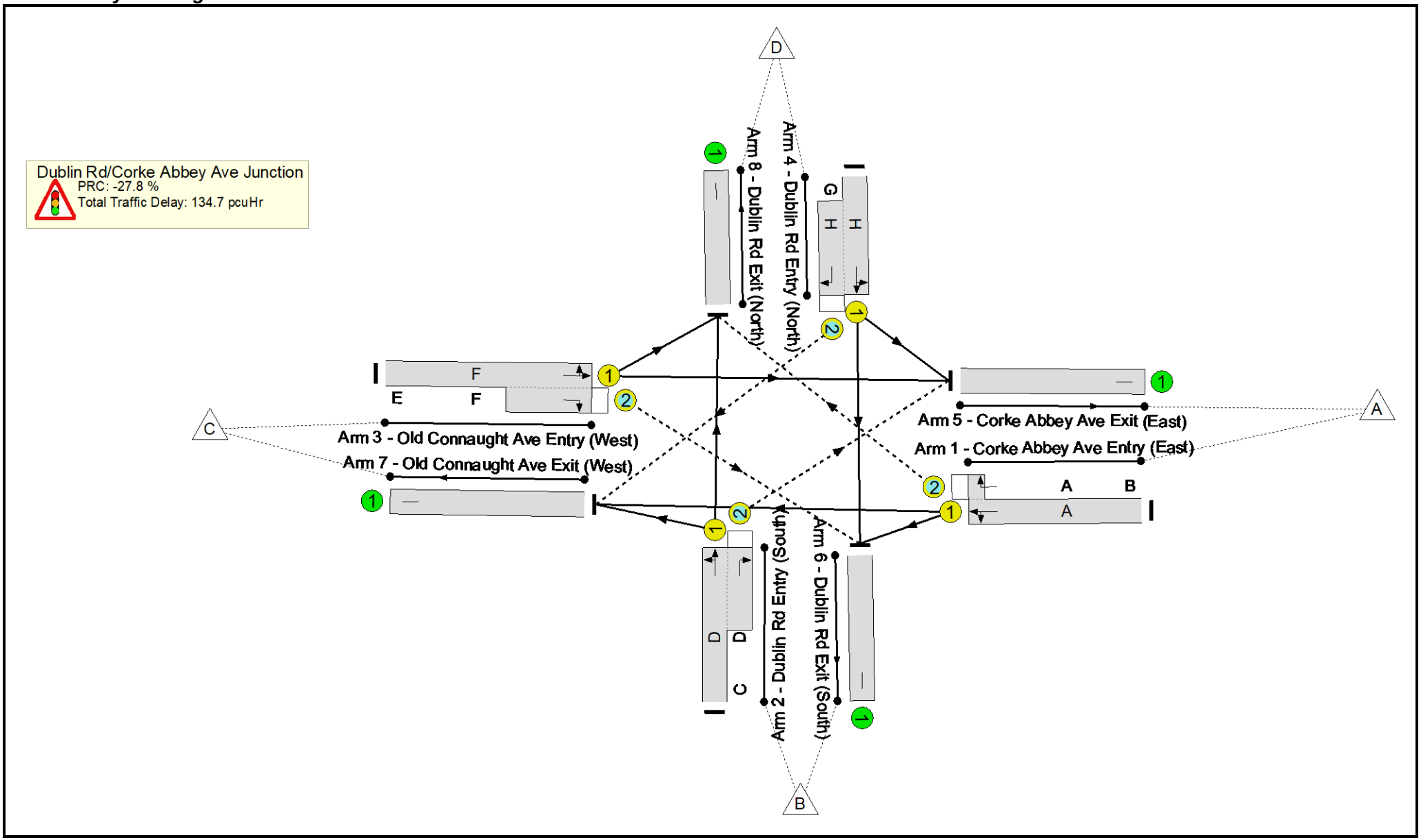
Stage	1	2	3	4	1	2	3	4	5
Duration	28	7	42	7	70	7	10	7	5
Change Point	0	40	53	100	112	188	201	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.0%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.0%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	52:66	14	332	3439:1806	294	113.1%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	98:112	14	926	1903:1685	805	115.0%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	52:66	14	354	1695:1827	500	70.9%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	98:112	14	577	3795:1709	839	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	197	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1143	Inf	Inf	0.0%

Full Input Data And Results

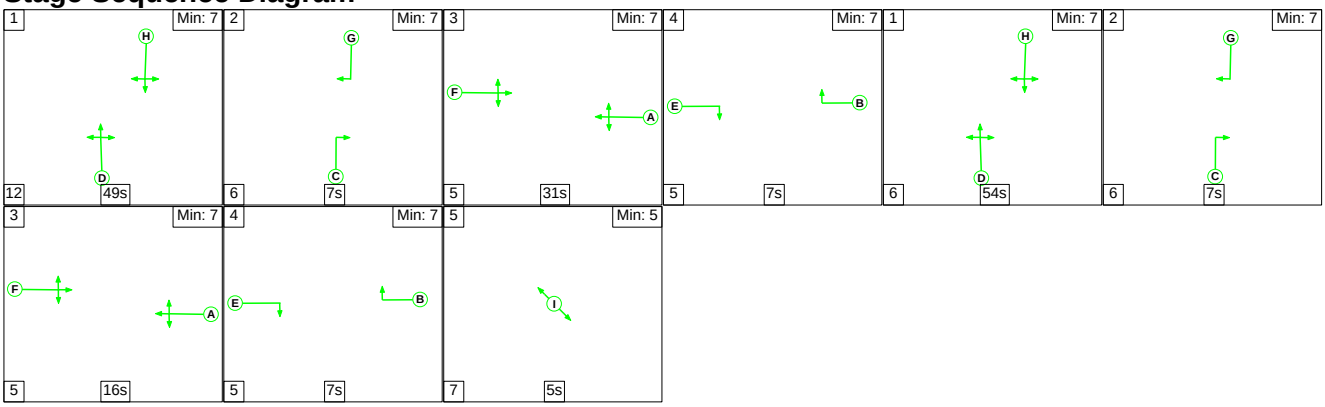
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**297**	**120**	**52**	**45.0**	**89.1**	**0.6**	**134.7**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**297**	**120**	**52**	**45.0**	**89.1**	**0.6**	**134.7**	**-**	**-**	**-**	**-**
1/1+1/2	332	294	137	12	20	12.3	22.8	0.2	35.3	383.2	21.9	22.8	44.7
2/1+2/2	926	805	41	13	0	24.2	63.9	0.0	88.1	342.5	54.8	63.9	118.8
3/1+3/2	354	354	120	27	1	4.3	1.2	0.0	5.5	56.1	8.4	1.2	9.6
4/1+4/2	577	577	0	68	31	4.3	1.1	0.4	5.8	36.0	11.7	1.1	12.8
5/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1020	1020	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -27.8 Total Delay for Signalled Lanes (pcuHr): 134.73 Cycle Time (s): 240
PRC Over All Lanes (%): -27.8 Total Delay Over All Lanes(pcuHr): 134.73

Full Input Data And Results

Scenario 14: 'DO_SO_OY+5_P1+P2 (0.14)_PM' (FG14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

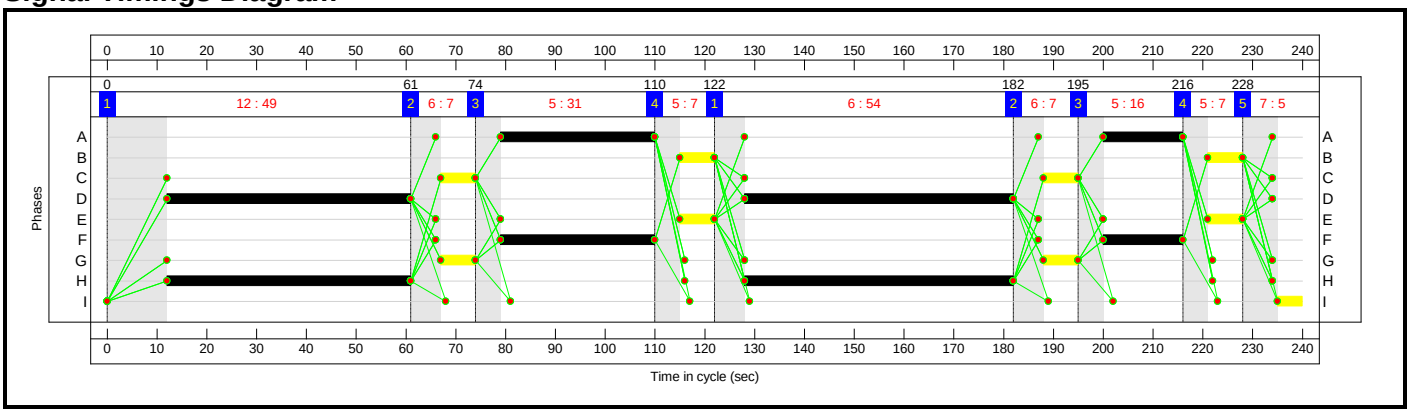
Stage Sequence Diagram



Stage Timings

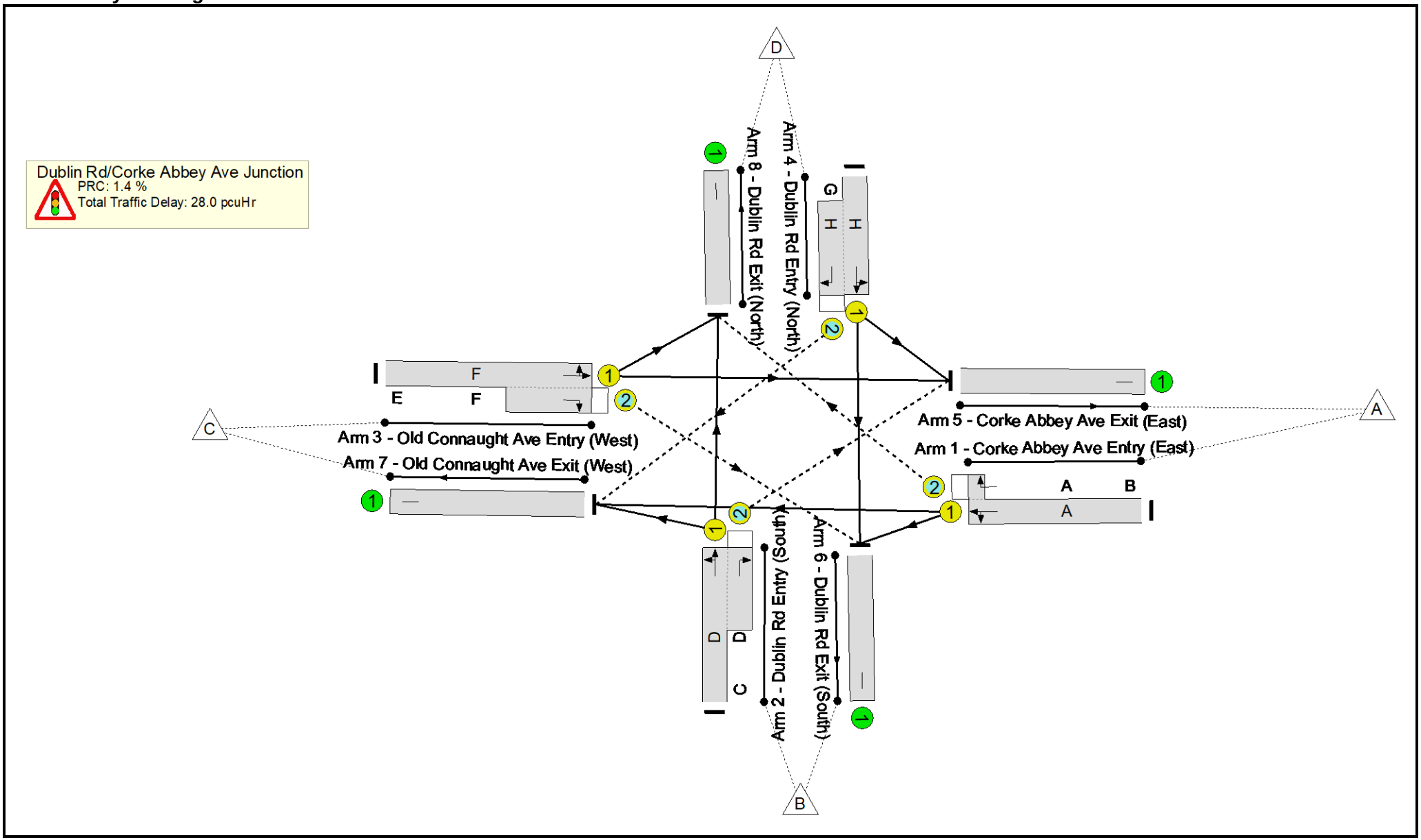
Stage	1	2	3	4	1	2	3	4	5
Duration	49	7	31	7	54	7	16	7	5
Change Point	0	61	74	110	122	182	195	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	219	3439:1806	247	88.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	754	1896:1685	850	88.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	387	1728:1827	506	76.6%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	679	3795:1709	1597	42.5%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	165	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%

Full Input Data And Results

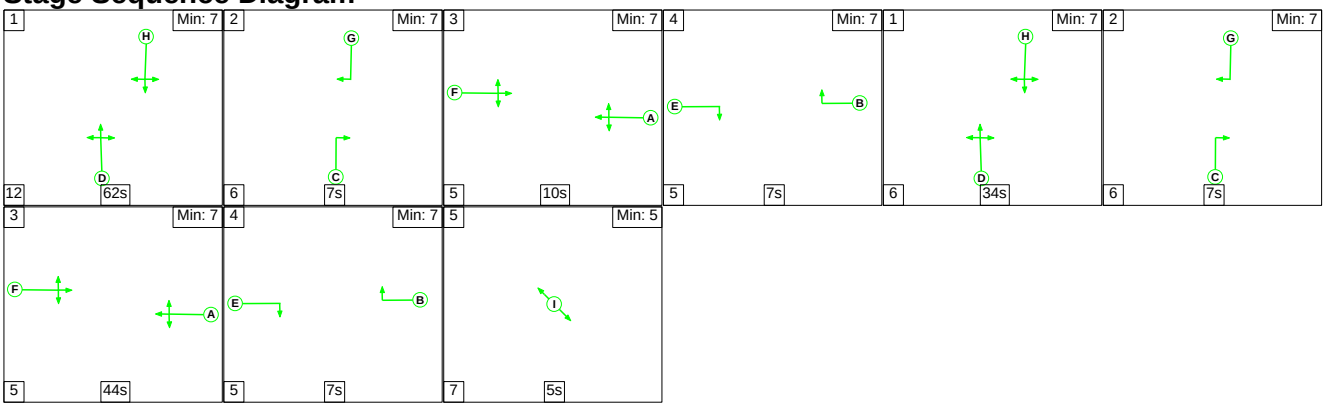
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**401**	**40**	**9**	**18.5**	**8.8**	**0.7**	**28.0**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**401**	**40**	**9**	**18.5**	**8.8**	**0.7**	**28.0**	**-**	**-**	**-**	**-**
1/1+1/2	219	219	102	8	5	4.0	3.2	0.2	7.4	121.0	9.9	3.2	13.1
2/1+2/2	754	754	93	10	1	6.1	3.7	0.1	9.9	47.1	22.7	3.7	26.3
3/1+3/2	387	387	163	17	2	4.2	1.6	0.1	5.8	54.1	8.1	1.6	9.7
4/1+4/2	679	679	43	5	2	4.2	0.4	0.4	4.9	26.2	14.5	0.4	14.9
5/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1.4 Total Delay for Signalled Lanes (pcuHr): 27.97 Cycle Time (s): 240
PRC Over All Lanes (%): 1.4 Total Delay Over All Lanes(pcuHr): 27.97

Full Input Data And Results

Scenario 15: 'DO_NO_OY+15_AM' (FG15: 'DO_NO_OY+15_AM', Plan 1: 'Network Control Plan 1')

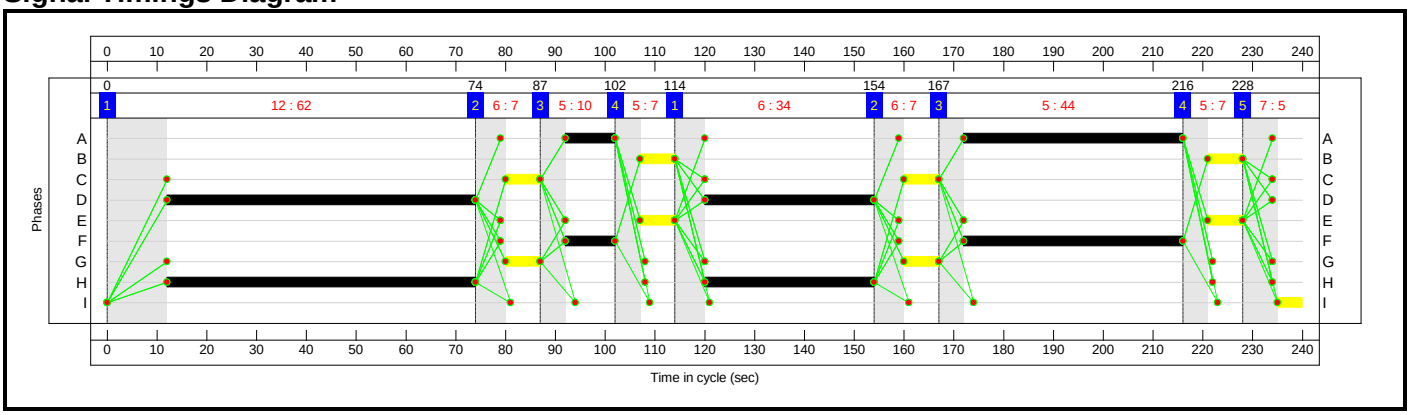
Stage Sequence Diagram



Stage Timings

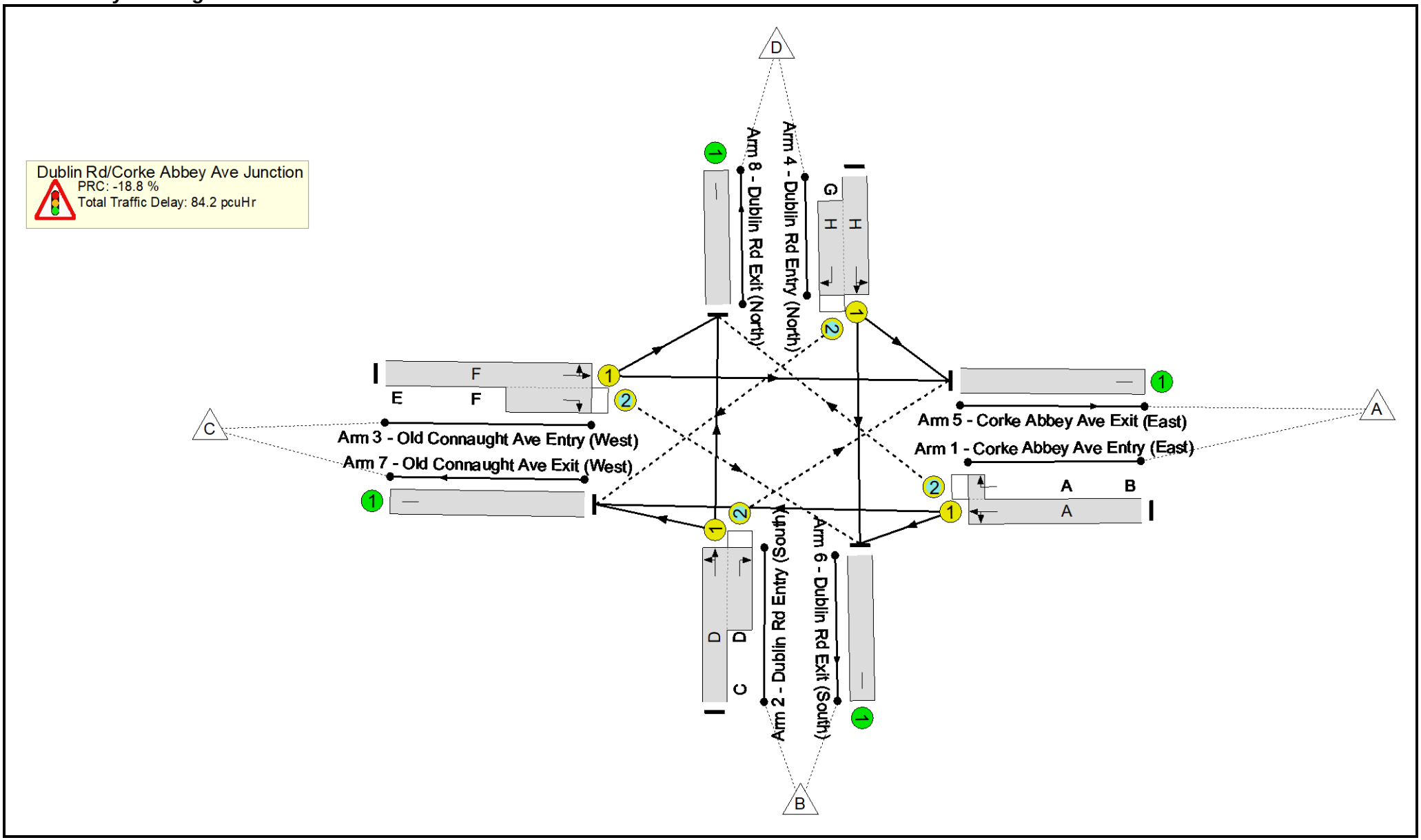
Stage	1	2	3	4	1	2	3	4	5
Duration	62	7	10	7	34	7	44	7	5
Change Point	0	74	87	102	114	154	167	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	54:68	14	325	3439:1806	309	105.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	96:110	14	844	1903:1685	790	106.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	54:68	14	346	1695:1827	508	68.1%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	96:110	14	554	3795:1709	805	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%

Full Input Data And Results

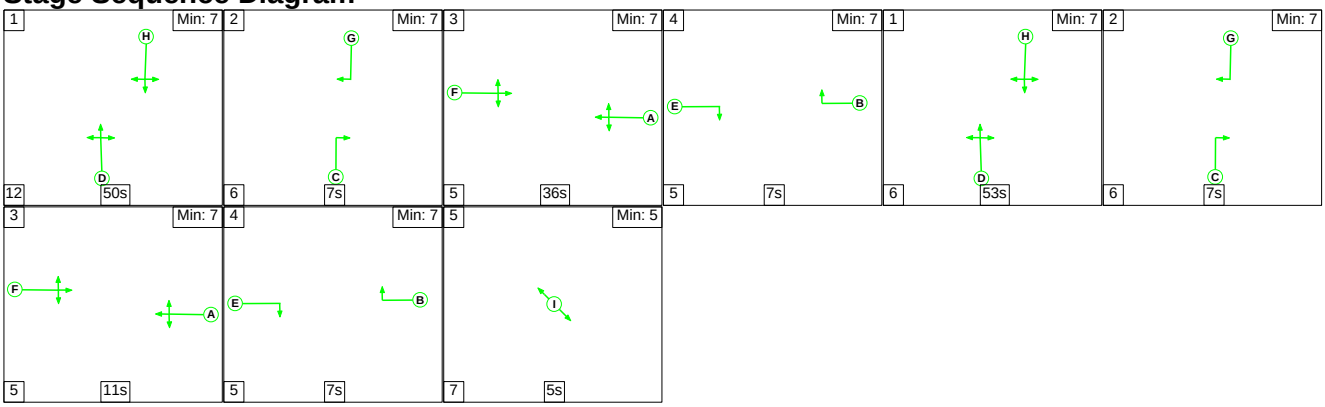
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
1/1+1/2	325	309	149	13	20	9.2	14.0	0.2	23.4	258.7	19.9	14.0	33.9
2/1+2/2	844	790	40	13	0	15.7	33.5	0.0	49.1	209.6	41.7	33.5	75.2
3/1+3/2	346	346	107	31	1	4.4	1.1	0.0	5.5	57.3	9.2	1.1	10.2
4/1+4/2	554	554	0	67	32	4.7	1.1	0.4	6.2	40.0	14.2	1.1	15.3
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -18.8 Total Delay for Signalled Lanes (pcuHr): 84.17 Cycle Time (s): 240
PRC Over All Lanes (%): -18.8 Total Delay Over All Lanes(pcuHr): 84.17

Full Input Data And Results

Scenario 16: 'DO_NO_OY+15_PM' (FG16: 'DO_NO_OY+15_PM', Plan 1: 'Network Control Plan 1')

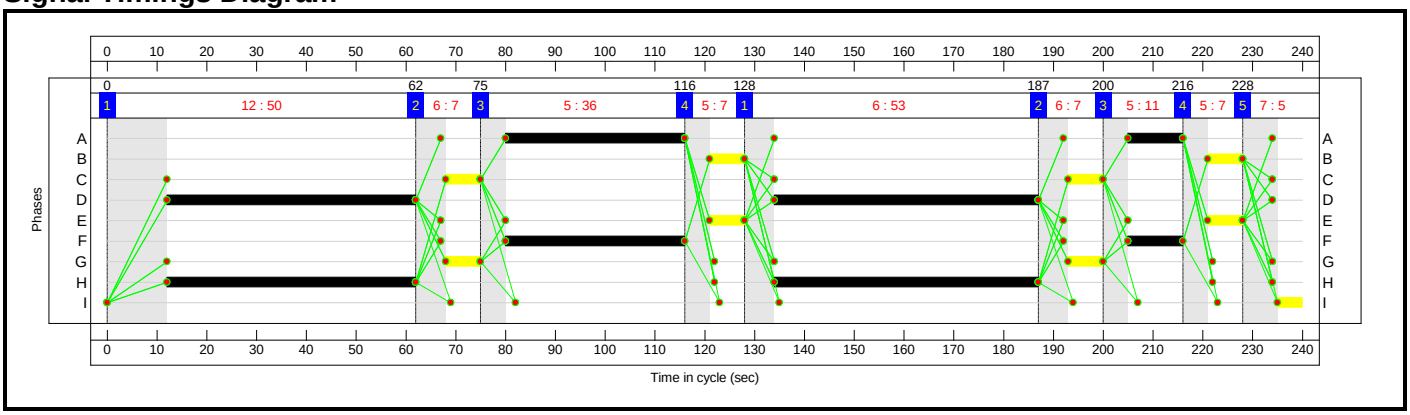
Stage Sequence Diagram



Stage Timings

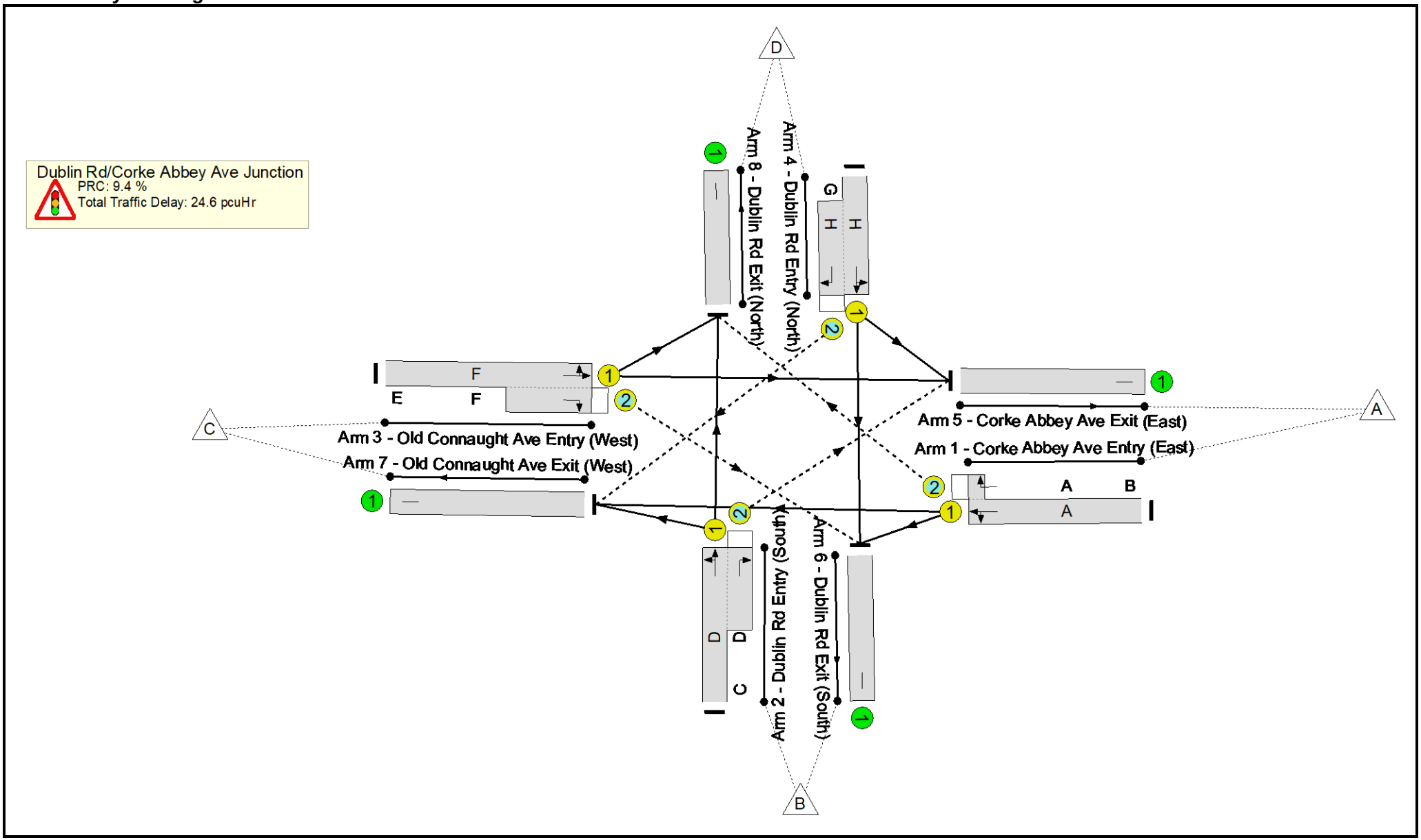
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	214	3439:1806	265	80.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	699	1896:1685	850	82.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	377	1728:1827	498	75.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	650	3795:1709	1595	40.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Full Input Data And Results

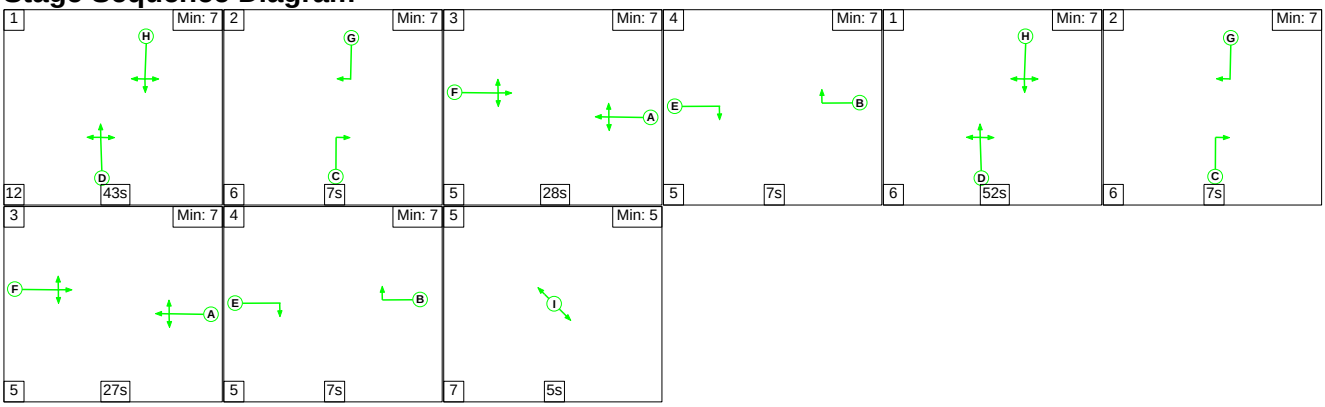
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
1/1+1/2	214	214	90	10	15	4.4	1.9	0.2	6.5	110.2	11.0	1.9	12.9
2/1+2/2	699	699	86	10	1	5.4	2.3	0.1	7.7	39.9	20.6	2.3	22.8
3/1+3/2	377	377	154	16	1	4.1	1.5	0.0	5.7	54.0	8.2	1.5	9.7
4/1+4/2	650	650	44	5	0	4.0	0.3	0.3	4.6	25.7	14.3	0.3	14.6
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 24.59 Cycle Time (s): 240
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 24.59

Full Input Data And Results

Scenario 17: 'DO_SO_OY+15_P1 (0.14)_AM' (FG17: 'DO_SO_OY+15_P1 (0.14) (BO)_AM', Plan 1: 'Network Control Plan 1')

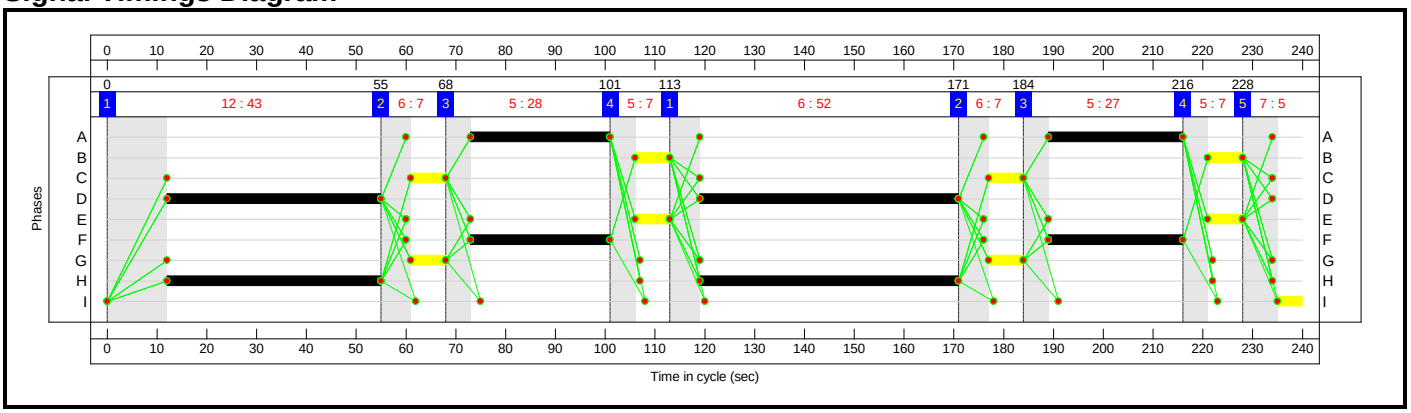
Stage Sequence Diagram



Stage Timings

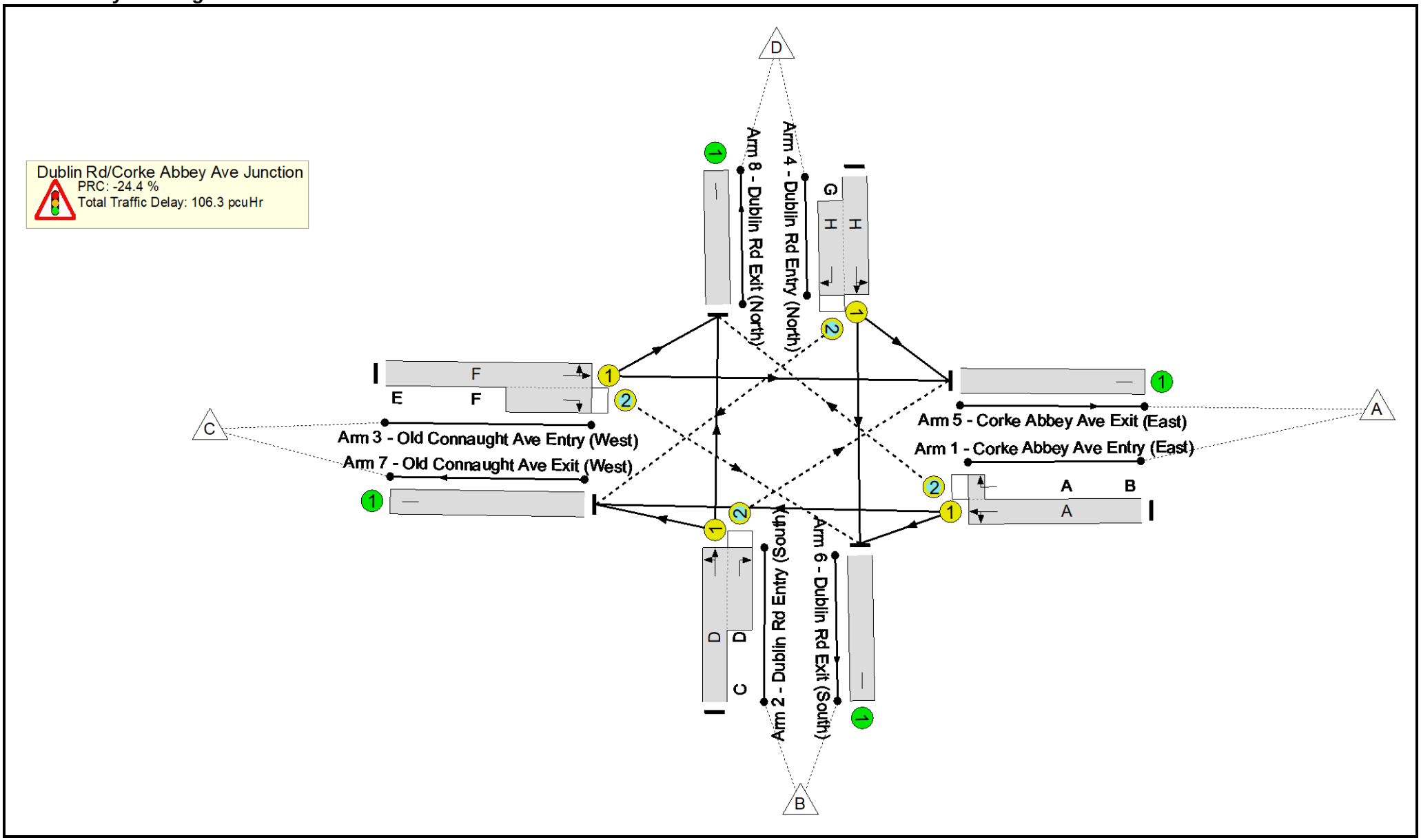
Stage	1	2	3	4	1	2	3	4	5
Duration	43	7	28	7	52	7	27	7	5
Change Point	0	55	68	101	113	171	184	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	55:69	14	326	3439:1806	300	108.8%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	95:109	14	875	1903:1685	782	111.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	55:69	14	347	1695:1827	516	67.3%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	95:109	14	557	3795:1709	810	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%

Full Input Data And Results

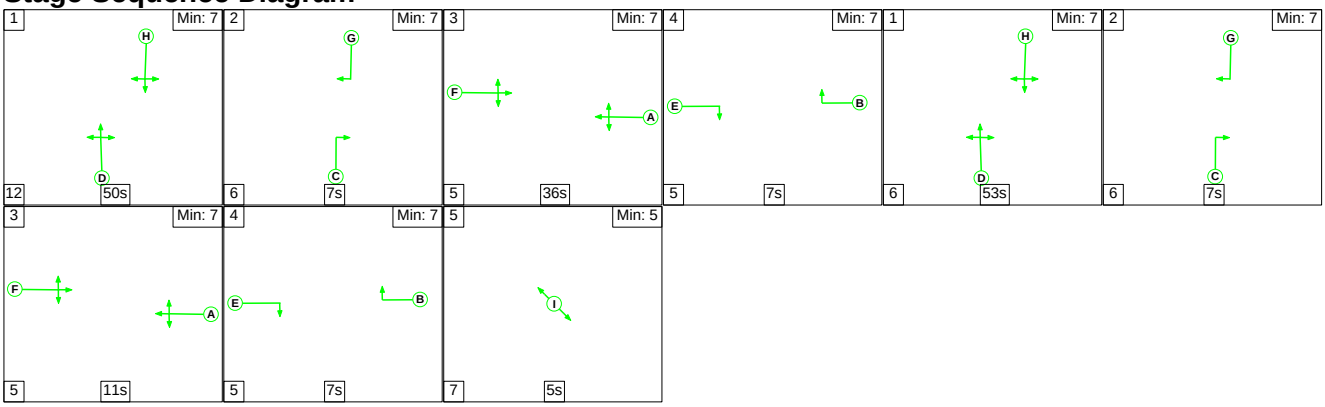
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**321**	**105**	**42**	**34.9**	**70.8**	**0.6**	**106.3**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**321**	**105**	**42**	**34.9**	**70.8**	**0.6**	**106.3**	**-**	**-**	**-**	**-**
1/1+1/2	326	300	155	11	10	7.3	17.8	0.2	25.2	278.8	13.8	17.8	31.5
2/1+2/2	875	782	40	13	0	20.0	50.9	0.0	70.9	291.7	41.5	50.9	92.3
3/1+3/2	347	347	127	13	1	3.4	1.0	0.0	4.5	46.6	7.1	1.0	8.2
4/1+4/2	557	557	0	68	31	4.2	1.1	0.4	5.7	36.7	11.4	1.1	12.5
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -24.4 Total Delay for Signalled Lanes (pcuHr): 106.32 Cycle Time (s): 240
PRC Over All Lanes (%): -24.4 Total Delay Over All Lanes(pcuHr): 106.32

Full Input Data And Results

Scenario 18: 'DO_SO_OY+15_P1 (0.14)_PM' (FG18: 'DO_SO_OY+15_P1 (0.14) (BO)_PM', Plan 1: 'Network Control Plan 1')

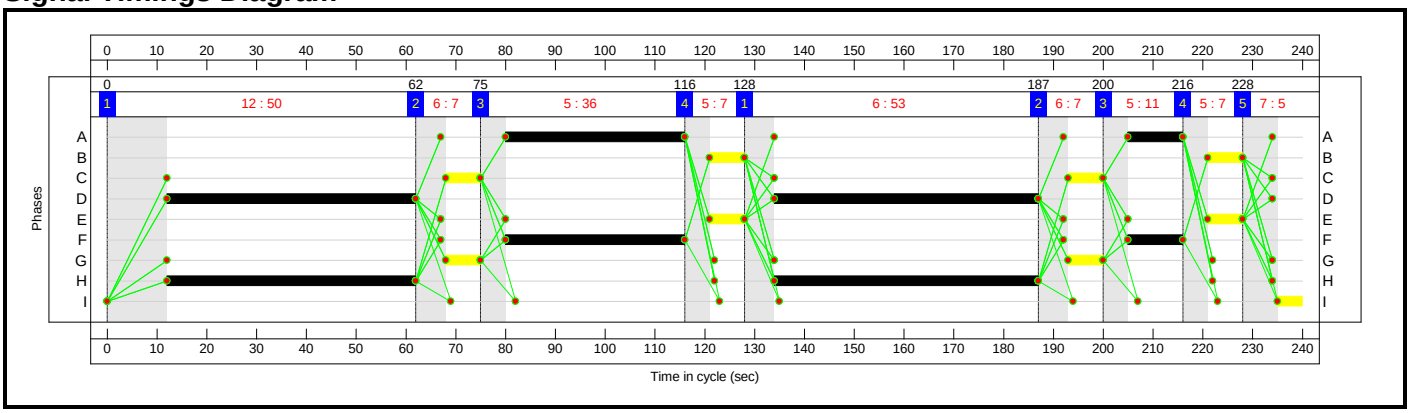
Stage Sequence Diagram



Stage Timings

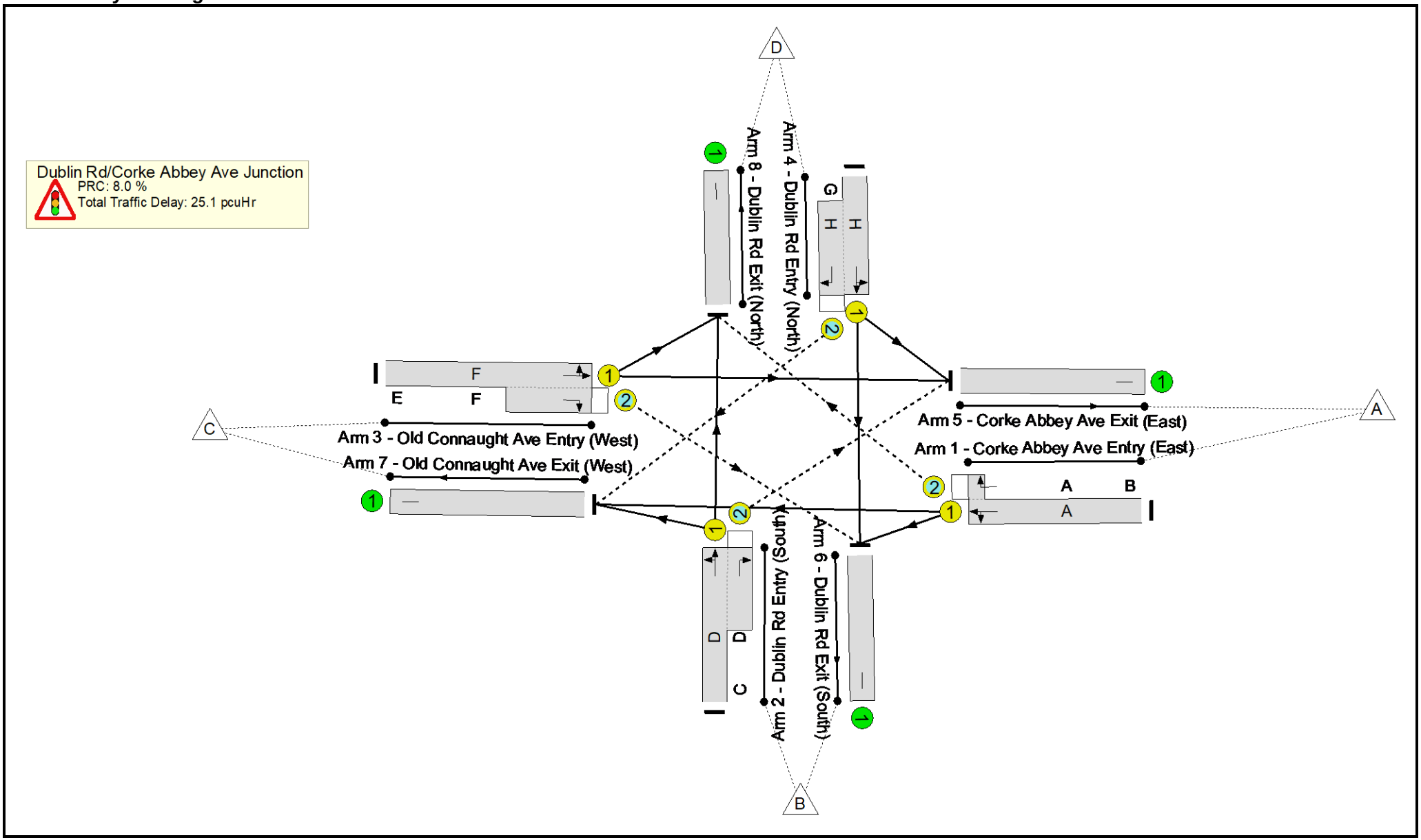
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	216	3439:1806	267	80.9%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	708	1896:1685	850	83.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	380	1728:1827	500	76.0%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	659	3795:1709	1596	41.3%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%

Full Input Data And Results

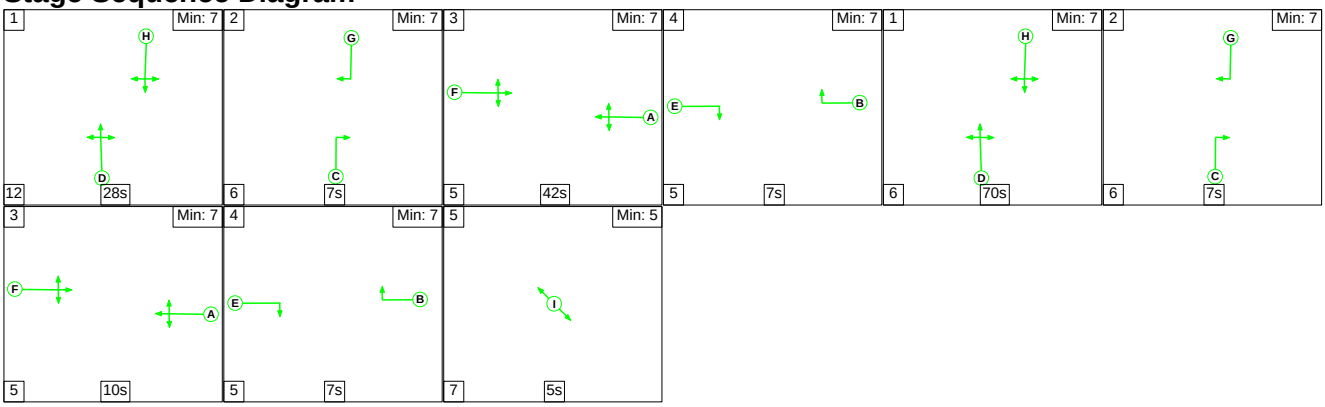
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**378**	**41**	**18**	**18.2**	**6.3**	**0.6**	**25.1**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**378**	**41**	**18**	**18.2**	**6.3**	**0.6**	**25.1**	**-**	**-**	**-**	**-**
1/1+1/2	216	216	90	10	15	4.5	2.0	0.2	6.6	110.4	11.1	2.0	13.1
2/1+2/2	708	708	87	10	1	5.5	2.4	0.1	8.0	40.8	20.8	2.4	23.2
3/1+3/2	380	380	156	16	1	4.1	1.5	0.0	5.7	54.1	8.2	1.5	9.8
4/1+4/2	659	659	44	5	0	4.0	0.4	0.3	4.7	25.8	14.5	0.4	14.8
5/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.0 Total Delay for Signalled Lanes (pcuHr): 25.08 Cycle Time (s): 240
PRC Over All Lanes (%): 8.0 Total Delay Over All Lanes(pcuHr): 25.08

Full Input Data And Results

Scenario 19: 'DO_SO_OY+15_P1+P2 (0.14)_AM' (FG19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

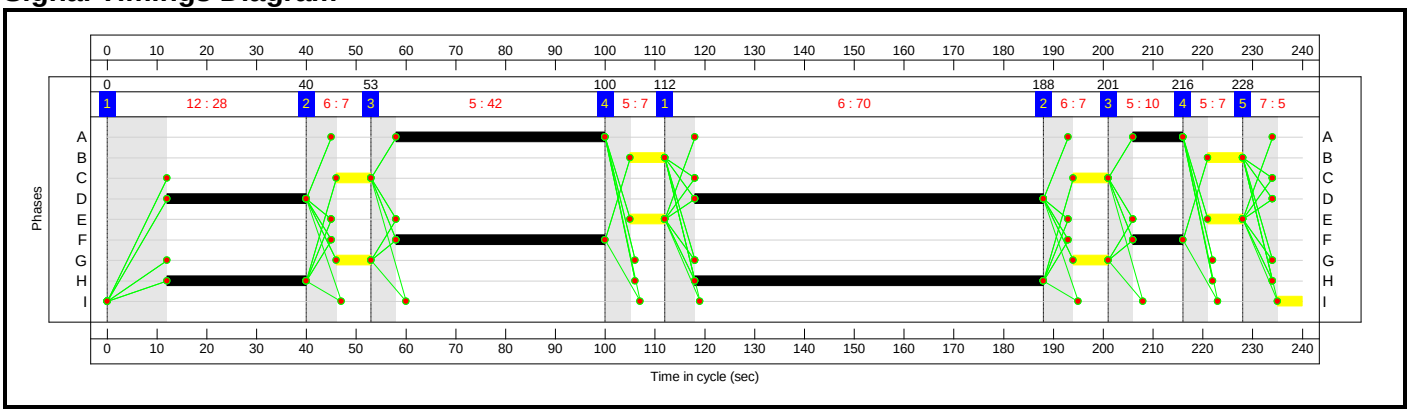
Stage Sequence Diagram



Stage Timings

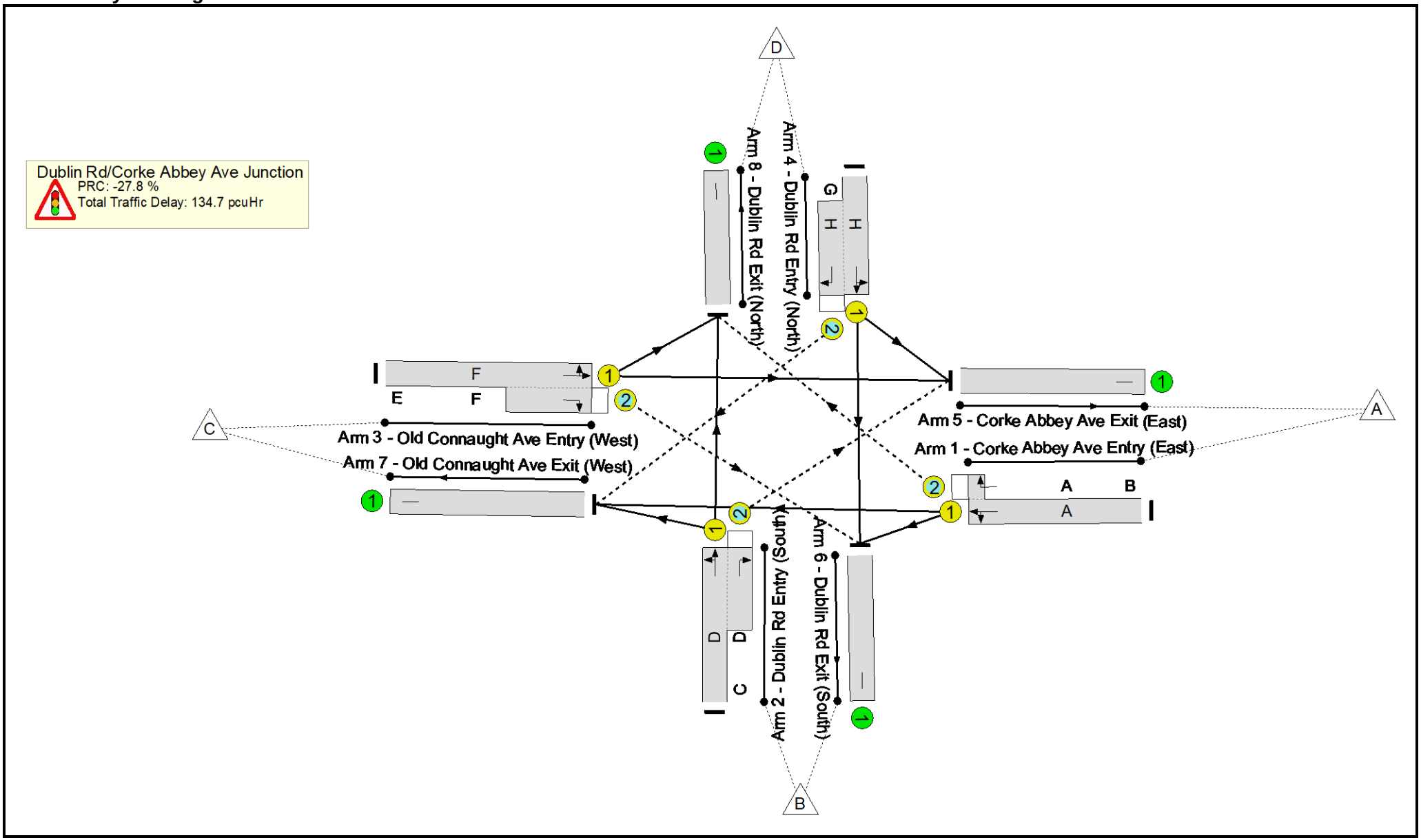
Stage	1	2	3	4	1	2	3	4	5
Duration	28	7	42	7	70	7	10	7	5
Change Point	0	40	53	100	112	188	201	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.0%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.0%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	52:66	14	332	3439:1806	294	113.1%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	98:112	14	926	1903:1685	805	115.0%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	52:66	14	354	1695:1827	500	70.9%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	98:112	14	577	3795:1709	839	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	197	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1143	Inf	Inf	0.0%

Full Input Data And Results

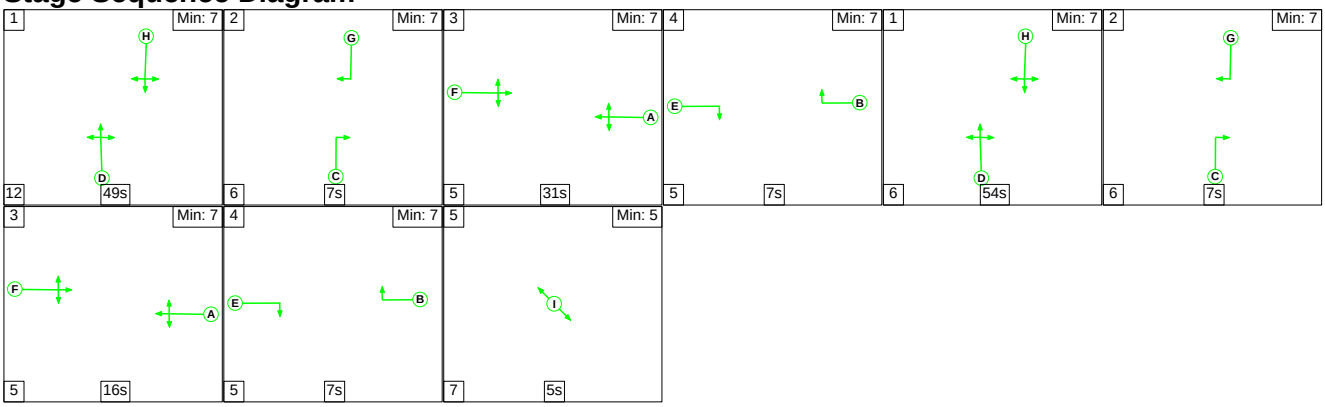
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**297**	**120**	**52**	**45.0**	**89.1**	**0.6**	**134.7**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**297**	**120**	**52**	**45.0**	**89.1**	**0.6**	**134.7**	**-**	**-**	**-**	**-**
1/1+1/2	332	294	137	12	20	12.3	22.8	0.2	35.3	383.2	21.9	22.8	44.7
2/1+2/2	926	805	41	13	0	24.2	63.9	0.0	88.1	342.5	54.8	63.9	118.8
3/1+3/2	354	354	120	27	1	4.3	1.2	0.0	5.5	56.1	8.4	1.2	9.6
4/1+4/2	577	577	0	68	31	4.3	1.1	0.4	5.8	36.0	11.7	1.1	12.8
5/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1020	1020	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -27.8 Total Delay for Signalled Lanes (pcuHr): 134.73 Cycle Time (s): 240
PRC Over All Lanes (%): -27.8 Total Delay Over All Lanes(pcuHr): 134.73

Full Input Data And Results

Scenario 20: 'DO_SO_OY+15_P1+P2 (0.14)_PM' (FG20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

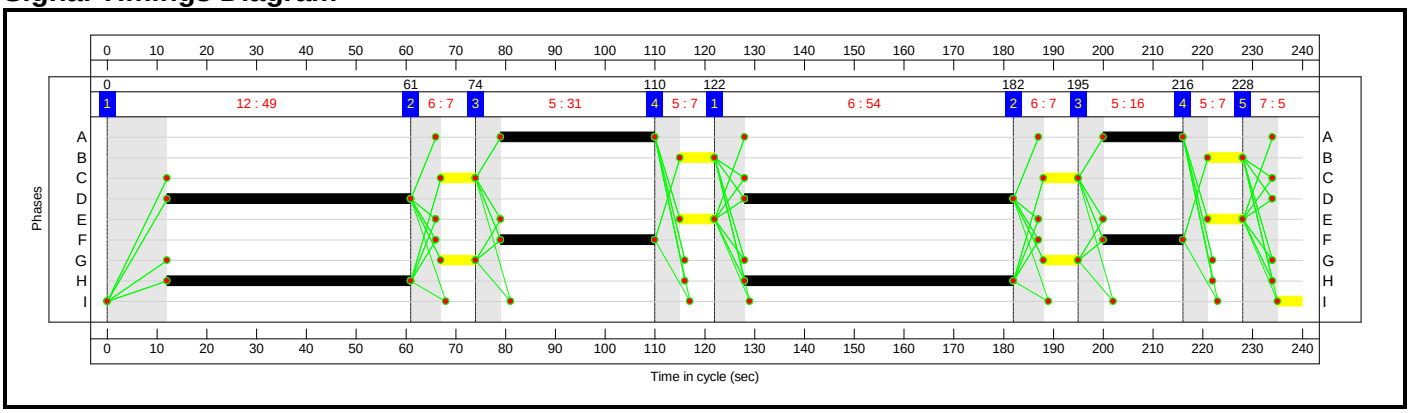
Stage Sequence Diagram



Stage Timings

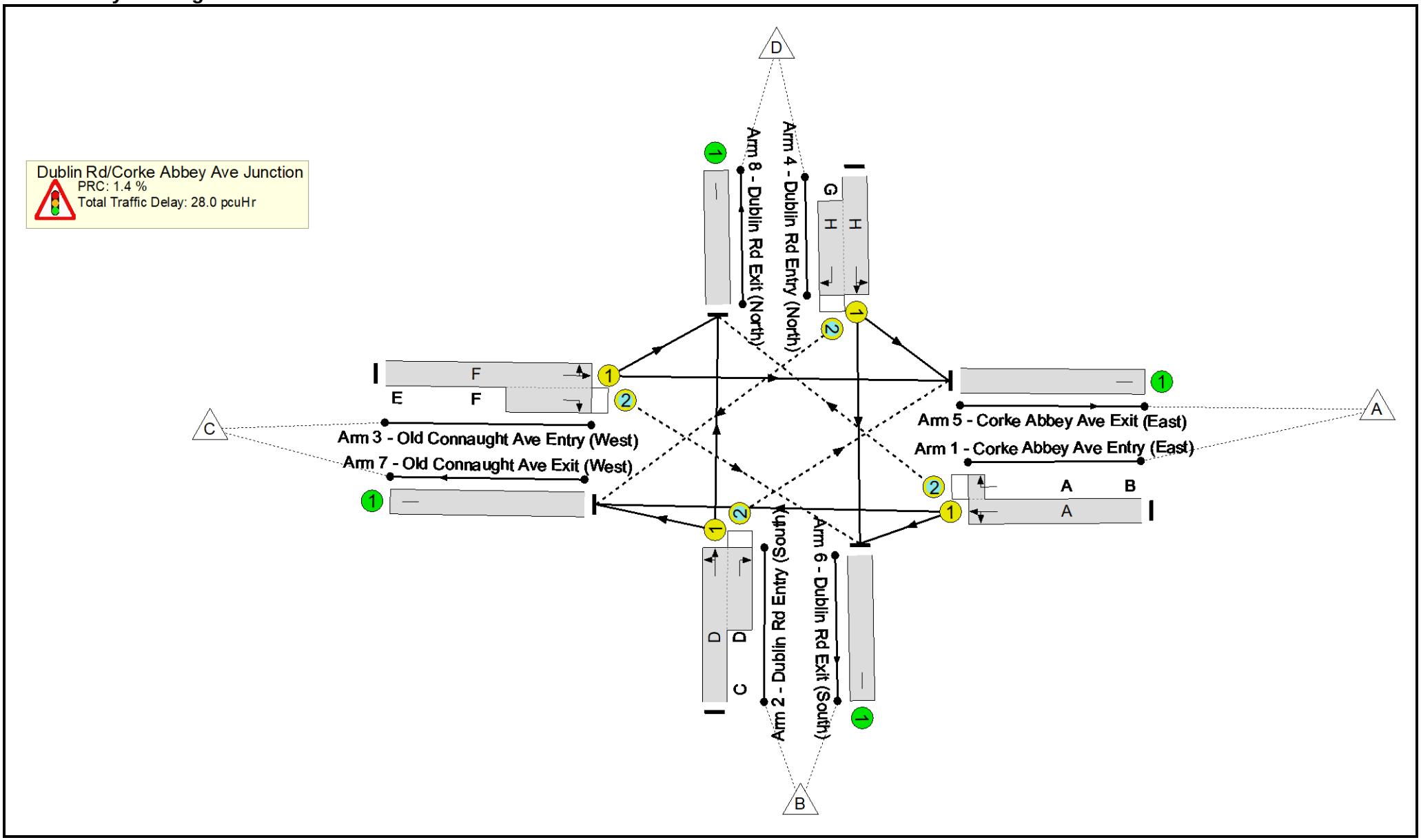
Stage	1	2	3	4	1	2	3	4	5
Duration	49	7	31	7	54	7	16	7	5
Change Point	0	61	74	110	122	182	195	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	219	3439:1806	247	88.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	754	1896:1685	850	88.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	387	1728:1827	506	76.6%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	679	3795:1709	1597	42.5%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	165	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**401**	**40**	**9**	**18.5**	**8.8**	**0.7**	**28.0**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**401**	**40**	**9**	**18.5**	**8.8**	**0.7**	**28.0**	**-**	**-**	**-**	**-**
1/1+1/2	219	219	102	8	5	4.0	3.2	0.2	7.4	121.0	9.9	3.2	13.1
2/1+2/2	754	754	93	10	1	6.1	3.7	0.1	9.9	47.1	22.7	3.7	26.3
3/1+3/2	387	387	163	17	2	4.2	1.6	0.1	5.8	54.1	8.1	1.6	9.7
4/1+4/2	679	679	43	5	2	4.2	0.4	0.4	4.9	26.2	14.5	0.4	14.9
5/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1.4 Total Delay for Signalled Lanes (pcuHr): 27.97 Cycle Time (s): 240
PRC Over All Lanes (%): 1.4 Total Delay Over All Lanes(pcuHr): 27.97

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Northern Access Junction (0.2).j9
Path: \\SIEDBAFS01\Project-Data\5193890\7 Calcs\72Model\Priority Access Junctions\2. Mode Share Sensitivity Analysis
Report generation date: 17/02/2021 21:48:46

»Base, AM
»Base, PM
»DO_NO_OY, AM
»DO_NO_OY, PM
»DO_SO_OY+P1 (0.2) (BO), AM
»DO_SO_OY+P1 (0.2) (BO), PM
»DO_SO_OY+P1+P2 (0.2) (SC), AM
»DO_SO_OY+P1+P2 (0.2) (SC), PM
»DO_NO_OY+5, AM
»DO_NO_OY+5, PM
»DO_SO_OY+5_P1 (0.2), AM
»DO_SO_OY+5_P1 (0.2), PM
»DO_SO_OY+5_P1+P2 (0.2), AM
»DO_SO_OY+5_P1+P2 (0.2), PM
»DO_NO_OY+15, AM
»DO_NO_OY+15, PM
»DO_SO_OY+15_P1 (0.2), AM
»DO_SO_OY+15_P1 (0.2), PM
»DO_SO_OY+15_P1+P2 (0.2), AM
»DO_SO_OY+15_P1+P2 (0.2), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Base									
Stream B-CD	D1	0.1	8.63	0.07	A	D2	0.0	7.42	0.00	A
Stream B-AD		0.4	22.89	0.29	C		0.1	15.12	0.10	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.65	0.04	B
Stream C-B		0.3	11.19	0.24	B		0.0	8.14	0.00	A
	DO_NO_OY									
Stream B-CD	D3	0.1	8.63	0.07	A	D4	0.0	7.42	0.00	A
Stream B-AD		0.4	22.89	0.29	C		0.1	15.12	0.10	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.65	0.04	B
Stream C-B		0.3	11.19	0.24	B		0.0	8.14	0.00	A
	DO_SO_OY+P1 (0.2) (BO)									
Stream B-CD		0.1	9.32	0.07	A		0.0	7.71	0.00	A

Stream B-AD	D5	1.0	33.44	0.52	D	D6	0.2	17.26	0.17	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.74	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	11.39	0.05	B
Stream C-B		0.3	11.24	0.24	B		0.0	8.35	0.00	A
	DO_SO_OY+P1+P2 (0.2) (SC)									
Stream B-CD	D7	0.1	8.87	0.07	A	D8	0.0	7.60	0.00	A
Stream B-AD		0.5	25.27	0.35	D		0.2	16.31	0.15	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.65	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.75	0.04	B
Stream C-B		0.3	11.52	0.24	B		0.0	8.38	0.00	A
	DO_NO_OY+5									
Stream B-CD	D9	0.1	8.63	0.07	A	D10	0.0	7.42	0.00	A
Stream B-AD		0.4	22.89	0.29	C		0.1	15.12	0.10	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.65	0.04	B
Stream C-B		0.3	11.19	0.24	B		0.0	8.14	0.00	A
	DO_SO_OY+5_P1 (0.2)									
Stream B-CD	D11	0.1	9.32	0.07	A	D12	0.0	7.55	0.00	A
Stream B-AD		1.0	33.44	0.52	D		0.2	16.13	0.15	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.70	0.04	B
Stream C-B		0.3	11.24	0.24	B		0.0	8.22	0.00	A
	DO_SO_OY+5_P1+P2 (0.2)									
Stream B-CD	D13	0.1	8.87	0.07	A	D14	0.0	7.60	0.00	A
Stream B-AD		0.5	25.27	0.35	D		0.2	16.31	0.15	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.65	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.75	0.04	B
Stream C-B		0.3	11.52	0.24	B		0.0	8.38	0.00	A
	DO_NO_OY+15									
Stream B-CD	D15	0.1	8.63	0.07	A	D16	0.0	7.42	0.00	A
Stream B-AD		0.4	22.89	0.29	C		0.1	15.12	0.10	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.65	0.04	B
Stream C-B		0.3	11.19	0.24	B		0.0	8.14	0.00	A
	DO_SO_OY+15_P1 (0.2)									
Stream B-CD	D17	0.1	9.32	0.07	A	D18	0.0	7.55	0.00	A
Stream B-AD		1.0	33.44	0.52	D		0.2	16.13	0.15	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.70	0.04	B
Stream C-B		0.3	11.24	0.24	B		0.0	8.22	0.00	A
	DO_SO_OY+15_P1+P2 (0.2)									
Stream B-CD	D19	0.1	8.87	0.07	A	D20	0.0	7.60	0.00	A
Stream B-AD		0.5	25.27	0.35	D		0.2	16.31	0.15	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.65	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.75	0.04	B
Stream C-B		0.3	11.52	0.24	B		0.0	8.38	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	10/09/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ATKINSMCCARTHY\MCollins
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

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)
D1	Base	AM	ONE HOUR	07:45	09:15	15
D2	Base	PM	ONE HOUR	16:45	18:15	15
D3	DO_NO_OY	AM	ONE HOUR	07:45	09:15	15
D4	DO_NO_OY	PM	ONE HOUR	16:45	18:15	15
D5	DO_SO_OY+P1 (0.2) (BO)	AM	ONE HOUR	07:45	09:15	15
D6	DO_SO_OY+P1 (0.2) (BO)	PM	ONE HOUR	16:45	18:15	15
D7	DO_SO_OY+P1+P2 (0.2) (SC)	AM	ONE HOUR	07:45	09:15	15
D8	DO_SO_OY+P1+P2 (0.2) (SC)	PM	ONE HOUR	16:45	18:15	15
D9	DO_NO_OY+5	AM	ONE HOUR	07:45	09:15	15
D10	DO_NO_OY+5	PM	ONE HOUR	16:45	18:15	15
D11	DO_SO_OY+5_P1 (0.2)	AM	ONE HOUR	07:45	09:15	15
D12	DO_SO_OY+5_P1 (0.2)	PM	ONE HOUR	16:45	18:15	15
D13	DO_SO_OY+5_P1+P2 (0.2)	AM	ONE HOUR	07:45	09:15	15
D14	DO_SO_OY+5_P1+P2 (0.2)	PM	ONE HOUR	16:45	18:15	15
D15	DO_NO_OY+15	AM	ONE HOUR	07:45	09:15	15
D16	DO_NO_OY+15	PM	ONE HOUR	16:45	18:15	15
D17	DO_SO_OY+15_P1 (0.2)	AM	ONE HOUR	07:45	09:15	15
D18	DO_SO_OY+15_P1 (0.2)	PM	ONE HOUR	16:45	18:15	15
D19	DO_SO_OY+15_P1+P2 (0.2)	AM	ONE HOUR	07:45	09:15	15
D20	DO_SO_OY+15_P1+P2 (0.2)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dublin Rd North	Along R761	Major
B	Access Junction	Northern Access Junction from Development	Minor
C	Dublin Rd South	Along R761	Major
D	Chapel Ln	Opposite to access junction	Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	9.00		✓	2.50	42.0	✓	1.00
C	9.00		✓	2.50	42.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes		3.50	3.50	50	48
D	One lane	3.00			20	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	618	-	-	-	-	-	-	0.208	0.297	0.208	-	-	-
B-A	543	0.086	0.218	0.218	-	-	-	0.137	0.311	-	0.218	0.218	0.109
B-C	687	0.092	0.231	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	543	0.086	0.218	0.218	-	-	-	0.137	0.311	0.137	-	-	-
B-D, offside lane	543	0.086	0.218	0.218	-	-	-	0.137	0.311	0.137	-	-	-
C-B	618	0.208	0.208	0.297	-	-	-	-	-	-	-	-	-
D-A	637	-	-	-	-	-	-	0.214	-	0.085	-	-	-
D-B, nearside lane	494	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
D-B, offside lane	494	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
D-C	494	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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)
D1	Base	AM	ONE HOUR	07:45	09:15	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		✓	849	100.000
B		✓	87	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	176	671	2
	B	59	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.63	0.1	A
B-AD	0.29	22.89	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.19	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	531	0.039	21	0.0	7.055	A
B-AD	45	324	0.138	44	0.2	12.823	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.626	A

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-CD	25	498	0.050	25	0.1	7.612	A
B-AD	53	281	0.190	53	0.2	15.742	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	82	0.2	9.562	A

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-CD	30	448	0.068	30	0.1	8.614	A
B-AD	65	223	0.294	65	0.4	22.691	C
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.158	B

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-CD	30	448	0.068	30	0.1	8.628	A
B-AD	65	222	0.294	65	0.4	22.893	C
A-BCD	2	423	0.005	2	0.0	8.562	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.187	B

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-CD	25	497	0.050	25	0.1	7.623	A
B-AD	53	281	0.190	54	0.2	15.888	C
A-BCD	2	457	0.004	2	0.0	7.903	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	83	0.2	9.590	A

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-CD	21	530	0.039	21	0.0	7.068	A
B-AD	45	324	0.138	45	0.2	12.922	B
A-BCD	2	483	0.003	2	0.0	7.478	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.677	A

Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.39	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)
D2	Base	PM	ONE HOUR	16:45	18:15	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		✓	759	100.000
B		✓	26	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	32	722	5
	B	24	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.42	0.0	A
B-AD	0.10	15.12	0.1	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.65	0.0	B
C-D				
C-A				
C-B	0.00	8.14	0.0	A

Main Results for each time segment

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-CD	2	552	0.003	1	0.0	6.541	A
B-AD	18	353	0.051	18	0.1	10.745	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.635	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.230	A

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-CD	2	525	0.003	2	0.0	6.881	A
B-AD	22	316	0.068	21	0.1	12.236	B
A-BCD	5	500	0.009	5	0.0	7.267	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.365	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

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-CD	2	487	0.005	2	0.0	7.423	A
B-AD	26	264	0.100	26	0.1	15.105	C
A-BCD	6	476	0.012	6	0.0	7.658	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.651	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	487	0.005	2	0.0	7.424	A
B-AD	26	264	0.100	26	0.1	15.124	C
A-BCD	6	476	0.012	6	0.0	7.661	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.654	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	525	0.003	2	0.0	6.883	A
B-AD	22	316	0.068	22	0.1	12.254	B
A-BCD	5	500	0.009	5	0.0	7.270	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.370	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	552	0.003	2	0.0	6.543	A
B-AD	18	353	0.051	18	0.1	10.764	B
A-BCD	4	518	0.007	4	0.0	7.002	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.642	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.233	A

DO_NO_OY, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.50	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)
D3	DO_NO_OY	AM	ONE HOUR	07:45	09:15	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		✓	849	100.000
B		✓	87	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	176	671	2
	B	59	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.63	0.1	A
B-AD	0.29	22.89	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.19	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	531	0.039	21	0.0	7.055	A
B-AD	45	324	0.138	44	0.2	12.823	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.626	A

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-CD	25	498	0.050	25	0.1	7.612	A
B-AD	53	281	0.190	53	0.2	15.742	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	82	0.2	9.562	A

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-CD	30	448	0.068	30	0.1	8.614	A
B-AD	65	223	0.294	65	0.4	22.691	C
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.158	B

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-CD	30	448	0.068	30	0.1	8.628	A
B-AD	65	222	0.294	65	0.4	22.893	C
A-BCD	2	423	0.005	2	0.0	8.562	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.187	B

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-CD	25	497	0.050	25	0.1	7.623	A
B-AD	53	281	0.190	54	0.2	15.888	C
A-BCD	2	457	0.004	2	0.0	7.903	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	83	0.2	9.590	A

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-CD	21	530	0.039	21	0.0	7.068	A
B-AD	45	324	0.138	45	0.2	12.922	B
A-BCD	2	483	0.003	2	0.0	7.478	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.677	A

DO_NO_OY, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.39	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)
D4	DO_NO_OY	PM	ONE HOUR	16:45	18:15	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		✓	759	100.000
B		✓	26	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	32	722	5
	B	24	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.42	0.0	A
B-AD	0.10	15.12	0.1	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.65	0.0	B
C-D				
C-A				
C-B	0.00	8.14	0.0	A

Main Results for each time segment

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-CD	2	552	0.003	1	0.0	6.541	A
B-AD	18	353	0.051	18	0.1	10.745	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.635	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.230	A

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-CD	2	525	0.003	2	0.0	6.881	A
B-AD	22	316	0.068	21	0.1	12.236	B
A-BCD	5	500	0.009	5	0.0	7.267	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.365	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

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-CD	2	487	0.005	2	0.0	7.423	A
B-AD	26	264	0.100	26	0.1	15.105	C
A-BCD	6	476	0.012	6	0.0	7.658	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.651	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	487	0.005	2	0.0	7.424	A
B-AD	26	264	0.100	26	0.1	15.124	C
A-BCD	6	476	0.012	6	0.0	7.661	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.654	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	525	0.003	2	0.0	6.883	A
B-AD	22	316	0.068	22	0.1	12.254	B
A-BCD	5	500	0.009	5	0.0	7.270	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.370	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	552	0.003	2	0.0	6.543	A
B-AD	18	353	0.051	18	0.1	10.764	B
A-BCD	4	518	0.007	4	0.0	7.002	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.642	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.233	A

DO_SO_OY+P1 (0.2) (BO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		2.64	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)
D5	DO_SO_OY+P1 (0.2) (BO)	AM	ONE HOUR	07:45	09:15	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		✓	855	100.000
B		✓	132	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	182	671	2
	B	104	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	9.32	0.1	A
B-AD	0.52	33.44	1.0	D
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.24	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	515	0.040	21	0.0	7.276	A
B-AD	79	324	0.243	77	0.3	14.533	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	137			137			
A-C	505			505			
D-ABC	0	327	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	484	0.143	69	0.2	8.658	A

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-CD	25	477	0.052	25	0.1	7.960	A
B-AD	94	281	0.334	93	0.5	19.083	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	164			164			
A-C	603			603			
D-ABC	0	287	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	458	0.181	82	0.2	9.590	A

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-CD	31	418	0.073	30	0.1	9.289	A
B-AD	115	222	0.517	113	1.0	32.333	D
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	200			200			
A-C	739			739			
D-ABC	0	231	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	422	0.240	101	0.3	11.209	B

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-CD	31	417	0.073	31	0.1	9.322	A
B-AD	115	222	0.517	115	1.0	33.436	D
A-BCD	2	423	0.005	2	0.0	8.561	A
A-B	200			200			
A-C	739			739			
D-ABC	0	231	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	422	0.240	101	0.3	11.235	B

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-CD	25	476	0.052	25	0.1	7.992	A
B-AD	94	281	0.334	96	0.5	19.663	C
A-BCD	2	457	0.004	2	0.0	7.902	A
A-B	164			164			
A-C	603			603			
D-ABC	0	287	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	458	0.181	83	0.2	9.620	A

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-CD	21	514	0.040	21	0.0	7.295	A
B-AD	79	324	0.243	79	0.3	14.786	B
A-BCD	2	483	0.003	2	0.0	7.475	A
A-B	137			137			
A-C	505			505			
D-ABC	0	327	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	484	0.143	69	0.2	8.696	A

DO_SO_OY+P1 (0.2) (BO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.59	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)
D6	DO_SO_OY+P1 (0.2) (BO)	PM	ONE HOUR	16:45	18:15	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		✓	808	100.000
B		✓	42	100.000
C		✓	686	100.000
D		✓	14	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	56	747	5
	B	40	0	2	0
	C	678	1	0	7
	D	8	2	4	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.71	0.0	A
B-AD	0.17	17.26	0.2	C
A-BCD	0.01	7.74	0.0	A
A-B				
A-C				
D-ABC	0.05	11.39	0.0	B
C-D				
C-A				
C-B	0.00	8.35	0.0	A

Main Results for each time segment

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-CD	2	541	0.003	1	0.0	6.674	A
B-AD	30	345	0.087	30	0.1	11.420	B
A-BCD	4	515	0.007	4	0.0	7.045	A
A-B	42			42			
A-C	562			562			
D-ABC	11	411	0.026	10	0.0	8.992	A
C-D	5			5			
C-A	510			510			
C-B	0.75	491	0.002	0.75	0.0	7.344	A

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-CD	2	511	0.004	2	0.0	7.065	A
B-AD	36	306	0.118	36	0.1	13.318	B
A-BCD	5	496	0.009	5	0.0	7.324	A
A-B	50			50			
A-C	671			671			
D-ABC	13	378	0.033	13	0.0	9.846	A
C-D	6			6			
C-A	610			610			
C-B	0.90	466	0.002	0.90	0.0	7.736	A

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-CD	2	469	0.005	2	0.0	7.707	A
B-AD	44	253	0.174	44	0.2	17.212	C
A-BCD	6	471	0.012	6	0.0	7.734	A
A-B	62			62			
A-C	822			822			
D-ABC	15	331	0.047	15	0.0	11.392	B
C-D	8			8			
C-A	746			746			
C-B	1	432	0.003	1	0.0	8.351	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	469	0.005	2	0.0	7.709	A
B-AD	44	253	0.174	44	0.2	17.260	C
A-BCD	6	471	0.012	6	0.0	7.735	A
A-B	62			62			
A-C	822			822			
D-ABC	15	331	0.047	15	0.0	11.395	B
C-D	8			8			
C-A	746			746			
C-B	1	432	0.003	1	0.0	8.351	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	511	0.004	2	0.0	7.071	A
B-AD	36	306	0.118	36	0.1	13.364	B
A-BCD	5	496	0.009	5	0.0	7.324	A
A-B	50			50			
A-C	671			671			
D-ABC	13	378	0.033	13	0.0	9.849	A
C-D	6			6			
C-A	610			610			
C-B	0.90	466	0.002	0.90	0.0	7.737	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	541	0.003	2	0.0	6.677	A
B-AD	30	345	0.087	30	0.1	11.461	B
A-BCD	4	515	0.007	4	0.0	7.048	A
A-B	42			42			
A-C	562			562			
D-ABC	11	411	0.026	11	0.0	8.998	A
C-D	5			5			
C-A	510			510			
C-B	0.75	491	0.002	0.75	0.0	7.347	A

DO_SO_OY+P1+P2 (0.2) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.69	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)
D7	DO_SO_OY+P1+P2 (0.2) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	890	100.000
B		✓	97	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	217	671	2
	B	69	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.87	0.1	A
B-AD	0.35	25.27	0.5	D
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.52	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	524	0.040	21	0.0	7.143	A
B-AD	52	322	0.163	51	0.2	13.292	B
A-BCD	2	483	0.003	1	0.0	7.470	A
A-B	163			163			
A-C	505			505			
D-ABC	0	326	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	478	0.145	69	0.2	8.774	A

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-CD	25	490	0.051	25	0.1	7.743	A
B-AD	62	278	0.224	62	0.3	16.613	C
A-BCD	2	458	0.004	2	0.0	7.895	A
A-B	195			195			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	451	0.183	82	0.2	9.759	A

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-CD	30	437	0.070	30	0.1	8.854	A
B-AD	76	219	0.349	75	0.5	24.954	C
A-BCD	2	423	0.005	2	0.0	8.555	A
A-B	239			239			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	414	0.245	101	0.3	11.497	B

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-CD	30	436	0.070	30	0.1	8.871	A
B-AD	76	219	0.349	76	0.5	25.274	D
A-BCD	2	423	0.005	2	0.0	8.557	A
A-B	239			239			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	414	0.245	101	0.3	11.524	B

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-CD	25	489	0.051	25	0.1	7.761	A
B-AD	62	278	0.224	63	0.3	16.827	C
A-BCD	2	458	0.004	2	0.0	7.900	A
A-B	195			195			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	451	0.183	83	0.2	9.792	A

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-CD	21	524	0.040	21	0.0	7.158	A
B-AD	52	321	0.163	53	0.2	13.421	B
A-BCD	2	483	0.003	2	0.0	7.474	A
A-B	163			163			
A-C	505			505			
D-ABC	0	326	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	478	0.145	69	0.2	8.812	A

DO_SO_OY+P1+P2 (0.2) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.51	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)
D8	DO_SO_OY+P1+P2 (0.2) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	814	100.000
B		✓	37	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	87	722	5
	B	35	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.60	0.0	A
B-AD	0.15	16.31	0.2	C
A-BCD	0.01	7.65	0.0	A
A-B				
A-C				
D-ABC	0.04	10.75	0.0	B
C-D				
C-A				
C-B	0.00	8.38	0.0	A

Main Results for each time segment

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-CD	2	545	0.003	1	0.0	6.627	A
B-AD	26	349	0.075	26	0.1	11.129	B
A-BCD	4	518	0.007	4	0.0	6.995	A
A-B	65			65			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.671	A
C-D	5			5			
C-A	493			493			
C-B	0.75	490	0.002	0.75	0.0	7.358	A

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-CD	2	516	0.003	2	0.0	6.999	A
B-AD	31	311	0.101	31	0.1	12.849	B
A-BCD	5	500	0.009	5	0.0	7.260	A
A-B	78			78			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.419	A
C-D	6			6			
C-A	589			589			
C-B	0.90	465	0.002	0.90	0.0	7.754	A

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-CD	2	476	0.005	2	0.0	7.603	A
B-AD	39	259	0.149	38	0.2	16.276	C
A-BCD	6	476	0.012	6	0.0	7.647	A
A-B	96			96			
A-C	795			795			
D-ABC	14	349	0.041	14	0.0	10.747	B
C-D	8			8			
C-A	721			721			
C-B	1	431	0.003	1	0.0	8.377	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	475	0.005	2	0.0	7.605	A
B-AD	39	259	0.149	39	0.2	16.310	C
A-BCD	6	476	0.012	6	0.0	7.650	A
A-B	96			96			
A-C	795			795			
D-ABC	14	349	0.041	14	0.0	10.749	B
C-D	8			8			
C-A	721			721			
C-B	1	431	0.003	1	0.0	8.378	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	516	0.003	2	0.0	7.002	A
B-AD	31	311	0.101	32	0.1	12.882	B
A-BCD	5	500	0.009	5	0.0	7.263	A
A-B	78			78			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.422	A
C-D	6			6			
C-A	589			589			
C-B	0.90	465	0.002	0.90	0.0	7.755	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	544	0.003	2	0.0	6.629	A
B-AD	26	349	0.075	26	0.1	11.162	B
A-BCD	4	518	0.007	4	0.0	6.998	A
A-B	65			65			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.678	A
C-D	5			5			
C-A	493			493			
C-B	0.75	490	0.002	0.75	0.0	7.361	A

DO_NO_OY+5, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.50	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)
D9	DO_NO_OY+5	AM	ONE HOUR	07:45	09:15	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		✓	849	100.000
B		✓	87	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	176	671	2
	B	59	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.63	0.1	A
B-AD	0.29	22.89	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.19	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	531	0.039	21	0.0	7.055	A
B-AD	45	324	0.138	44	0.2	12.823	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.626	A

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-CD	25	498	0.050	25	0.1	7.612	A
B-AD	53	281	0.190	53	0.2	15.742	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	82	0.2	9.562	A

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-CD	30	448	0.068	30	0.1	8.614	A
B-AD	65	223	0.294	65	0.4	22.691	C
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.158	B

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-CD	30	448	0.068	30	0.1	8.628	A
B-AD	65	222	0.294	65	0.4	22.893	C
A-BCD	2	423	0.005	2	0.0	8.562	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.187	B

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-CD	25	497	0.050	25	0.1	7.623	A
B-AD	53	281	0.190	54	0.2	15.888	C
A-BCD	2	457	0.004	2	0.0	7.903	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	83	0.2	9.590	A

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-CD	21	530	0.039	21	0.0	7.068	A
B-AD	45	324	0.138	45	0.2	12.922	B
A-BCD	2	483	0.003	2	0.0	7.478	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.677	A

DO_NO_OY+5, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.39	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)
D10	DO_NO_OY+5	PM	ONE HOUR	16:45	18:15	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		✓	759	100.000
B		✓	26	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	32	722	5
	B	24	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.42	0.0	A
B-AD	0.10	15.12	0.1	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.65	0.0	B
C-D				
C-A				
C-B	0.00	8.14	0.0	A

Main Results for each time segment

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-CD	2	552	0.003	1	0.0	6.541	A
B-AD	18	353	0.051	18	0.1	10.745	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.635	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.230	A

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-CD	2	525	0.003	2	0.0	6.881	A
B-AD	22	316	0.068	21	0.1	12.236	B
A-BCD	5	500	0.009	5	0.0	7.267	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.365	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

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-CD	2	487	0.005	2	0.0	7.423	A
B-AD	26	264	0.100	26	0.1	15.105	C
A-BCD	6	476	0.012	6	0.0	7.658	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.651	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	487	0.005	2	0.0	7.424	A
B-AD	26	264	0.100	26	0.1	15.124	C
A-BCD	6	476	0.012	6	0.0	7.661	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.654	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	525	0.003	2	0.0	6.883	A
B-AD	22	316	0.068	22	0.1	12.254	B
A-BCD	5	500	0.009	5	0.0	7.270	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.370	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	552	0.003	2	0.0	6.543	A
B-AD	18	353	0.051	18	0.1	10.764	B
A-BCD	4	518	0.007	4	0.0	7.002	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.642	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.233	A

DO_SO_OY+5_P1 (0.2), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		2.64	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)
D11	DO_SO_OY+5_P1 (0.2)	AM	ONE HOUR	07:45	09:15	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		✓	855	100.000
B		✓	132	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	182	671	2
	B	104	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	9.32	0.1	A
B-AD	0.52	33.44	1.0	D
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.24	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	515	0.040	21	0.0	7.276	A
B-AD	79	324	0.243	77	0.3	14.533	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	137			137			
A-C	505			505			
D-ABC	0	327	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	484	0.143	69	0.2	8.658	A

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-CD	25	477	0.052	25	0.1	7.960	A
B-AD	94	281	0.334	93	0.5	19.083	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	164			164			
A-C	603			603			
D-ABC	0	287	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	458	0.181	82	0.2	9.590	A

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-CD	31	418	0.073	30	0.1	9.289	A
B-AD	115	222	0.517	113	1.0	32.333	D
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	200			200			
A-C	739			739			
D-ABC	0	231	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	422	0.240	101	0.3	11.209	B

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-CD	31	417	0.073	31	0.1	9.322	A
B-AD	115	222	0.517	115	1.0	33.436	D
A-BCD	2	423	0.005	2	0.0	8.561	A
A-B	200			200			
A-C	739			739			
D-ABC	0	231	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	422	0.240	101	0.3	11.235	B

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-CD	25	476	0.052	25	0.1	7.992	A
B-AD	94	281	0.334	96	0.5	19.663	C
A-BCD	2	457	0.004	2	0.0	7.902	A
A-B	164			164			
A-C	603			603			
D-ABC	0	287	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	458	0.181	83	0.2	9.620	A

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-CD	21	514	0.040	21	0.0	7.295	A
B-AD	79	324	0.243	79	0.3	14.786	B
A-BCD	2	483	0.003	2	0.0	7.475	A
A-B	137			137			
A-C	505			505			
D-ABC	0	327	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	484	0.143	69	0.2	8.696	A

DO_SO_OY+5_P1 (0.2), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.52	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)
D12	DO_SO_OY+5_P1 (0.2)	PM	ONE HOUR	16:45	18:15	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		✓	777	100.000
B		✓	38	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	50	722	5
	B	36	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.55	0.0	A
B-AD	0.15	16.13	0.2	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.70	0.0	B
C-D				
C-A				
C-B	0.00	8.22	0.0	A

Main Results for each time segment

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-CD	2	547	0.003	1	0.0	6.599	A
B-AD	27	352	0.077	27	0.1	11.074	B
A-BCD	4	518	0.007	4	0.0	6.998	A
A-B	38			38			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.652	A
C-D	5			5			
C-A	493			493			
C-B	0.75	496	0.002	0.75	0.0	7.272	A

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-CD	2	519	0.003	2	0.0	6.963	A
B-AD	32	314	0.103	32	0.1	12.760	B
A-BCD	5	500	0.009	5	0.0	7.265	A
A-B	45			45			
A-C	649			649			
D-ABC	12	395	0.030	12	0.0	9.391	A
C-D	6			6			
C-A	589			589			
C-B	0.90	472	0.002	0.90	0.0	7.640	A

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-CD	2	479	0.005	2	0.0	7.550	A
B-AD	40	263	0.151	39	0.2	16.100	C
A-BCD	6	476	0.012	6	0.0	7.655	A
A-B	55			55			
A-C	795			795			
D-ABC	14	351	0.041	14	0.0	10.696	B
C-D	8			8			
C-A	721			721			
C-B	1	439	0.003	1	0.0	8.215	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	479	0.005	2	0.0	7.552	A
B-AD	40	263	0.151	40	0.2	16.134	C
A-BCD	6	476	0.012	6	0.0	7.658	A
A-B	55			55			
A-C	795			795			
D-ABC	14	351	0.041	14	0.0	10.698	B
C-D	8			8			
C-A	721			721			
C-B	1	439	0.003	1	0.0	8.215	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	519	0.003	2	0.0	6.968	A
B-AD	32	314	0.103	33	0.1	12.795	B
A-BCD	5	500	0.009	5	0.0	7.268	A
A-B	45			45			
A-C	649			649			
D-ABC	12	395	0.030	12	0.0	9.395	A
C-D	6			6			
C-A	589			589			
C-B	0.90	472	0.002	0.90	0.0	7.643	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	547	0.003	2	0.0	6.601	A
B-AD	27	351	0.077	27	0.1	11.106	B
A-BCD	4	518	0.007	4	0.0	6.998	A
A-B	38			38			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.657	A
C-D	5			5			
C-A	493			493			
C-B	0.75	496	0.002	0.75	0.0	7.275	A

DO_SO_OY+5_P1+P2 (0.2), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.69	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)
D13	DO_SO_OY+5_P1+P2 (0.2)	AM	ONE HOUR	07:45	09:15	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		✓	890	100.000
B		✓	97	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	217	671	2
	B	69	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.87	0.1	A
B-AD	0.35	25.27	0.5	D
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.52	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	524	0.040	21	0.0	7.143	A
B-AD	52	322	0.163	51	0.2	13.292	B
A-BCD	2	483	0.003	1	0.0	7.470	A
A-B	163			163			
A-C	505			505			
D-ABC	0	326	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	478	0.145	69	0.2	8.774	A

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-CD	25	490	0.051	25	0.1	7.743	A
B-AD	62	278	0.224	62	0.3	16.613	C
A-BCD	2	458	0.004	2	0.0	7.895	A
A-B	195			195			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	451	0.183	82	0.2	9.759	A

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-CD	30	437	0.070	30	0.1	8.854	A
B-AD	76	219	0.349	75	0.5	24.954	C
A-BCD	2	423	0.005	2	0.0	8.555	A
A-B	239			239			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	414	0.245	101	0.3	11.497	B

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-CD	30	436	0.070	30	0.1	8.871	A
B-AD	76	219	0.349	76	0.5	25.274	D
A-BCD	2	423	0.005	2	0.0	8.557	A
A-B	239			239			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	414	0.245	101	0.3	11.524	B

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-CD	25	489	0.051	25	0.1	7.761	A
B-AD	62	278	0.224	63	0.3	16.827	C
A-BCD	2	458	0.004	2	0.0	7.900	A
A-B	195			195			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	451	0.183	83	0.2	9.792	A

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-CD	21	524	0.040	21	0.0	7.158	A
B-AD	52	321	0.163	53	0.2	13.421	B
A-BCD	2	483	0.003	2	0.0	7.474	A
A-B	163			163			
A-C	505			505			
D-ABC	0	326	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	478	0.145	69	0.2	8.812	A

DO_SO_OY+5_P1+P2 (0.2), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.51	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)
D14	DO_SO_OY+5_P1+P2 (0.2)	PM	ONE HOUR	16:45	18:15	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		✓	814	100.000
B		✓	37	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	87	722	5
	B	35	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.60	0.0	A
B-AD	0.15	16.31	0.2	C
A-BCD	0.01	7.65	0.0	A
A-B				
A-C				
D-ABC	0.04	10.75	0.0	B
C-D				
C-A				
C-B	0.00	8.38	0.0	A

Main Results for each time segment

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-CD	2	545	0.003	1	0.0	6.627	A
B-AD	26	349	0.075	26	0.1	11.129	B
A-BCD	4	518	0.007	4	0.0	6.995	A
A-B	65			65			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.671	A
C-D	5			5			
C-A	493			493			
C-B	0.75	490	0.002	0.75	0.0	7.358	A

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-CD	2	516	0.003	2	0.0	6.999	A
B-AD	31	311	0.101	31	0.1	12.849	B
A-BCD	5	500	0.009	5	0.0	7.260	A
A-B	78			78			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.419	A
C-D	6			6			
C-A	589			589			
C-B	0.90	465	0.002	0.90	0.0	7.754	A

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-CD	2	476	0.005	2	0.0	7.603	A
B-AD	39	259	0.149	38	0.2	16.276	C
A-BCD	6	476	0.012	6	0.0	7.647	A
A-B	96			96			
A-C	795			795			
D-ABC	14	349	0.041	14	0.0	10.747	B
C-D	8			8			
C-A	721			721			
C-B	1	431	0.003	1	0.0	8.377	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	475	0.005	2	0.0	7.605	A
B-AD	39	259	0.149	39	0.2	16.310	C
A-BCD	6	476	0.012	6	0.0	7.650	A
A-B	96			96			
A-C	795			795			
D-ABC	14	349	0.041	14	0.0	10.749	B
C-D	8			8			
C-A	721			721			
C-B	1	431	0.003	1	0.0	8.378	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	516	0.003	2	0.0	7.002	A
B-AD	31	311	0.101	32	0.1	12.882	B
A-BCD	5	500	0.009	5	0.0	7.263	A
A-B	78			78			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.422	A
C-D	6			6			
C-A	589			589			
C-B	0.90	465	0.002	0.90	0.0	7.755	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	544	0.003	2	0.0	6.629	A
B-AD	26	349	0.075	26	0.1	11.162	B
A-BCD	4	518	0.007	4	0.0	6.998	A
A-B	65			65			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.678	A
C-D	5			5			
C-A	493			493			
C-B	0.75	490	0.002	0.75	0.0	7.361	A

DO_NO_OY+15, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.50	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)
D15	DO_NO_OY+15	AM	ONE HOUR	07:45	09:15	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		✓	849	100.000
B		✓	87	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	176	671	2
	B	59	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.63	0.1	A
B-AD	0.29	22.89	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.19	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	531	0.039	21	0.0	7.055	A
B-AD	45	324	0.138	44	0.2	12.823	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.626	A

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-CD	25	498	0.050	25	0.1	7.612	A
B-AD	53	281	0.190	53	0.2	15.742	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	82	0.2	9.562	A

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-CD	30	448	0.068	30	0.1	8.614	A
B-AD	65	223	0.294	65	0.4	22.691	C
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.158	B

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-CD	30	448	0.068	30	0.1	8.628	A
B-AD	65	222	0.294	65	0.4	22.893	C
A-BCD	2	423	0.005	2	0.0	8.562	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.187	B

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-CD	25	497	0.050	25	0.1	7.623	A
B-AD	53	281	0.190	54	0.2	15.888	C
A-BCD	2	457	0.004	2	0.0	7.903	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	83	0.2	9.590	A

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-CD	21	530	0.039	21	0.0	7.068	A
B-AD	45	324	0.138	45	0.2	12.922	B
A-BCD	2	483	0.003	2	0.0	7.478	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.677	A

DO_NO_OY+15, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.39	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)
D16	DO_NO_OY+15	PM	ONE HOUR	16:45	18:15	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		✓	759	100.000
B		✓	26	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	32	722	5
	B	24	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.42	0.0	A
B-AD	0.10	15.12	0.1	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.65	0.0	B
C-D				
C-A				
C-B	0.00	8.14	0.0	A

Main Results for each time segment

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-CD	2	552	0.003	1	0.0	6.541	A
B-AD	18	353	0.051	18	0.1	10.745	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.635	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.230	A

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-CD	2	525	0.003	2	0.0	6.881	A
B-AD	22	316	0.068	21	0.1	12.236	B
A-BCD	5	500	0.009	5	0.0	7.267	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.365	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

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-CD	2	487	0.005	2	0.0	7.423	A
B-AD	26	264	0.100	26	0.1	15.105	C
A-BCD	6	476	0.012	6	0.0	7.658	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.651	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	487	0.005	2	0.0	7.424	A
B-AD	26	264	0.100	26	0.1	15.124	C
A-BCD	6	476	0.012	6	0.0	7.661	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.654	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	525	0.003	2	0.0	6.883	A
B-AD	22	316	0.068	22	0.1	12.254	B
A-BCD	5	500	0.009	5	0.0	7.270	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.370	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	552	0.003	2	0.0	6.543	A
B-AD	18	353	0.051	18	0.1	10.764	B
A-BCD	4	518	0.007	4	0.0	7.002	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.642	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.233	A

DO_SO_OY+15_P1 (0.2), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		2.64	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)
D17	DO_SO_OY+15_P1 (0.2)	AM	ONE HOUR	07:45	09:15	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		✓	855	100.000
B		✓	132	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	182	671	2
	B	104	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	9.32	0.1	A
B-AD	0.52	33.44	1.0	D
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.24	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	515	0.040	21	0.0	7.276	A
B-AD	79	324	0.243	77	0.3	14.533	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	137			137			
A-C	505			505			
D-ABC	0	327	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	484	0.143	69	0.2	8.658	A

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-CD	25	477	0.052	25	0.1	7.960	A
B-AD	94	281	0.334	93	0.5	19.083	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	164			164			
A-C	603			603			
D-ABC	0	287	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	458	0.181	82	0.2	9.590	A

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-CD	31	418	0.073	30	0.1	9.289	A
B-AD	115	222	0.517	113	1.0	32.333	D
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	200			200			
A-C	739			739			
D-ABC	0	231	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	422	0.240	101	0.3	11.209	B

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-CD	31	417	0.073	31	0.1	9.322	A
B-AD	115	222	0.517	115	1.0	33.436	D
A-BCD	2	423	0.005	2	0.0	8.561	A
A-B	200			200			
A-C	739			739			
D-ABC	0	231	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	422	0.240	101	0.3	11.235	B

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-CD	25	476	0.052	25	0.1	7.992	A
B-AD	94	281	0.334	96	0.5	19.663	C
A-BCD	2	457	0.004	2	0.0	7.902	A
A-B	164			164			
A-C	603			603			
D-ABC	0	287	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	458	0.181	83	0.2	9.620	A

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-CD	21	514	0.040	21	0.0	7.295	A
B-AD	79	324	0.243	79	0.3	14.786	B
A-BCD	2	483	0.003	2	0.0	7.475	A
A-B	137			137			
A-C	505			505			
D-ABC	0	327	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	484	0.143	69	0.2	8.696	A

DO_SO_OY+15_P1 (0.2), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.52	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)
D18	DO_SO_OY+15_P1 (0.2)	PM	ONE HOUR	16:45	18:15	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		✓	777	100.000
B		✓	38	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	50	722	5
	B	36	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.55	0.0	A
B-AD	0.15	16.13	0.2	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.70	0.0	B
C-D				
C-A				
C-B	0.00	8.22	0.0	A

Main Results for each time segment

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-CD	2	547	0.003	1	0.0	6.599	A
B-AD	27	352	0.077	27	0.1	11.074	B
A-BCD	4	518	0.007	4	0.0	6.998	A
A-B	38			38			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.652	A
C-D	5			5			
C-A	493			493			
C-B	0.75	496	0.002	0.75	0.0	7.272	A

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-CD	2	519	0.003	2	0.0	6.963	A
B-AD	32	314	0.103	32	0.1	12.760	B
A-BCD	5	500	0.009	5	0.0	7.265	A
A-B	45			45			
A-C	649			649			
D-ABC	12	395	0.030	12	0.0	9.391	A
C-D	6			6			
C-A	589			589			
C-B	0.90	472	0.002	0.90	0.0	7.640	A

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-CD	2	479	0.005	2	0.0	7.550	A
B-AD	40	263	0.151	39	0.2	16.100	C
A-BCD	6	476	0.012	6	0.0	7.655	A
A-B	55			55			
A-C	795			795			
D-ABC	14	351	0.041	14	0.0	10.696	B
C-D	8			8			
C-A	721			721			
C-B	1	439	0.003	1	0.0	8.215	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	479	0.005	2	0.0	7.552	A
B-AD	40	263	0.151	40	0.2	16.134	C
A-BCD	6	476	0.012	6	0.0	7.658	A
A-B	55			55			
A-C	795			795			
D-ABC	14	351	0.041	14	0.0	10.698	B
C-D	8			8			
C-A	721			721			
C-B	1	439	0.003	1	0.0	8.215	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	519	0.003	2	0.0	6.968	A
B-AD	32	314	0.103	33	0.1	12.795	B
A-BCD	5	500	0.009	5	0.0	7.268	A
A-B	45			45			
A-C	649			649			
D-ABC	12	395	0.030	12	0.0	9.395	A
C-D	6			6			
C-A	589			589			
C-B	0.90	472	0.002	0.90	0.0	7.643	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	547	0.003	2	0.0	6.601	A
B-AD	27	351	0.077	27	0.1	11.106	B
A-BCD	4	518	0.007	4	0.0	6.998	A
A-B	38			38			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.657	A
C-D	5			5			
C-A	493			493			
C-B	0.75	496	0.002	0.75	0.0	7.275	A

DO_SO_OY+15_P1+P2 (0.2), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.69	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)
D19	DO_SO_OY+15_P1+P2 (0.2)	AM	ONE HOUR	07:45	09:15	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		✓	890	100.000
B		✓	97	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	217	671	2
	B	69	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.87	0.1	A
B-AD	0.35	25.27	0.5	D
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.52	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	524	0.040	21	0.0	7.143	A
B-AD	52	322	0.163	51	0.2	13.292	B
A-BCD	2	483	0.003	1	0.0	7.470	A
A-B	163			163			
A-C	505			505			
D-ABC	0	326	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	478	0.145	69	0.2	8.774	A

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-CD	25	490	0.051	25	0.1	7.743	A
B-AD	62	278	0.224	62	0.3	16.613	C
A-BCD	2	458	0.004	2	0.0	7.895	A
A-B	195			195			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	451	0.183	82	0.2	9.759	A

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-CD	30	437	0.070	30	0.1	8.854	A
B-AD	76	219	0.349	75	0.5	24.954	C
A-BCD	2	423	0.005	2	0.0	8.555	A
A-B	239			239			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	414	0.245	101	0.3	11.497	B

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-CD	30	436	0.070	30	0.1	8.871	A
B-AD	76	219	0.349	76	0.5	25.274	D
A-BCD	2	423	0.005	2	0.0	8.557	A
A-B	239			239			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	414	0.245	101	0.3	11.524	B

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-CD	25	489	0.051	25	0.1	7.761	A
B-AD	62	278	0.224	63	0.3	16.827	C
A-BCD	2	458	0.004	2	0.0	7.900	A
A-B	195			195			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	451	0.183	83	0.2	9.792	A

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-CD	21	524	0.040	21	0.0	7.158	A
B-AD	52	321	0.163	53	0.2	13.421	B
A-BCD	2	483	0.003	2	0.0	7.474	A
A-B	163			163			
A-C	505			505			
D-ABC	0	326	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	478	0.145	69	0.2	8.812	A

DO_SO_OY+15_P1+P2 (0.2), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.51	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)
D20	DO_SO_OY+15_P1+P2 (0.2)	PM	ONE HOUR	16:45	18:15	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		✓	814	100.000
B		✓	37	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	87	722	5
	B	35	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.60	0.0	A
B-AD	0.15	16.31	0.2	C
A-BCD	0.01	7.65	0.0	A
A-B				
A-C				
D-ABC	0.04	10.75	0.0	B
C-D				
C-A				
C-B	0.00	8.38	0.0	A

Main Results for each time segment

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-CD	2	545	0.003	1	0.0	6.627	A
B-AD	26	349	0.075	26	0.1	11.129	B
A-BCD	4	518	0.007	4	0.0	6.995	A
A-B	65			65			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.671	A
C-D	5			5			
C-A	493			493			
C-B	0.75	490	0.002	0.75	0.0	7.358	A

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-CD	2	516	0.003	2	0.0	6.999	A
B-AD	31	311	0.101	31	0.1	12.849	B
A-BCD	5	500	0.009	5	0.0	7.260	A
A-B	78			78			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.419	A
C-D	6			6			
C-A	589			589			
C-B	0.90	465	0.002	0.90	0.0	7.754	A

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-CD	2	476	0.005	2	0.0	7.603	A
B-AD	39	259	0.149	38	0.2	16.276	C
A-BCD	6	476	0.012	6	0.0	7.647	A
A-B	96			96			
A-C	795			795			
D-ABC	14	349	0.041	14	0.0	10.747	B
C-D	8			8			
C-A	721			721			
C-B	1	431	0.003	1	0.0	8.377	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	475	0.005	2	0.0	7.605	A
B-AD	39	259	0.149	39	0.2	16.310	C
A-BCD	6	476	0.012	6	0.0	7.650	A
A-B	96			96			
A-C	795			795			
D-ABC	14	349	0.041	14	0.0	10.749	B
C-D	8			8			
C-A	721			721			
C-B	1	431	0.003	1	0.0	8.378	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	516	0.003	2	0.0	7.002	A
B-AD	31	311	0.101	32	0.1	12.882	B
A-BCD	5	500	0.009	5	0.0	7.263	A
A-B	78			78			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.422	A
C-D	6			6			
C-A	589			589			
C-B	0.90	465	0.002	0.90	0.0	7.755	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	544	0.003	2	0.0	6.629	A
B-AD	26	349	0.075	26	0.1	11.162	B
A-BCD	4	518	0.007	4	0.0	6.998	A
A-B	65			65			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.678	A
C-D	5			5			
C-A	493			493			
C-B	0.75	490	0.002	0.75	0.0	7.361	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Southern Access Junction (0.2).j9
Path: \\SIEDBAFS01\Project-Data\5193890\7 Calcs\72Model\Priority Access Junctions\2. Mode Share Sensitivity Analysis
Report generation date: 17/02/2021 22:44:45

»Base, AM
»Base, PM
»DO_NO_OY, AM
»DO_NO_OY, PM
»DO_SO_OY+P1 (0.2) (BO), AM
»DO_SO_OY+P1 (0.2) (BO), PM
»DO_SO_OY_P1+P2 (0.2) (SC), AM
»DO_SO_OY_P1+P2 (0.2) (SC), PM
»DO_NO_OY+5, AM
»DO_NO_OY+5, PM
»DO_SO_OY+5_P1 (0.2) (BO), AM
»DO_SO_OY+5_P1 (0.2) (BO), PM
»DO_SO_OY+5_P1+P2 (0.2) (SC), AM
»DO_SO_OY+5_P1+P2 (0.2) (SC), PM
»DO_NO_OY+15, AM
»DO_NO_OY+15, PM
»DO_SO_OY+15_P1 (0.2) (BO), AM
»DO_SO_OY+15_P1 (0.2) (BO), PM
»DO_SO_OY+15_P1+P2 (0.2) (SC), AM
»DO_SO_OY+15_P1+P2 (0.2) (SC) , PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Base									
Stream B-ACD	D1	0.5	12.40	0.32	B	D2	0.2	12.80	0.19	B
Stream A-BCD		0.0	4.18	0.01	A		0.0	4.19	0.02	A
Stream D-ABC		3.4	100.94	0.82	F		1.0	32.55	0.52	D
Stream C-ABD		2.3	6.28	0.47	A		0.0	4.22	0.03	A
	DO_NO_OY									
Stream B-ACD	D3	0.5	12.40	0.32	B	D4	0.2	12.80	0.19	B
Stream A-BCD		0.0	4.18	0.01	A		0.0	4.19	0.02	A
Stream D-ABC		3.4	100.94	0.82	F		1.0	32.55	0.52	D
Stream C-ABD		2.3	6.28	0.47	A		0.0	4.22	0.03	A
	DO_SO_OY+P1 (0.2) (BO)									
Stream B-ACD	D5	0.6	13.61	0.38	B	D6	0.3	13.16	0.22	B
Stream A-BCD		0.0	4.19	0.01	A		0.0	4.21	0.02	A
Stream D-ABC		4.5	129.83	0.88	F		1.4	39.86	0.60	E

Stream C-ABD		2.5	6.70	0.50	A		0.3	4.41	0.12	A
	DO_SO_OY_P1+P2 (0.2) (SC)									
Stream B-ACD	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream A-BCD		0.0	3.77	0.01	A		0.0	3.99	0.03	A
Stream D-ABC		3.1	98.48	0.80	F		1.2	38.53	0.56	E
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	DO_NO_OY+5									
Stream B-ACD	D9	0.5	12.40	0.32	B	D10	0.2	12.80	0.19	B
Stream A-BCD		0.0	4.18	0.01	A		0.0	4.19	0.02	A
Stream D-ABC		3.4	100.94	0.82	F		1.0	32.55	0.52	D
Stream C-ABD		2.3	6.28	0.47	A		0.0	4.22	0.03	A
	DO_SO_OY+5_P1 (0.2) (BO)									
Stream B-ACD	D11	0.6	13.61	0.38	B	D12	0.3	13.16	0.22	B
Stream A-BCD		0.0	4.19	0.01	A		0.0	4.21	0.02	A
Stream D-ABC		4.5	129.83	0.88	F		1.4	39.86	0.60	E
Stream C-ABD		2.5	6.70	0.50	A		0.3	4.41	0.12	A
	DO_SO_OY+5_P1+P2 (0.2) (SC)									
Stream B-ACD	D13	0.0	0.00	0.00	A	D14	0.0	0.00	0.00	A
Stream A-BCD		0.0	3.77	0.01	A		0.0	3.99	0.03	A
Stream D-ABC		3.1	98.48	0.80	F		1.2	38.53	0.56	E
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	DO_NO_OY+15									
Stream B-ACD	D15	0.5	12.40	0.32	B	D16	0.2	12.80	0.19	B
Stream A-BCD		0.0	4.18	0.01	A		0.0	4.19	0.02	A
Stream D-ABC		3.4	100.94	0.82	F		1.0	32.55	0.52	D
Stream C-ABD		2.3	6.28	0.47	A		0.0	4.22	0.03	A
	DO_SO_OY+15_P1 (0.2) (BO)									
Stream B-ACD	D17	0.6	13.61	0.38	B	D18	0.3	13.16	0.22	B
Stream A-BCD		0.0	4.19	0.01	A		0.0	4.21	0.02	A
Stream D-ABC		4.5	129.83	0.88	F		1.4	39.86	0.60	E
Stream C-ABD		2.5	6.70	0.50	A		0.3	4.41	0.12	A
	DO_SO_OY+15_P1+P2 (0.2) (SC)									
Stream B-ACD	D19	0.0	0.00	0.00	A	D20	0.0	0.00	0.00	A
Stream A-BCD		0.0	3.77	0.01	A		0.0	3.99	0.03	A
Stream D-ABC		3.1	98.48	0.80	F		1.2	38.53	0.56	E
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	10/09/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ATKINSMCCARTHY\MCollins
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

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)
D1	Base	AM	ONE HOUR	07:45	09:15	15
D2	Base	PM	ONE HOUR	16:45	18:15	15
D3	DO_NO_OY	AM	ONE HOUR	07:45	09:15	15
D4	DO_NO_OY	PM	ONE HOUR	16:45	18:15	15
D5	DO_SO_OY+P1 (0.2) (BO)	AM	ONE HOUR	07:45	09:15	15
D6	DO_SO_OY+P1 (0.2) (BO)	PM	ONE HOUR	16:45	18:15	15
D7	DO_SO_OY_P1+P2 (0.2) (SC)	AM	ONE HOUR	07:45	09:15	15
D8	DO_SO_OY_P1+P2 (0.2) (SC)	PM	ONE HOUR	16:45	18:15	15
D9	DO_NO_OY+5	AM	ONE HOUR	07:45	09:15	15
D10	DO_NO_OY+5	PM	ONE HOUR	16:45	18:15	15
D11	DO_SO_OY+5_P1 (0.2) (BO)	AM	ONE HOUR	07:45	09:15	15
D12	DO_SO_OY+5_P1 (0.2) (BO)	PM	ONE HOUR	16:45	18:15	15
D13	DO_SO_OY+5_P1+P2 (0.2) (SC)	AM	ONE HOUR	07:45	09:15	15
D14	DO_SO_OY+5_P1+P2 (0.2) (SC)	PM	ONE HOUR	16:45	18:15	15
D15	DO_NO_OY+15	AM	ONE HOUR	07:45	09:15	15
D16	DO_NO_OY+15	PM	ONE HOUR	16:45	18:15	15
D17	DO_SO_OY+15_P1 (0.2) (BO)	AM	ONE HOUR	07:45	09:15	15
D18	DO_SO_OY+15_P1 (0.2) (BO)	PM	ONE HOUR	16:45	18:15	15
D19	DO_SO_OY+15_P1+P2 (0.2) (SC)	AM	ONE HOUR	07:45	09:15	15
D20	DO_SO_OY+15_P1+P2 (0.2) (SC)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		8.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Main St North	Along R761	Major
B	Ravenswell Rd	Southern Access Junction from Development	Minor
C	Main St South	Along R761	Major
D	Lower Dargle Rd	Opposite to access junction	Minor

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)
A	6.50			52.0	✓	0.00
C	6.50			46.0	✓	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	3.50	50	32
D	One lane	3.50	30	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	604	-	-	-	-	-	-	0.229	0.327	0.229	-	-	-
B-A	535	0.095	0.241	0.241	-	-	-	0.152	0.344	-	0.241	0.241	0.120
B-C	676	0.101	0.256	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	535	0.095	0.241	0.241	-	-	-	0.152	0.344	0.152	-	-	-
B-D, offside lane	535	0.095	0.241	0.241	-	-	-	0.152	0.344	0.152	-	-	-
C-B	601	0.228	0.228	0.325	-	-	-	-	-	-	-	-	-
D-A	687	-	-	-	-	-	-	0.260	-	0.103	-	-	-
D-B, nearside lane	536	0.152	0.152	0.345	-	-	-	0.242	0.242	0.096	-	-	-
D-B, offside lane	536	0.152	0.152	0.345	-	-	-	0.242	0.242	0.096	-	-	-
D-C	536	-	0.152	0.345	0.121	0.242	0.242	0.242	0.242	0.096	-	-	-

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)
D1	Base	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	126	100.000
C		✓	884	100.000
D		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	119	6
	C	693	89	0	102
	D	2	7	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	12.40	0.5	B
A-BCD	0.01	4.18	0.0	A
A-B				
A-C				
D-ABC	0.82	100.94	3.4	F
C-ABD	0.47	6.28	2.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	95	511	0.186	94	0.2	8.616	A
A-BCD	2	864	0.002	2	0.0	4.177	A
A-B	10			10			
A-C	545			545			
D-ABC	91	284	0.321	89	0.5	18.309	C
C-ABD	194	915	0.212	191	0.6	4.979	A
C-D	61			61			
C-A	411			411			

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-ACD	113	478	0.237	113	0.3	9.847	A
A-BCD	3	925	0.003	3	0.0	3.903	A
A-B	12			12			
A-C	650			650			
D-ABC	109	234	0.465	107	0.8	28.123	D
C-ABD	294	987	0.298	292	1.0	5.205	A
C-D	64			64			
C-A	437			437			

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-ACD	139	429	0.323	138	0.5	12.336	B
A-BCD	6	1017	0.005	6	0.0	3.559	A
A-B	14			14			
A-C	795			795			
D-ABC	133	165	0.809	125	2.9	78.893	F
C-ABD	506	1091	0.464	501	2.2	6.171	A
C-D	60			60			
C-A	407			407			

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-ACD	139	429	0.323	139	0.5	12.404	B
A-BCD	6	1016	0.005	6	0.0	3.561	A
A-B	14			14			
A-C	795			795			
D-ABC	133	163	0.816	131	3.4	100.939	F
C-ABD	510	1094	0.467	510	2.3	6.279	A
C-D	59			59			
C-A	403			403			

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-ACD	113	478	0.237	114	0.3	9.909	A
A-BCD	3	924	0.003	3	0.0	3.909	A
A-B	12			12			
A-C	650			650			
D-ABC	109	232	0.469	119	0.9	34.086	D
C-ABD	297	991	0.300	302	1.1	5.300	A
C-D	64			64			
C-A	434			434			

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-ACD	95	511	0.186	95	0.2	8.669	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	91	283	0.322	93	0.5	19.115	C
C-ABD	196	917	0.214	198	0.6	5.039	A
C-D	60			60			
C-A	409			409			

Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.80	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)
D2	Base	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	58	100.000
C		✓	709	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	38	4
	C	633	7	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.19	12.80	0.2	B
A-BCD	0.02	4.19	0.0	A
A-B				
A-C				
D-ABC	0.52	32.55	1.0	D
C-ABD	0.03	4.22	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	44	439	0.099	43	0.1	9.077	A
A-BCD	10	869	0.011	10	0.0	4.191	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.248	80	0.3	14.481	B
C-ABD	14	867	0.016	13	0.0	4.218	A
C-D	51			51			
C-A	469			469			

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-ACD	52	401	0.130	52	0.1	10.306	B
A-BCD	14	928	0.015	14	0.0	3.937	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.339	96	0.5	18.903	C
C-ABD	20	927	0.021	20	0.0	3.968	A
C-D	61			61			
C-A	557			557			

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-ACD	64	345	0.185	64	0.2	12.766	B
A-BCD	23	1015	0.023	23	0.0	3.627	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	117	1.0	31.511	D
C-ABD	33	1014	0.032	32	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	345	0.185	64	0.2	12.802	B
A-BCD	23	1015	0.023	23	0.0	3.630	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	119	1.0	32.550	D
C-ABD	33	1014	0.032	33	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	52	401	0.130	52	0.2	10.338	B
A-BCD	14	928	0.015	14	0.0	3.939	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.340	99	0.5	19.468	C
C-ABD	20	927	0.021	20	0.0	3.970	A
C-D	61			61			
C-A	557			557			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	44	439	0.099	44	0.1	9.109	A
A-BCD	10	869	0.011	10	0.0	4.193	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.249	82	0.3	14.734	B
C-ABD	14	867	0.016	14	0.0	4.218	A
C-D	51			51			
C-A	469			469			

DO_NO_OY, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		8.59	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)
D3	DO_NO_OY	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	126	100.000
C		✓	884	100.000
D		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	119	6
	C	693	89	0	102
	D	2	7	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	12.40	0.5	B
A-BCD	0.01	4.18	0.0	A
A-B				
A-C				
D-ABC	0.82	100.94	3.4	F
C-ABD	0.47	6.28	2.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	95	511	0.186	94	0.2	8.616	A
A-BCD	2	864	0.002	2	0.0	4.177	A
A-B	10			10			
A-C	545			545			
D-ABC	91	284	0.321	89	0.5	18.309	C
C-ABD	194	915	0.212	191	0.6	4.979	A
C-D	61			61			
C-A	411			411			

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-ACD	113	478	0.237	113	0.3	9.847	A
A-BCD	3	925	0.003	3	0.0	3.903	A
A-B	12			12			
A-C	650			650			
D-ABC	109	234	0.465	107	0.8	28.123	D
C-ABD	294	987	0.298	292	1.0	5.205	A
C-D	64			64			
C-A	437			437			

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-ACD	139	429	0.323	138	0.5	12.336	B
A-BCD	6	1017	0.005	6	0.0	3.559	A
A-B	14			14			
A-C	795			795			
D-ABC	133	165	0.809	125	2.9	78.893	F
C-ABD	506	1091	0.464	501	2.2	6.171	A
C-D	60			60			
C-A	407			407			

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-ACD	139	429	0.323	139	0.5	12.404	B
A-BCD	6	1016	0.005	6	0.0	3.561	A
A-B	14			14			
A-C	795			795			
D-ABC	133	163	0.816	131	3.4	100.939	F
C-ABD	510	1094	0.467	510	2.3	6.279	A
C-D	59			59			
C-A	403			403			

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-ACD	113	478	0.237	114	0.3	9.909	A
A-BCD	3	924	0.003	3	0.0	3.909	A
A-B	12			12			
A-C	650			650			
D-ABC	109	232	0.469	119	0.9	34.086	D
C-ABD	297	991	0.300	302	1.1	5.300	A
C-D	64			64			
C-A	434			434			

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-ACD	95	511	0.186	95	0.2	8.669	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	91	283	0.322	93	0.5	19.115	C
C-ABD	196	917	0.214	198	0.6	5.039	A
C-D	60			60			
C-A	409			409			

DO_NO_OY, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.80	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)
D4	DO_NO_OY	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	58	100.000
C		✓	709	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	38	4
	C	633	7	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.19	12.80	0.2	B
A-BCD	0.02	4.19	0.0	A
A-B				
A-C				
D-ABC	0.52	32.55	1.0	D
C-ABD	0.03	4.22	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	44	439	0.099	43	0.1	9.077	A
A-BCD	10	869	0.011	10	0.0	4.191	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.248	80	0.3	14.481	B
C-ABD	14	867	0.016	13	0.0	4.218	A
C-D	51			51			
C-A	469			469			

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-ACD	52	401	0.130	52	0.1	10.306	B
A-BCD	14	928	0.015	14	0.0	3.937	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.339	96	0.5	18.903	C
C-ABD	20	927	0.021	20	0.0	3.968	A
C-D	61			61			
C-A	557			557			

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-ACD	64	345	0.185	64	0.2	12.766	B
A-BCD	23	1015	0.023	23	0.0	3.627	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	117	1.0	31.511	D
C-ABD	33	1014	0.032	32	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	345	0.185	64	0.2	12.802	B
A-BCD	23	1015	0.023	23	0.0	3.630	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	119	1.0	32.550	D
C-ABD	33	1014	0.032	33	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	52	401	0.130	52	0.2	10.338	B
A-BCD	14	928	0.015	14	0.0	3.939	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.340	99	0.5	19.468	C
C-ABD	20	927	0.021	20	0.0	3.970	A
C-D	61			61			
C-A	557			557			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	44	439	0.099	44	0.1	9.109	A
A-BCD	10	869	0.011	10	0.0	4.193	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.249	82	0.3	14.734	B
C-ABD	14	867	0.016	14	0.0	4.218	A
C-D	51			51			
C-A	469			469			

DO_SO_OY+P1 (0.2) (BO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		10.90	B

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)
D5	DO_SO_OY+P1 (0.2) (BO)	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	150	100.000
C		✓	890	100.000
D		✓	124	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	142	7
	C	693	95	0	102
	D	2	10	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.38	13.61	0.6	B
A-BCD	0.01	4.19	0.0	A
A-B				
A-C				
D-ABC	0.88	129.83	4.5	F
C-ABD	0.50	6.70	2.5	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	113	512	0.221	112	0.3	8.980	A
A-BCD	2	863	0.002	2	0.0	4.182	A
A-B	10			10			
A-C	545			545			
D-ABC	93	279	0.334	91	0.5	18.963	C
C-ABD	207	915	0.226	204	0.6	5.069	A
C-D	59			59			
C-A	404			404			

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-ACD	135	479	0.282	134	0.4	10.439	B
A-BCD	3	924	0.003	3	0.0	3.908	A
A-B	12			12			
A-C	650			650			
D-ABC	111	228	0.489	110	0.9	30.030	D
C-ABD	314	987	0.318	312	1.1	5.358	A
C-D	62			62			
C-A	424			424			

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-ACD	165	430	0.384	164	0.6	13.507	B
A-BCD	6	1015	0.005	6	0.0	3.563	A
A-B	14			14			
A-C	795			795			
D-ABC	137	157	0.868	126	3.6	93.754	F
C-ABD	540	1091	0.495	535	2.4	6.548	A
C-D	56			56			
C-A	383			383			

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-ACD	165	430	0.385	165	0.6	13.611	B
A-BCD	6	1015	0.005	6	0.0	3.566	A
A-B	14			14			
A-C	795			795			
D-ABC	137	156	0.876	133	4.5	129.829	F
C-ABD	546	1095	0.498	545	2.5	6.696	A
C-D	56			56			
C-A	379			379			

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-ACD	135	479	0.282	136	0.4	10.529	B
A-BCD	3	923	0.003	3	0.0	3.913	A
A-B	12			12			
A-C	650			650			
D-ABC	111	226	0.493	125	1.0	39.709	E
C-ABD	318	992	0.320	323	1.2	5.473	A
C-D	62			62			
C-A	421			421			

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-ACD	113	511	0.221	113	0.3	9.054	A
A-BCD	2	862	0.002	2	0.0	4.187	A
A-B	10			10			
A-C	545			545			
D-ABC	93	278	0.336	95	0.5	19.931	C
C-ABD	210	917	0.229	212	0.7	5.137	A
C-D	59			59			
C-A	401			401			

DO_SO_OY+P1 (0.2) (BO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		3.80	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)
D6	DO_SO_OY+P1 (0.2) (BO)	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	71	100.000
C		✓	728	100.000
D		✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	50	5
	C	633	26	0	69
	D	2	12	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.22	13.16	0.3	B
A-BCD	0.02	4.21	0.0	A
A-B				
A-C				
D-ABC	0.60	39.86	1.4	E
C-ABD	0.12	4.41	0.3	A
C-D				
C-A				

Main Results for each time segment

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-ACD	53	448	0.119	53	0.1	9.108	A
A-BCD	10	865	0.011	10	0.0	4.207	A
A-B	3			3			
A-C	520			520			
D-ABC	90	322	0.280	89	0.4	15.318	C
C-ABD	50	867	0.058	50	0.1	4.405	A
C-D	49			49			
C-A	449			449			

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-ACD	64	409	0.156	64	0.2	10.416	B
A-BCD	14	925	0.015	14	0.0	3.954	A
A-B	4			4			
A-C	618			618			
D-ABC	108	280	0.385	107	0.6	20.682	C
C-ABD	74	927	0.079	73	0.1	4.218	A
C-D	57			57			
C-A	524			524			

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-ACD	78	352	0.222	78	0.3	13.108	B
A-BCD	23	1011	0.023	23	0.0	3.643	A
A-B	4			4			
A-C	751			751			
D-ABC	132	222	0.596	129	1.3	37.742	E
C-ABD	121	1014	0.119	120	0.3	4.029	A
C-D	67			67			
C-A	614			614			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	78	352	0.222	78	0.3	13.159	B
A-BCD	23	1011	0.023	23	0.0	3.646	A
A-B	4			4			
A-C	751			751			
D-ABC	132	222	0.596	132	1.4	39.859	E
C-ABD	121	1015	0.119	121	0.3	4.033	A
C-D	67			67			
C-A	613			613			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	409	0.156	64	0.2	10.463	B
A-BCD	14	924	0.015	14	0.0	3.956	A
A-B	4			4			
A-C	618			618			
D-ABC	108	280	0.386	111	0.7	21.664	C
C-ABD	74	927	0.080	74	0.2	4.226	A
C-D	57			57			
C-A	524			524			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	53	447	0.119	54	0.1	9.148	A
A-BCD	10	865	0.011	10	0.0	4.209	A
A-B	3			3			
A-C	520			520			
D-ABC	90	322	0.280	91	0.4	15.668	C
C-ABD	50	867	0.058	51	0.1	4.412	A
C-D	49			49			
C-A	449			449			

DO_SO_OY_P1+P2 (0.2) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		5.79	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)
D7	DO_SO_OY_P1+P2 (0.2) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	903	100.000
B		✓	0	100.000
C		✓	925	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	901	1
	B	0	0	0	0
	C	823	0	0	102
	D	2	0	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.01	3.77	0.0	A
A-B				
A-C				
D-ABC	0.80	98.48	3.1	F
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	302	0.000	0	0.0	0.000	A
A-BCD	3	956	0.003	3	0.0	3.775	A
A-B	0.75			0.75			
A-C	676			676			
D-ABC	86	278	0.308	84	0.4	18.362	C
C-ABD	0	446	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	620			620			

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-ACD	0	248	0.000	0	0.0	0.000	A
A-BCD	4	1038	0.004	4	0.0	3.480	A
A-B	0.90			0.90			
A-C	807			807			
D-ABC	102	228	0.450	101	0.8	28.136	D
C-ABD	0	416	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	740			740			

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-ACD	0	170	0.000	0	0.0	0.000	A
A-BCD	8	1159	0.007	8	0.0	3.125	A
A-B	1			1			
A-C	985			985			
D-ABC	126	157	0.797	118	2.7	79.252	F
C-ABD	0	374	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	906			906			

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-ACD	0	170	0.000	0	0.0	0.000	A
A-BCD	8	1159	0.007	8	0.0	3.125	A
A-B	1			1			
A-C	985			985			
D-ABC	126	157	0.797	124	3.1	98.481	F
C-ABD	0	374	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	906			906			

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-ACD	0	247	0.000	0	0.0	0.000	A
A-BCD	4	1038	0.004	4	0.0	3.480	A
A-B	0.90			0.90			
A-C	807			807			
D-ABC	102	228	0.450	112	0.9	33.089	D
C-ABD	0	416	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	740			740			

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-ACD	0	301	0.000	0	0.0	0.000	A
A-BCD	3	956	0.003	3	0.0	3.775	A
A-B	0.75			0.75			
A-C	676			676			
D-ABC	86	278	0.308	87	0.5	19.011	C
C-ABD	0	446	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	620			620			

DO_SO_OY_P1+P2 (0.2) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.56	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)
D8	DO_SO_OY_P1+P2 (0.2) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	798	100.000
B		✓	1	100.000
C		✓	765	100.000
D		✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	793	5
	B	1	0	0	0
	C	696	0	0	69
	D	3	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.03	3.99	0.0	A
A-B				
A-C				
D-ABC	0.56	38.53	1.2	E
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	0	338	0.000	0	0.0	0.000	A
A-BCD	11	913	0.012	11	0.0	3.992	A
A-B	0			0			
A-C	590			590			
D-ABC	82	317	0.259	81	0.3	15.178	C
C-ABD	0	463	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	524			524			

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-ACD	0	292	0.000	0	0.0	0.000	A
A-BCD	16	983	0.017	16	0.0	3.724	A
A-B	0			0			
A-C	701			701			
D-ABC	98	273	0.359	97	0.5	20.373	C
C-ABD	0	437	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	626			626			

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-ACD	0	227	0.000	0	0.0	0.000	A
A-BCD	28	1085	0.026	28	0.0	3.406	A
A-B	0			0			
A-C	850			850			
D-ABC	120	213	0.564	117	1.2	36.810	E
C-ABD	0	400	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	766			766			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	227	0.000	0	0.0	0.000	A
A-BCD	28	1085	0.026	28	0.0	3.409	A
A-B	0			0			
A-C	850			850			
D-ABC	120	213	0.564	120	1.2	38.529	E
C-ABD	0	400	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	766			766			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	292	0.000	0	0.0	0.000	A
A-BCD	16	983	0.017	16	0.0	3.725	A
A-B	0			0			
A-C	701			701			
D-ABC	98	273	0.359	101	0.6	21.175	C
C-ABD	0	437	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	626			626			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	338	0.000	0	0.0	0.000	A
A-BCD	11	913	0.012	11	0.0	3.993	A
A-B	0			0			
A-C	590			590			
D-ABC	82	317	0.259	83	0.4	15.466	C
C-ABD	0	463	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	524			524			

DO_NO_OY+5, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		8.59	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)
D9	DO_NO_OY+5	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	126	100.000
C		✓	884	100.000
D		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	119	6
	C	693	89	0	102
	D	2	7	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	12.40	0.5	B
A-BCD	0.01	4.18	0.0	A
A-B				
A-C				
D-ABC	0.82	100.94	3.4	F
C-ABD	0.47	6.28	2.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	95	511	0.186	94	0.2	8.616	A
A-BCD	2	864	0.002	2	0.0	4.177	A
A-B	10			10			
A-C	545			545			
D-ABC	91	284	0.321	89	0.5	18.309	C
C-ABD	194	915	0.212	191	0.6	4.979	A
C-D	61			61			
C-A	411			411			

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-ACD	113	478	0.237	113	0.3	9.847	A
A-BCD	3	925	0.003	3	0.0	3.903	A
A-B	12			12			
A-C	650			650			
D-ABC	109	234	0.465	107	0.8	28.123	D
C-ABD	294	987	0.298	292	1.0	5.205	A
C-D	64			64			
C-A	437			437			

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-ACD	139	429	0.323	138	0.5	12.336	B
A-BCD	6	1017	0.005	6	0.0	3.559	A
A-B	14			14			
A-C	795			795			
D-ABC	133	165	0.809	125	2.9	78.893	F
C-ABD	506	1091	0.464	501	2.2	6.171	A
C-D	60			60			
C-A	407			407			

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-ACD	139	429	0.323	139	0.5	12.404	B
A-BCD	6	1016	0.005	6	0.0	3.561	A
A-B	14			14			
A-C	795			795			
D-ABC	133	163	0.816	131	3.4	100.939	F
C-ABD	510	1094	0.467	510	2.3	6.279	A
C-D	59			59			
C-A	403			403			

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-ACD	113	478	0.237	114	0.3	9.909	A
A-BCD	3	924	0.003	3	0.0	3.909	A
A-B	12			12			
A-C	650			650			
D-ABC	109	232	0.469	119	0.9	34.086	D
C-ABD	297	991	0.300	302	1.1	5.300	A
C-D	64			64			
C-A	434			434			

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-ACD	95	511	0.186	95	0.2	8.669	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	91	283	0.322	93	0.5	19.115	C
C-ABD	196	917	0.214	198	0.6	5.039	A
C-D	60			60			
C-A	409			409			

DO_NO_OY+5, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.80	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)
D10	DO_NO_OY+5	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	58	100.000
C		✓	709	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	38	4
	C	633	7	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.19	12.80	0.2	B
A-BCD	0.02	4.19	0.0	A
A-B				
A-C				
D-ABC	0.52	32.55	1.0	D
C-ABD	0.03	4.22	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	44	439	0.099	43	0.1	9.077	A
A-BCD	10	869	0.011	10	0.0	4.191	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.248	80	0.3	14.481	B
C-ABD	14	867	0.016	13	0.0	4.218	A
C-D	51			51			
C-A	469			469			

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-ACD	52	401	0.130	52	0.1	10.306	B
A-BCD	14	928	0.015	14	0.0	3.937	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.339	96	0.5	18.903	C
C-ABD	20	927	0.021	20	0.0	3.968	A
C-D	61			61			
C-A	557			557			

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-ACD	64	345	0.185	64	0.2	12.766	B
A-BCD	23	1015	0.023	23	0.0	3.627	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	117	1.0	31.511	D
C-ABD	33	1014	0.032	32	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	345	0.185	64	0.2	12.802	B
A-BCD	23	1015	0.023	23	0.0	3.630	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	119	1.0	32.550	D
C-ABD	33	1014	0.032	33	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	52	401	0.130	52	0.2	10.338	B
A-BCD	14	928	0.015	14	0.0	3.939	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.340	99	0.5	19.468	C
C-ABD	20	927	0.021	20	0.0	3.970	A
C-D	61			61			
C-A	557			557			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	44	439	0.099	44	0.1	9.109	A
A-BCD	10	869	0.011	10	0.0	4.193	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.249	82	0.3	14.734	B
C-ABD	14	867	0.016	14	0.0	4.218	A
C-D	51			51			
C-A	469			469			

DO_SO_OY+5_P1 (0.2) (BO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		10.90	B

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)
D11	DO_SO_OY+5_P1 (0.2) (BO)	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	150	100.000
C		✓	890	100.000
D		✓	124	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	142	7
	C	693	95	0	102
	D	2	10	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.38	13.61	0.6	B
A-BCD	0.01	4.19	0.0	A
A-B				
A-C				
D-ABC	0.88	129.83	4.5	F
C-ABD	0.50	6.70	2.5	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	113	512	0.221	112	0.3	8.980	A
A-BCD	2	863	0.002	2	0.0	4.182	A
A-B	10			10			
A-C	545			545			
D-ABC	93	279	0.334	91	0.5	18.963	C
C-ABD	207	915	0.226	204	0.6	5.069	A
C-D	59			59			
C-A	404			404			

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-ACD	135	479	0.282	134	0.4	10.439	B
A-BCD	3	924	0.003	3	0.0	3.908	A
A-B	12			12			
A-C	650			650			
D-ABC	111	228	0.489	110	0.9	30.030	D
C-ABD	314	987	0.318	312	1.1	5.358	A
C-D	62			62			
C-A	424			424			

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-ACD	165	430	0.384	164	0.6	13.507	B
A-BCD	6	1015	0.005	6	0.0	3.563	A
A-B	14			14			
A-C	795			795			
D-ABC	137	157	0.868	126	3.6	93.754	F
C-ABD	540	1091	0.495	535	2.4	6.548	A
C-D	56			56			
C-A	383			383			

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-ACD	165	430	0.385	165	0.6	13.611	B
A-BCD	6	1015	0.005	6	0.0	3.566	A
A-B	14			14			
A-C	795			795			
D-ABC	137	156	0.876	133	4.5	129.829	F
C-ABD	546	1095	0.498	545	2.5	6.696	A
C-D	56			56			
C-A	379			379			

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-ACD	135	479	0.282	136	0.4	10.529	B
A-BCD	3	923	0.003	3	0.0	3.913	A
A-B	12			12			
A-C	650			650			
D-ABC	111	226	0.493	125	1.0	39.709	E
C-ABD	318	992	0.320	323	1.2	5.473	A
C-D	62			62			
C-A	421			421			

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-ACD	113	511	0.221	113	0.3	9.054	A
A-BCD	2	862	0.002	2	0.0	4.187	A
A-B	10			10			
A-C	545			545			
D-ABC	93	278	0.336	95	0.5	19.931	C
C-ABD	210	917	0.229	212	0.7	5.137	A
C-D	59			59			
C-A	401			401			

DO_SO_OY+5_P1 (0.2) (BO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		3.80	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)
D12	DO_SO_OY+5_P1 (0.2) (BO)	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	71	100.000
C		✓	728	100.000
D		✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	50	5
	C	633	26	0	69
	D	2	12	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.22	13.16	0.3	B
A-BCD	0.02	4.21	0.0	A
A-B				
A-C				
D-ABC	0.60	39.86	1.4	E
C-ABD	0.12	4.41	0.3	A
C-D				
C-A				

Main Results for each time segment

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-ACD	53	448	0.119	53	0.1	9.108	A
A-BCD	10	865	0.011	10	0.0	4.207	A
A-B	3			3			
A-C	520			520			
D-ABC	90	322	0.280	89	0.4	15.318	C
C-ABD	50	867	0.058	50	0.1	4.405	A
C-D	49			49			
C-A	449			449			

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-ACD	64	409	0.156	64	0.2	10.416	B
A-BCD	14	925	0.015	14	0.0	3.954	A
A-B	4			4			
A-C	618			618			
D-ABC	108	280	0.385	107	0.6	20.682	C
C-ABD	74	927	0.079	73	0.1	4.218	A
C-D	57			57			
C-A	524			524			

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-ACD	78	352	0.222	78	0.3	13.108	B
A-BCD	23	1011	0.023	23	0.0	3.643	A
A-B	4			4			
A-C	751			751			
D-ABC	132	222	0.596	129	1.3	37.742	E
C-ABD	121	1014	0.119	120	0.3	4.029	A
C-D	67			67			
C-A	614			614			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	78	352	0.222	78	0.3	13.159	B
A-BCD	23	1011	0.023	23	0.0	3.646	A
A-B	4			4			
A-C	751			751			
D-ABC	132	222	0.596	132	1.4	39.859	E
C-ABD	121	1015	0.119	121	0.3	4.033	A
C-D	67			67			
C-A	613			613			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	409	0.156	64	0.2	10.463	B
A-BCD	14	924	0.015	14	0.0	3.956	A
A-B	4			4			
A-C	618			618			
D-ABC	108	280	0.386	111	0.7	21.664	C
C-ABD	74	927	0.080	74	0.2	4.226	A
C-D	57			57			
C-A	524			524			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	53	447	0.119	54	0.1	9.148	A
A-BCD	10	865	0.011	10	0.0	4.209	A
A-B	3			3			
A-C	520			520			
D-ABC	90	322	0.280	91	0.4	15.668	C
C-ABD	50	867	0.058	51	0.1	4.412	A
C-D	49			49			
C-A	449			449			

DO_SO_OY+5_P1+P2 (0.2) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		5.79	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)
D13	DO_SO_OY+5_P1+P2 (0.2) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	903	100.000
B		✓	0	100.000
C		✓	925	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	901	1
	B	0	0	0	0
	C	823	0	0	102
	D	2	0	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.01	3.77	0.0	A
A-B				
A-C				
D-ABC	0.80	98.48	3.1	F
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	302	0.000	0	0.0	0.000	A
A-BCD	3	956	0.003	3	0.0	3.775	A
A-B	0.75			0.75			
A-C	676			676			
D-ABC	86	278	0.308	84	0.4	18.362	C
C-ABD	0	446	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	620			620			

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-ACD	0	248	0.000	0	0.0	0.000	A
A-BCD	4	1038	0.004	4	0.0	3.480	A
A-B	0.90			0.90			
A-C	807			807			
D-ABC	102	228	0.450	101	0.8	28.136	D
C-ABD	0	416	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	740			740			

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-ACD	0	170	0.000	0	0.0	0.000	A
A-BCD	8	1159	0.007	8	0.0	3.125	A
A-B	1			1			
A-C	985			985			
D-ABC	126	157	0.797	118	2.7	79.252	F
C-ABD	0	374	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	906			906			

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-ACD	0	170	0.000	0	0.0	0.000	A
A-BCD	8	1159	0.007	8	0.0	3.125	A
A-B	1			1			
A-C	985			985			
D-ABC	126	157	0.797	124	3.1	98.481	F
C-ABD	0	374	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	906			906			

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-ACD	0	247	0.000	0	0.0	0.000	A
A-BCD	4	1038	0.004	4	0.0	3.480	A
A-B	0.90			0.90			
A-C	807			807			
D-ABC	102	228	0.450	112	0.9	33.089	D
C-ABD	0	416	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	740			740			

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-ACD	0	301	0.000	0	0.0	0.000	A
A-BCD	3	956	0.003	3	0.0	3.775	A
A-B	0.75			0.75			
A-C	676			676			
D-ABC	86	278	0.308	87	0.5	19.011	C
C-ABD	0	446	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	620			620			

DO_SO_OY+5_P1+P2 (0.2) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.56	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)
D14	DO_SO_OY+5_P1+P2 (0.2) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	798	100.000
B		✓	1	100.000
C		✓	765	100.000
D		✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	793	5
	B	1	0	0	0
	C	696	0	0	69
	D	3	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.03	3.99	0.0	A
A-B				
A-C				
D-ABC	0.56	38.53	1.2	E
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	0	338	0.000	0	0.0	0.000	A
A-BCD	11	913	0.012	11	0.0	3.992	A
A-B	0			0			
A-C	590			590			
D-ABC	82	317	0.259	81	0.3	15.178	C
C-ABD	0	463	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	524			524			

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-ACD	0	292	0.000	0	0.0	0.000	A
A-BCD	16	983	0.017	16	0.0	3.724	A
A-B	0			0			
A-C	701			701			
D-ABC	98	273	0.359	97	0.5	20.373	C
C-ABD	0	437	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	626			626			

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-ACD	0	227	0.000	0	0.0	0.000	A
A-BCD	28	1085	0.026	28	0.0	3.406	A
A-B	0			0			
A-C	850			850			
D-ABC	120	213	0.564	117	1.2	36.810	E
C-ABD	0	400	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	766			766			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	227	0.000	0	0.0	0.000	A
A-BCD	28	1085	0.026	28	0.0	3.409	A
A-B	0			0			
A-C	850			850			
D-ABC	120	213	0.564	120	1.2	38.529	E
C-ABD	0	400	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	766			766			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	292	0.000	0	0.0	0.000	A
A-BCD	16	983	0.017	16	0.0	3.725	A
A-B	0			0			
A-C	701			701			
D-ABC	98	273	0.359	101	0.6	21.175	C
C-ABD	0	437	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	626			626			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	338	0.000	0	0.0	0.000	A
A-BCD	11	913	0.012	11	0.0	3.993	A
A-B	0			0			
A-C	590			590			
D-ABC	82	317	0.259	83	0.4	15.466	C
C-ABD	0	463	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	524			524			

DO_NO_OY+15, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		8.59	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)
D15	DO_NO_OY+15	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	126	100.000
C		✓	884	100.000
D		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	119	6
	C	693	89	0	102
	D	2	7	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	12.40	0.5	B
A-BCD	0.01	4.18	0.0	A
A-B				
A-C				
D-ABC	0.82	100.94	3.4	F
C-ABD	0.47	6.28	2.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	95	511	0.186	94	0.2	8.616	A
A-BCD	2	864	0.002	2	0.0	4.177	A
A-B	10			10			
A-C	545			545			
D-ABC	91	284	0.321	89	0.5	18.309	C
C-ABD	194	915	0.212	191	0.6	4.979	A
C-D	61			61			
C-A	411			411			

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-ACD	113	478	0.237	113	0.3	9.847	A
A-BCD	3	925	0.003	3	0.0	3.903	A
A-B	12			12			
A-C	650			650			
D-ABC	109	234	0.465	107	0.8	28.123	D
C-ABD	294	987	0.298	292	1.0	5.205	A
C-D	64			64			
C-A	437			437			

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-ACD	139	429	0.323	138	0.5	12.336	B
A-BCD	6	1017	0.005	6	0.0	3.559	A
A-B	14			14			
A-C	795			795			
D-ABC	133	165	0.809	125	2.9	78.893	F
C-ABD	506	1091	0.464	501	2.2	6.171	A
C-D	60			60			
C-A	407			407			

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-ACD	139	429	0.323	139	0.5	12.404	B
A-BCD	6	1016	0.005	6	0.0	3.561	A
A-B	14			14			
A-C	795			795			
D-ABC	133	163	0.816	131	3.4	100.939	F
C-ABD	510	1094	0.467	510	2.3	6.279	A
C-D	59			59			
C-A	403			403			

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-ACD	113	478	0.237	114	0.3	9.909	A
A-BCD	3	924	0.003	3	0.0	3.909	A
A-B	12			12			
A-C	650			650			
D-ABC	109	232	0.469	119	0.9	34.086	D
C-ABD	297	991	0.300	302	1.1	5.300	A
C-D	64			64			
C-A	434			434			

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-ACD	95	511	0.186	95	0.2	8.669	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	91	283	0.322	93	0.5	19.115	C
C-ABD	196	917	0.214	198	0.6	5.039	A
C-D	60			60			
C-A	409			409			

DO_NO_OY+15, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.80	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)
D16	DO_NO_OY+15	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	58	100.000
C		✓	709	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	38	4
	C	633	7	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.19	12.80	0.2	B
A-BCD	0.02	4.19	0.0	A
A-B				
A-C				
D-ABC	0.52	32.55	1.0	D
C-ABD	0.03	4.22	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	44	439	0.099	43	0.1	9.077	A
A-BCD	10	869	0.011	10	0.0	4.191	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.248	80	0.3	14.481	B
C-ABD	14	867	0.016	13	0.0	4.218	A
C-D	51			51			
C-A	469			469			

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-ACD	52	401	0.130	52	0.1	10.306	B
A-BCD	14	928	0.015	14	0.0	3.937	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.339	96	0.5	18.903	C
C-ABD	20	927	0.021	20	0.0	3.968	A
C-D	61			61			
C-A	557			557			

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-ACD	64	345	0.185	64	0.2	12.766	B
A-BCD	23	1015	0.023	23	0.0	3.627	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	117	1.0	31.511	D
C-ABD	33	1014	0.032	32	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	345	0.185	64	0.2	12.802	B
A-BCD	23	1015	0.023	23	0.0	3.630	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	119	1.0	32.550	D
C-ABD	33	1014	0.032	33	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	52	401	0.130	52	0.2	10.338	B
A-BCD	14	928	0.015	14	0.0	3.939	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.340	99	0.5	19.468	C
C-ABD	20	927	0.021	20	0.0	3.970	A
C-D	61			61			
C-A	557			557			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	44	439	0.099	44	0.1	9.109	A
A-BCD	10	869	0.011	10	0.0	4.193	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.249	82	0.3	14.734	B
C-ABD	14	867	0.016	14	0.0	4.218	A
C-D	51			51			
C-A	469			469			

DO_SO_OY+15_P1 (0.2) (BO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		10.90	B

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)
D17	DO_SO_OY+15_P1 (0.2) (BO)	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	150	100.000
C		✓	890	100.000
D		✓	124	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	142	7
	C	693	95	0	102
	D	2	10	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.38	13.61	0.6	B
A-BCD	0.01	4.19	0.0	A
A-B				
A-C				
D-ABC	0.88	129.83	4.5	F
C-ABD	0.50	6.70	2.5	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	113	512	0.221	112	0.3	8.980	A
A-BCD	2	863	0.002	2	0.0	4.182	A
A-B	10			10			
A-C	545			545			
D-ABC	93	279	0.334	91	0.5	18.963	C
C-ABD	207	915	0.226	204	0.6	5.069	A
C-D	59			59			
C-A	404			404			

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-ACD	135	479	0.282	134	0.4	10.439	B
A-BCD	3	924	0.003	3	0.0	3.908	A
A-B	12			12			
A-C	650			650			
D-ABC	111	228	0.489	110	0.9	30.030	D
C-ABD	314	987	0.318	312	1.1	5.358	A
C-D	62			62			
C-A	424			424			

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-ACD	165	430	0.384	164	0.6	13.507	B
A-BCD	6	1015	0.005	6	0.0	3.563	A
A-B	14			14			
A-C	795			795			
D-ABC	137	157	0.868	126	3.6	93.754	F
C-ABD	540	1091	0.495	535	2.4	6.548	A
C-D	56			56			
C-A	383			383			

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-ACD	165	430	0.385	165	0.6	13.611	B
A-BCD	6	1015	0.005	6	0.0	3.566	A
A-B	14			14			
A-C	795			795			
D-ABC	137	156	0.876	133	4.5	129.829	F
C-ABD	546	1095	0.498	545	2.5	6.696	A
C-D	56			56			
C-A	379			379			

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-ACD	135	479	0.282	136	0.4	10.529	B
A-BCD	3	923	0.003	3	0.0	3.913	A
A-B	12			12			
A-C	650			650			
D-ABC	111	226	0.493	125	1.0	39.709	E
C-ABD	318	992	0.320	323	1.2	5.473	A
C-D	62			62			
C-A	421			421			

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-ACD	113	511	0.221	113	0.3	9.054	A
A-BCD	2	862	0.002	2	0.0	4.187	A
A-B	10			10			
A-C	545			545			
D-ABC	93	278	0.336	95	0.5	19.931	C
C-ABD	210	917	0.229	212	0.7	5.137	A
C-D	59			59			
C-A	401			401			

DO_SO_OY+15_P1 (0.2) (BO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		3.80	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)
D18	DO_SO_OY+15_P1 (0.2) (BO)	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	71	100.000
C		✓	728	100.000
D		✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	50	5
	C	633	26	0	69
	D	2	12	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.22	13.16	0.3	B
A-BCD	0.02	4.21	0.0	A
A-B				
A-C				
D-ABC	0.60	39.86	1.4	E
C-ABD	0.12	4.41	0.3	A
C-D				
C-A				

Main Results for each time segment

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-ACD	53	448	0.119	53	0.1	9.108	A
A-BCD	10	865	0.011	10	0.0	4.207	A
A-B	3			3			
A-C	520			520			
D-ABC	90	322	0.280	89	0.4	15.318	C
C-ABD	50	867	0.058	50	0.1	4.405	A
C-D	49			49			
C-A	449			449			

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-ACD	64	409	0.156	64	0.2	10.416	B
A-BCD	14	925	0.015	14	0.0	3.954	A
A-B	4			4			
A-C	618			618			
D-ABC	108	280	0.385	107	0.6	20.682	C
C-ABD	74	927	0.079	73	0.1	4.218	A
C-D	57			57			
C-A	524			524			

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-ACD	78	352	0.222	78	0.3	13.108	B
A-BCD	23	1011	0.023	23	0.0	3.643	A
A-B	4			4			
A-C	751			751			
D-ABC	132	222	0.596	129	1.3	37.742	E
C-ABD	121	1014	0.119	120	0.3	4.029	A
C-D	67			67			
C-A	614			614			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	78	352	0.222	78	0.3	13.159	B
A-BCD	23	1011	0.023	23	0.0	3.646	A
A-B	4			4			
A-C	751			751			
D-ABC	132	222	0.596	132	1.4	39.859	E
C-ABD	121	1015	0.119	121	0.3	4.033	A
C-D	67			67			
C-A	613			613			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	409	0.156	64	0.2	10.463	B
A-BCD	14	924	0.015	14	0.0	3.956	A
A-B	4			4			
A-C	618			618			
D-ABC	108	280	0.386	111	0.7	21.664	C
C-ABD	74	927	0.080	74	0.2	4.226	A
C-D	57			57			
C-A	524			524			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	53	447	0.119	54	0.1	9.148	A
A-BCD	10	865	0.011	10	0.0	4.209	A
A-B	3			3			
A-C	520			520			
D-ABC	90	322	0.280	91	0.4	15.668	C
C-ABD	50	867	0.058	51	0.1	4.412	A
C-D	49			49			
C-A	449			449			

DO_SO_OY+15_P1+P2 (0.2) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		5.79	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)
D19	DO_SO_OY+15_P1+P2 (0.2) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	903	100.000
B		✓	0	100.000
C		✓	925	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	901	1
	B	0	0	0	0
	C	823	0	0	102
	D	2	0	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.01	3.77	0.0	A
A-B				
A-C				
D-ABC	0.80	98.48	3.1	F
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	302	0.000	0	0.0	0.000	A
A-BCD	3	956	0.003	3	0.0	3.775	A
A-B	0.75			0.75			
A-C	676			676			
D-ABC	86	278	0.308	84	0.4	18.362	C
C-ABD	0	446	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	620			620			

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-ACD	0	248	0.000	0	0.0	0.000	A
A-BCD	4	1038	0.004	4	0.0	3.480	A
A-B	0.90			0.90			
A-C	807			807			
D-ABC	102	228	0.450	101	0.8	28.136	D
C-ABD	0	416	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	740			740			

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-ACD	0	170	0.000	0	0.0	0.000	A
A-BCD	8	1159	0.007	8	0.0	3.125	A
A-B	1			1			
A-C	985			985			
D-ABC	126	157	0.797	118	2.7	79.252	F
C-ABD	0	374	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	906			906			

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-ACD	0	170	0.000	0	0.0	0.000	A
A-BCD	8	1159	0.007	8	0.0	3.125	A
A-B	1			1			
A-C	985			985			
D-ABC	126	157	0.797	124	3.1	98.481	F
C-ABD	0	374	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	906			906			

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-ACD	0	247	0.000	0	0.0	0.000	A
A-BCD	4	1038	0.004	4	0.0	3.480	A
A-B	0.90			0.90			
A-C	807			807			
D-ABC	102	228	0.450	112	0.9	33.089	D
C-ABD	0	416	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	740			740			

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-ACD	0	301	0.000	0	0.0	0.000	A
A-BCD	3	956	0.003	3	0.0	3.775	A
A-B	0.75			0.75			
A-C	676			676			
D-ABC	86	278	0.308	87	0.5	19.011	C
C-ABD	0	446	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	620			620			

DO_SO_OY+15_P1+P2 (0.2) (SC) , PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.56	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)
D20	DO_SO_OY+15_P1+P2 (0.2) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	798	100.000
B		✓	1	100.000
C		✓	765	100.000
D		✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	793	5
	B	1	0	0	0
	C	696	0	0	69
	D	3	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.03	3.99	0.0	A
A-B				
A-C				
D-ABC	0.56	38.53	1.2	E
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	0	338	0.000	0	0.0	0.000	A
A-BCD	11	913	0.012	11	0.0	3.992	A
A-B	0			0			
A-C	590			590			
D-ABC	82	317	0.259	81	0.3	15.178	C
C-ABD	0	463	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	524			524			

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-ACD	0	292	0.000	0	0.0	0.000	A
A-BCD	16	983	0.017	16	0.0	3.724	A
A-B	0			0			
A-C	701			701			
D-ABC	98	273	0.359	97	0.5	20.373	C
C-ABD	0	437	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	626			626			

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-ACD	0	227	0.000	0	0.0	0.000	A
A-BCD	28	1085	0.026	28	0.0	3.406	A
A-B	0			0			
A-C	850			850			
D-ABC	120	213	0.564	117	1.2	36.810	E
C-ABD	0	400	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	766			766			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	227	0.000	0	0.0	0.000	A
A-BCD	28	1085	0.026	28	0.0	3.409	A
A-B	0			0			
A-C	850			850			
D-ABC	120	213	0.564	120	1.2	38.529	E
C-ABD	0	400	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	766			766			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	292	0.000	0	0.0	0.000	A
A-BCD	16	983	0.017	16	0.0	3.725	A
A-B	0			0			
A-C	701			701			
D-ABC	98	273	0.359	101	0.6	21.175	C
C-ABD	0	437	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	626			626			

18:00 - 18:15

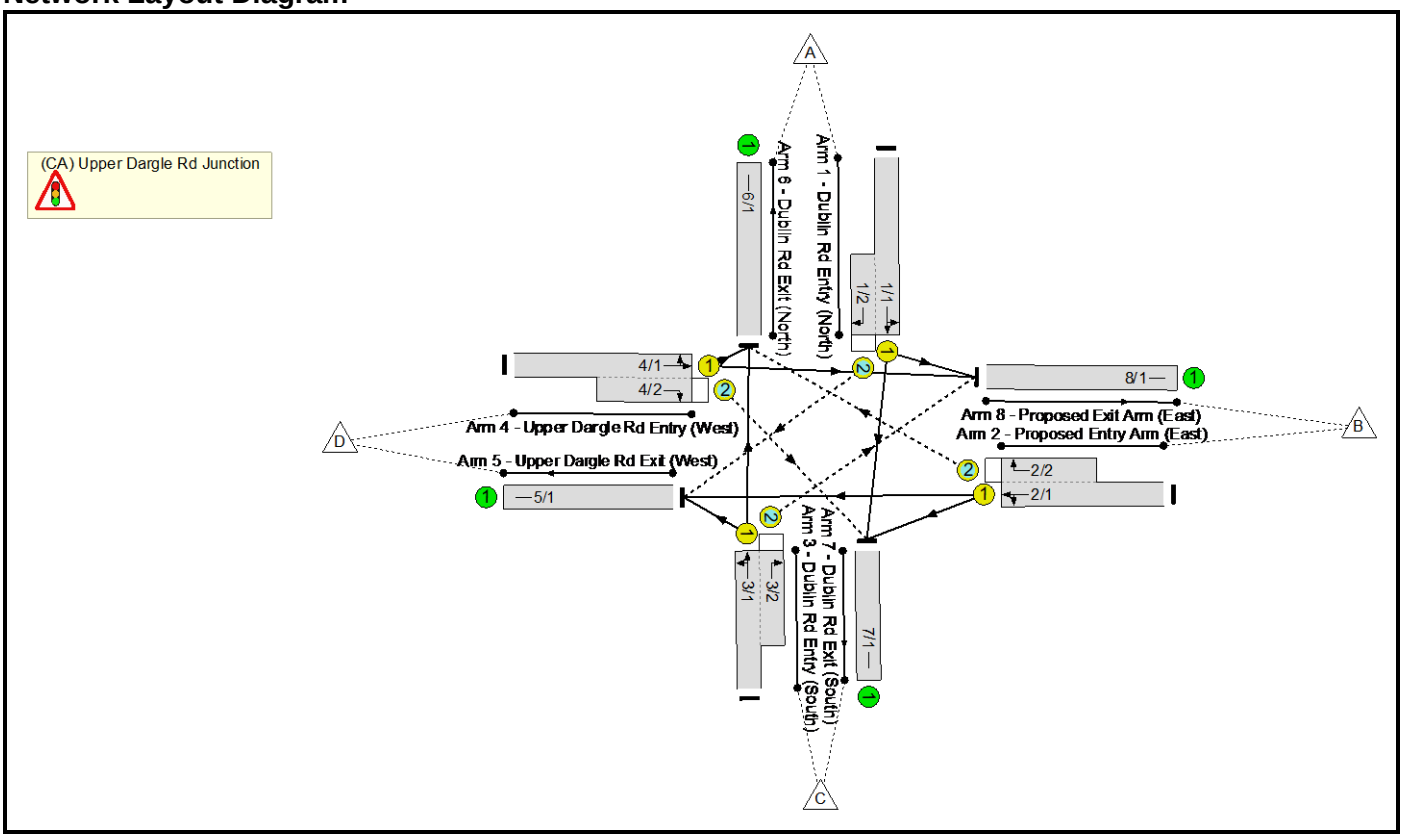
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	338	0.000	0	0.0	0.000	A
A-BCD	11	913	0.012	11	0.0	3.993	A
A-B	0			0			
A-C	590			590			
D-ABC	82	317	0.259	83	0.4	15.466	C
C-ABD	0	463	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	524			524			

Full Input Data And Results

User and Project Details

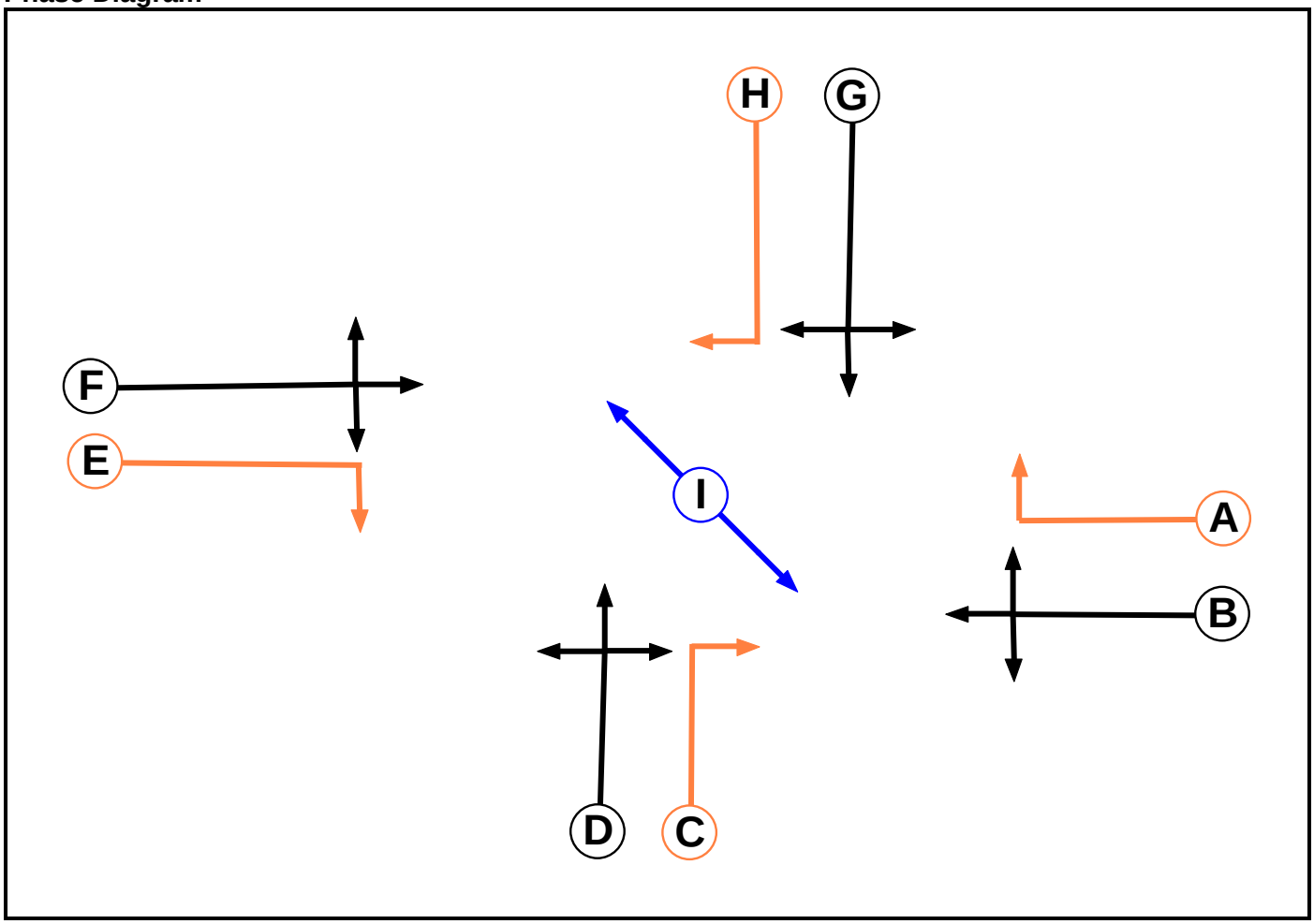
Project:	**Harbour Point Coastal Quarter**
Title:	
Location:	
Client:	Shankill Property Investments Ltd.
Additional detail:	
File name:	(CA)_(0.2) Upper Dargle Road Junction-Future Year.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Filter with Closing Amber (Not UK)		7	7
B	Traffic		7	7
C	Filter with Closing Amber (Not UK)		7	7
D	Traffic		7	7
E	Filter with Closing Amber (Not UK)		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Filter with Closing Amber (Not UK)		7	7
I	Pedestrian		5	5

Full Input Data And Results

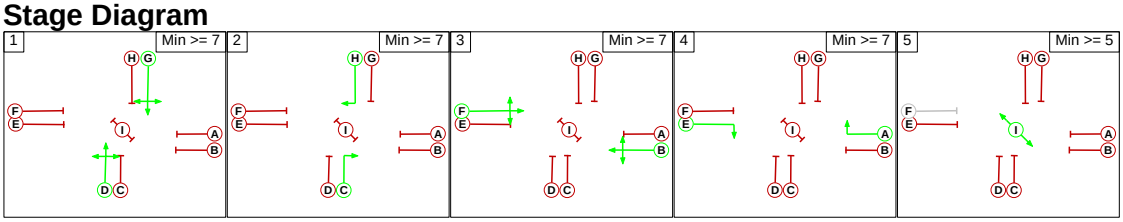
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
	A	B	C	D	E	F	G	H	I
A		-	6	6	-	-	6	6	7
B	-		5	5	6	-	5	5	6
C	6	6		-	5	6	-	-	-
D	5	5	5		5	5	-	5	-
E	-	-	5	5		-	6	6	7
F	6	-	-	-	-		-	-	-
G	6	6	6	-	5	5		-	-
H	6	6	-	-	5	6	-		-
I	-	-	12	12	-	-	12	12	

Phases in Stage

Stage No.	Phases in Stage
1	D G
2	C H
3	B F
4	A E
5	I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	5
1		6	6	6	0
2	2		6	6	0
3	5	5		6	6
4	6	6	2		7
5	12	12	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: (CA) Upper Dargle Rd Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Dublin Rd Entry (North))	5/1 (Right)	1439	0	3/1	1.09	All	1.00	-	0.50	1	1.00
2/2 (Proposed Entry Arm (East))	6/1 (Right)	1439	0	4/1	1.09	All	1.00	-	0.50	1	1.00
3/2 (Dublin Rd Entry (South))	8/1 (Right)	1439	0	1/1	1.09	All	1.00	-	0.50	1	1.00
4/2 (Upper Dargle Rd Entry (West))	7/1 (Right)	1439	0	2/1	1.09	All	1.00	-	0.50	1	1.00

Full Input Data And Results

Lane Input Data

Junction: (CA) Upper Dargle Rd Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Dublin Rd Entry (North))	U	G	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Left	28.00
1/2 (Dublin Rd Entry (North))	O	G H	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Right	35.00
2/1 (Proposed Entry Arm (East))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	20.00
2/2 (Proposed Entry Arm (East))	O	B A	2	3	5.9	Geom	-	3.50	0.00	Y	Arm 6 Right	14.00
3/1 (Dublin Rd Entry (South))	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	28.00
											Arm 6 Ahead	Inf
3/2 (Dublin Rd Entry (South))	O	D C	2	3	5.9	Geom	-	3.50	0.00	Y	Arm 8 Right	35.00
4/1 (Upper Dargle Rd Entry (West))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	28.00
											Arm 8 Ahead	Inf
4/2 (Upper Dargle Rd Entry (West))	O	F E	2	3	5.9	Geom	-	3.00	0.00	Y	Arm 7 Right	14.00
5/1 (Upper Dargle Rd Exit (West))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Dublin Rd Exit (North))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Dublin Rd Exit (South))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Proposed Exit Arm (East))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base_AM'	08:00	09:00	01:00	
2: 'Base_PM'	17:00	18:00	01:00	
3: 'DO_NO_OY_AM'	08:00	09:00	01:00	
4: 'DO_NO_OY_PM'	17:00	18:00	01:00	
5: 'DO_SO_OY_P1 (0.2) (BO)_AM'	08:00	09:00	01:00	
6: 'DO_SO_OY_P1 (0.2) (BO)_PM'	17:00	18:00	01:00	
7: 'DO_SO_OY_P1+P2 (0.2) (SC)_AM'	08:00	09:00	01:00	
8: 'DO_SO_OY_P1+P2 (0.2) (SC)_PM'	17:00	18:00	01:00	
9: 'DO_NO_OY+5_AM'	08:00	09:00	01:00	
10: 'DO_NO_OY+5_PM'	17:00	18:00	01:00	
11: 'DO_SO_OY+5_P1 (0.2) (BO)_AM'	08:00	09:00	01:00	
12: 'DO_SO_OY+5_P1 (0.2) (BO)_PM'	17:00	18:00	01:00	
13: 'DO_SO_OY+5_P1+P2 (0.2) (SC)_AM'	08:00	09:00	01:00	
14: 'DO_SO_OY+5_P1+P2 (0.2) (SC)_PM'	17:00	18:00	01:00	
15: 'DO_NO_OY+15_AM'	08:00	09:00	01:00	
16: 'DO_NO_OY+15_PM'	17:00	18:00	01:00	
17: 'DO_SO_OY+15_P1 (0.2) (BO)_AM'	08:00	09:00	01:00	
18: 'DO_SO_OY+15_P1 (0.2) (BO)_PM'	17:00	18:00	01:00	
19: 'DO_SO_OY+15_P1+P2 (0.2) (SC)_AM'	08:00	09:00	01:00	
20: 'DO_SO_OY+15_P1+P2 (0.2) (SC)_PM'	17:00	18:00	01:00	

Scenario 1: 'Base_AM' (FG1: 'Base_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Traffic Lane Flows

Lane	Scenario 1: Base_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Base _PM' (FG2: 'Base_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Base _PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'DO_NO_OY_AM' (FG3: 'DO_NO_OY_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: DO_NO_OY_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'DO_NO_OY_PM' (FG4: 'DO_NO_OY_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: DO_NO_OY_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'DO_SO_OY_P1 (0.2) (BO)_AM' (FG5: 'DO_SO_OY_P1 (0.2) (BO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: DO_SO_OY_P1 (0.2) (BO)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'DO_SO_OY_P1 (0.2) (BO)_PM' (FG6: 'DO_SO_OY_P1 (0.2) (BO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: DO_SO_OY_P1 (0.2) (BO)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'DO_SO_OY_P1+P2 (0.2) (SC)_AM' (FG7: 'DO_SO_OY_P1+P2 (0.2) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	104	0	177	9	290
	C	618	130	0	47	795
	D	133	46	70	0	249
	Tot.	855	179	725	96	1855

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: DO_SO_OY_P1+P2 (0.2) (SC)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	290(In) 186(Out)
2/2 (short)	104
3/1 (with short)	795(In) 665(Out)
3/2 (short)	130
4/1 (with short)	249(In) 179(Out)
4/2 (short)	70
5/1	96
6/1	855
7/1	725
8/1	179

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	4.8 %	1834	1834
				Arm 7 Left	20.00	95.2 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	74.3 %	1842	1842
				Arm 8 Ahead	Inf	25.7 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'DO_SO_OY_P1+P2 (0.2) (SC)_PM' (FG8: 'DO_SO_OY_P1+P2 (0.2) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	56	0	96	26	178
	C	609	65	0	117	791
	D	70	42	75	0	187
	Tot.	735	109	763	227	1834

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: DO_SO_OY_P1+P2 (0.2) (SC)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	178(In) 122(Out)
2/2 (short)	56
3/1 (with short)	791(In) 726(Out)
3/2 (short)	65
4/1 (with short)	187(In) 112(Out)
4/2 (short)	75
5/1	227
6/1	735
7/1	763
8/1	109

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	21.3 %	1855	1855
				Arm 7 Left	20.00	78.7 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	62.5 %	1853	1853
				Arm 8 Ahead	Inf	37.5 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'DO_NO_OY+5_AM' (FG9: 'DO_NO_OY+5_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: DO_NO_OY+5_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'DO_NO_OY+5_PM' (FG10: 'DO_NO_OY+5_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: DO_NO_OY+5_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'DO_SO_OY+5_P1 (0.2) (BO)_AM' (FG11: 'DO_SO_OY+5_P1 (0.2) (BO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: DO_SO_OY+5_P1 (0.2) (BO)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'DO_SO_OY+5_P1 (0.2) (BO)_PM' (FG12: 'DO_SO_OY+5_P1 (0.2) (BO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: DO_SO_OY+5_P1 (0.2) (BO)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: 'DO_SO_OY+5_P1+P2 (0.2) (SC)_AM' (FG13: 'DO_SO_OY+5_P1+P2 (0.2) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	104	0	177	9	290
	C	618	130	0	47	795
	D	133	46	70	0	249
	Tot.	855	179	725	96	1855

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: DO_SO_OY+5_P1+P2 (0.2) (SC)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	290(In) 186(Out)
2/2 (short)	104
3/1 (with short)	795(In) 665(Out)
3/2 (short)	130
4/1 (with short)	249(In) 179(Out)
4/2 (short)	70
5/1	96
6/1	855
7/1	725
8/1	179

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	4.8 %	1834	1834
				Arm 7 Left	20.00	95.2 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	74.3 %	1842	1842
				Arm 8 Ahead	Inf	25.7 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: 'DO_SO_OY+5_P1+P2 (0.2) (SC)_PM' (FG14: 'DO_SO_OY+5_P1+P2 (0.2) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	56	0	96	26	178
	C	609	65	0	117	791
	D	70	42	75	0	187
	Tot.	735	109	763	227	1834

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: DO_SO_OY+5_P1+P2 (0.2) (SC)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	178(In) 122(Out)
2/2 (short)	56
3/1 (with short)	791(In) 726(Out)
3/2 (short)	65
4/1 (with short)	187(In) 112(Out)
4/2 (short)	75
5/1	227
6/1	735
7/1	763
8/1	109

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	21.3 %	1855	1855
				Arm 7 Left	20.00	78.7 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	62.5 %	1853	1853
				Arm 8 Ahead	Inf	37.5 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: 'DO_NO_OY+15_AM' (FG15: 'DO_NO_OY+15_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: DO_NO_OY+15_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: 'DO_NO_OY+15_PM' (FG16: 'DO_NO_OY+15_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: DO_NO_OY+15_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: 'DO_SO_OY+15_P1 (0.2) (BO)_AM' (FG17: 'DO_SO_OY+15_P1 (0.2) (BO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: DO_SO_OY+15_P1 (0.2) (BO)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: 'DO_SO_OY+15_P1 (0.2) (BO)_PM' (FG18: 'DO_SO_OY+15_P1 (0.2) (BO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: DO_SO_OY+15_P1 (0.2) (BO)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 19: 'DO_SO_OY+15_P1+P2 (0.2) (SC)_AM' (FG19: 'DO_SO_OY+15_P1+P2 (0.2) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	104	0	177	9	290
	C	618	130	0	47	795
	D	133	46	70	0	249
	Tot.	855	179	725	96	1855

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: DO_SO_OY+15_P1+P2 (0.2) (SC)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	290(In) 186(Out)
2/2 (short)	104
3/1 (with short)	795(In) 665(Out)
3/2 (short)	130
4/1 (with short)	249(In) 179(Out)
4/2 (short)	70
5/1	96
6/1	855
7/1	725
8/1	179

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	4.8 %	1834	1834
				Arm 7 Left	20.00	95.2 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	74.3 %	1842	1842
				Arm 8 Ahead	Inf	25.7 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 20: 'DO_SO_OY+15_P1+P2 (0.2) (SC)_PM' (FG20: 'DO_SO_OY+15_P1+P2 (0.2) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	56	0	96	26	178
	C	609	65	0	117	791
	D	70	42	75	0	187
	Tot.	735	109	763	227	1834

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: DO_SO_OY+15_P1+P2 (0.2) (SC)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	178(In) 122(Out)
2/2 (short)	56
3/1 (with short)	791(In) 726(Out)
3/2 (short)	65
4/1 (with short)	187(In) 112(Out)
4/2 (short)	75
5/1	227
6/1	735
7/1	763
8/1	109

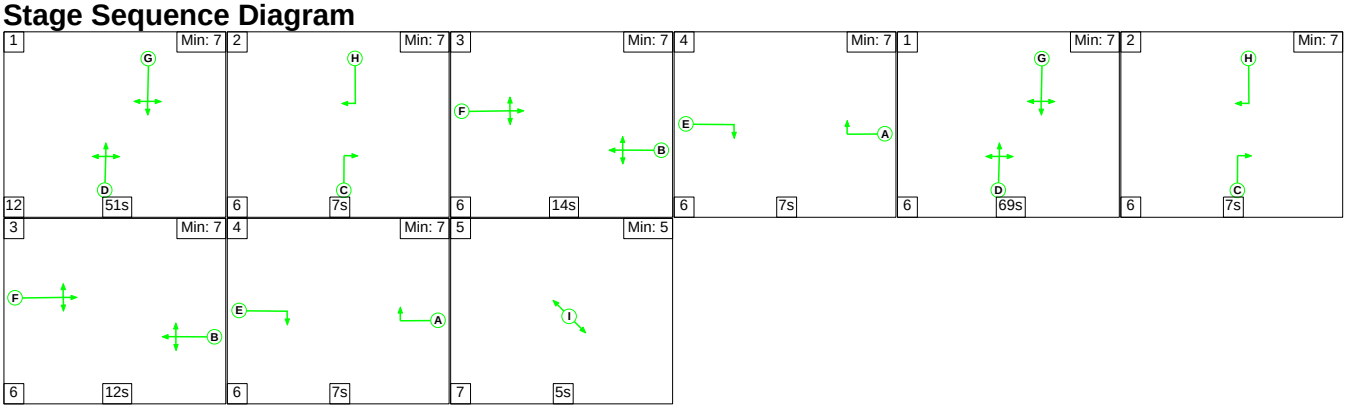
Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	21.3 %	1855	1855
				Arm 7 Left	20.00	78.7 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	62.5 %	1853	1853
				Arm 8 Ahead	Inf	37.5 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Base_AM' (FG1: 'Base_AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

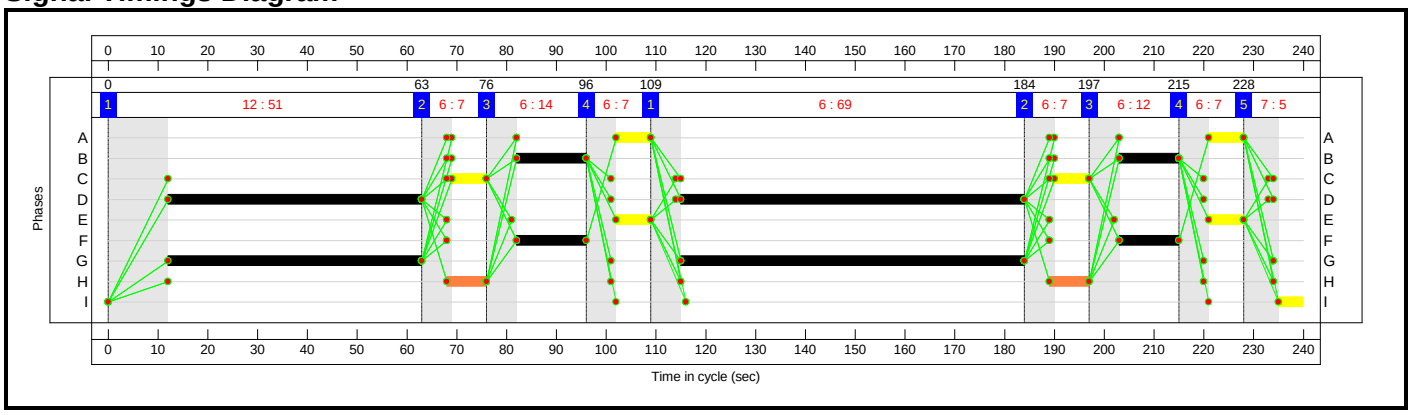


Full Input Data And Results

Stage Timings

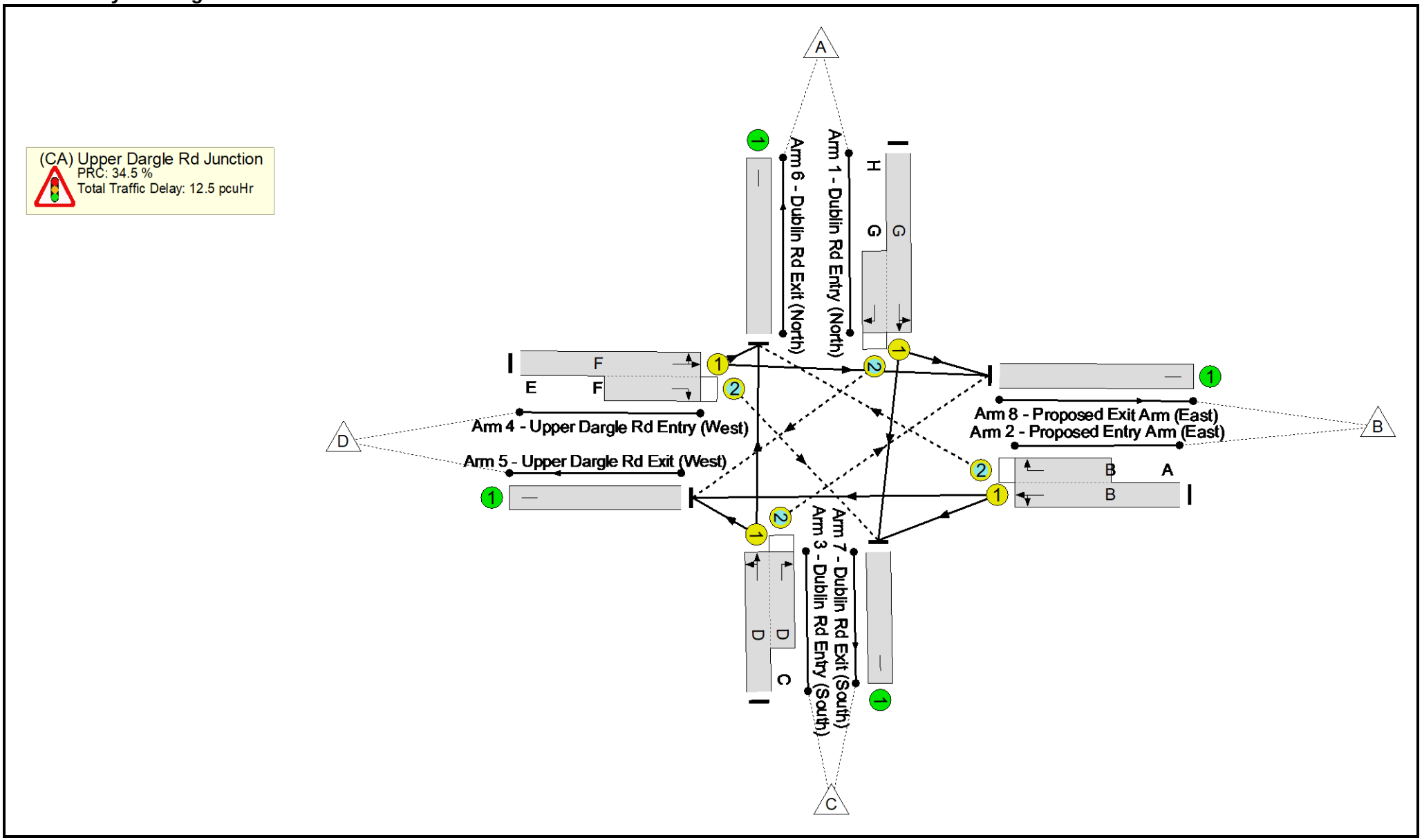
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

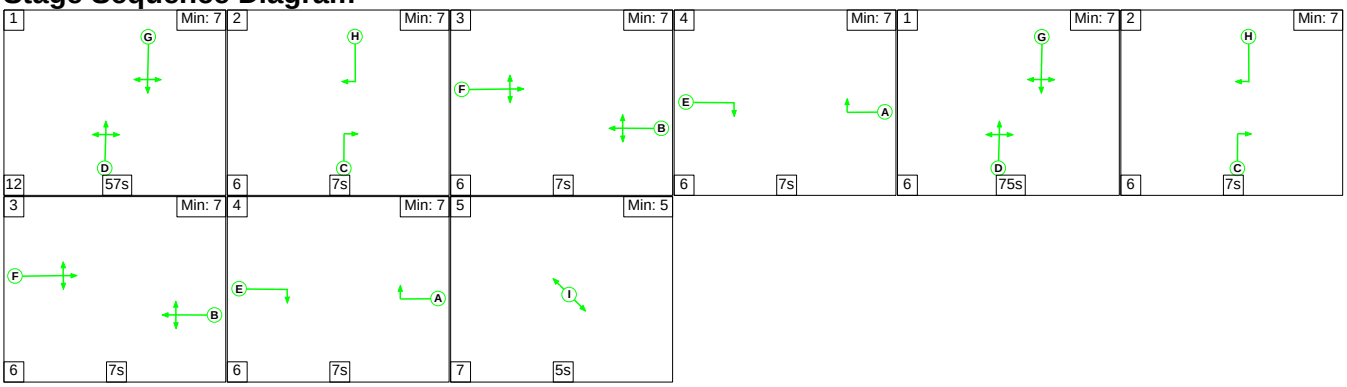
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 2: 'Base _PM' (FG2: 'Base_PM', Plan 1: 'Network Control Plan 1')

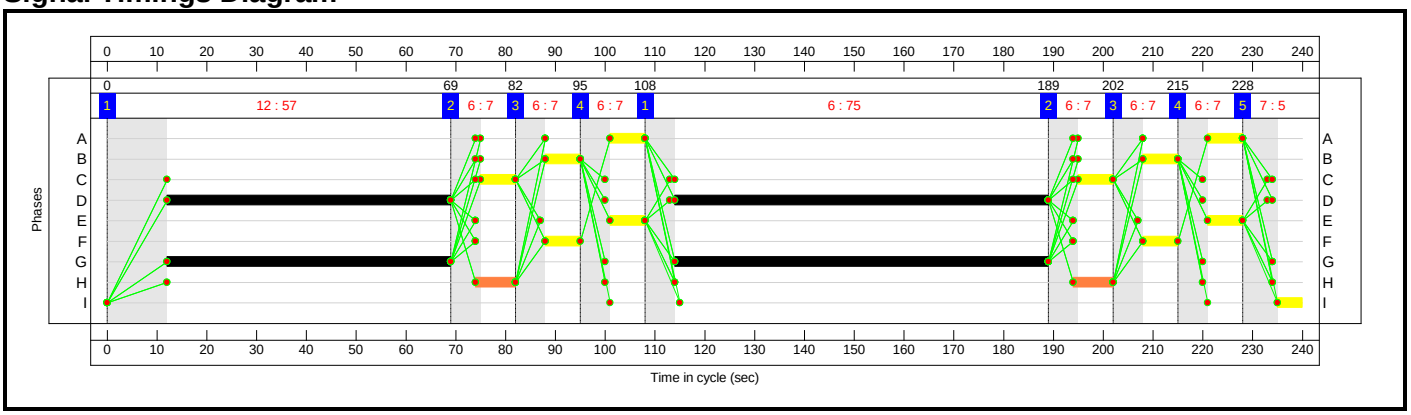
Stage Sequence Diagram



Stage Timings

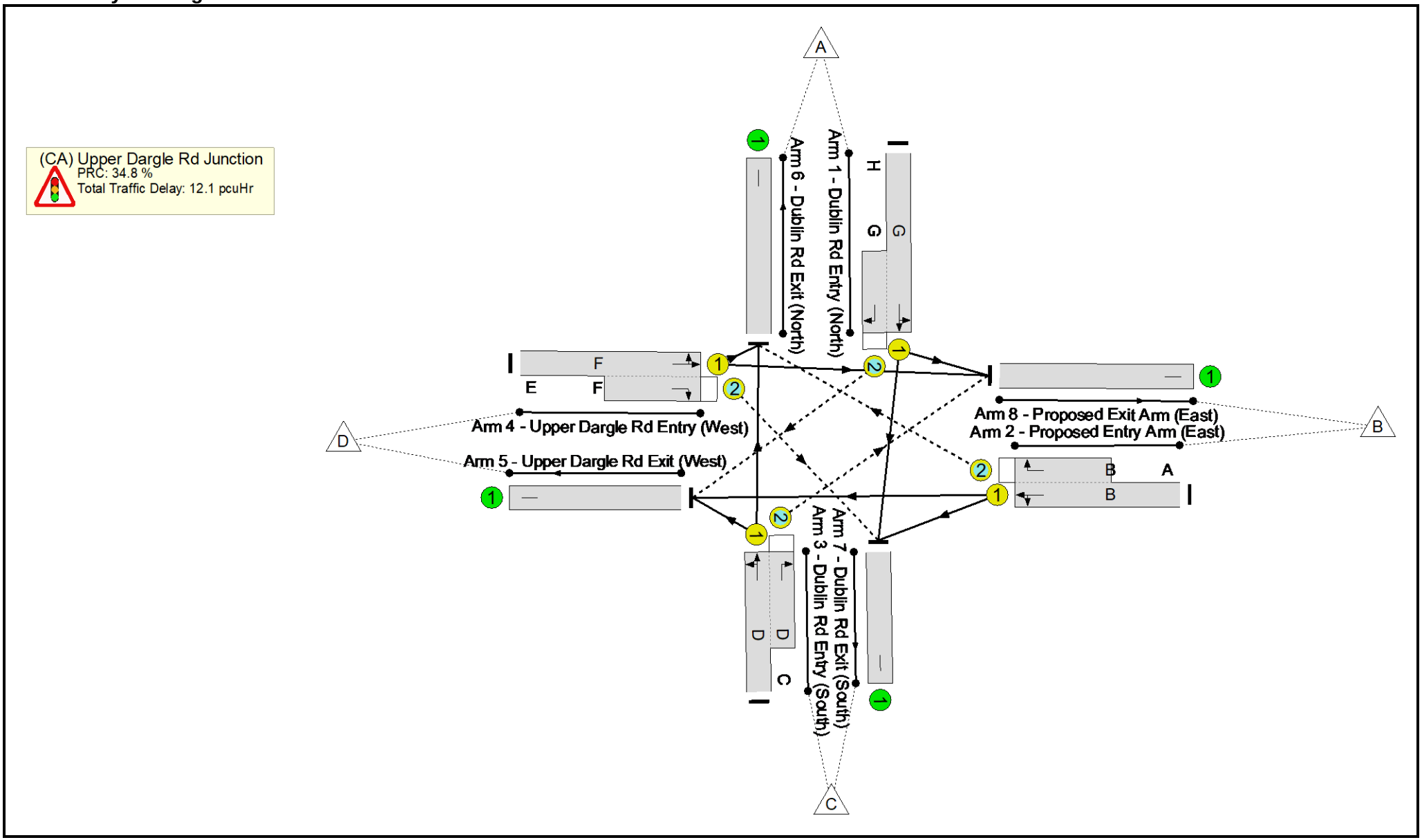
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

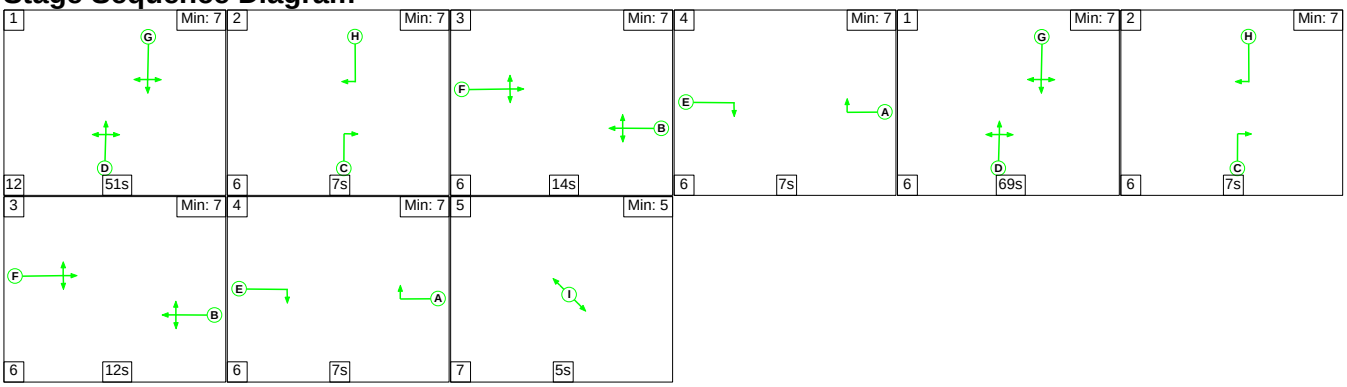
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 3: 'DO_NO_OY_AM' (FG3: 'DO_NO_OY_AM', Plan 1: 'Network Control Plan 1')

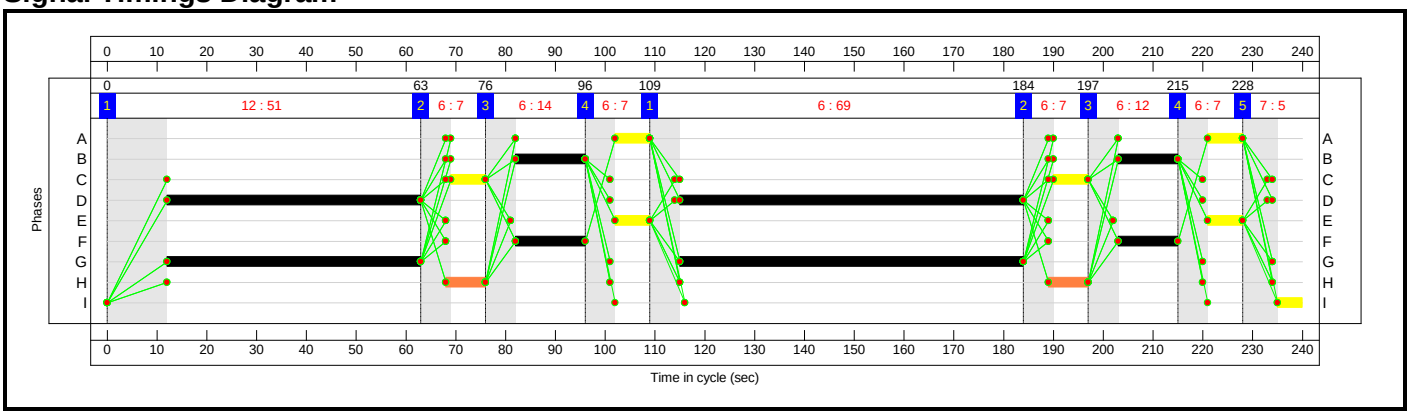
Stage Sequence Diagram



Stage Timings

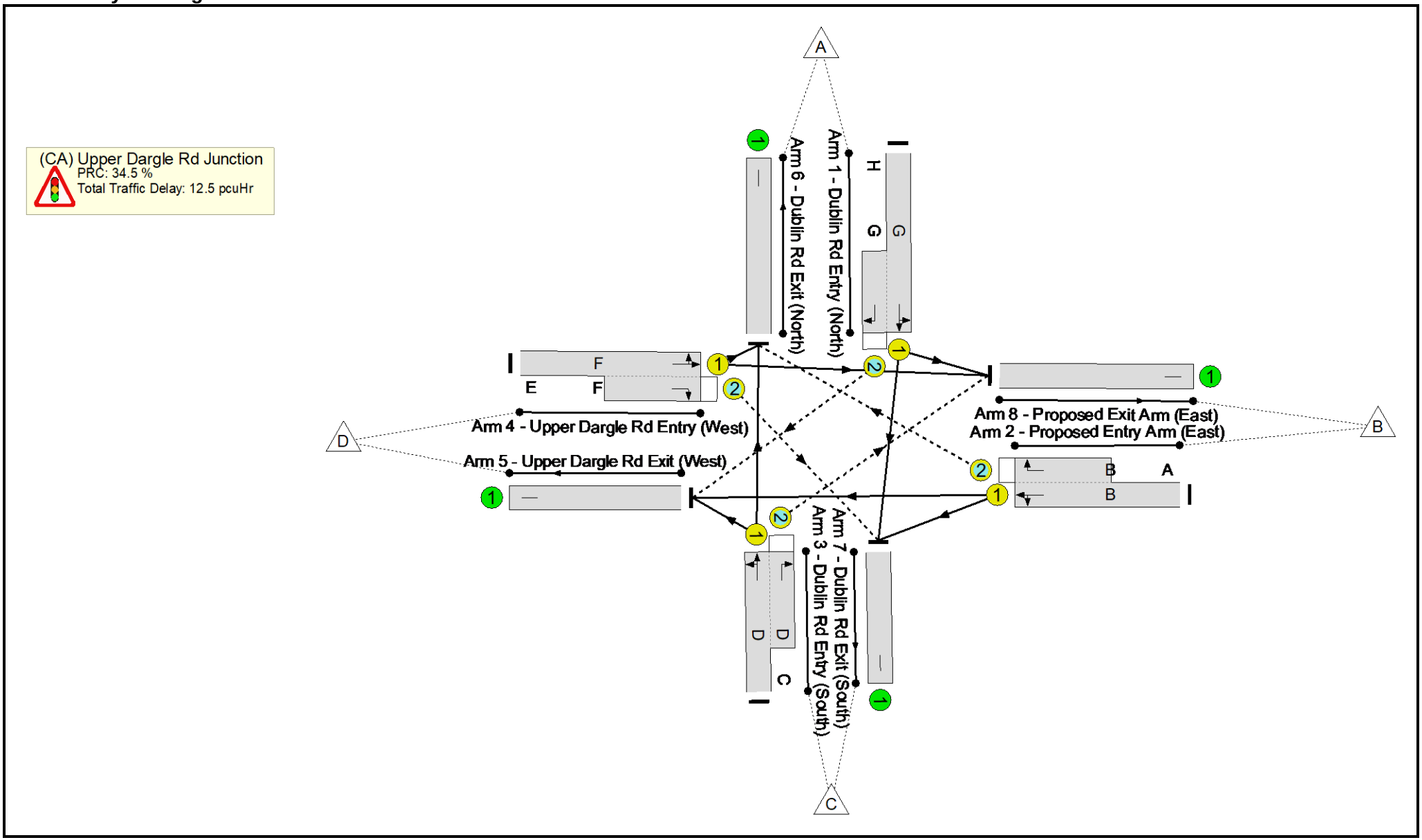
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

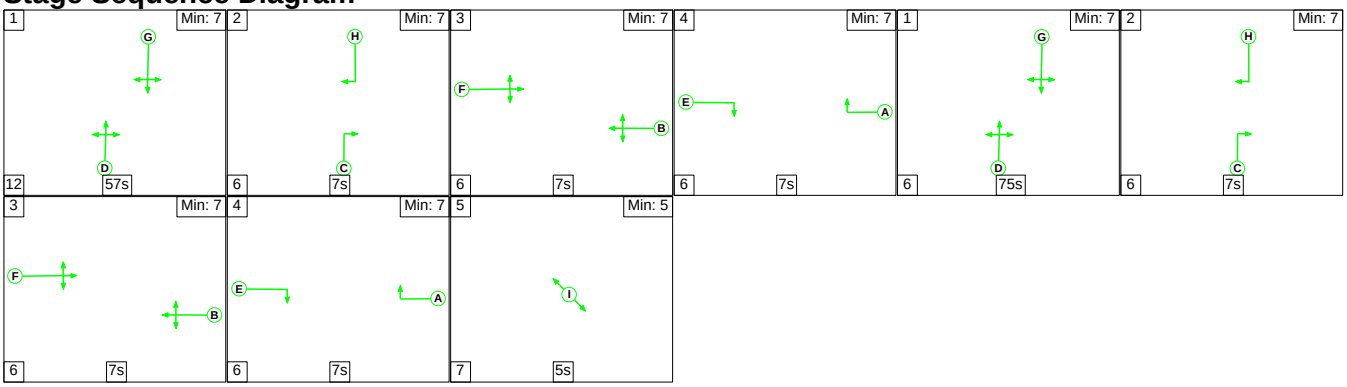
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 4: 'DO_NO_OY_PM' (FG4: 'DO_NO_OY_PM', Plan 1: 'Network Control Plan 1')

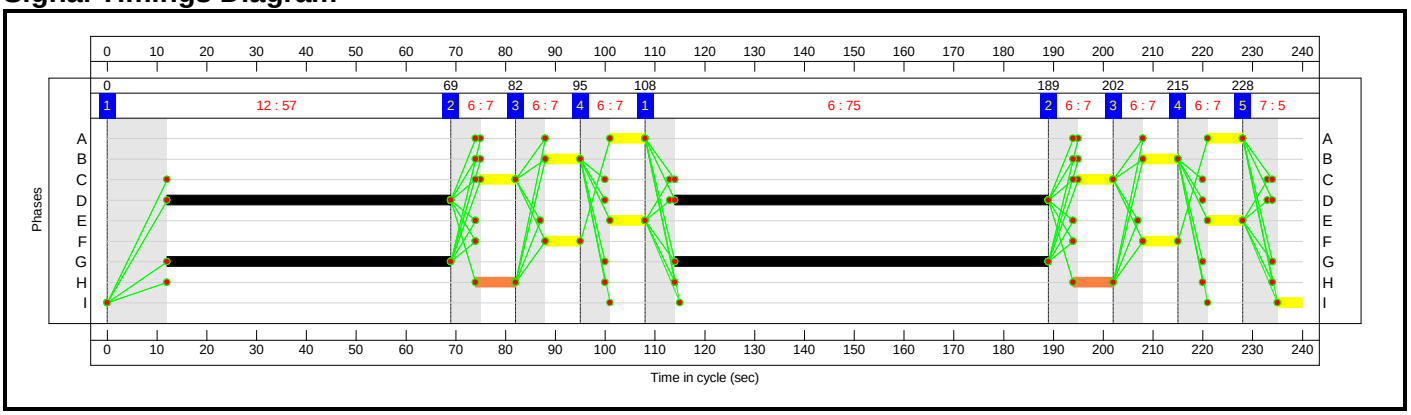
Stage Sequence Diagram



Stage Timings

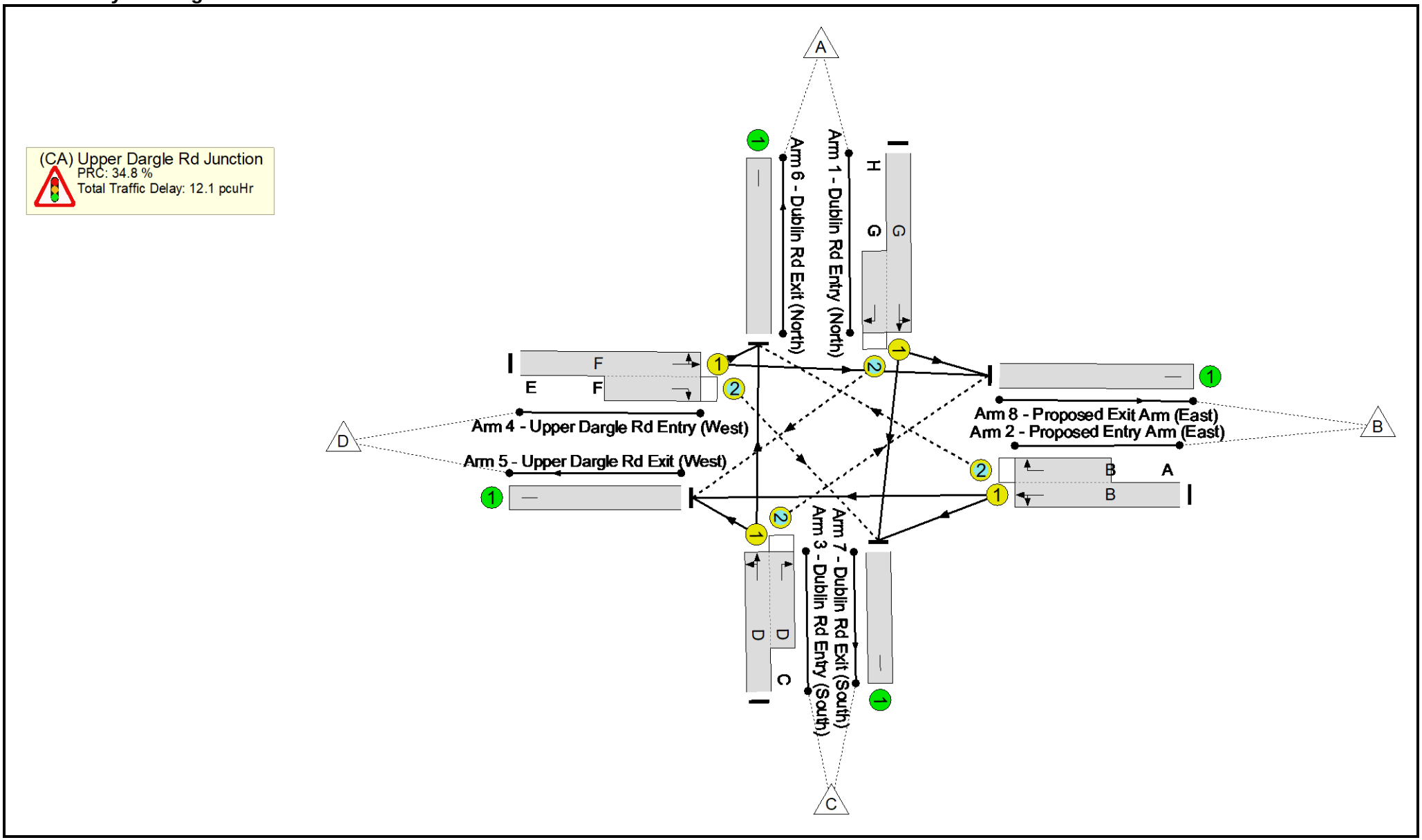
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

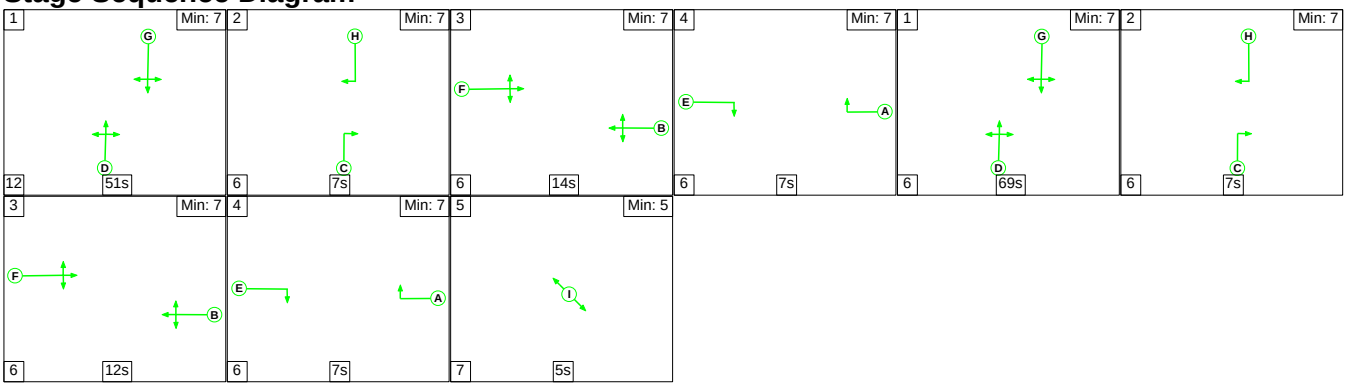
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 5: 'DO_SO_OY_P1 (0.2) (BO)_AM' (FG5: 'DO_SO_OY_P1 (0.2) (BO)_AM', Plan 1: 'Network Control Plan 1')

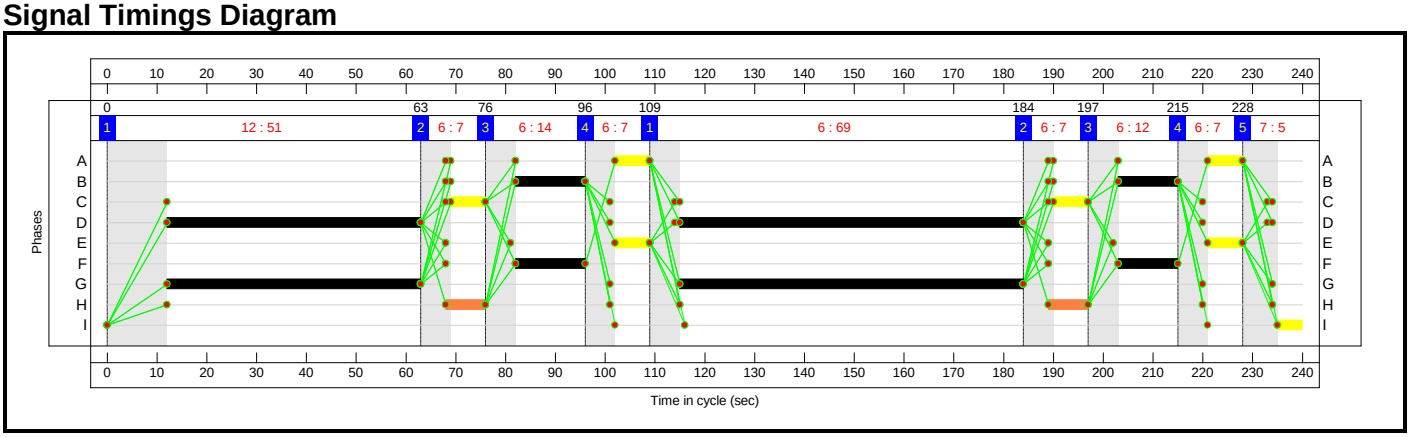
Stage Sequence Diagram



Stage Timings

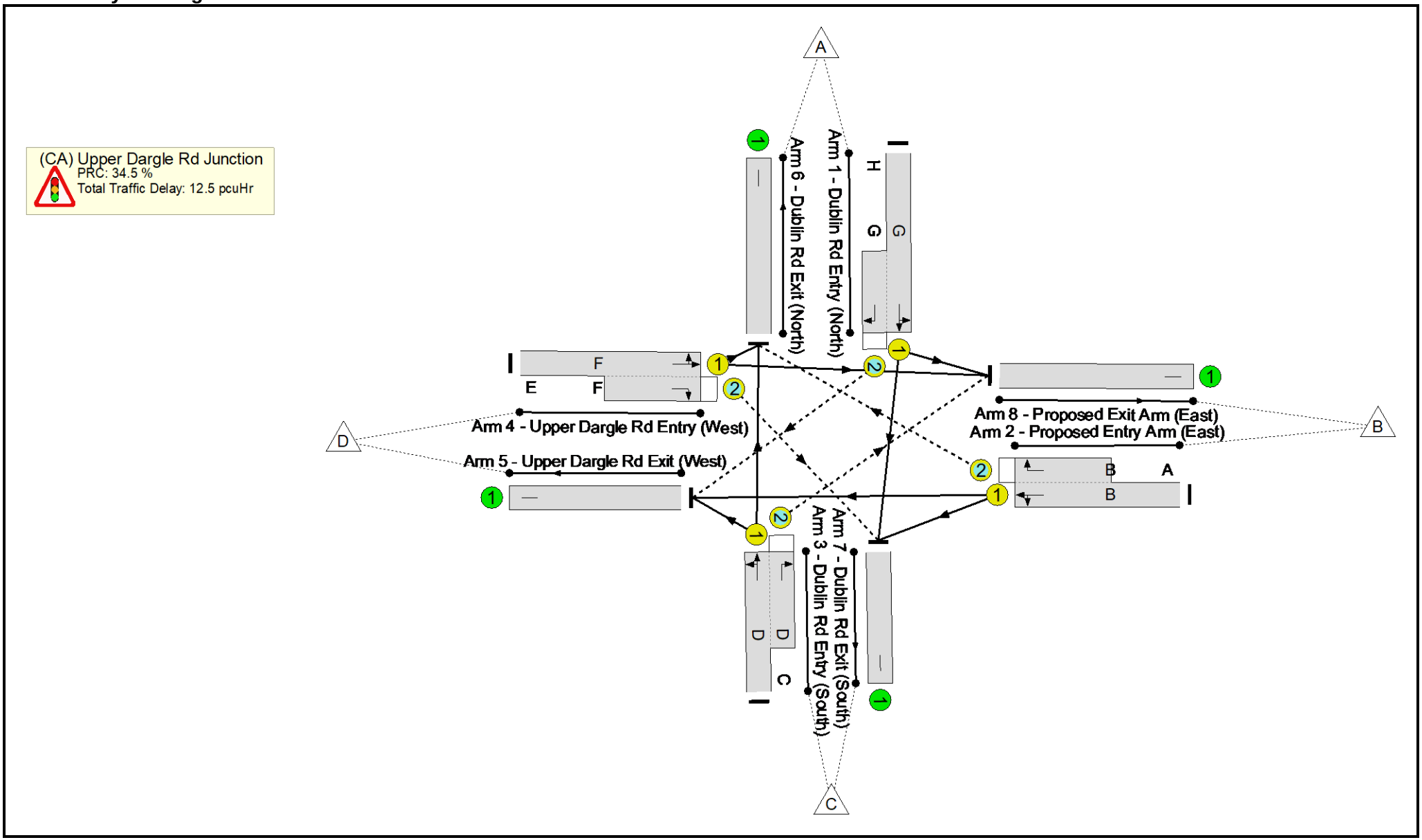
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

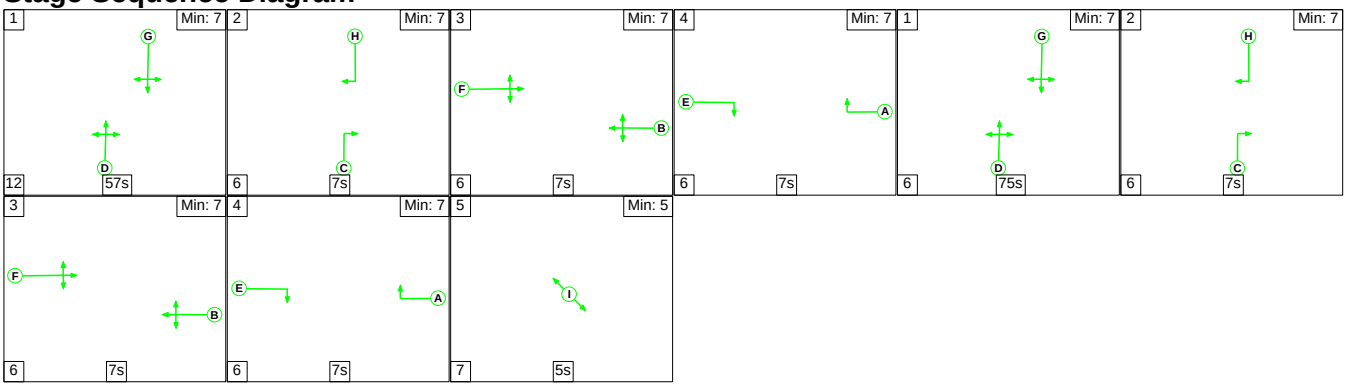
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 6: 'DO_SO_OY_P1 (0.2) (BO)_PM' (FG6: 'DO_SO_OY_P1 (0.2) (BO)_PM', Plan 1: 'Network Control Plan 1')

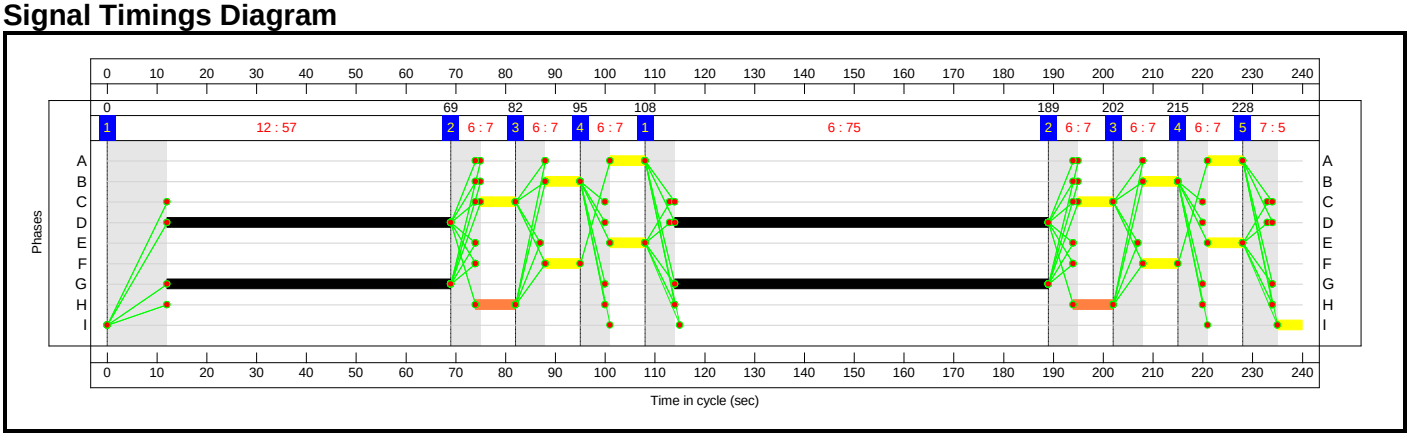
Stage Sequence Diagram



Stage Timings

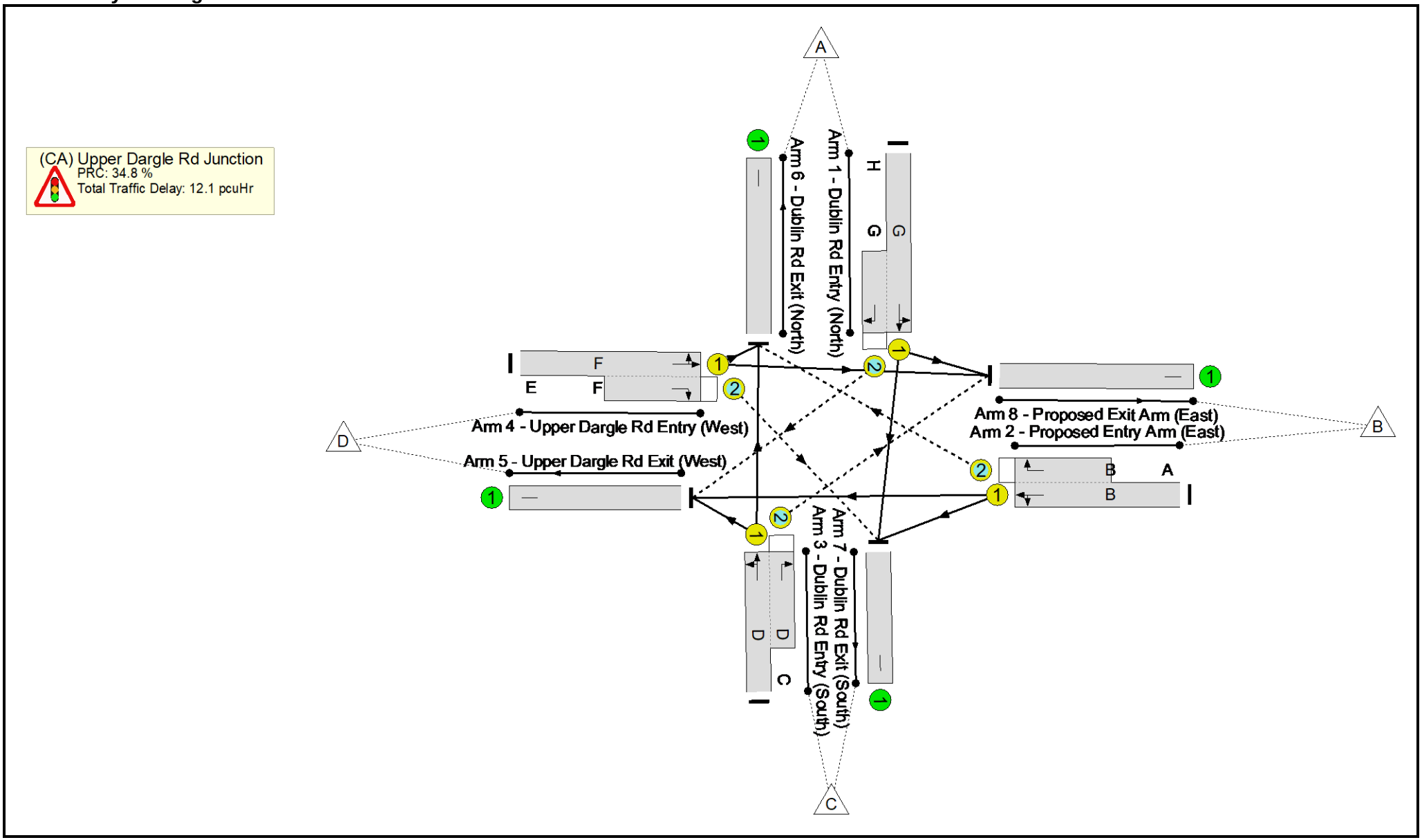
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

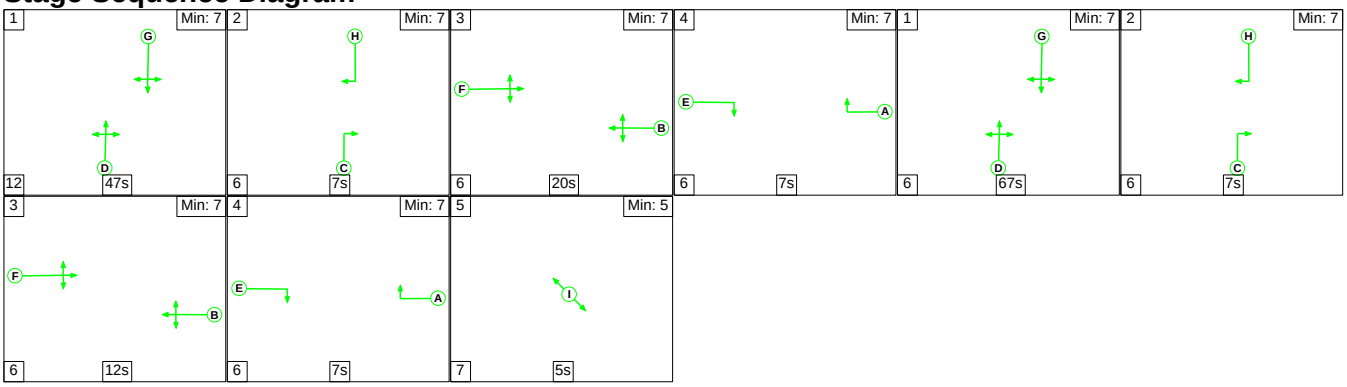
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 7: 'DO_SO_OY_P1+P2 (0.2) (SC)_AM' (FG7: 'DO_SO_OY_P1+P2 (0.2) (SC)_AM', Plan 1: 'Network Control Plan 1')

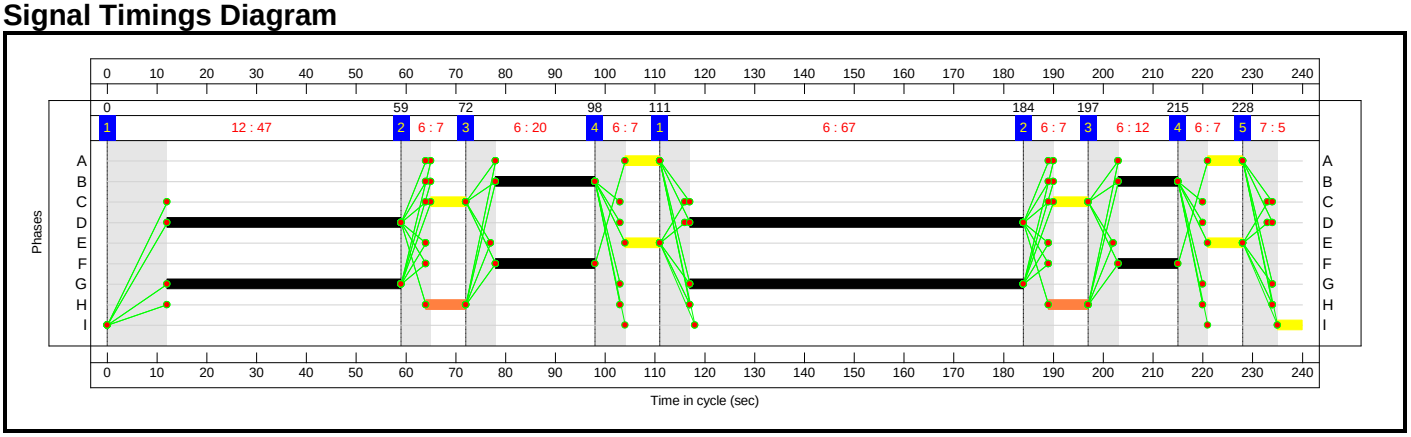
Stage Sequence Diagram



Stage Timings

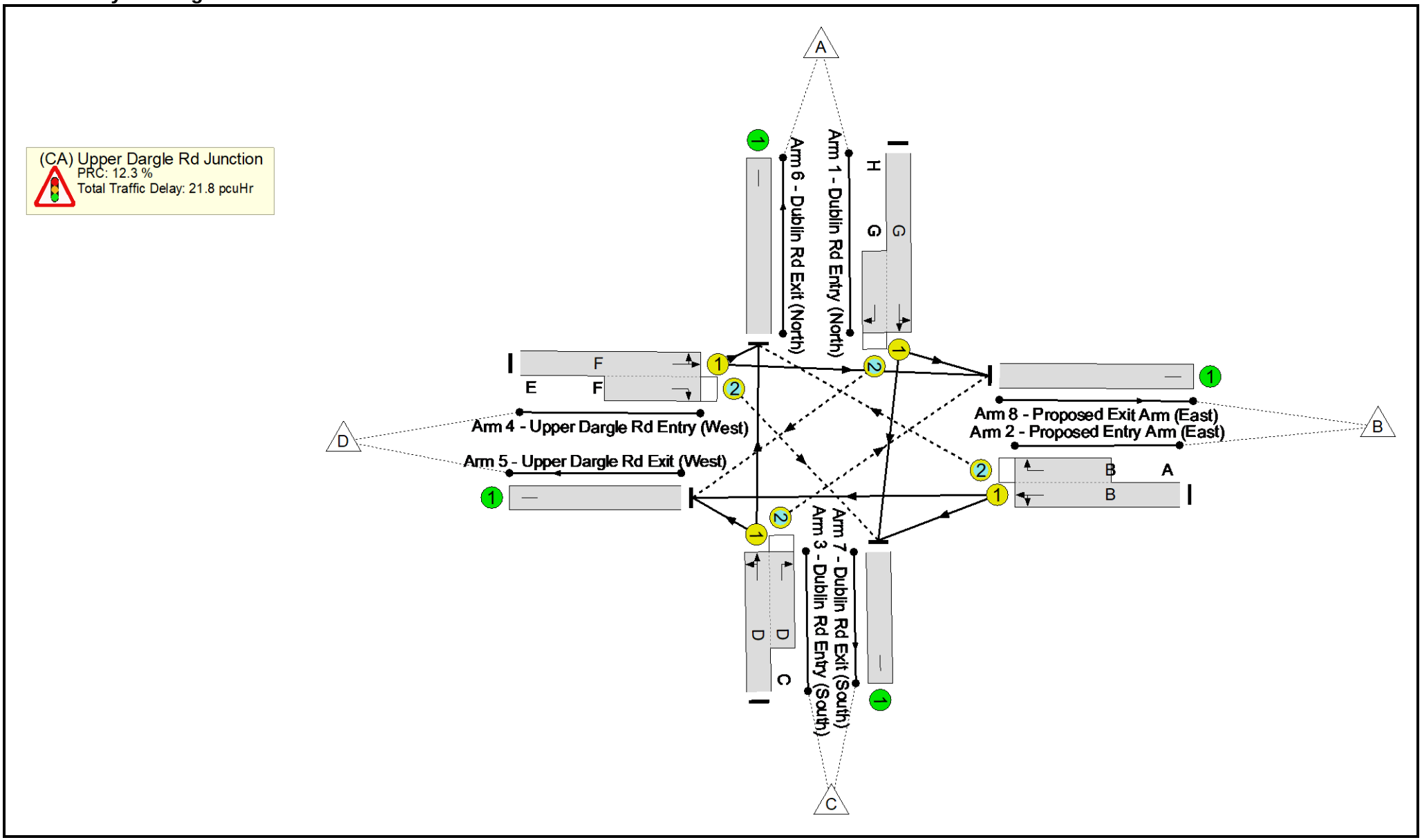
Stage	1	2	3	4	1	2	3	4	5
Duration	47	7	20	7	67	7	12	7	5
Change Point	0	59	72	98	111	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.2%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.2%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	114:130	16	521	1914:1836	941	55.3%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	32:46	14	290	1834:1775	369	78.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	114:128	14	795	1958:1884	992	80.2%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	32:46	14	249	1842:1730	338	73.6%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%

Full Input Data And Results

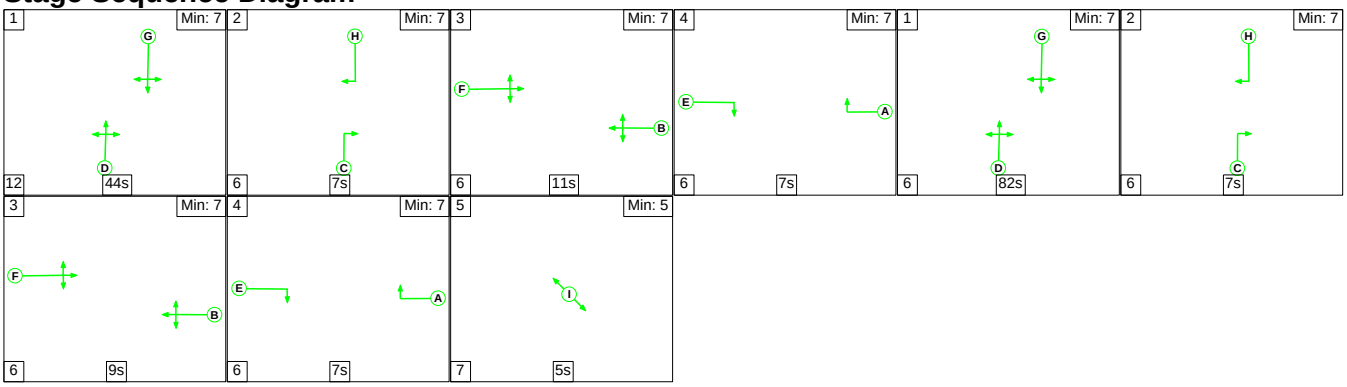
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**245**	**80**	**19**	**15.5**	**5.7**	**0.7**	**21.8**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**245**	**80**	**19**	**15.5**	**5.7**	**0.7**	**21.8**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	3.0	0.6	0.2	3.9	26.8	12.6	0.6	13.2
2/1+2/2	290	290	57	40	7	3.8	1.8	0.1	5.7	70.7	5.9	1.8	7.7
3/1+3/2	795	795	116	13	1	5.4	2.0	0.2	7.6	34.2	22.5	2.0	24.5
4/1+4/2	249	249	37	22	10	3.2	1.4	0.1	4.7	68.0	5.7	1.4	7.1
5/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.3 Total Delay for Signalled Lanes (pcuHr): 21.84 Cycle Time (s): 240
PRC Over All Lanes (%): 12.3 Total Delay Over All Lanes(pcuHr): 21.84

Full Input Data And Results

Scenario 8: 'DO_SO_OY_P1+P2 (0.2) (SC)_PM' (FG8: 'DO_SO_OY_P1+P2 (0.2) (SC)_PM', Plan 1: 'Network Control Plan 1')

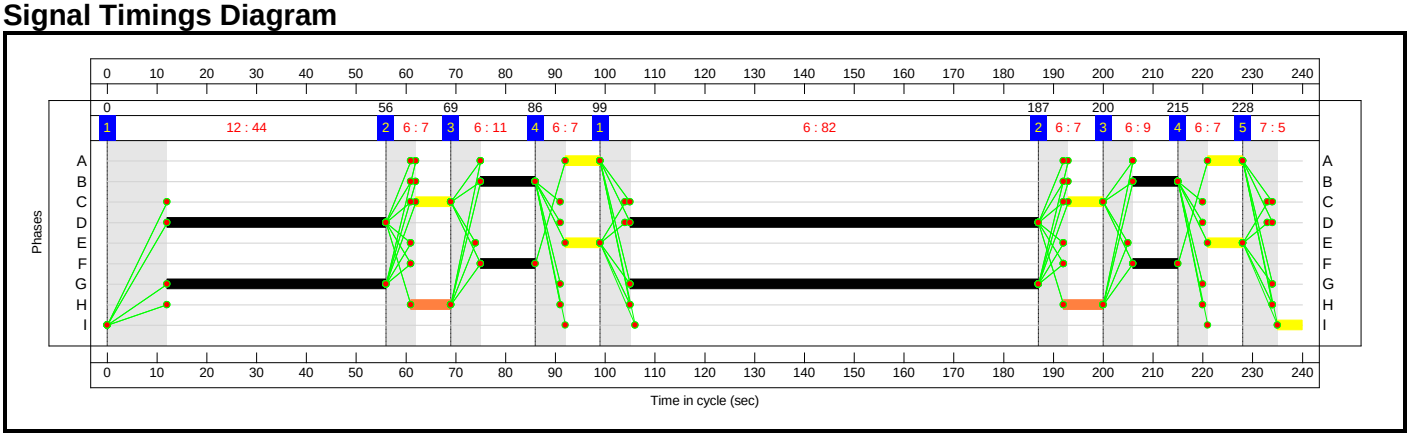
Stage Sequence Diagram



Stage Timings

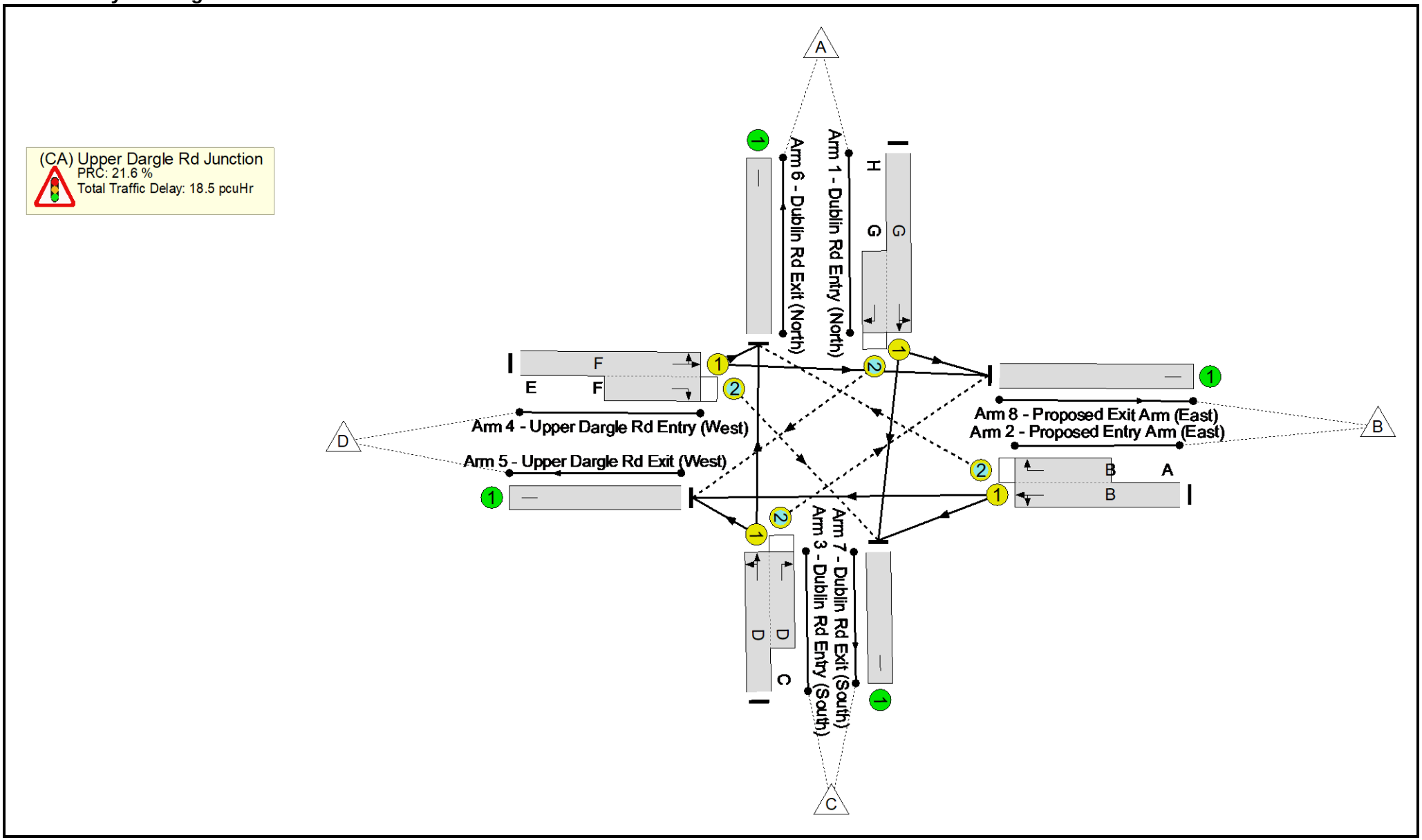
Stage	1	2	3	4	1	2	3	4	5
Duration	44	7	11	7	82	7	9	7	5
Change Point	0	56	69	86	99	187	200	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.0%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.0%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	126:142	16	678	1915:1836	1044	64.9%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	20:34	14	178	1855:1775	248	71.7%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	126:140	14	791	1948:1884	1069	74.0%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	20:34	14	187	1853:1730	284	65.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%

Full Input Data And Results

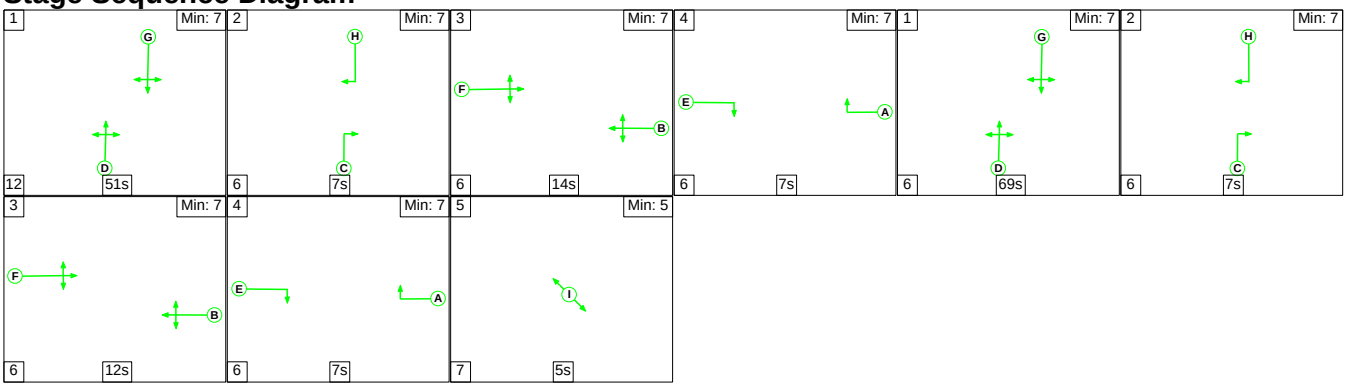
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**179**	**76**	**25**	**13.4**	**4.5**	**0.6**	**18.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**179**	**76**	**25**	**13.4**	**4.5**	**0.6**	**18.5**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	52	22	10	3.7	0.9	0.3	4.9	26.0	17.4	0.9	18.3
2/1+2/2	178	178	34	18	4	2.5	1.2	0.1	3.8	76.7	4.3	1.2	5.5
3/1+3/2	791	791	58	7	1	4.6	1.4	0.2	6.2	28.1	22.3	1.4	23.7
4/1+4/2	187	187	35	30	10	2.6	0.9	0.1	3.6	70.1	3.9	0.9	4.9
5/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 21.6 Total Delay for Signalled Lanes (pcuHr): 18.50 Cycle Time (s): 240
PRC Over All Lanes (%): 21.6 Total Delay Over All Lanes(pcuHr): 18.50

Full Input Data And Results

Scenario 9: 'DO_NO_OY+5_AM' (FG9: 'DO_NO_OY+5_AM', Plan 1: 'Network Control Plan 1')

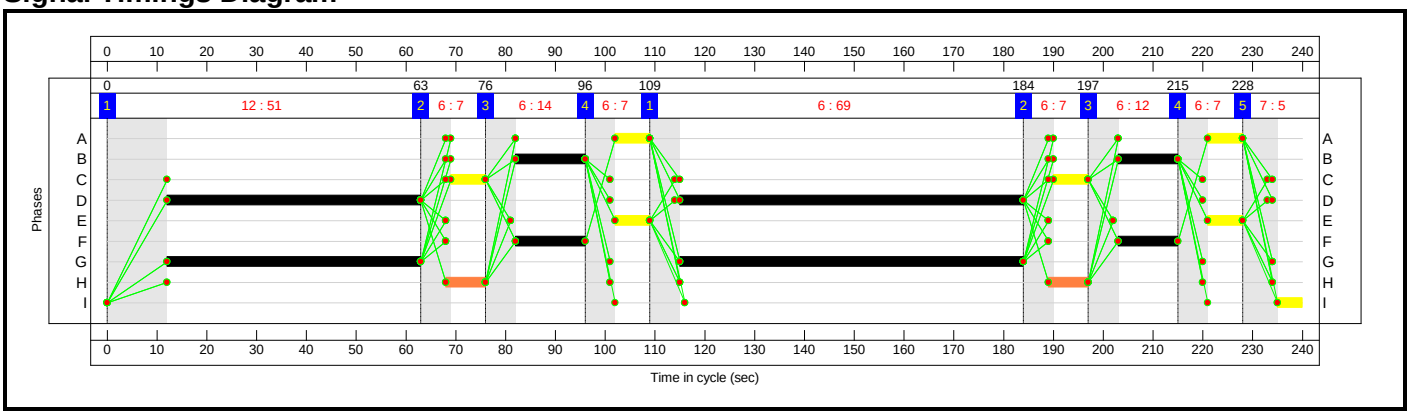
Stage Sequence Diagram



Stage Timings

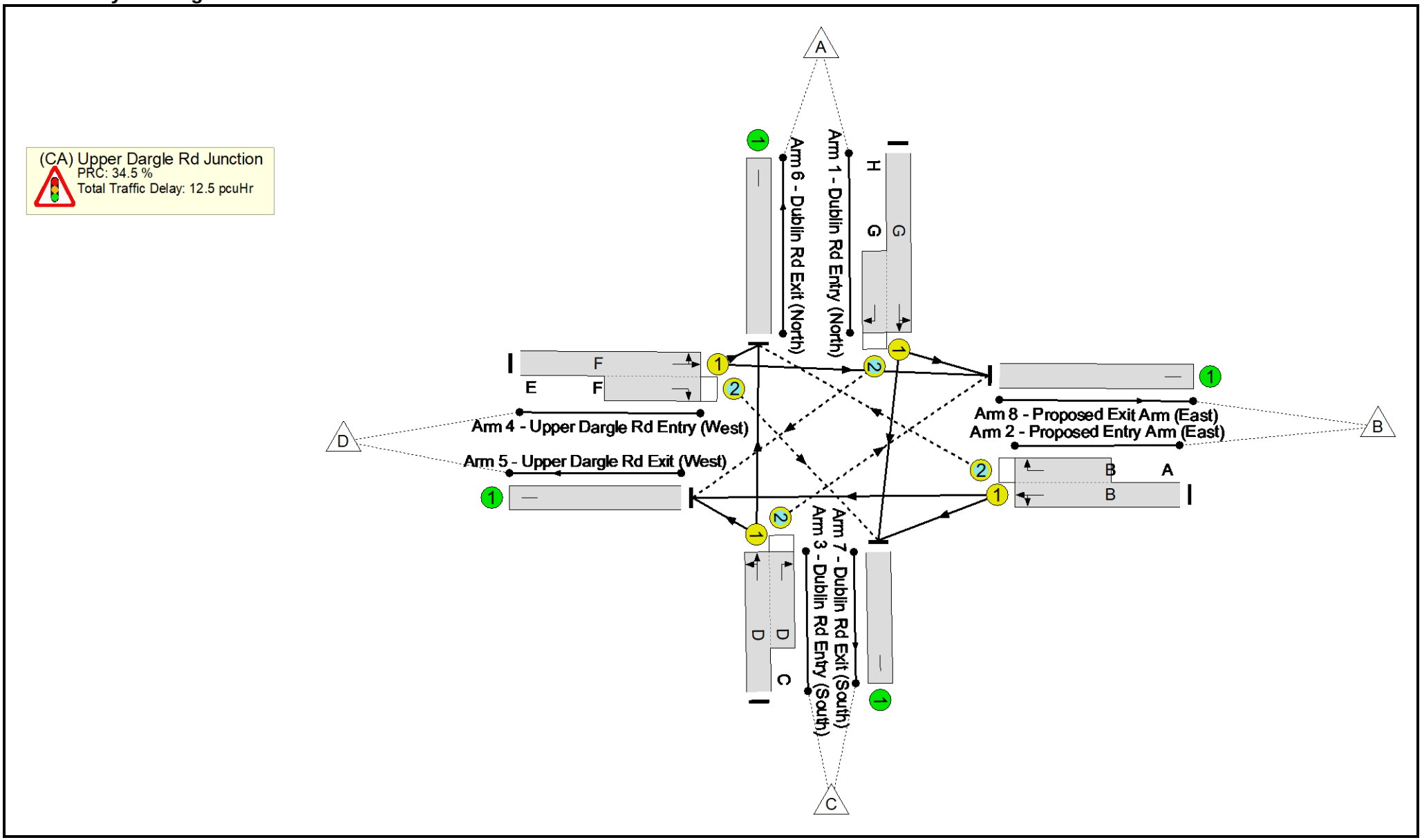
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

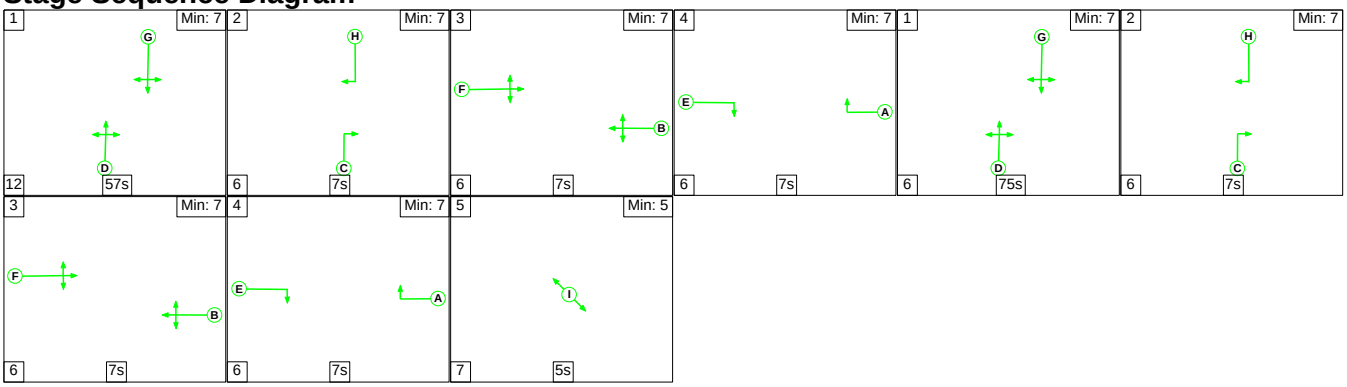
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 10: 'DO_NO_OY+5_PM' (FG10: 'DO_NO_OY+5_PM', Plan 1: 'Network Control Plan 1')

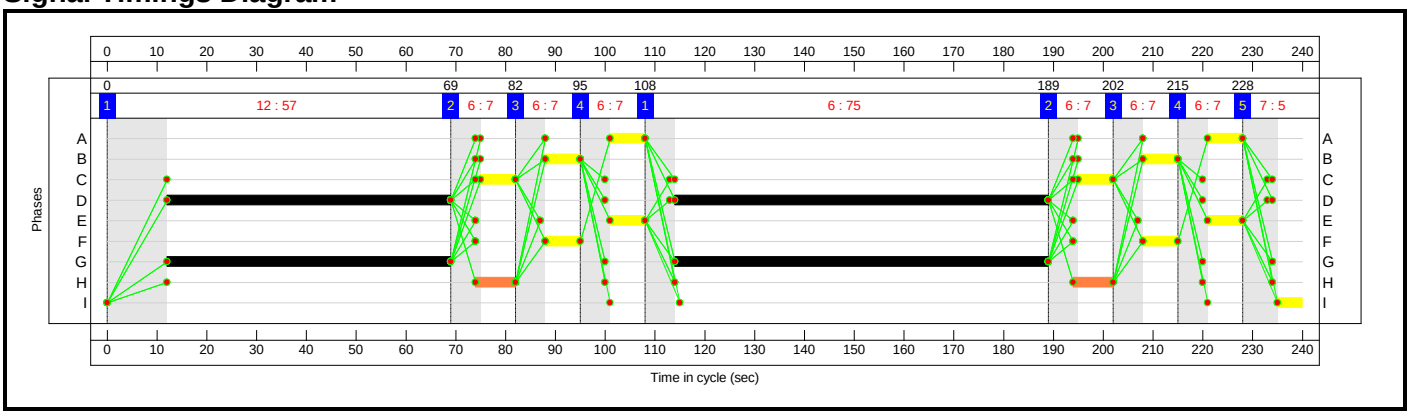
Stage Sequence Diagram



Stage Timings

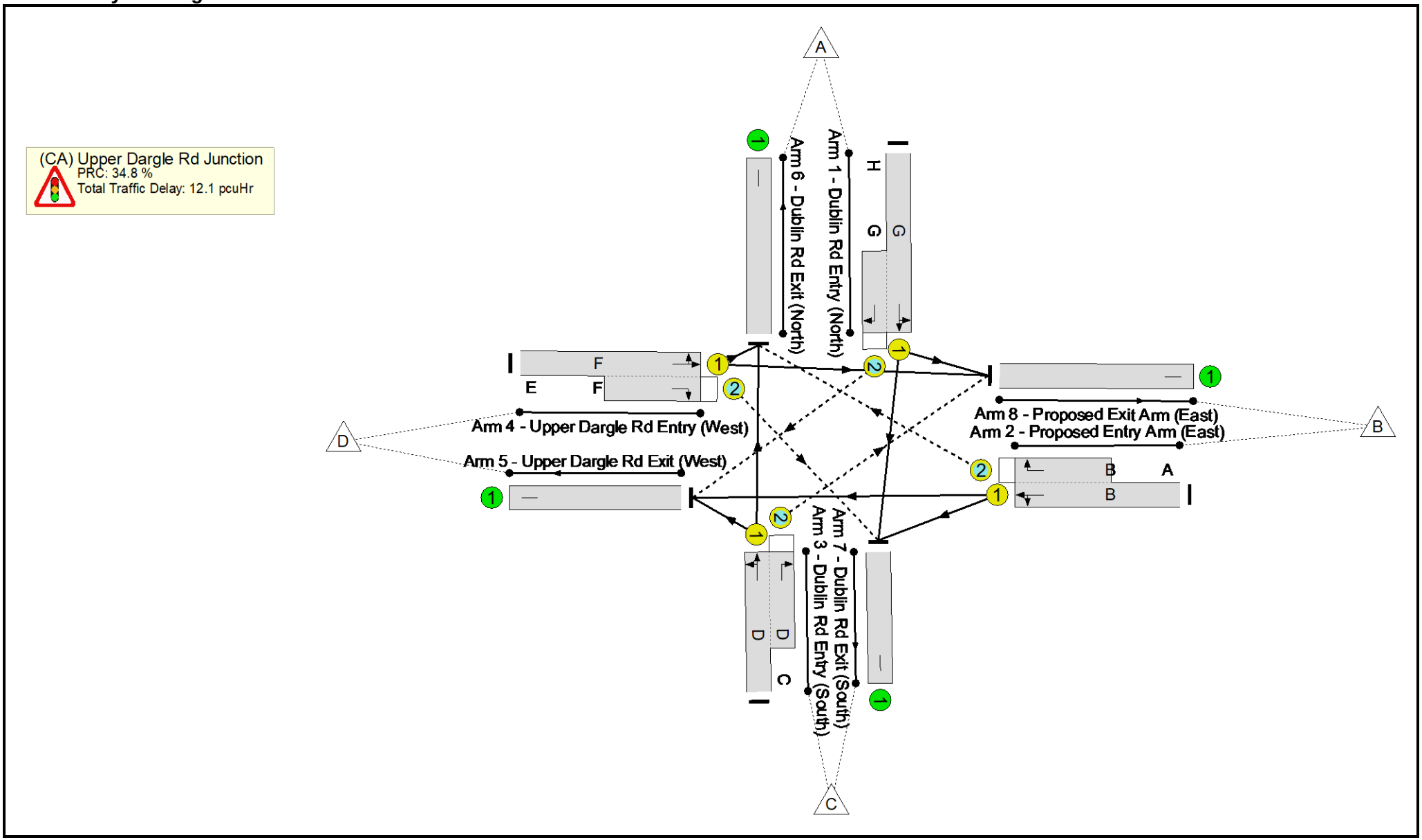
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

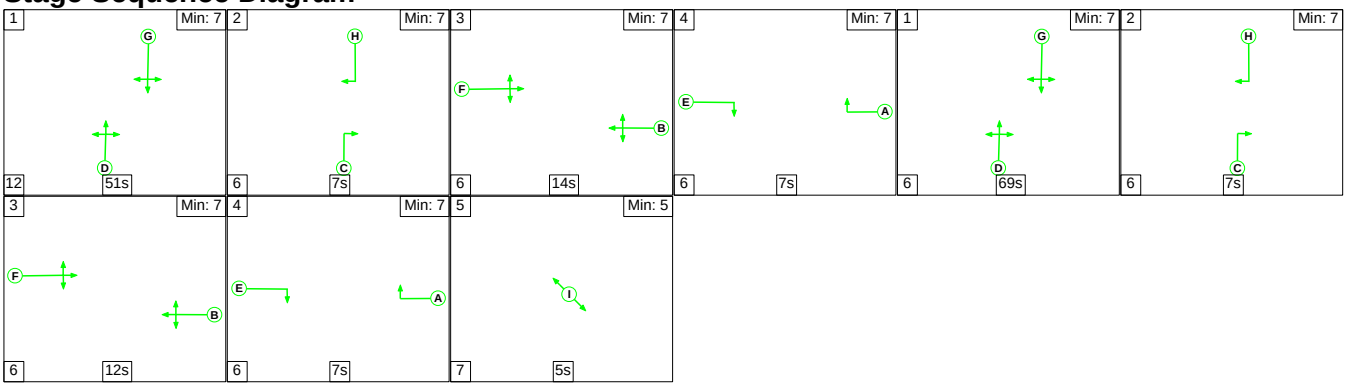
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 11: 'DO_SO_OY+5_P1 (0.2) (BO)_AM' (FG11: 'DO_SO_OY+5_P1 (0.2) (BO)_AM', Plan 1: 'Network Control Plan 1')

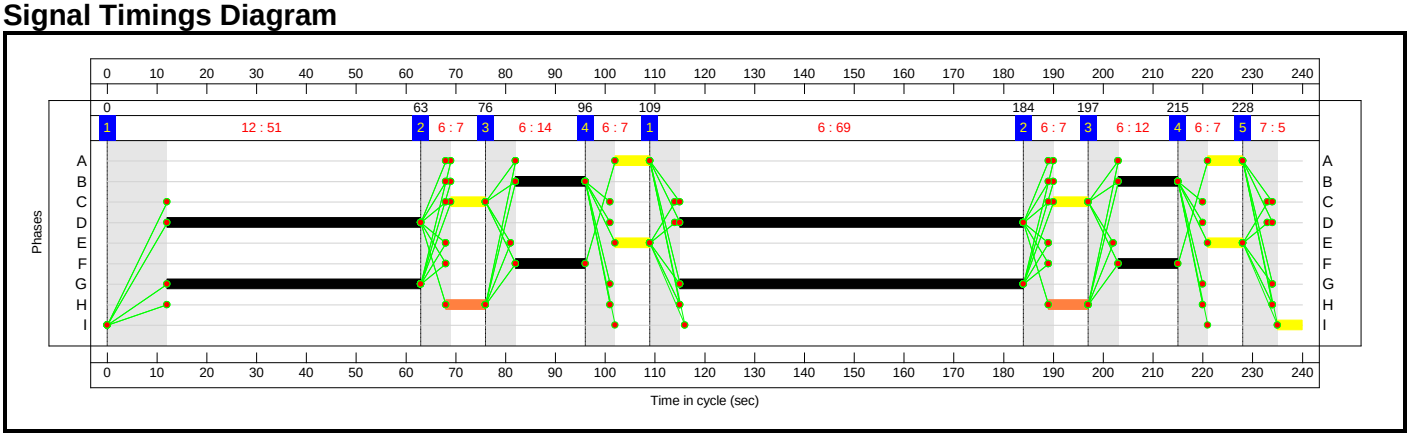
Stage Sequence Diagram



Stage Timings

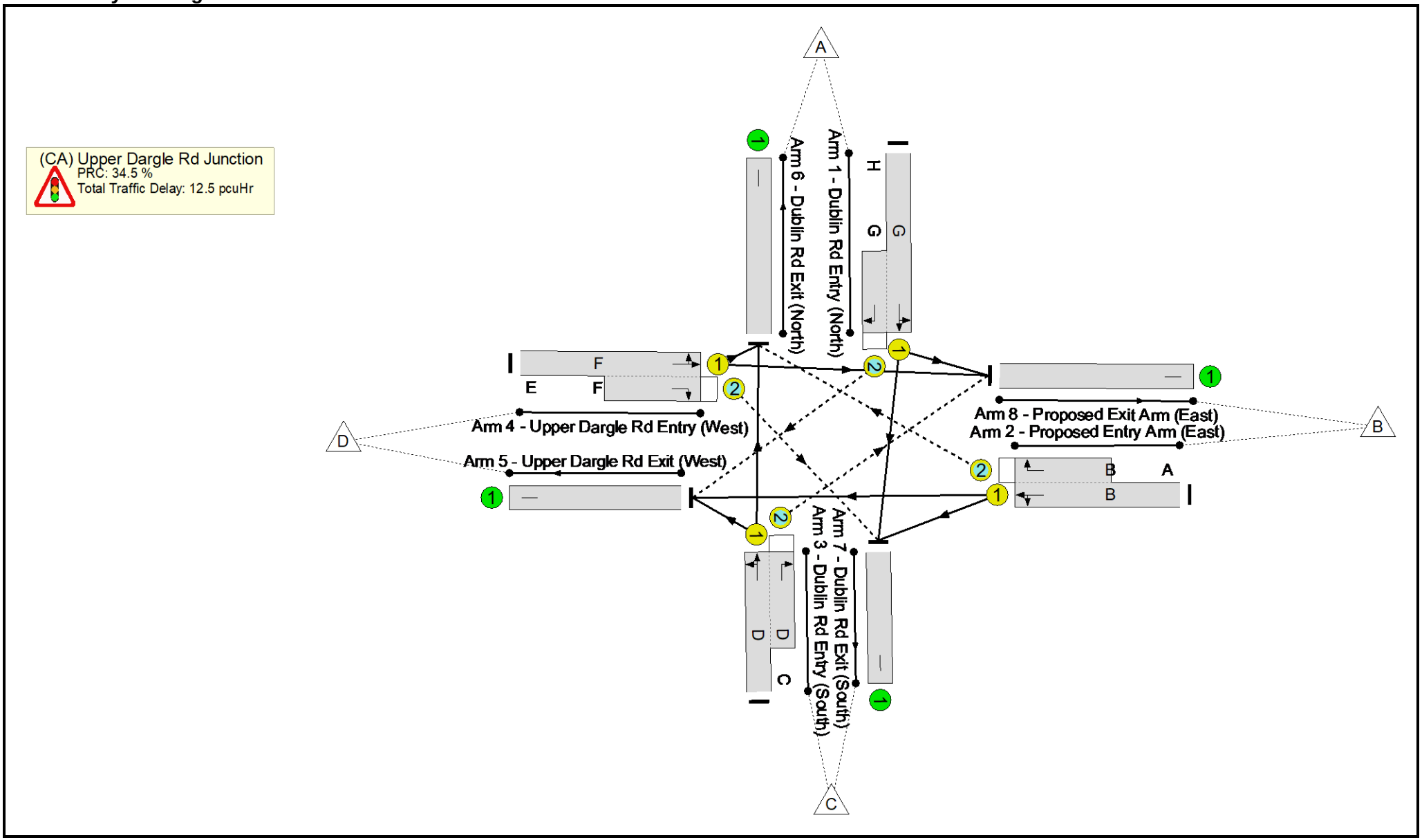
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

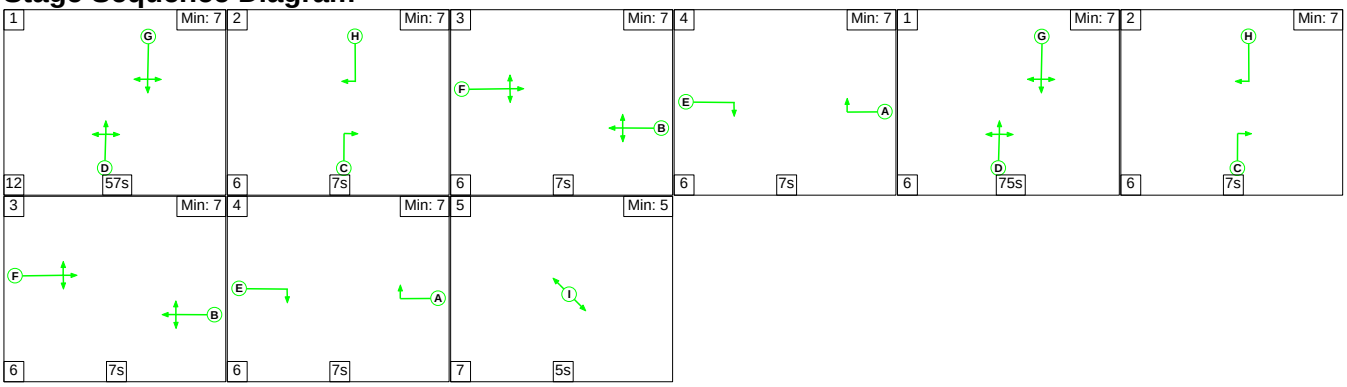
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 12: 'DO_SO_OY+5_P1 (0.2) (BO)_PM' (FG12: 'DO_SO_OY+5_P1 (0.2) (BO)_PM', Plan 1: 'Network Control Plan 1')

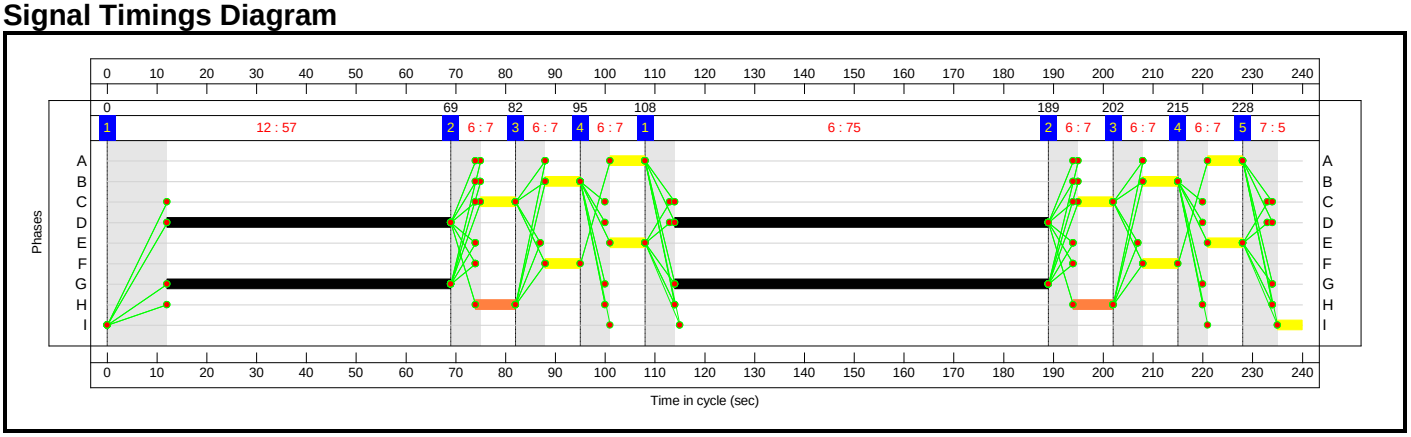
Stage Sequence Diagram



Stage Timings

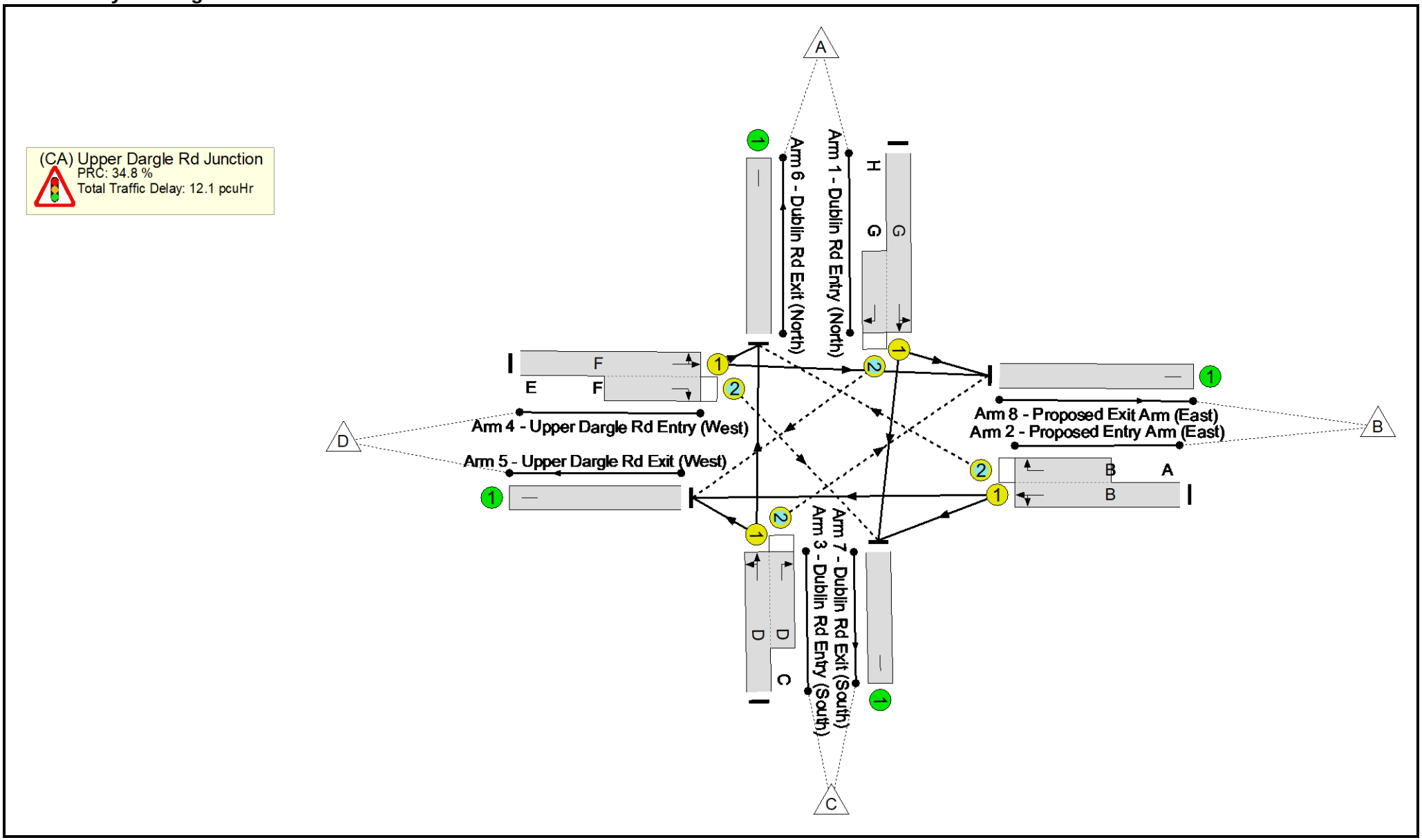
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

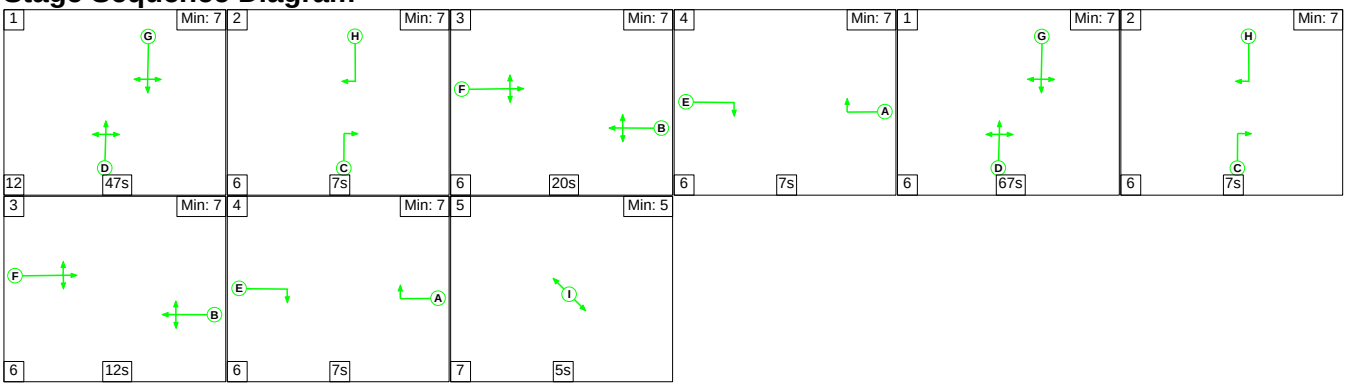
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 13: 'DO_SO_OY+5_P1+P2 (0.2) (SC)_AM' (FG13: 'DO_SO_OY+5_P1+P2 (0.2) (SC)_AM', Plan 1: 'Network Control Plan 1')

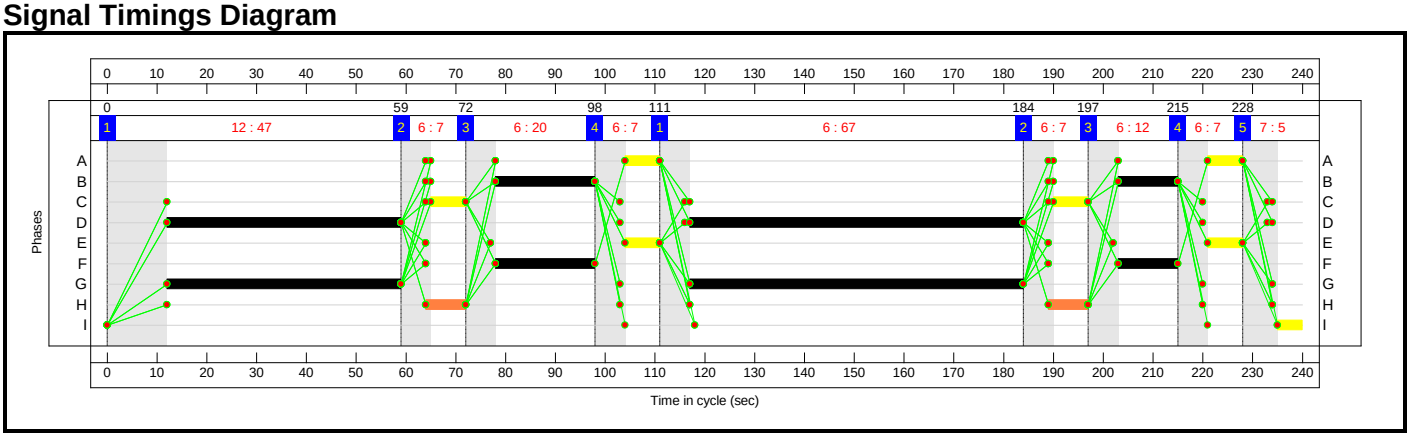
Stage Sequence Diagram



Stage Timings

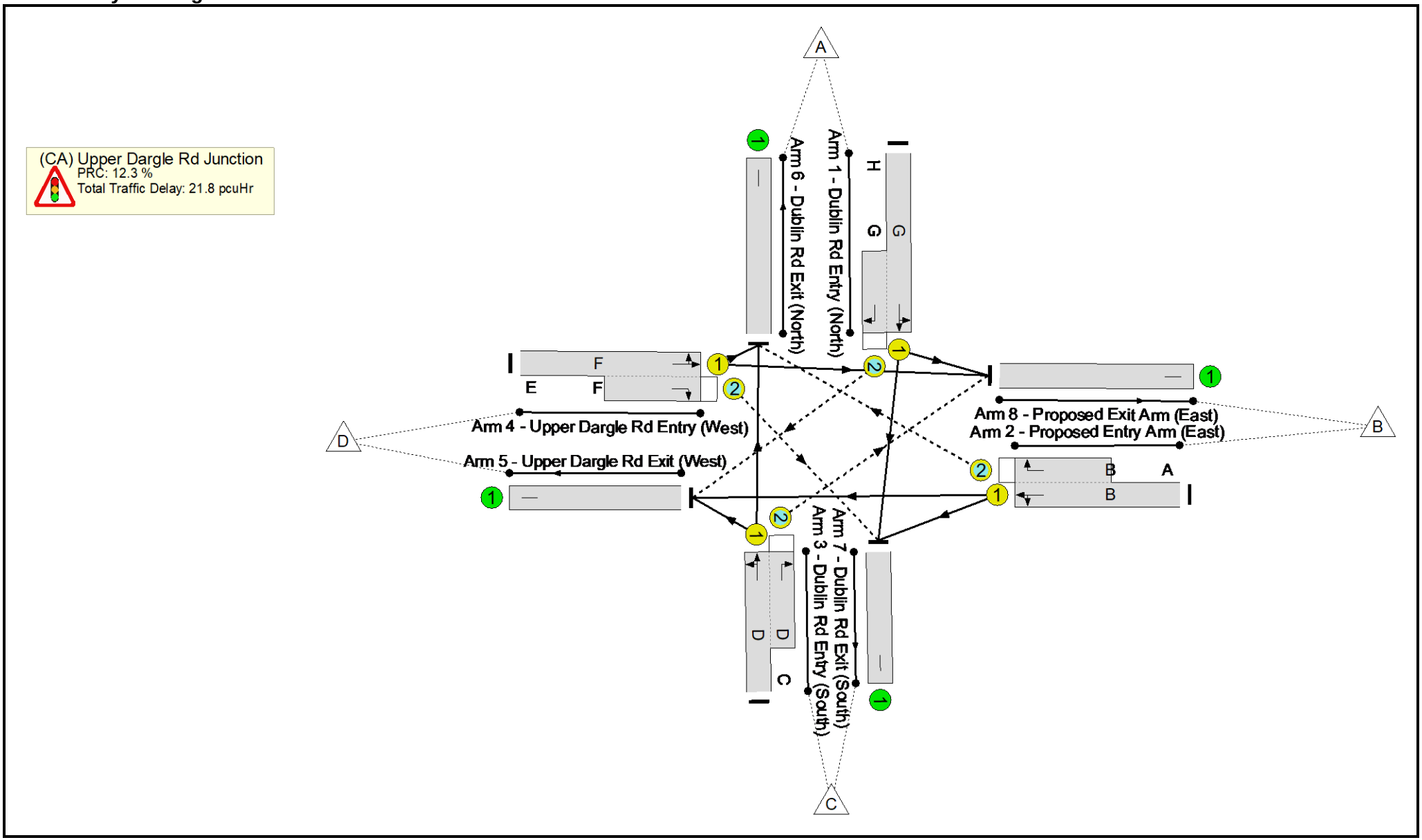
Stage	1	2	3	4	1	2	3	4	5
Duration	47	7	20	7	67	7	12	7	5
Change Point	0	59	72	98	111	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.2%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.2%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	114:130	16	521	1914:1836	941	55.3%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	32:46	14	290	1834:1775	369	78.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	114:128	14	795	1958:1884	992	80.2%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	32:46	14	249	1842:1730	338	73.6%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%

Full Input Data And Results

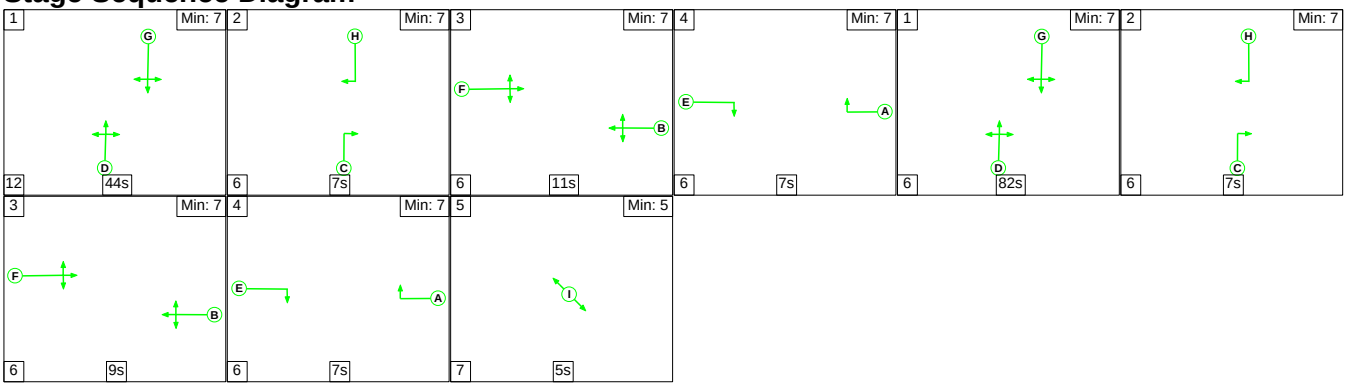
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**245**	**80**	**19**	**15.5**	**5.7**	**0.7**	**21.8**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**245**	**80**	**19**	**15.5**	**5.7**	**0.7**	**21.8**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	3.0	0.6	0.2	3.9	26.8	12.6	0.6	13.2
2/1+2/2	290	290	57	40	7	3.8	1.8	0.1	5.7	70.7	5.9	1.8	7.7
3/1+3/2	795	795	116	13	1	5.4	2.0	0.2	7.6	34.2	22.5	2.0	24.5
4/1+4/2	249	249	37	22	10	3.2	1.4	0.1	4.7	68.0	5.7	1.4	7.1
5/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.3 Total Delay for Signalled Lanes (pcuHr): 21.84 Cycle Time (s): 240
PRC Over All Lanes (%): 12.3 Total Delay Over All Lanes(pcuHr): 21.84

Full Input Data And Results

Scenario 14: 'DO_SO_OY+5_P1+P2 (0.2) (SC)_PM' (FG14: 'DO_SO_OY+5_P1+P2 (0.2) (SC)_PM', Plan 1: 'Network Control Plan 1')

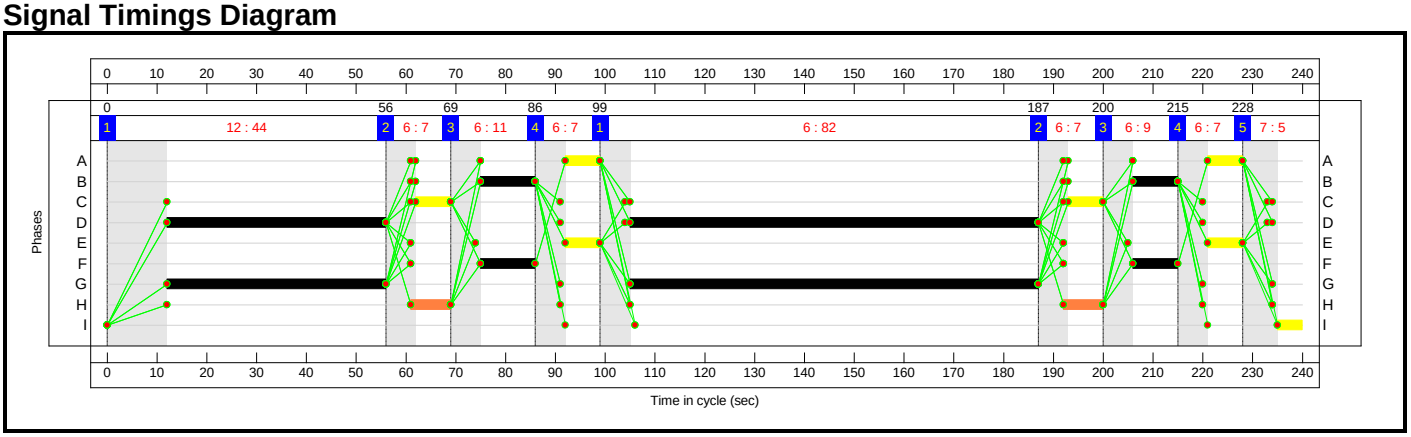
Stage Sequence Diagram



Stage Timings

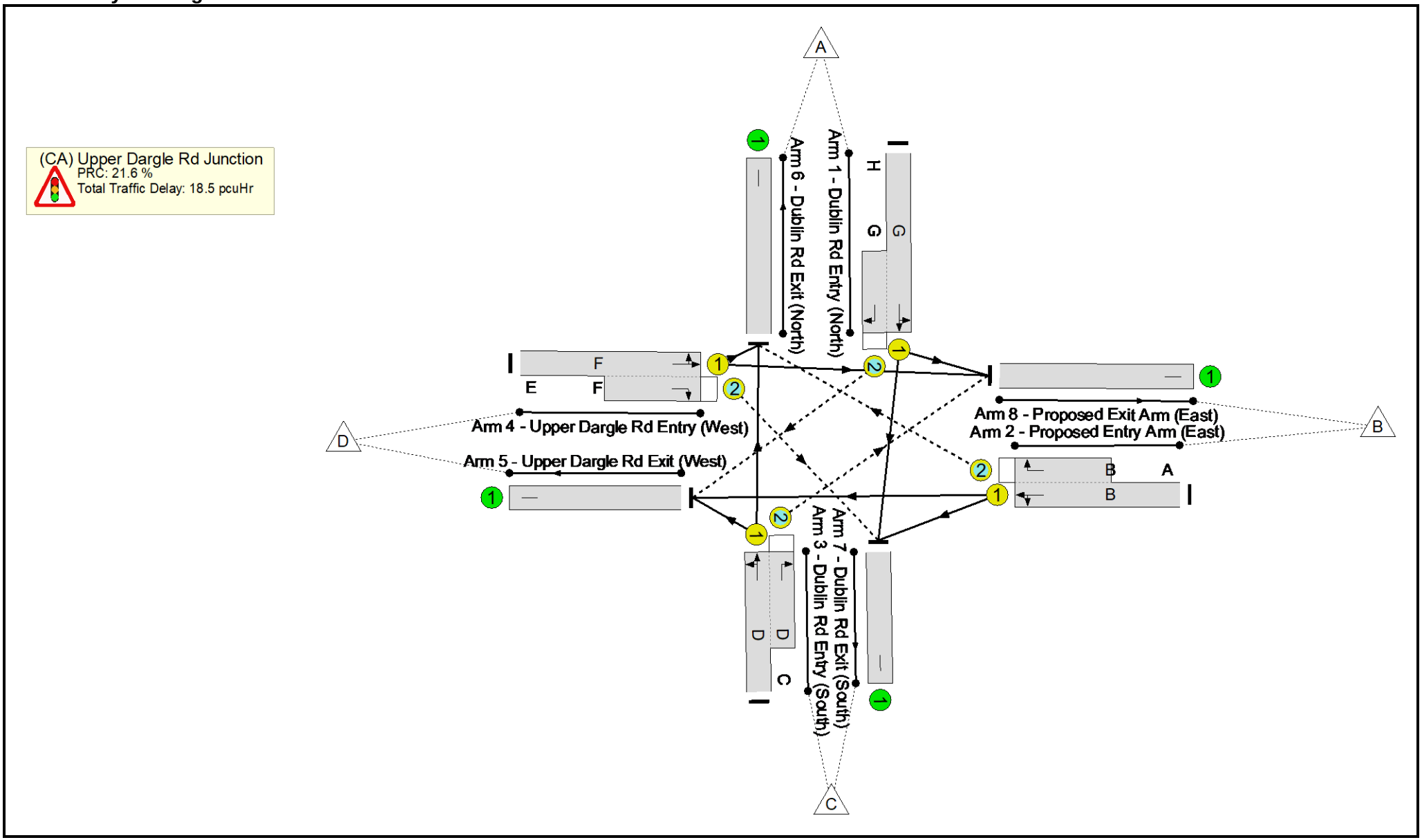
Stage	1	2	3	4	1	2	3	4	5
Duration	44	7	11	7	82	7	9	7	5
Change Point	0	56	69	86	99	187	200	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.0%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.0%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	126:142	16	678	1915:1836	1044	64.9%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	20:34	14	178	1855:1775	248	71.7%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	126:140	14	791	1948:1884	1069	74.0%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	20:34	14	187	1853:1730	284	65.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%

Full Input Data And Results

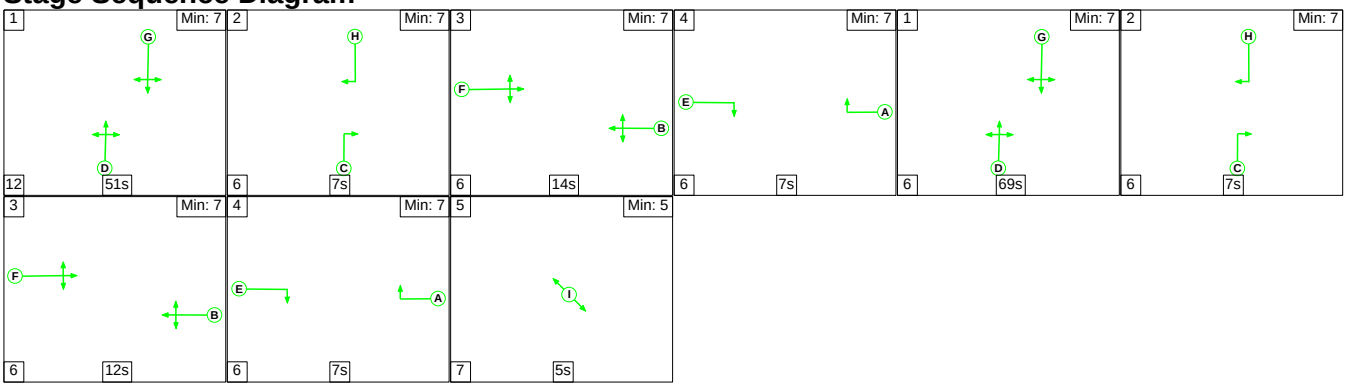
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**179**	**76**	**25**	**13.4**	**4.5**	**0.6**	**18.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**179**	**76**	**25**	**13.4**	**4.5**	**0.6**	**18.5**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	52	22	10	3.7	0.9	0.3	4.9	26.0	17.4	0.9	18.3
2/1+2/2	178	178	34	18	4	2.5	1.2	0.1	3.8	76.7	4.3	1.2	5.5
3/1+3/2	791	791	58	7	1	4.6	1.4	0.2	6.2	28.1	22.3	1.4	23.7
4/1+4/2	187	187	35	30	10	2.6	0.9	0.1	3.6	70.1	3.9	0.9	4.9
5/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 21.6 Total Delay for Signalled Lanes (pcuHr): 18.50 Cycle Time (s): 240
PRC Over All Lanes (%): 21.6 Total Delay Over All Lanes(pcuHr): 18.50

Full Input Data And Results

Scenario 15: 'DO_NO_OY+15_AM' (FG15: 'DO_NO_OY+15_AM', Plan 1: 'Network Control Plan 1')

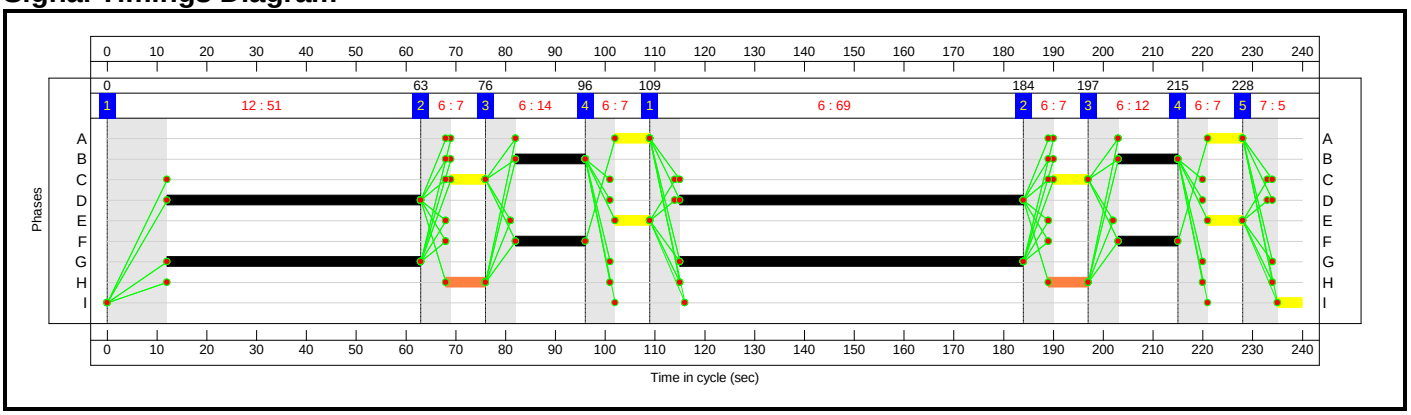
Stage Sequence Diagram



Stage Timings

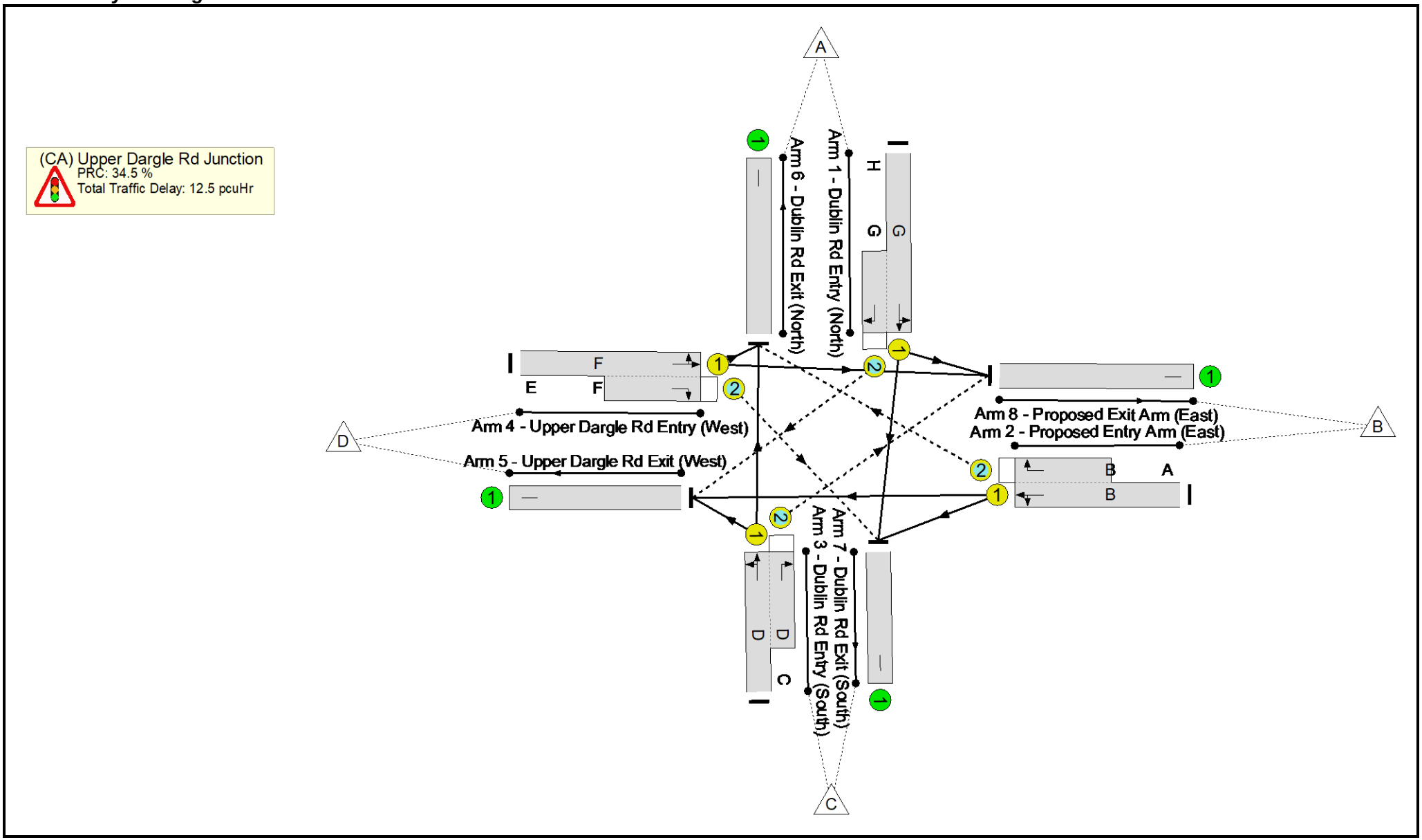
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

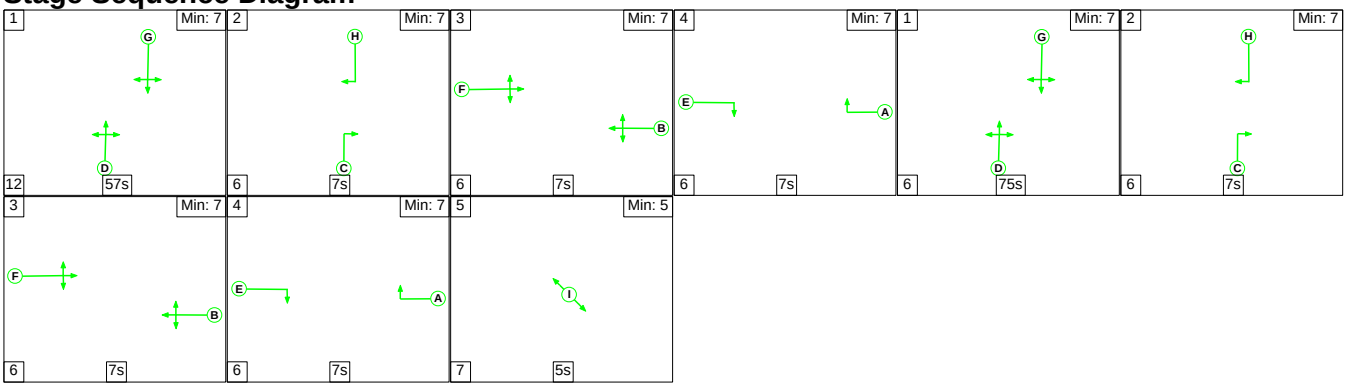
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 16: 'DO_NO_OY+15_PM' (FG16: 'DO_NO_OY+15_PM', Plan 1: 'Network Control Plan 1')

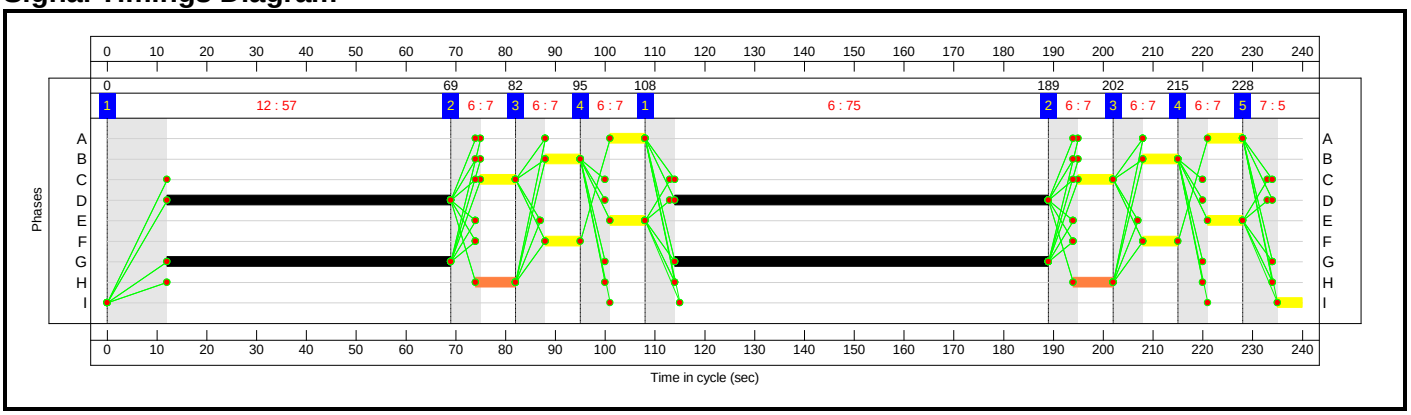
Stage Sequence Diagram



Stage Timings

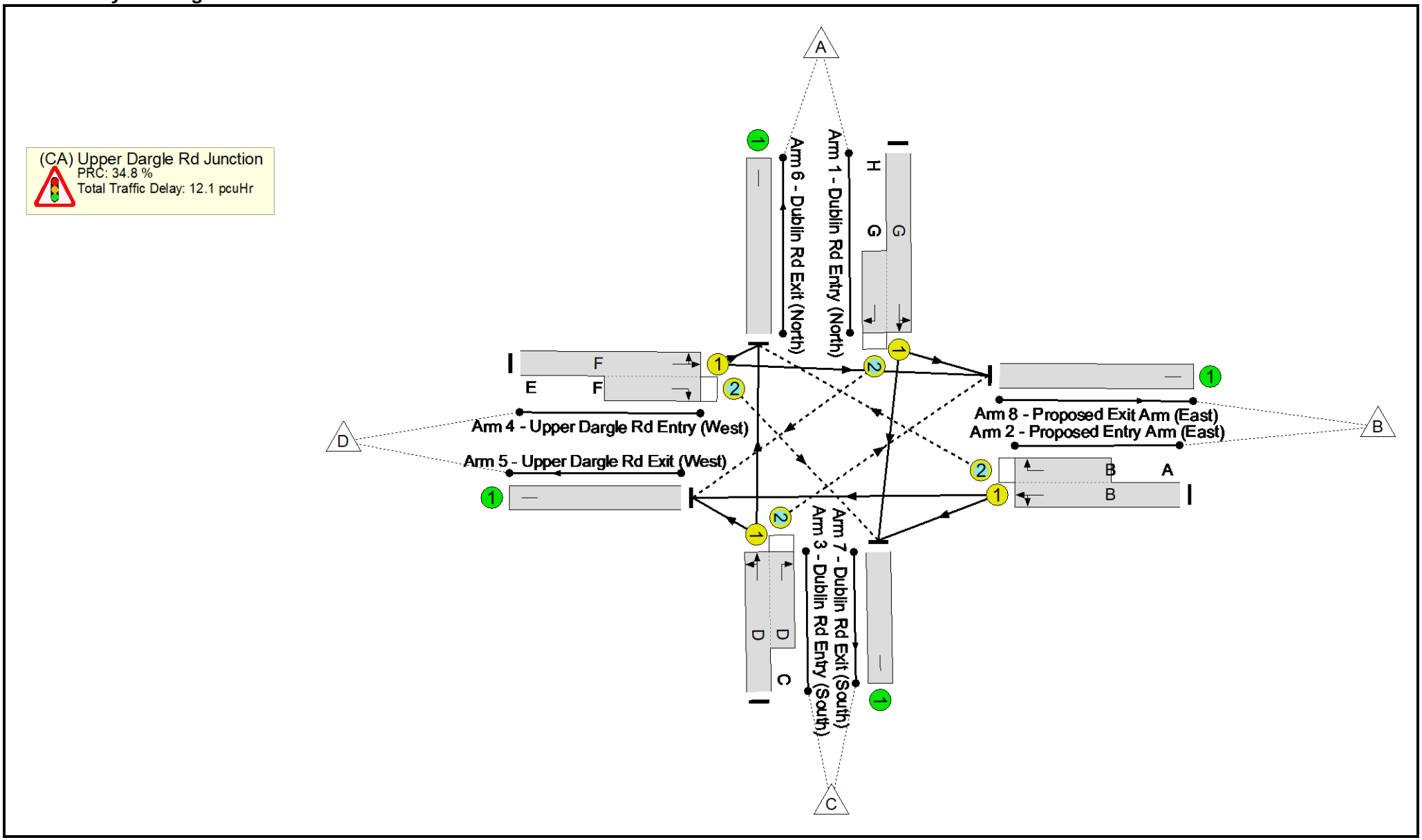
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

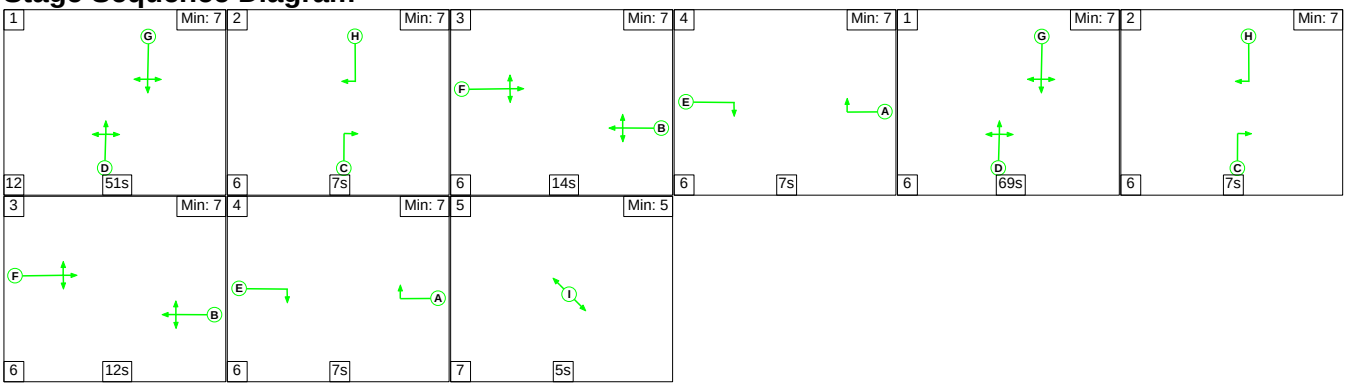
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 17: 'DO_SO_OY+15_P1 (0.2) (BO)_AM' (FG17: 'DO_SO_OY+15_P1 (0.2) (BO)_AM', Plan 1: 'Network Control Plan 1')

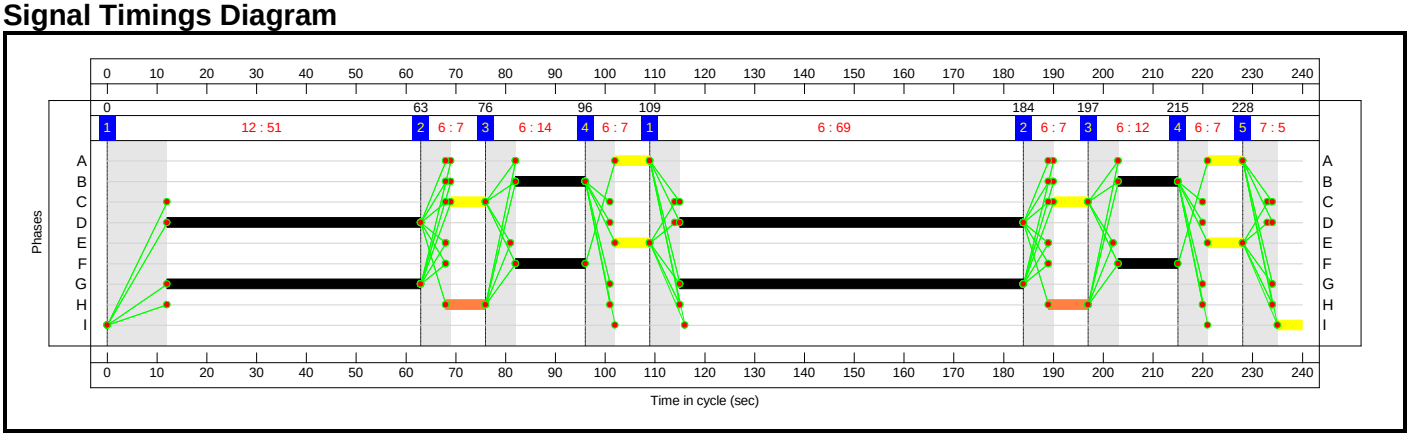
Stage Sequence Diagram



Stage Timings

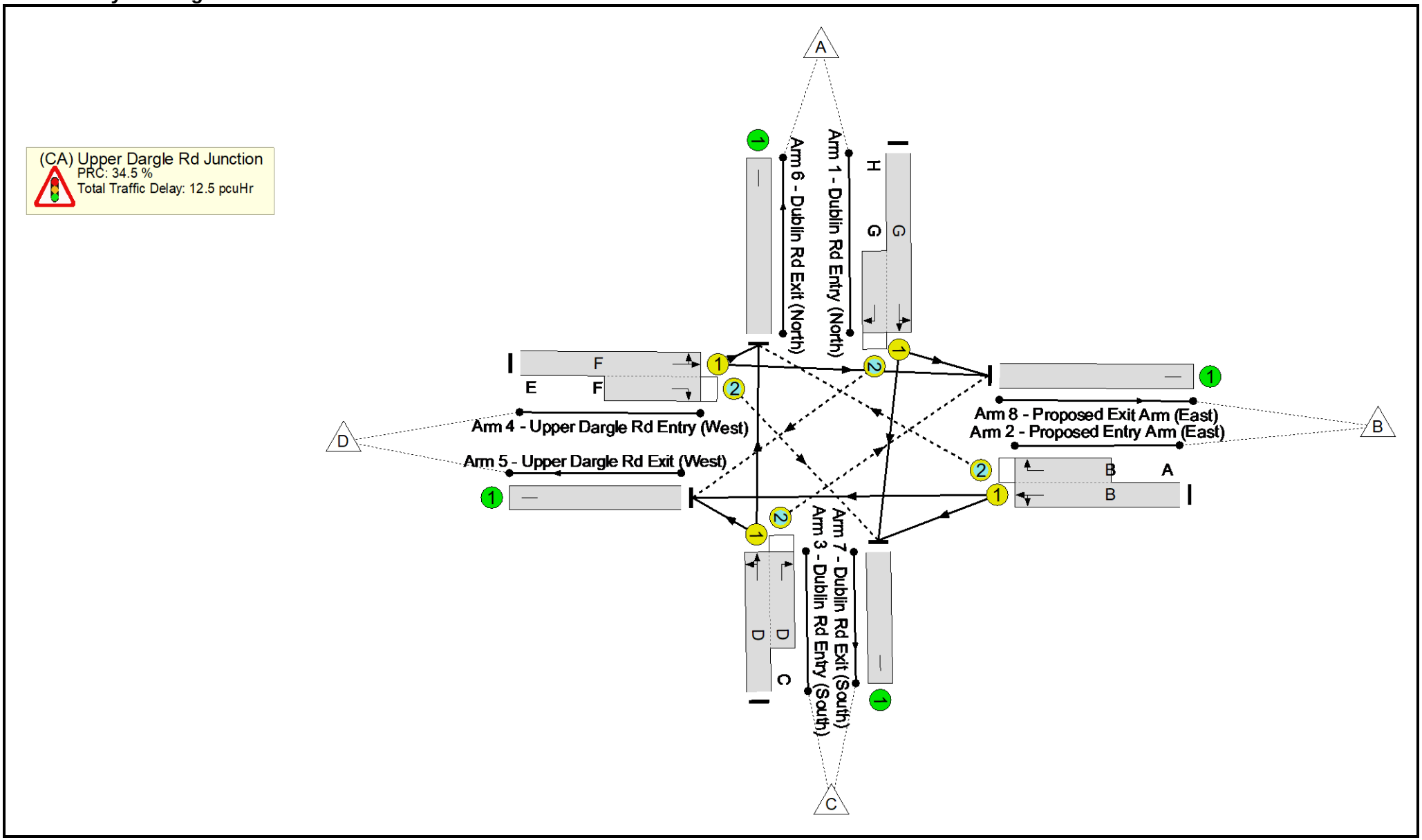
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

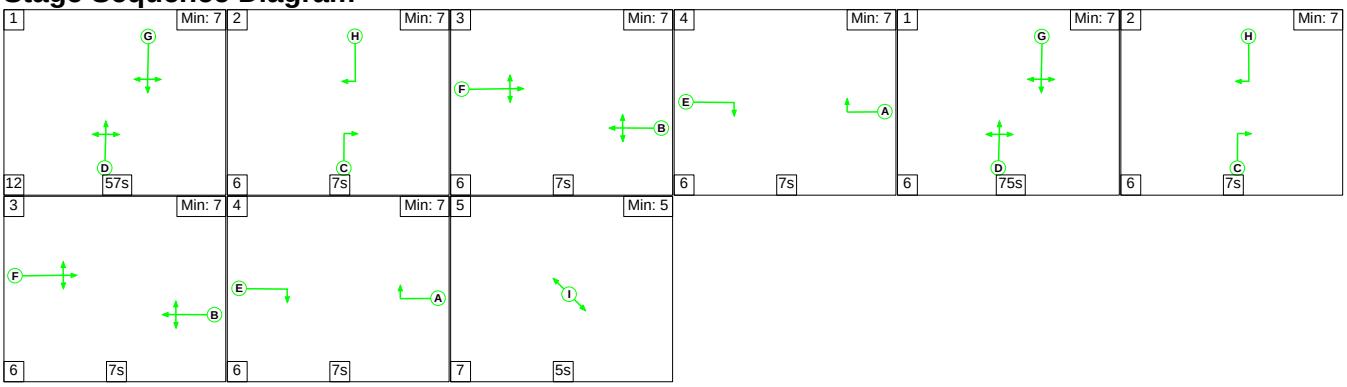
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 18: 'DO_SO_OY+15_P1 (0.2) (BO)_PM' (FG18: 'DO_SO_OY+15_P1 (0.2) (BO)_PM', Plan 1: 'Network Control Plan 1')

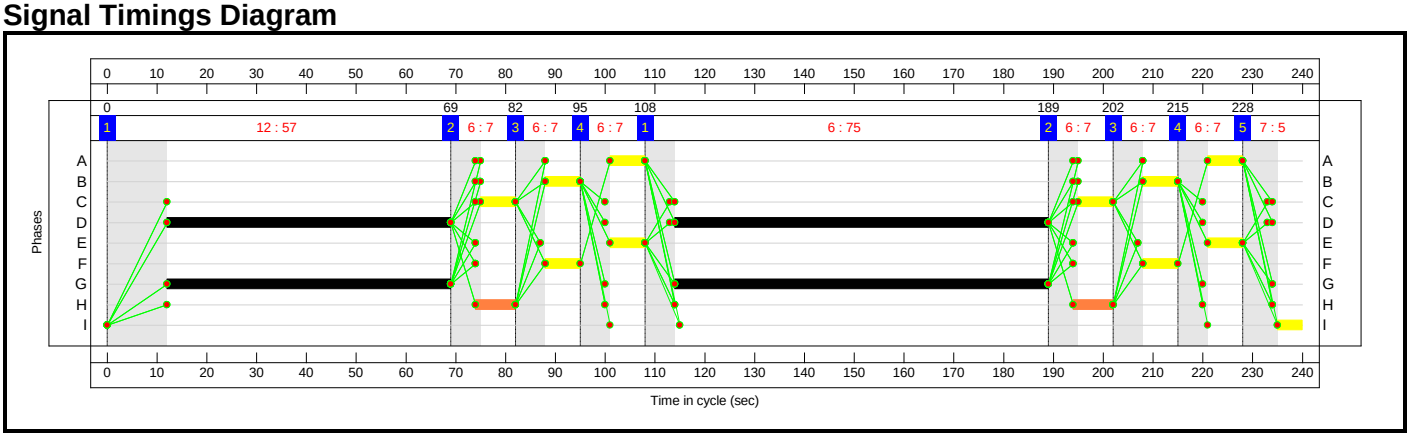
Stage Sequence Diagram



Stage Timings

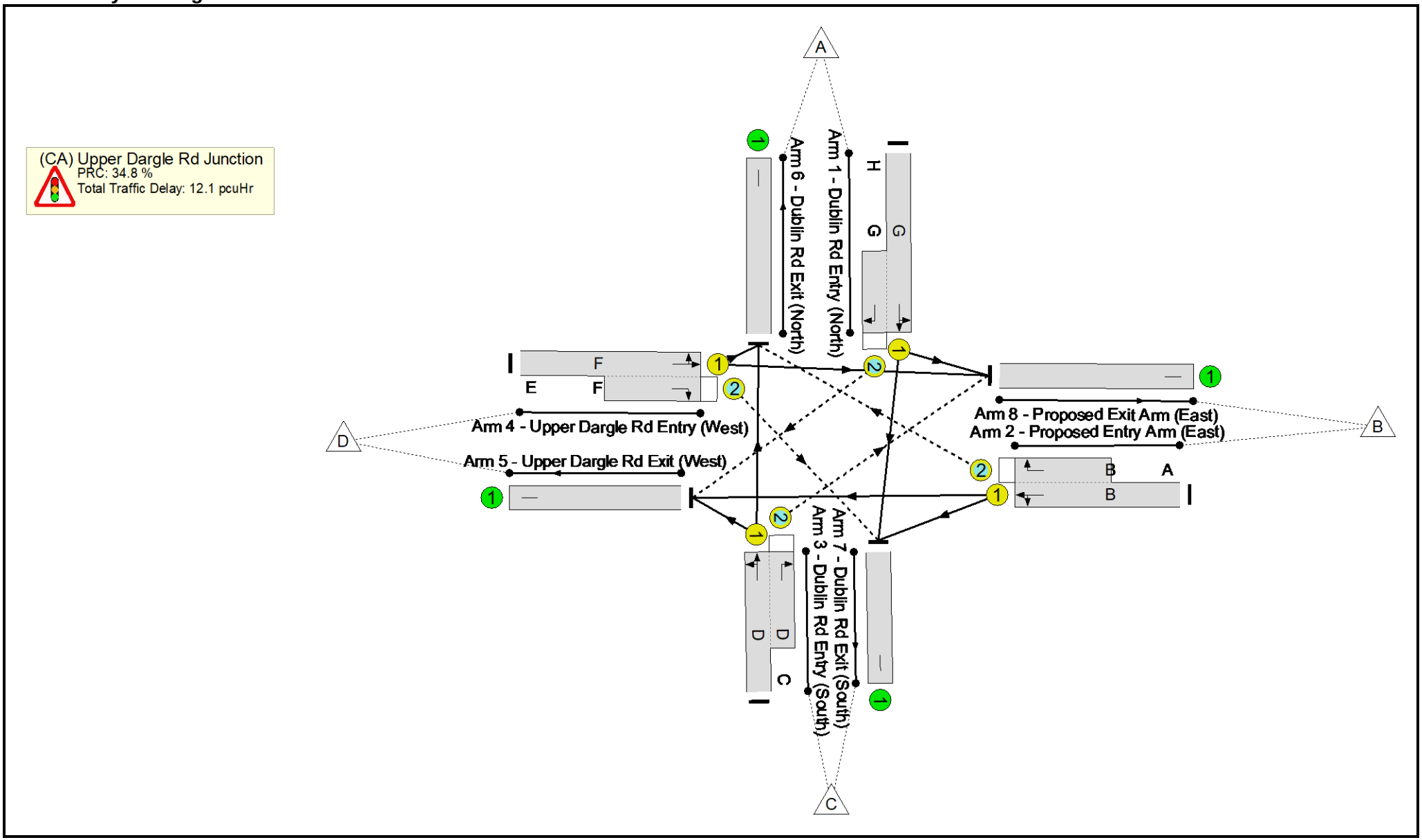
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

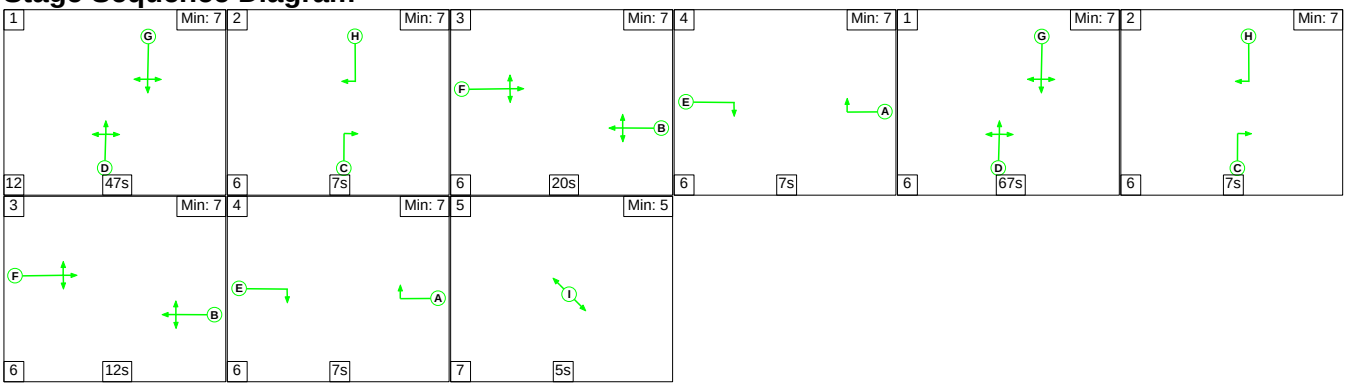
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 19: 'DO_SO_OY+15_P1+P2 (0.2) (SC)_AM' (FG19: 'DO_SO_OY+15_P1+P2 (0.2) (SC)_AM', Plan 1: 'Network Control Plan 1')

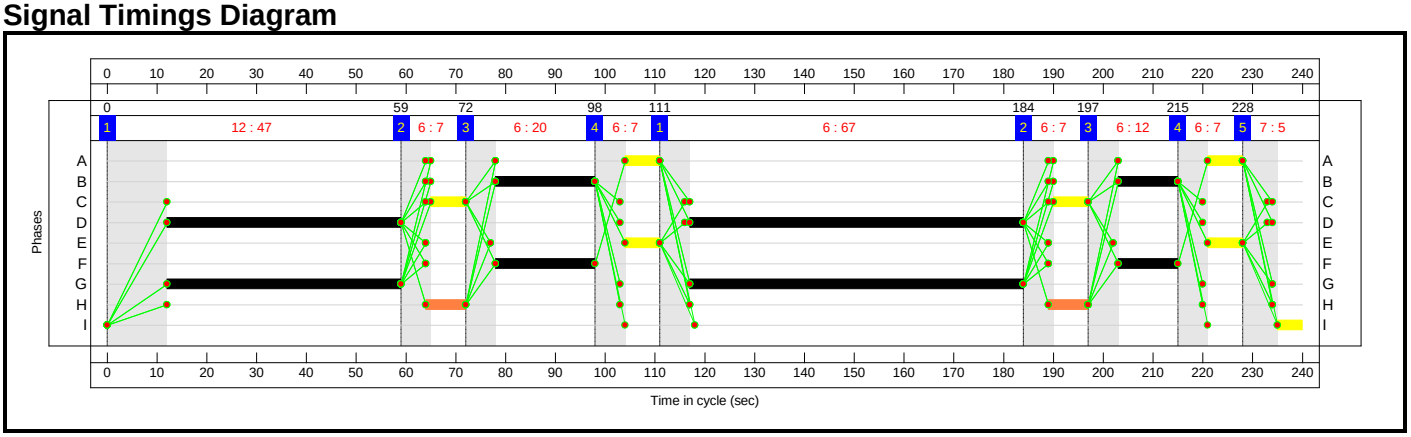
Stage Sequence Diagram



Stage Timings

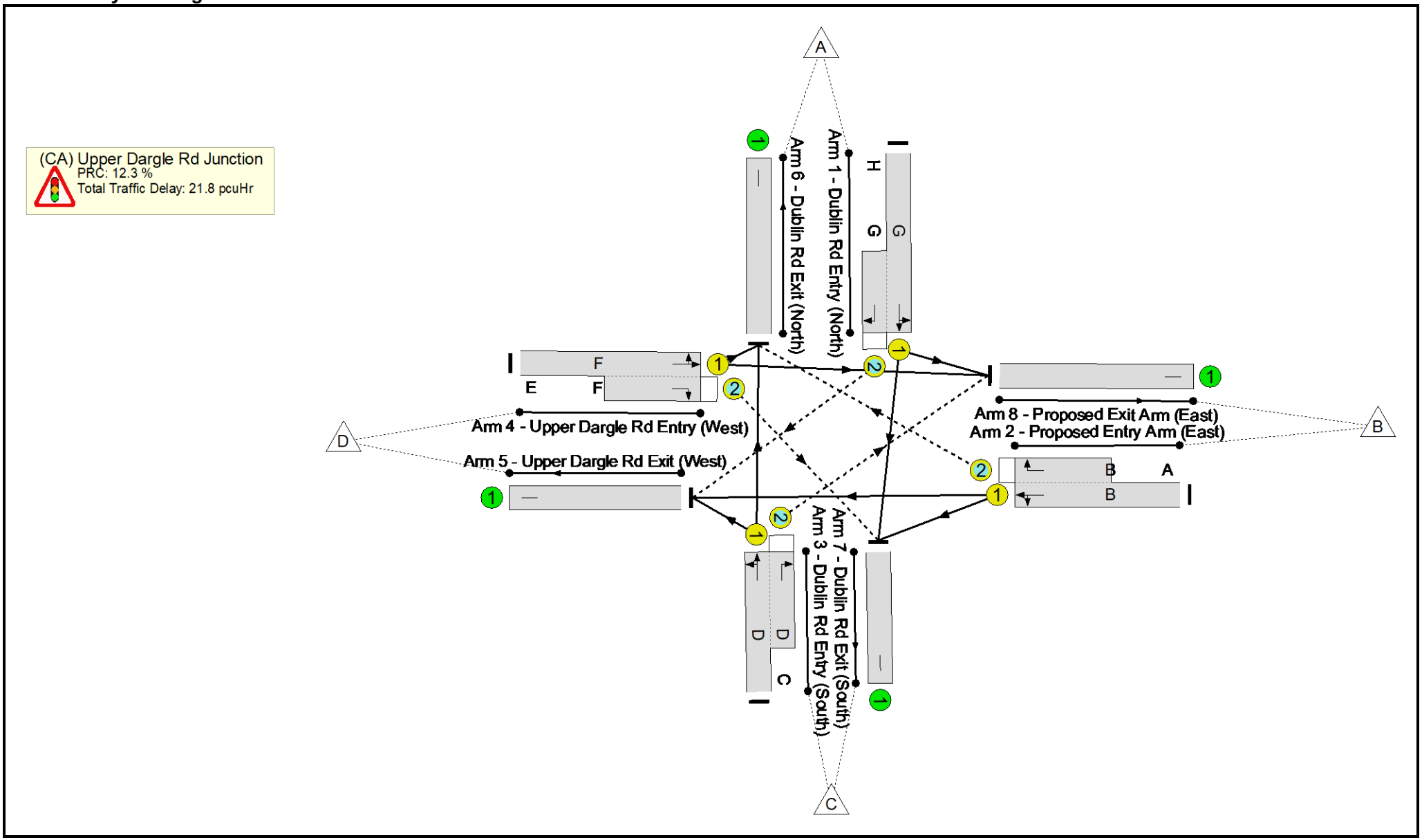
Stage	1	2	3	4	1	2	3	4	5
Duration	47	7	20	7	67	7	12	7	5
Change Point	0	59	72	98	111	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.2%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.2%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	114:130	16	521	1914:1836	941	55.3%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	32:46	14	290	1834:1775	369	78.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	114:128	14	795	1958:1884	992	80.2%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	32:46	14	249	1842:1730	338	73.6%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%

Full Input Data And Results

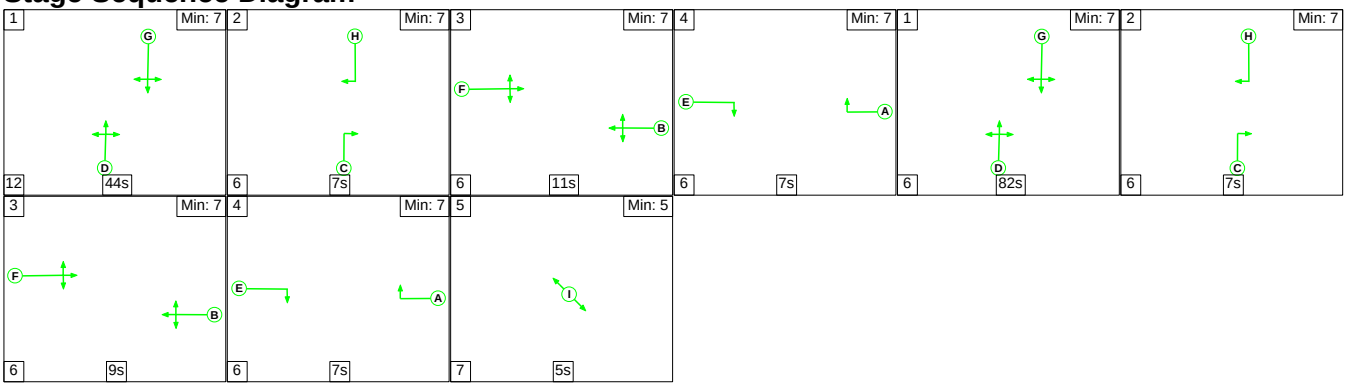
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**245**	**80**	**19**	**15.5**	**5.7**	**0.7**	**21.8**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**245**	**80**	**19**	**15.5**	**5.7**	**0.7**	**21.8**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	3.0	0.6	0.2	3.9	26.8	12.6	0.6	13.2
2/1+2/2	290	290	57	40	7	3.8	1.8	0.1	5.7	70.7	5.9	1.8	7.7
3/1+3/2	795	795	116	13	1	5.4	2.0	0.2	7.6	34.2	22.5	2.0	24.5
4/1+4/2	249	249	37	22	10	3.2	1.4	0.1	4.7	68.0	5.7	1.4	7.1
5/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.3 Total Delay for Signalled Lanes (pcuHr): 21.84 Cycle Time (s): 240
PRC Over All Lanes (%): 12.3 Total Delay Over All Lanes(pcuHr): 21.84

Full Input Data And Results

Scenario 20: 'DO_SO_OY+15_P1+P2 (0.2) (SC)_PM' (FG20: 'DO_SO_OY+15_P1+P2 (0.2) (SC)_PM', Plan 1: 'Network Control Plan 1')

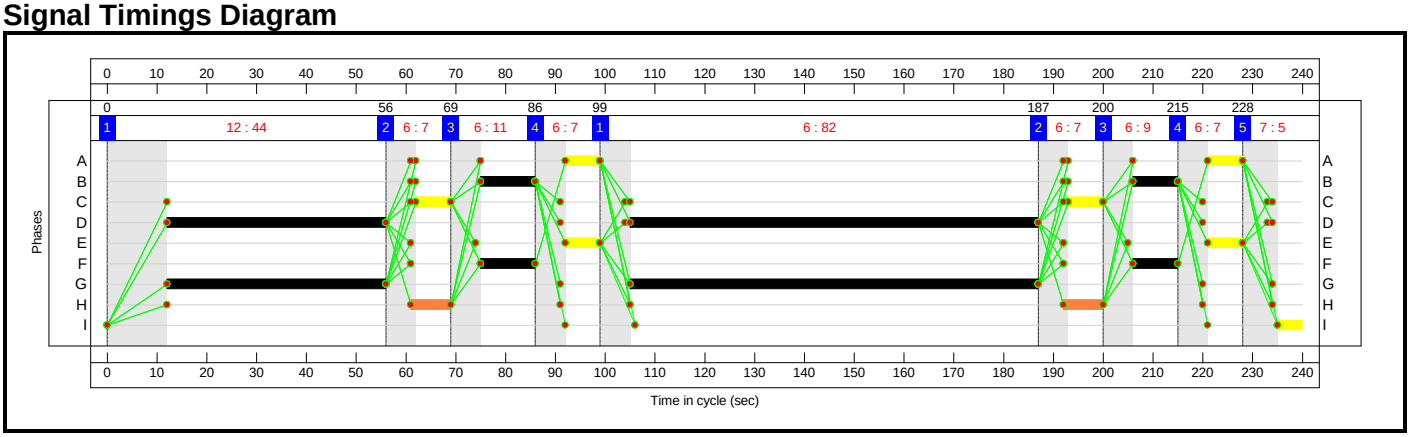
Stage Sequence Diagram



Stage Timings

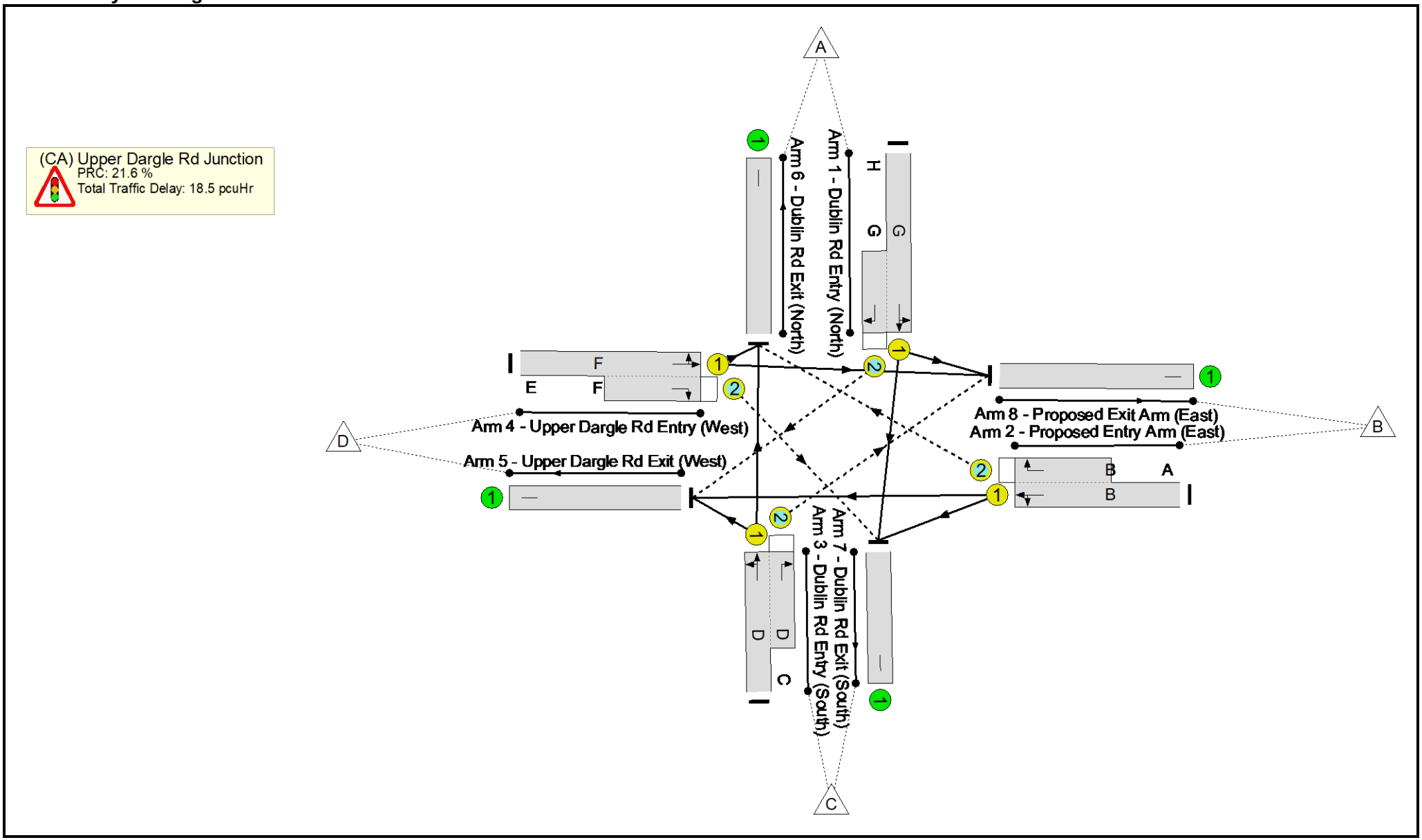
Stage	1	2	3	4	1	2	3	4	5
Duration	44	7	11	7	82	7	9	7	5
Change Point	0	56	69	86	99	187	200	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.0%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.0%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	126:142	16	678	1915:1836	1044	64.9%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	20:34	14	178	1855:1775	248	71.7%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	126:140	14	791	1948:1884	1069	74.0%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	20:34	14	187	1853:1730	284	65.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**179**	**76**	**25**	**13.4**	**4.5**	**0.6**	**18.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**179**	**76**	**25**	**13.4**	**4.5**	**0.6**	**18.5**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	52	22	10	3.7	0.9	0.3	4.9	26.0	17.4	0.9	18.3
2/1+2/2	178	178	34	18	4	2.5	1.2	0.1	3.8	76.7	4.3	1.2	5.5
3/1+3/2	791	791	58	7	1	4.6	1.4	0.2	6.2	28.1	22.3	1.4	23.7
4/1+4/2	187	187	35	30	10	2.6	0.9	0.1	3.6	70.1	3.9	0.9	4.9
5/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

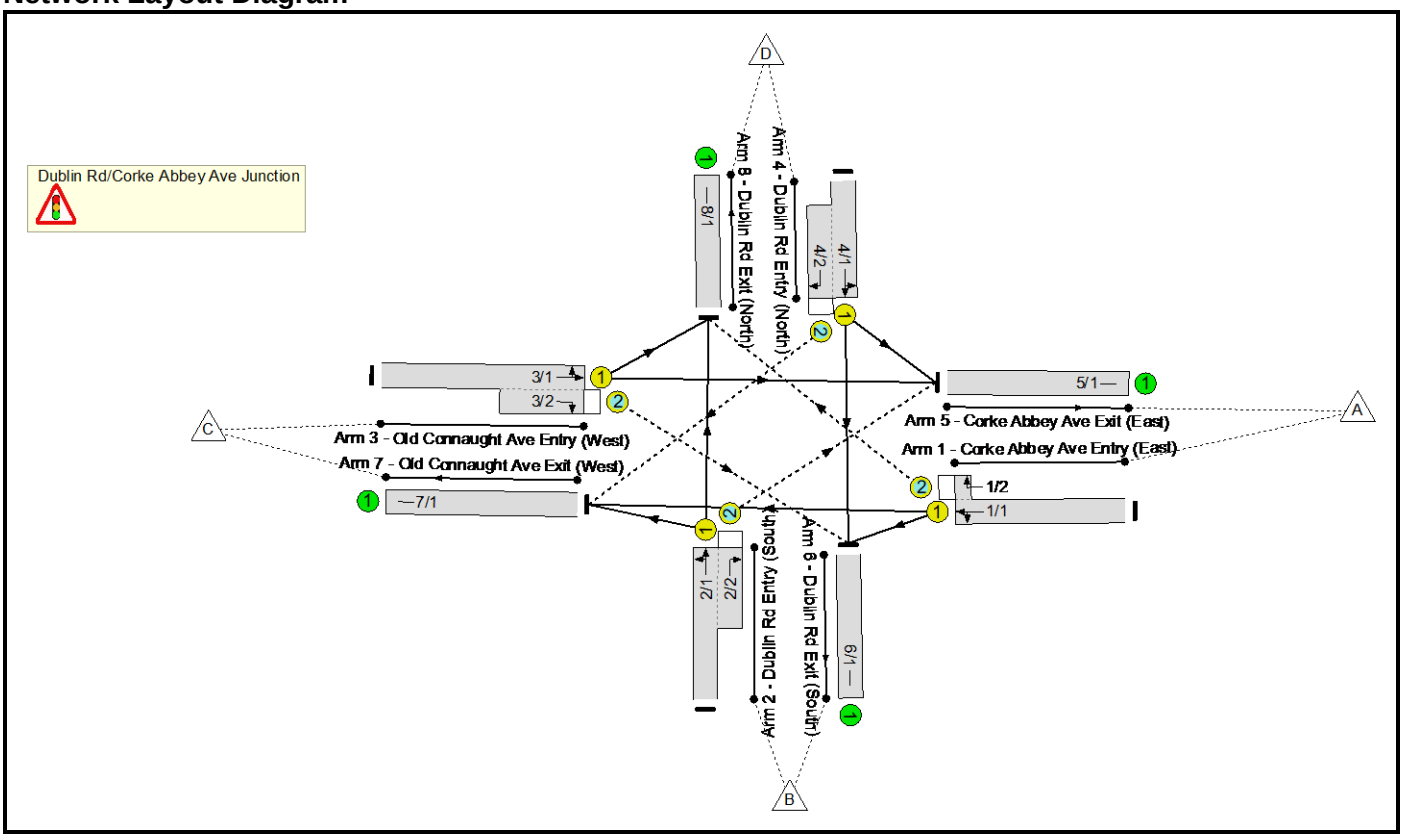
C1 PRC for Signalled Lanes (%): 21.6 Total Delay for Signalled Lanes (pcuHr): 18.50 Cycle Time (s): 240
PRC Over All Lanes (%): 21.6 Total Delay Over All Lanes(pcuHr): 18.50

Full Input Data And Results

User and Project Details

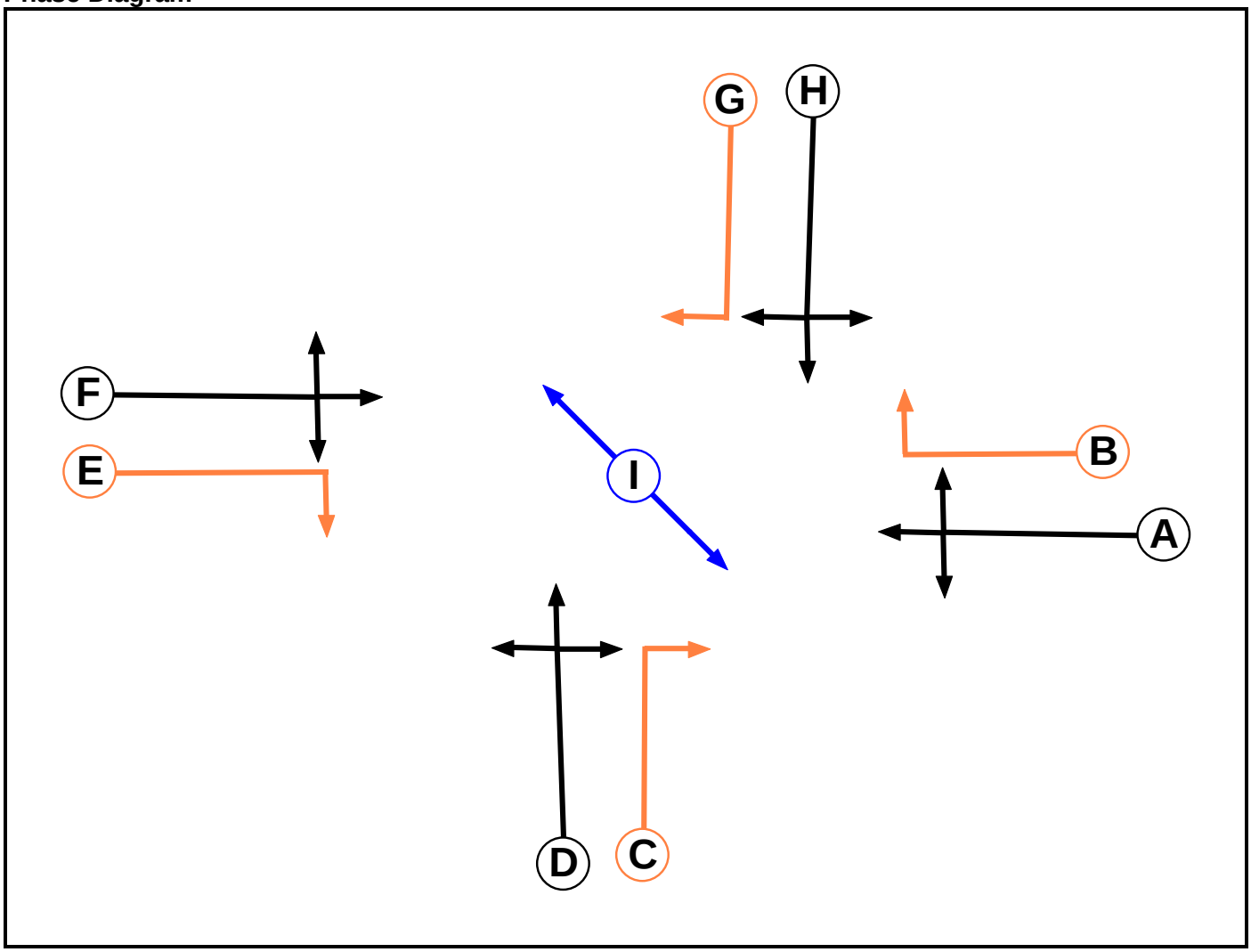
Project:	**Harbour Point Coastal Quarter**
Title:	
Location:	
Client:	Shankill Property Investments Ltd.
Additional detail:	
File name:	(J2)_(0.2) Cork Abbey_Old Connaught Ave Junction.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Filter with Closing Amber (Not UK)		7	7
C	Filter with Closing Amber (Not UK)		7	7
D	Traffic		7	7
E	Filter with Closing Amber (Not UK)		7	7
F	Traffic		7	7
G	Filter with Closing Amber (Not UK)		7	7
H	Traffic		7	7
I	Pedestrian		5	5

Full Input Data And Results

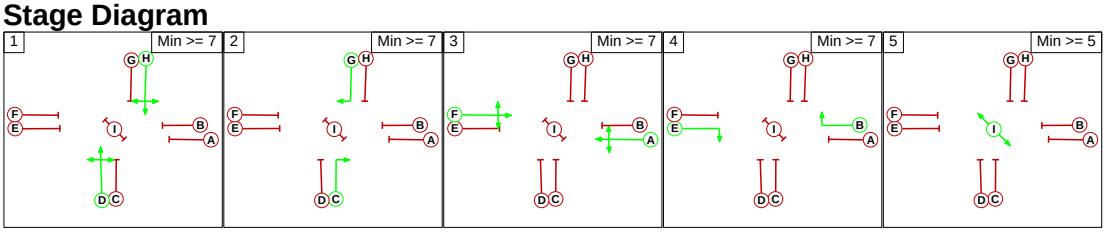
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	-	-	5	-	6	6	7
B	-		6	6	-	-	6	6	7
C	5	-		-	5	5	-	-	7
D	5	-	-		5	5	6	-	7
E	6	-	6	6		-	6	6	7
F	-	5	-	-	-		-	-	7
G	-	-	-	-	5	5		-	7
H	-	-	6	-	5	5	-		7
I	-	-	12	12	-	-	12	12	

Phases in Stage

Stage No.	Phases in Stage
1	D H
2	C G
3	A F
4	B E
5	I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		6	5	5	7
2	2		5	5	7
3	6	6		5	7
4	6	6	6		7
5	12	12	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Dublin Rd/Corke Abbey Ave Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Corke Abbey Ave Entry (East))	8/1 (Right)	1439	0	3/1	1.09	All	1.00	-	0.50	1	1.00
2/2 (Dublin Rd Entry (South))	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	1.00	-	0.50	1	1.00
3/2 (Old Connaught Ave Entry (West))	6/1 (Right)	1439	0	1/1	1.09	To 7/1 (Ahead)	1.00	-	0.50	1	1.00
4/2 (Dublin Rd Entry (North))	7/1 (Right)	1439	0	2/1	1.09	All	1.00	-	0.50	1	1.00

Full Input Data And Results

Lane Input Data

Junction: Dublin Rd/Corke Abbey Ave Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Corke Abbey Ave Entry (East))	U	A	2	3	60.0	User	3439	-	-	-	-	-
1/2 (Corke Abbey Ave Entry (East))	O	A B	2	3	0.2	Geom	-	3.50	0.00	Y	Arm 8 Right	17.00
2/1 (Dublin Rd Entry (South))	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	25.00
											Arm 8 Ahead	Inf
2/2 (Dublin Rd Entry (South))	O	D C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Right	11.00
3/1 (Old Connaught Ave Entry (West))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	10.00
3/2 (Old Connaught Ave Entry (West))	O	F E	2	3	5.2	Geom	-	3.00	0.00	Y	Arm 6 Right	31.00
4/1 (Dublin Rd Entry (North))	U	H	2	3	60.0	User	3795	-	-	-	-	-
4/2 (Dublin Rd Entry (North))	O	H G	2	3	13.0	Geom	-	3.50	0.00	Y	Arm 7 Right	10.00
5/1 (Corke Abbey Ave Exit (East))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Dublin Rd Exit (South))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Old Connaught Ave Exit (West))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Dublin Rd Exit (North))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base_AM'	08:00	09:00	01:00	
2: 'Base_PM'	17:00	18:00	01:00	
3: 'DO_NO_OY_AM'	08:00	09:00	01:00	
4: 'DO_NO_OY_PM'	17:00	18:00	01:00	
5: 'DO_SO_OY_P1 (0.2)_AM'	08:00	09:00	01:00	
6: 'DO_SO_OY_P1 (0.2)_PM'	17:00	18:00	01:00	
7: 'DO_SO_OY_P1+P2 (0.2)_AM'	08:00	09:00	01:00	
8: 'DO_SO_OY_P1+P2 (0.2)_PM'	17:00	18:00	01:00	
9: 'DO_NO_OY+5_AM'	08:00	09:00	01:00	
10: 'DO_NO_OY+5_PM'	17:00	18:00	01:00	
11: 'DO_SO_OY+5_P1 (0.2)_AM'	08:00	09:00	01:00	
12: 'DO_SO_OY+5_P1 (0.2)_PM'	17:00	18:00	01:00	
13: 'DO_SO_OY+5_P1+P2 (0.2)_AM'	08:00	09:00	01:00	
14: 'DO_SO_OY+5_P1+P2 (0.2)_PM'	17:00	18:00	01:00	
15: 'DO_NO_OY+15_AM'	08:00	09:00	01:00	
16: 'DO_NO_OY+15_PM'	17:00	18:00	01:00	
17: 'DO_SO_OY+15_P1 (0.2)_AM'	08:00	09:00	01:00	
18: 'DO_SO_OY+15_P1 (0.2)_PM'	17:00	18:00	01:00	
19: 'DO_SO_OY+15_P1+P2 (0.2)_AM'	08:00	09:00	01:00	
20: 'DO_SO_OY+15_P1+P2 (0.2)_PM'	17:00	18:00	01:00	

Scenario 1: 'Base_AM' (FG1: 'Base_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	8	191	325
	B	57	0	82	705	844
	C	28	140	0	178	346
	D	63	392	99	1	555
	Tot.	148	658	189	1075	2070

Traffic Lane Flows

Lane	Scenario 1: Base_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	325(In) 134(Out)
1/2 (short)	191
2/1 (with short)	844(In) 787(Out)
2/2 (short)	57
3/1 (with short)	346(In) 206(Out)
3/2 (short)	140
4/1 (with short)	554(In) 455(Out)
4/2 (short)	99
5/1	148
6/1	658
7/1	189
8/1	1074

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Base_PM' (FG2: 'Base_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	92	7	115	214
	B	97	0	101	501	699
	C	57	171	0	149	377
	D	78	523	49	0	650
	Tot.	232	786	157	765	1940

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Base_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	214(In) 99(Out)
1/2 (short)	115
2/1 (with short)	699(In) 602(Out)
2/2 (short)	97
3/1 (with short)	377(In) 206(Out)
3/2 (short)	171
4/1 (with short)	650(In) 601(Out)
4/2 (short)	49
5/1	232
6/1	786
7/1	157
8/1	765

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'DO_NO_OY_AM' (FG3: 'DO_NO_OY_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	8	191	325
	B	57	0	82	705	844
	C	28	140	0	178	346
	D	63	392	99	1	555
	Tot.	148	658	189	1075	2070

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: DO_NO_OY_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	325(In) 134(Out)
1/2 (short)	191
2/1 (with short)	844(In) 787(Out)
2/2 (short)	57
3/1 (with short)	346(In) 206(Out)
3/2 (short)	140
4/1 (with short)	554(In) 455(Out)
4/2 (short)	99
5/1	148
6/1	658
7/1	189
8/1	1074

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'DO_NO_OY_PM' (FG4: 'DO_NO_OY_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	92	7	115	214
	B	97	0	101	501	699
	C	57	171	0	149	377
	D	78	523	49	0	650
	Tot.	232	786	157	765	1940

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: DO_NO_OY_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	214(In) 99(Out)
1/2 (short)	115
2/1 (with short)	699(In) 602(Out)
2/2 (short)	97
3/1 (with short)	377(In) 206(Out)
3/2 (short)	171
4/1 (with short)	650(In) 601(Out)
4/2 (short)	49
5/1	232
6/1	786
7/1	157
8/1	765

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'DO_SO_OY_P1 (0.2)_AM' (FG5: 'DO_SO_OY_P1 (0.2)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	8	191	326
	B	60	0	86	742	888
	C	28	142	0	178	348
	D	63	396	99	1	559
	Tot.	151	665	193	1112	2121

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: DO_SO_OY_P1 (0.2)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	326(In) 135(Out)
1/2 (short)	191
2/1 (with short)	888(In) 828(Out)
2/2 (short)	60
3/1 (with short)	348(In) 206(Out)
3/2 (short)	142
4/1 (with short)	558(In) 459(Out)
4/2 (short)	99
5/1	151
6/1	665
7/1	193
8/1	1111

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'DO_SO_OY_P1 (0.2)_PM' (FG6: 'DO_SO_OY_P1 (0.2)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	95	7	115	217
	B	98	0	103	510	711
	C	57	175	0	149	381
	D	78	535	49	0	662
	Tot.	233	805	159	774	1971

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: DO_SO_OY_P1 (0.2)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	217(In) 102(Out)
1/2 (short)	115
2/1 (with short)	711(In) 613(Out)
2/2 (short)	98
3/1 (with short)	381(In) 206(Out)
3/2 (short)	175
4/1 (with short)	662(In) 613(Out)
4/2 (short)	49
5/1	233
6/1	805
7/1	159
8/1	774

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'DO_SO_OY_P1+P2 (0.2)_AM' (FG7: 'DO_SO_OY_P1+P2 (0.2)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	134	8	191	333
	B	64	0	92	799	955
	C	28	149	0	178	355
	D	63	417	99	1	580
	Tot.	155	700	199	1169	2223

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: DO_SO_OY_P1+P2 (0.2)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	333(In) 142(Out)
1/2 (short)	191
2/1 (with short)	955(In) 891(Out)
2/2 (short)	64
3/1 (with short)	355(In) 206(Out)
3/2 (short)	149
4/1 (with short)	579(In) 480(Out)
4/2 (short)	99
5/1	155
6/1	700
7/1	199
8/1	1168

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.3 %	1903	1903
				Arm 8 Ahead	Inf	89.7 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'DO_SO_OY_P1+P2 (0.2)_PM' (FG8: 'DO_SO_OY_P1+P2 (0.2)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	99	7	115	221
	B	105	0	110	547	762
	C	57	183	0	149	389
	D	78	560	49	0	687
	Tot.	240	842	166	811	2059

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: DO_SO_OY_P1+P2 (0.2)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	221(In) 106(Out)
1/2 (short)	115
2/1 (with short)	762(In) 657(Out)
2/2 (short)	105
3/1 (with short)	389(In) 206(Out)
3/2 (short)	183
4/1 (with short)	687(In) 638(Out)
4/2 (short)	49
5/1	240
6/1	842
7/1	166
8/1	811

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.7 %	1896	1896
				Arm 8 Ahead	Inf	83.3 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'DO_NO_OY+5_AM' (FG9: 'DO_NO_OY+5_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	8	191	325
	B	57	0	82	705	844
	C	28	140	0	178	346
	D	63	392	99	1	555
	Tot.	148	658	189	1075	2070

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: DO_NO_OY+5_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	325(In) 134(Out)
1/2 (short)	191
2/1 (with short)	844(In) 787(Out)
2/2 (short)	57
3/1 (with short)	346(In) 206(Out)
3/2 (short)	140
4/1 (with short)	554(In) 455(Out)
4/2 (short)	99
5/1	148
6/1	658
7/1	189
8/1	1074

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'DO_NO_OY+5_PM' (FG10: 'DO_NO_OY+5_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	92	7	115	214
	B	97	0	101	501	699
	C	57	171	0	149	377
	D	78	523	49	0	650
	Tot.	232	786	157	765	1940

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: DO_NO_OY+5_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	214(In) 99(Out)
1/2 (short)	115
2/1 (with short)	699(In) 602(Out)
2/2 (short)	97
3/1 (with short)	377(In) 206(Out)
3/2 (short)	171
4/1 (with short)	650(In) 601(Out)
4/2 (short)	49
5/1	232
6/1	786
7/1	157
8/1	765

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'DO_SO_OY+5_P1 (0.2)_AM' (FG11: 'DO_SO_OY+5_P1 (0.2)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	8	191	326
	B	60	0	86	742	888
	C	28	142	0	178	348
	D	63	396	99	1	559
	Tot.	151	665	193	1112	2121

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: DO_SO_OY+5_P1 (0.2)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	326(In) 135(Out)
1/2 (short)	191
2/1 (with short)	888(In) 828(Out)
2/2 (short)	60
3/1 (with short)	348(In) 206(Out)
3/2 (short)	142
4/1 (with short)	558(In) 459(Out)
4/2 (short)	99
5/1	151
6/1	665
7/1	193
8/1	1111

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'DO_SO_OY+5_P1 (0.2)_PM' (FG12: 'DO_SO_OY+5_P1 (0.2)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	95	7	115	217
	B	98	0	103	510	711
	C	57	175	0	149	381
	D	78	535	49	0	662
	Tot.	233	805	159	774	1971

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: DO_SO_OY+5_P1 (0.2)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	217(In) 102(Out)
1/2 (short)	115
2/1 (with short)	711(In) 613(Out)
2/2 (short)	98
3/1 (with short)	381(In) 206(Out)
3/2 (short)	175
4/1 (with short)	662(In) 613(Out)
4/2 (short)	49
5/1	233
6/1	805
7/1	159
8/1	774

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: 'DO_SO_OY+5_P1+P2 (0.2)_AM' (FG13: 'DO_SO_OY+5_P1+P2 (0.2)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	134	8	191	333
	B	64	0	92	799	955
	C	28	149	0	178	355
	D	63	417	99	1	580
	Tot.	155	700	199	1169	2223

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: DO_SO_OY+5_P1+P2 (0.2)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	333(In) 142(Out)
1/2 (short)	191
2/1 (with short)	955(In) 891(Out)
2/2 (short)	64
3/1 (with short)	355(In) 206(Out)
3/2 (short)	149
4/1 (with short)	579(In) 480(Out)
4/2 (short)	99
5/1	155
6/1	700
7/1	199
8/1	1168

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.3 %	1903	1903
				Arm 8 Ahead	Inf	89.7 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: 'DO_SO_OY+5_P1+P2 (0.2)_PM' (FG14: 'DO_SO_OY+5_P1+P2 (0.2)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	99	7	115	221
	B	105	0	110	547	762
	C	57	183	0	149	389
	D	78	560	49	0	687
	Tot.	240	842	166	811	2059

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: DO_SO_OY+5_P1+P2 (0.2)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	221(In) 106(Out)
1/2 (short)	115
2/1 (with short)	762(In) 657(Out)
2/2 (short)	105
3/1 (with short)	389(In) 206(Out)
3/2 (short)	183
4/1 (with short)	687(In) 638(Out)
4/2 (short)	49
5/1	240
6/1	842
7/1	166
8/1	811

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.7 %	1896	1896
				Arm 8 Ahead	Inf	83.3 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: 'DO_NO_OY+15_AM' (FG15: 'DO_NO_OY+15_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	8	191	325
	B	57	0	82	705	844
	C	28	140	0	178	346
	D	63	392	99	1	555
	Tot.	148	658	189	1075	2070

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: DO_NO_OY+15_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	325(In) 134(Out)
1/2 (short)	191
2/1 (with short)	844(In) 787(Out)
2/2 (short)	57
3/1 (with short)	346(In) 206(Out)
3/2 (short)	140
4/1 (with short)	554(In) 455(Out)
4/2 (short)	99
5/1	148
6/1	658
7/1	189
8/1	1074

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: 'DO_NO_OY+15_PM' (FG16: 'DO_NO_OY+15_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	92	7	115	214
	B	97	0	101	501	699
	C	57	171	0	149	377
	D	78	523	49	0	650
	Tot.	232	786	157	765	1940

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: DO_NO_OY+15_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	214(In) 99(Out)
1/2 (short)	115
2/1 (with short)	699(In) 602(Out)
2/2 (short)	97
3/1 (with short)	377(In) 206(Out)
3/2 (short)	171
4/1 (with short)	650(In) 601(Out)
4/2 (short)	49
5/1	232
6/1	786
7/1	157
8/1	765

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: 'DO_SO_OY+15_P1 (0.2)_AM' (FG17: 'DO_SO_OY+15_P1 (0.2)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	8	191	326
	B	60	0	86	742	888
	C	28	142	0	178	348
	D	63	396	99	1	559
	Tot.	151	665	193	1112	2121

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: DO_SO_OY+15_P1 (0.2)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	326(In) 135(Out)
1/2 (short)	191
2/1 (with short)	888(In) 828(Out)
2/2 (short)	60
3/1 (with short)	348(In) 206(Out)
3/2 (short)	142
4/1 (with short)	558(In) 459(Out)
4/2 (short)	99
5/1	151
6/1	665
7/1	193
8/1	1111

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: 'DO_SO_OY+15_P1 (0.2)_PM' (FG18: 'DO_SO_OY+15_P1 (0.2)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	95	7	115	217
	B	98	0	103	510	711
	C	57	175	0	149	381
	D	78	535	49	0	662
	Tot.	233	805	159	774	1971

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: DO_SO_OY+15_P1 (0.2)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	217(In) 102(Out)
1/2 (short)	115
2/1 (with short)	711(In) 613(Out)
2/2 (short)	98
3/1 (with short)	381(In) 206(Out)
3/2 (short)	175
4/1 (with short)	662(In) 613(Out)
4/2 (short)	49
5/1	233
6/1	805
7/1	159
8/1	774

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 19: 'DO_SO_OY+15_P1+P2 (0.2)_AM' (FG19: 'DO_SO_OY+15_P1+P2 (0.2)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	134	8	191	333
	B	64	0	92	799	955
	C	28	149	0	178	355
	D	63	417	99	1	580
	Tot.	155	700	199	1169	2223

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: DO_SO_OY+15_P1+P2 (0.2)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	333(In) 142(Out)
1/2 (short)	191
2/1 (with short)	955(In) 891(Out)
2/2 (short)	64
3/1 (with short)	355(In) 206(Out)
3/2 (short)	149
4/1 (with short)	579(In) 480(Out)
4/2 (short)	99
5/1	155
6/1	700
7/1	199
8/1	1168

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.3 %	1903	1903
				Arm 8 Ahead	Inf	89.7 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 20: 'DO_SO_OY+15_P1+P2 (0.2)_PM' (FG20: 'DO_SO_OY+15_P1+P2 (0.2)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	99	7	115	221
	B	105	0	110	547	762
	C	57	183	0	149	389
	D	78	560	49	0	687
	Tot.	240	842	166	811	2059

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: DO_SO_OY+15_P1+P2 (0.2)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	221(In) 106(Out)
1/2 (short)	115
2/1 (with short)	762(In) 657(Out)
2/2 (short)	105
3/1 (with short)	389(In) 206(Out)
3/2 (short)	183
4/1 (with short)	687(In) 638(Out)
4/2 (short)	49
5/1	240
6/1	842
7/1	166
8/1	811

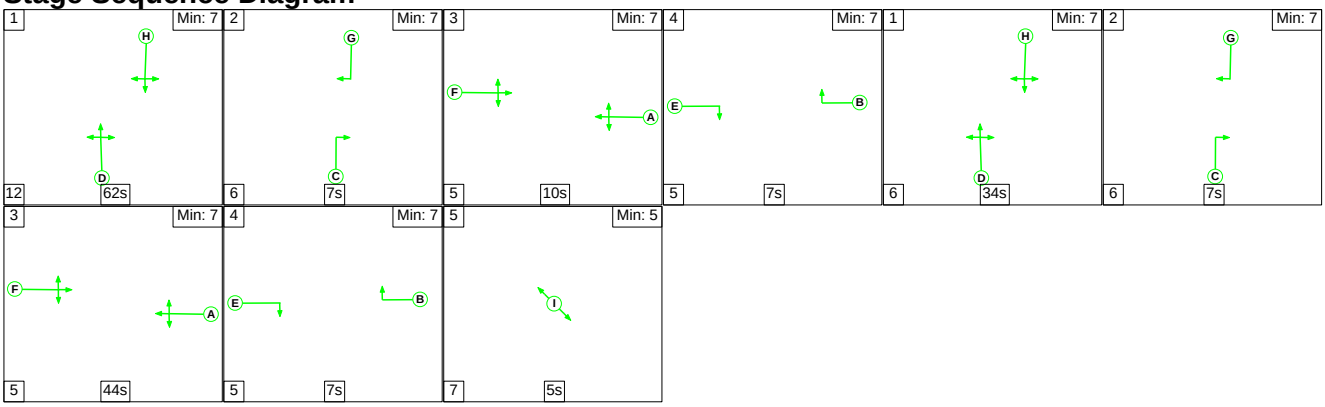
Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.7 %	1896	1896
				Arm 8 Ahead	Inf	83.3 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Base_AM' (FG1: 'Base_AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

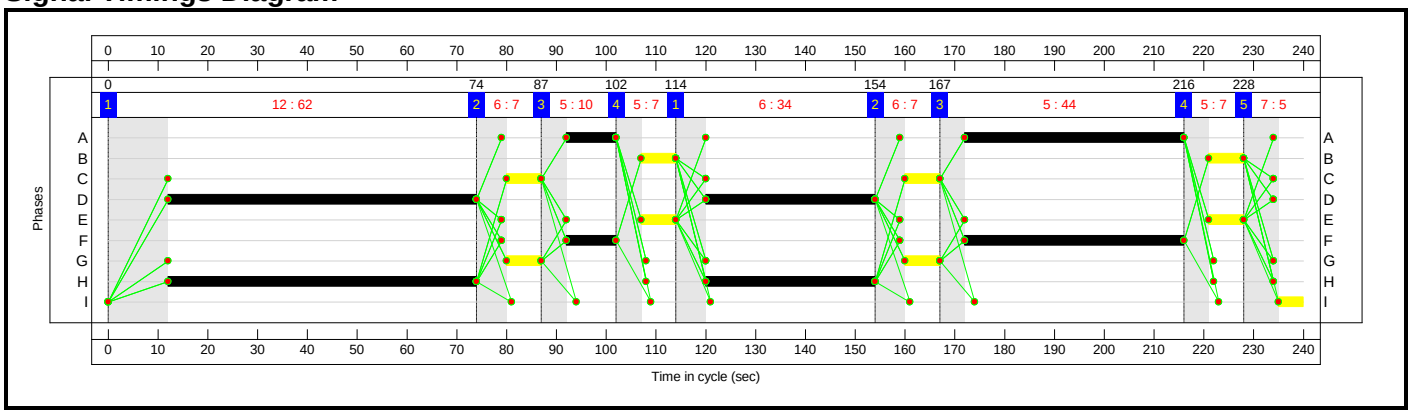


Full Input Data And Results

Stage Timings

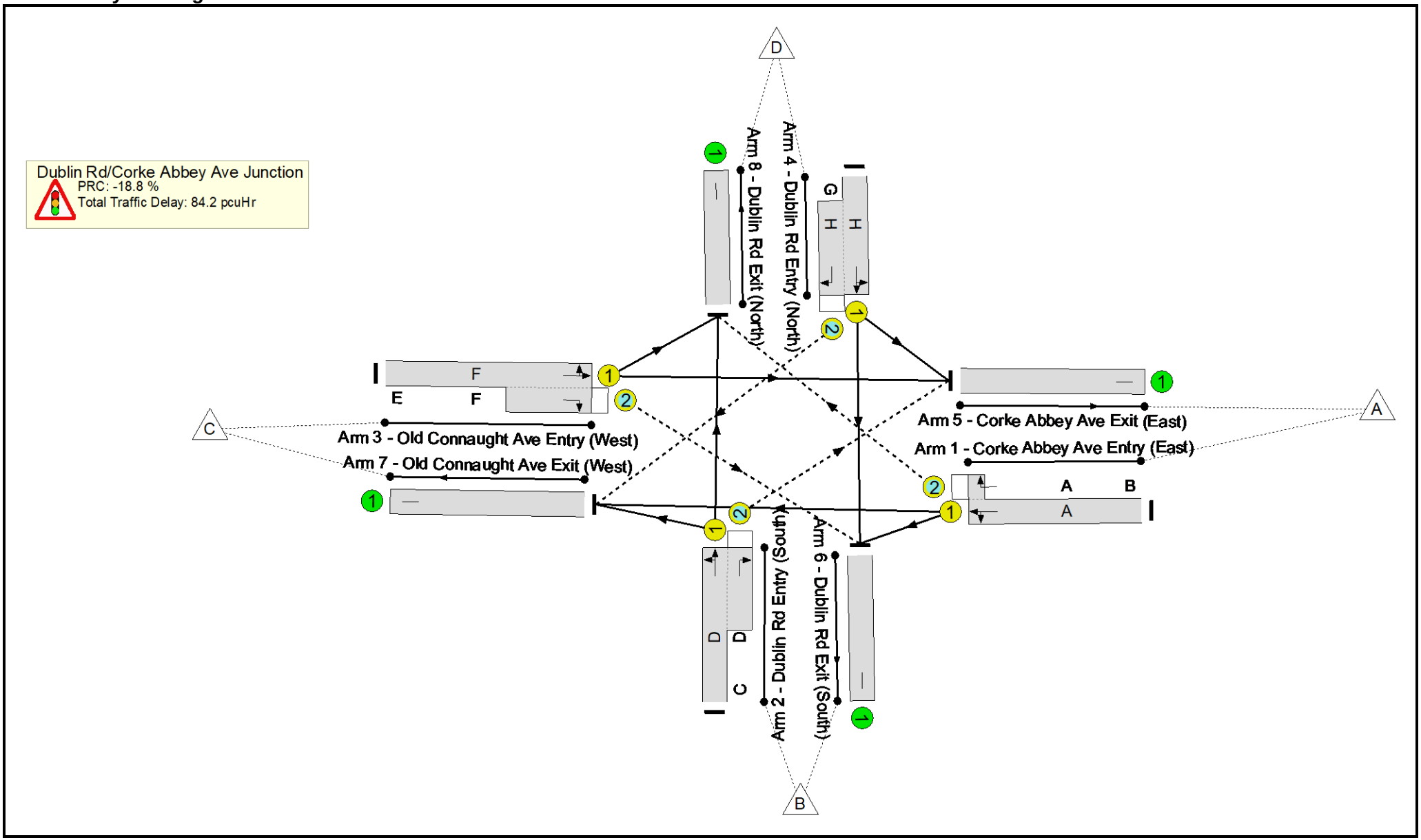
Stage	1	2	3	4	1	2	3	4	5
Duration	62	7	10	7	34	7	44	7	5
Change Point	0	74	87	102	114	154	167	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	54:68	14	325	3439:1806	309	105.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	96:110	14	844	1903:1685	790	106.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	54:68	14	346	1695:1827	508	68.1%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	96:110	14	554	3795:1709	805	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%

Full Input Data And Results

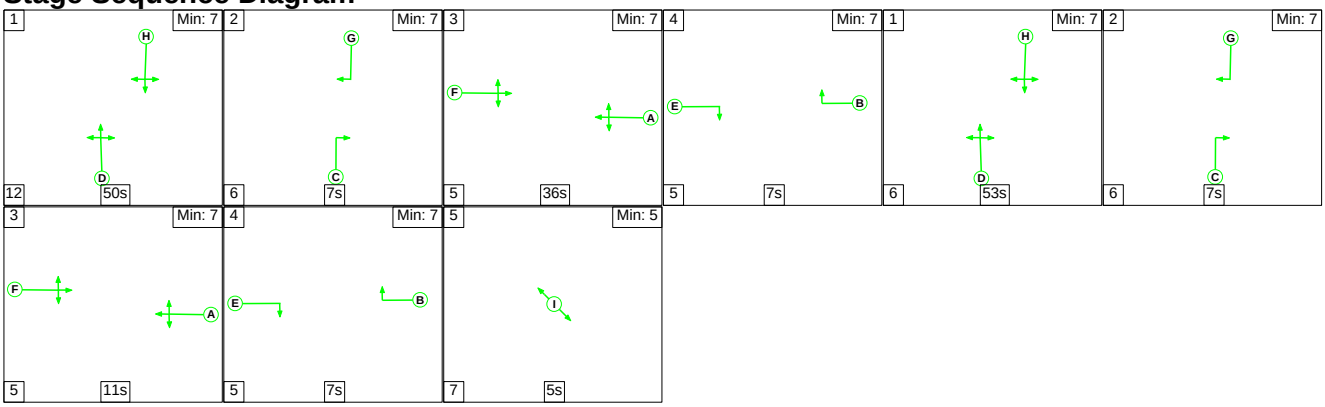
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
1/1+1/2	325	309	149	13	20	9.2	14.0	0.2	23.4	258.7	19.9	14.0	33.9
2/1+2/2	844	790	40	13	0	15.7	33.5	0.0	49.1	209.6	41.7	33.5	75.2
3/1+3/2	346	346	107	31	1	4.4	1.1	0.0	5.5	57.3	9.2	1.1	10.2
4/1+4/2	554	554	0	67	32	4.7	1.1	0.4	6.2	40.0	14.2	1.1	15.3
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -18.8 Total Delay for Signalled Lanes (pcuHr): 84.17 Cycle Time (s): 240
PRC Over All Lanes (%): -18.8 Total Delay Over All Lanes(pcuHr): 84.17

Full Input Data And Results

Scenario 2: 'Base_PM' (FG2: 'Base_PM', Plan 1: 'Network Control Plan 1')

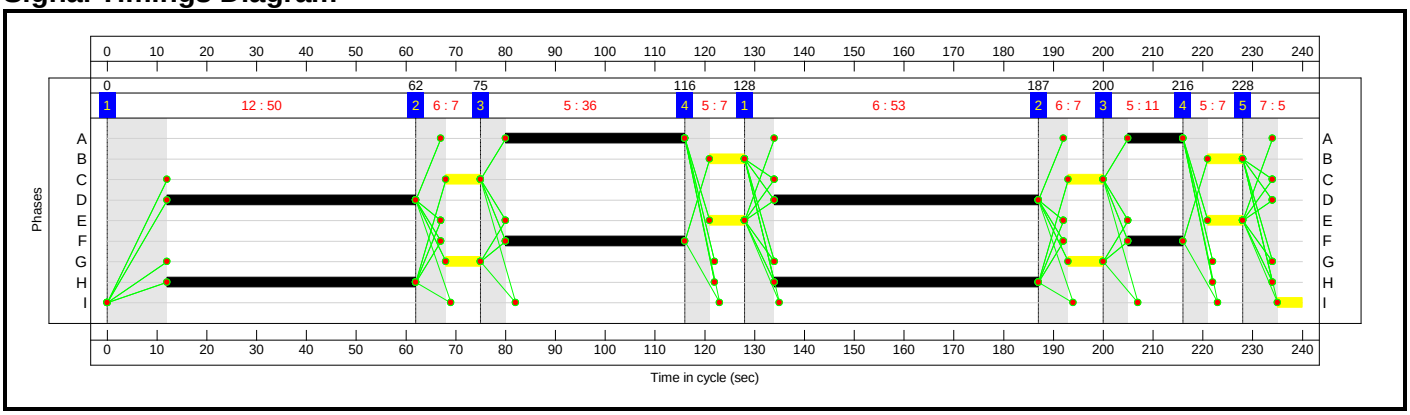
Stage Sequence Diagram



Stage Timings

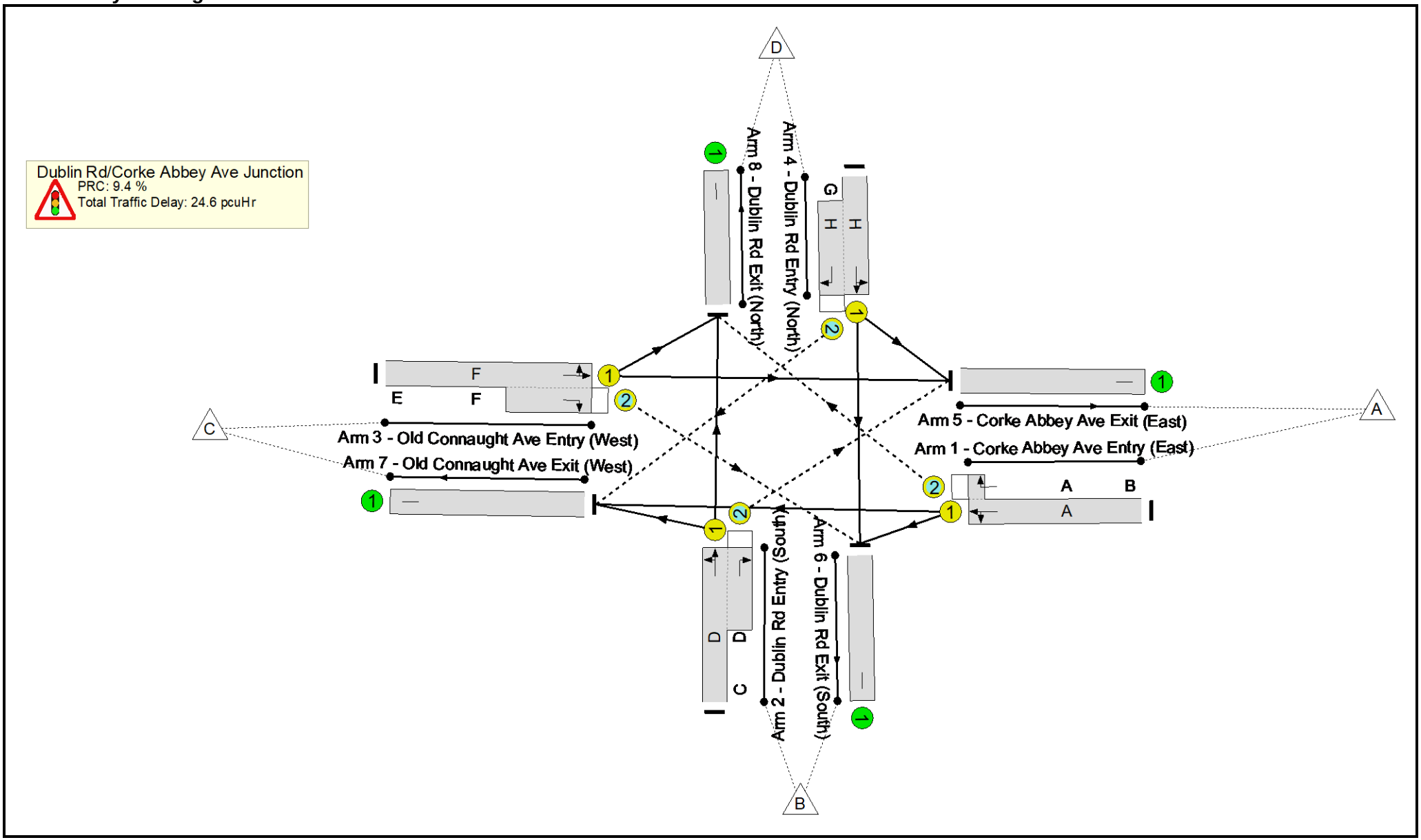
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	214	3439:1806	265	80.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	699	1896:1685	850	82.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	377	1728:1827	498	75.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	650	3795:1709	1595	40.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Full Input Data And Results

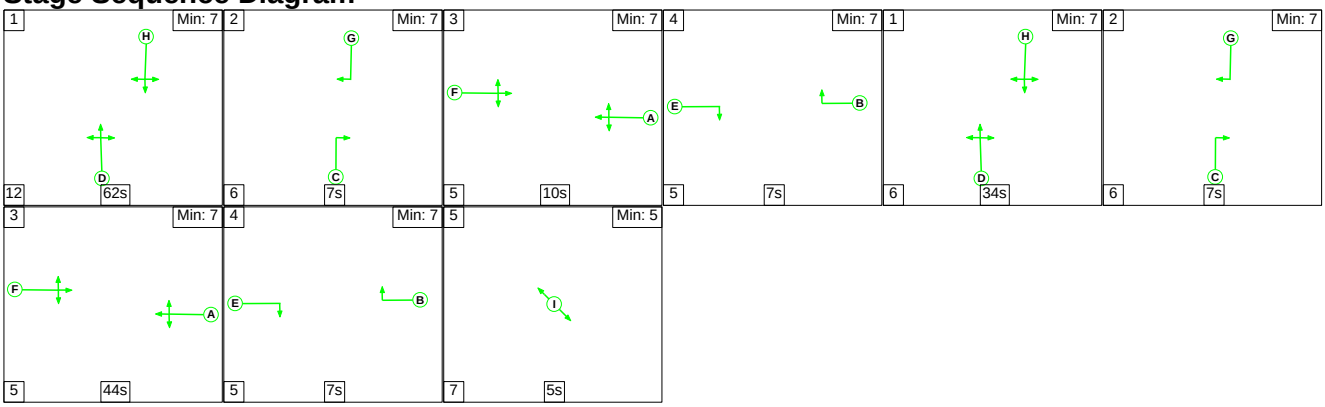
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
1/1+1/2	214	214	90	10	15	4.4	1.9	0.2	6.5	110.2	11.0	1.9	12.9
2/1+2/2	699	699	86	10	1	5.4	2.3	0.1	7.7	39.9	20.6	2.3	22.8
3/1+3/2	377	377	154	16	1	4.1	1.5	0.0	5.7	54.0	8.2	1.5	9.7
4/1+4/2	650	650	44	5	0	4.0	0.3	0.3	4.6	25.7	14.3	0.3	14.6
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 24.59 Cycle Time (s): 240
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 24.59

Full Input Data And Results

Scenario 3: 'DO_NO_OY_AM' (FG3: 'DO_NO_OY_AM', Plan 1: 'Network Control Plan 1')

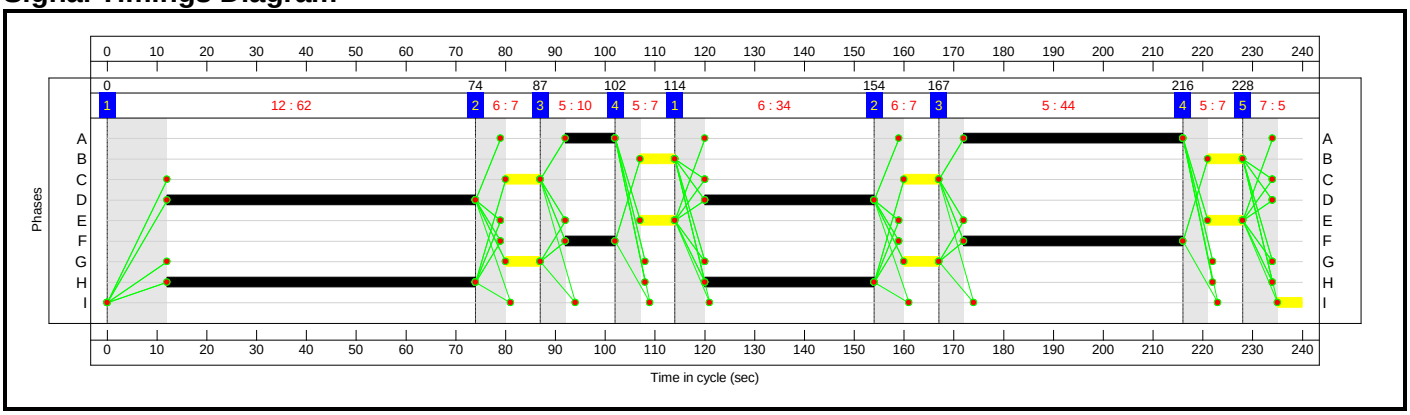
Stage Sequence Diagram



Stage Timings

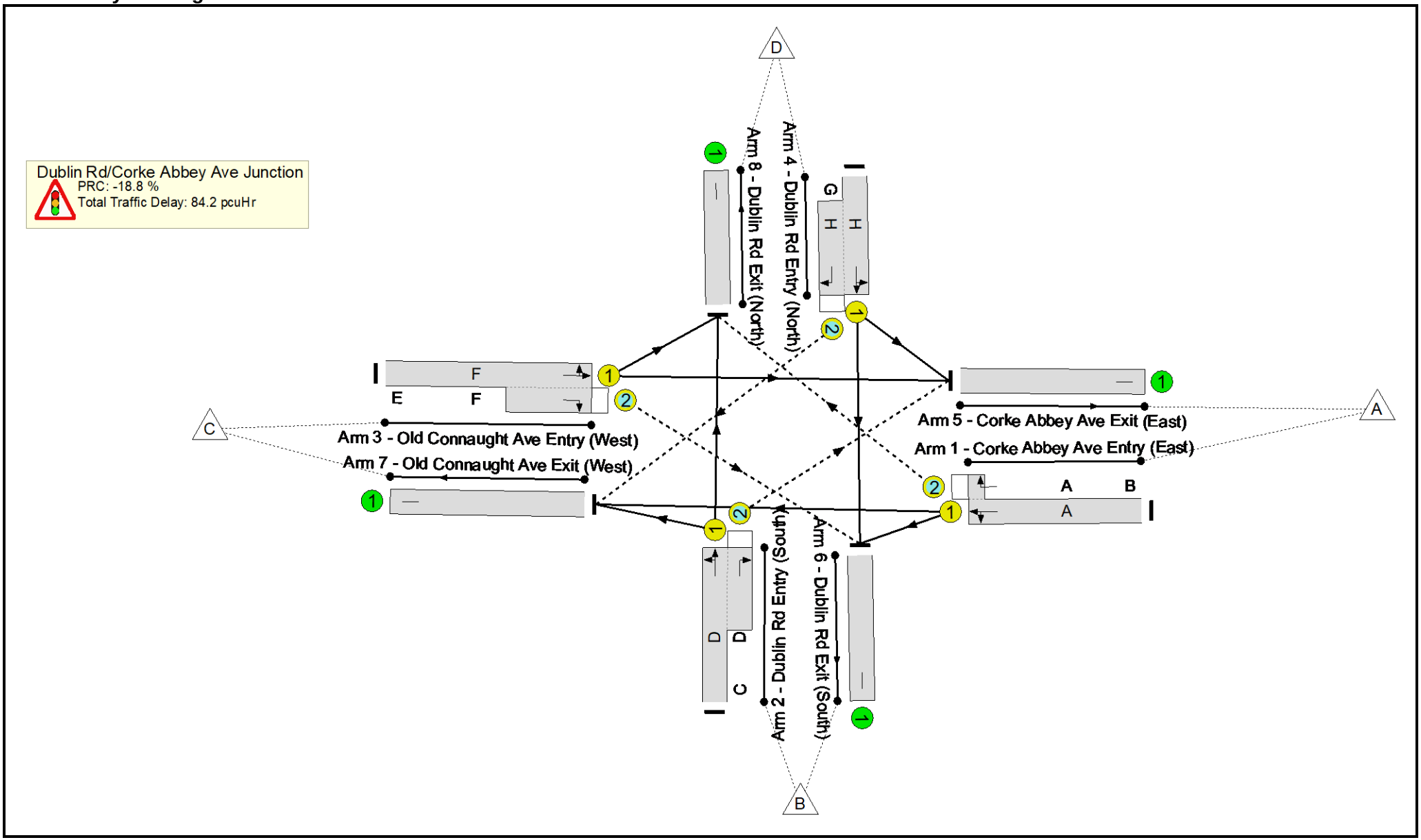
Stage	1	2	3	4	1	2	3	4	5
Duration	62	7	10	7	34	7	44	7	5
Change Point	0	74	87	102	114	154	167	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	54:68	14	325	3439:1806	309	105.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	96:110	14	844	1903:1685	790	106.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	54:68	14	346	1695:1827	508	68.1%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	96:110	14	554	3795:1709	805	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%

Full Input Data And Results

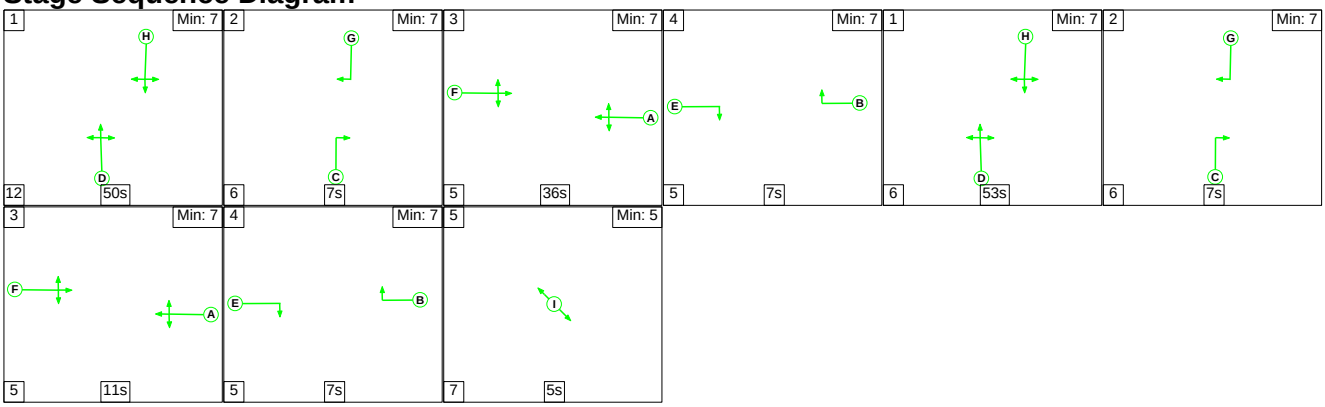
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
1/1+1/2	325	309	149	13	20	9.2	14.0	0.2	23.4	258.7	19.9	14.0	33.9
2/1+2/2	844	790	40	13	0	15.7	33.5	0.0	49.1	209.6	41.7	33.5	75.2
3/1+3/2	346	346	107	31	1	4.4	1.1	0.0	5.5	57.3	9.2	1.1	10.2
4/1+4/2	554	554	0	67	32	4.7	1.1	0.4	6.2	40.0	14.2	1.1	15.3
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -18.8 Total Delay for Signalled Lanes (pcuHr): 84.17 Cycle Time (s): 240
PRC Over All Lanes (%): -18.8 Total Delay Over All Lanes(pcuHr): 84.17

Full Input Data And Results

Scenario 4: 'DO_NO_OY_PM' (FG4: 'DO_NO_OY_PM', Plan 1: 'Network Control Plan 1')

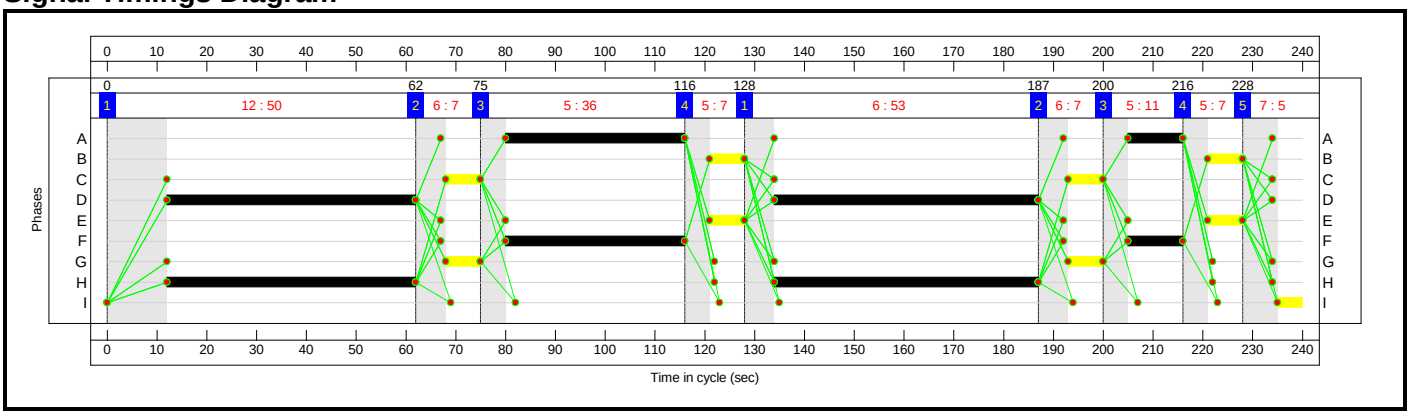
Stage Sequence Diagram



Stage Timings

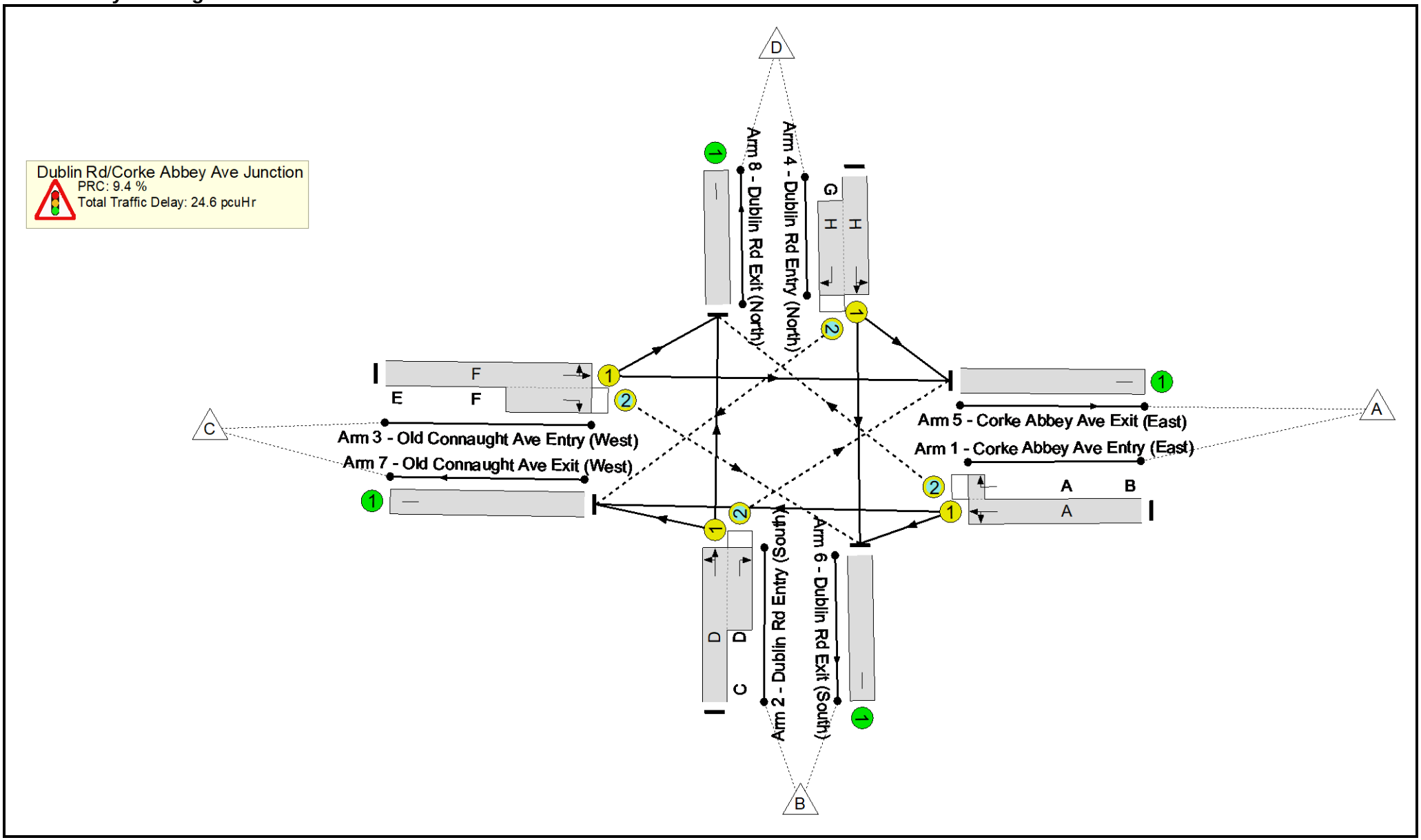
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	214	3439:1806	265	80.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	699	1896:1685	850	82.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	377	1728:1827	498	75.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	650	3795:1709	1595	40.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Full Input Data And Results

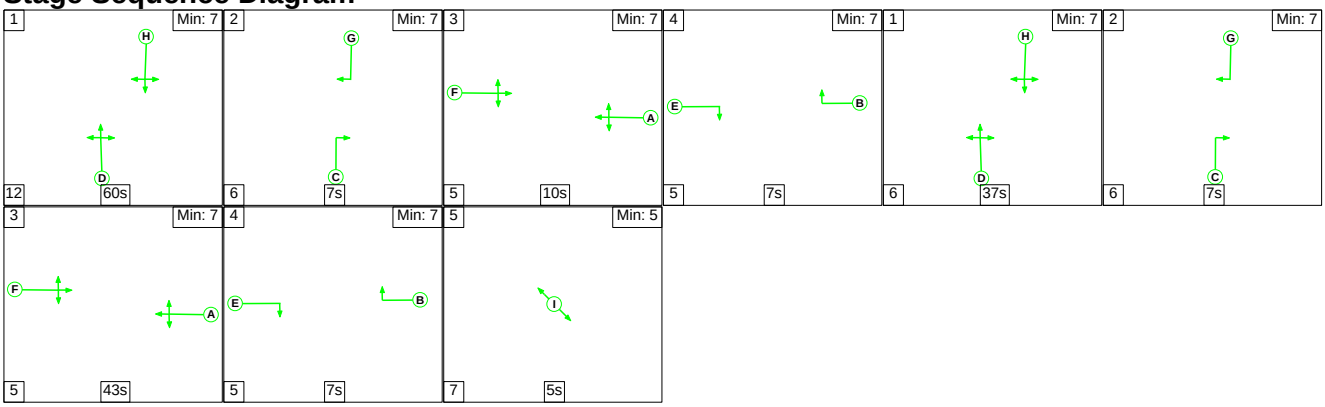
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
1/1+1/2	214	214	90	10	15	4.4	1.9	0.2	6.5	110.2	11.0	1.9	12.9
2/1+2/2	699	699	86	10	1	5.4	2.3	0.1	7.7	39.9	20.6	2.3	22.8
3/1+3/2	377	377	154	16	1	4.1	1.5	0.0	5.7	54.0	8.2	1.5	9.7
4/1+4/2	650	650	44	5	0	4.0	0.3	0.3	4.6	25.7	14.3	0.3	14.6
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 24.59 Cycle Time (s): 240
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 24.59

Full Input Data And Results

Scenario 5: 'DO_SO_OY_P1 (0.2)_AM' (FG5: 'DO_SO_OY_P1 (0.2)_AM', Plan 1: 'Network Control Plan 1')

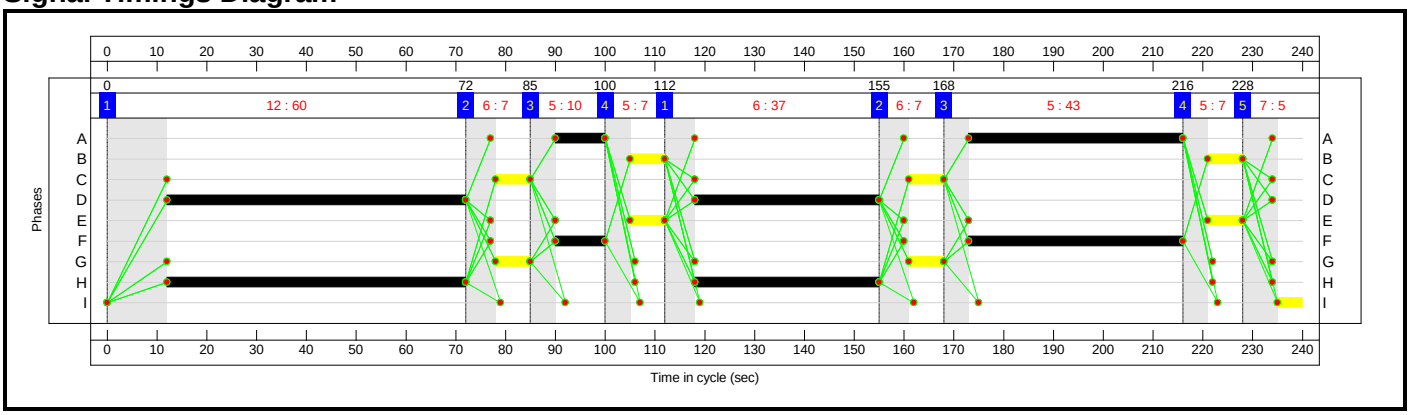
Stage Sequence Diagram



Stage Timings

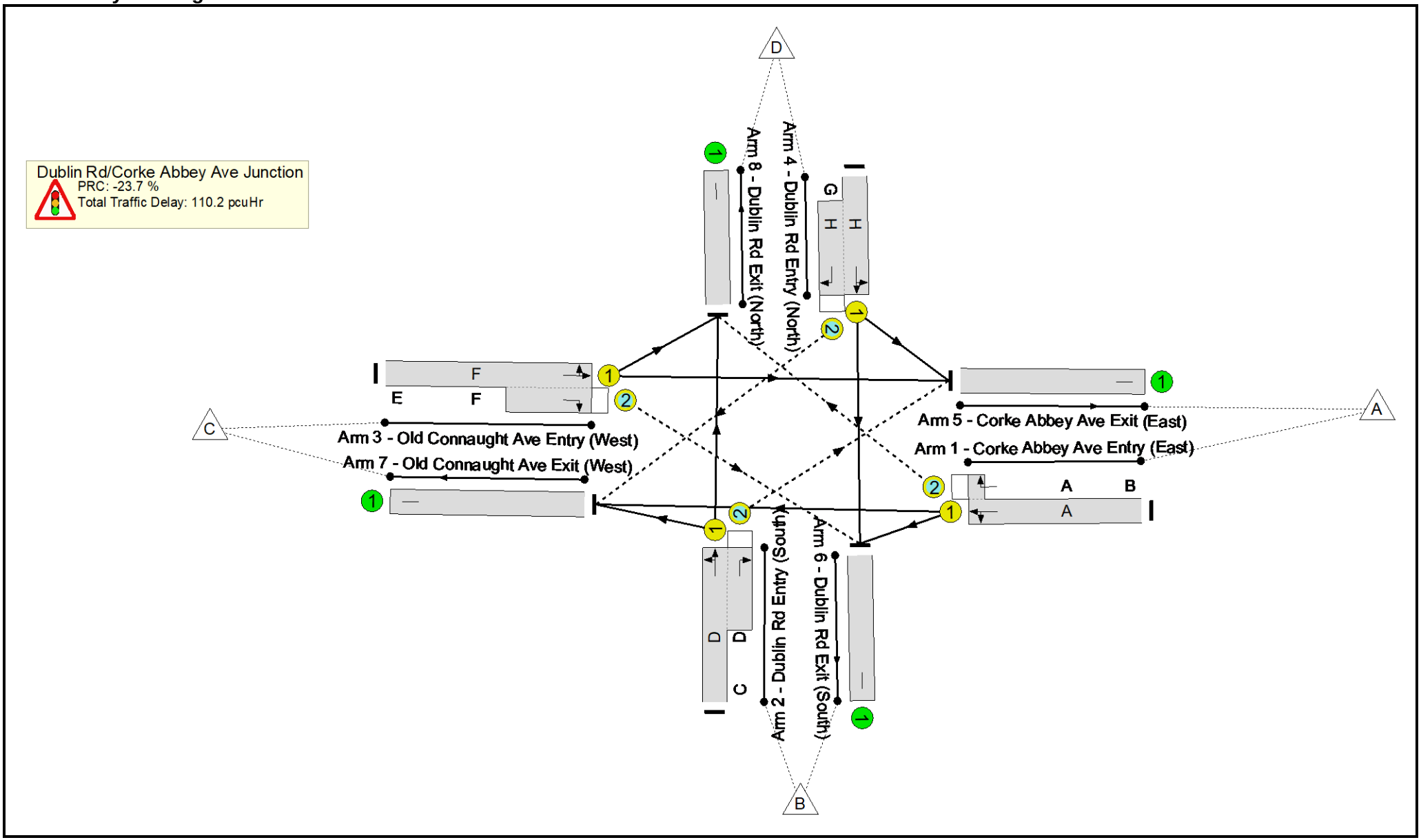
Stage	1	2	3	4	1	2	3	4	5
Duration	60	7	10	7	37	7	43	7	5
Change Point	0	72	85	100	112	155	168	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	53:67	14	326	3439:1806	299	108.9%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	97:111	14	888	1903:1685	798	111.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	53:67	14	348	1695:1827	502	69.3%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	97:111	14	558	3795:1709	811	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1111	Inf	Inf	0.0%

Full Input Data And Results

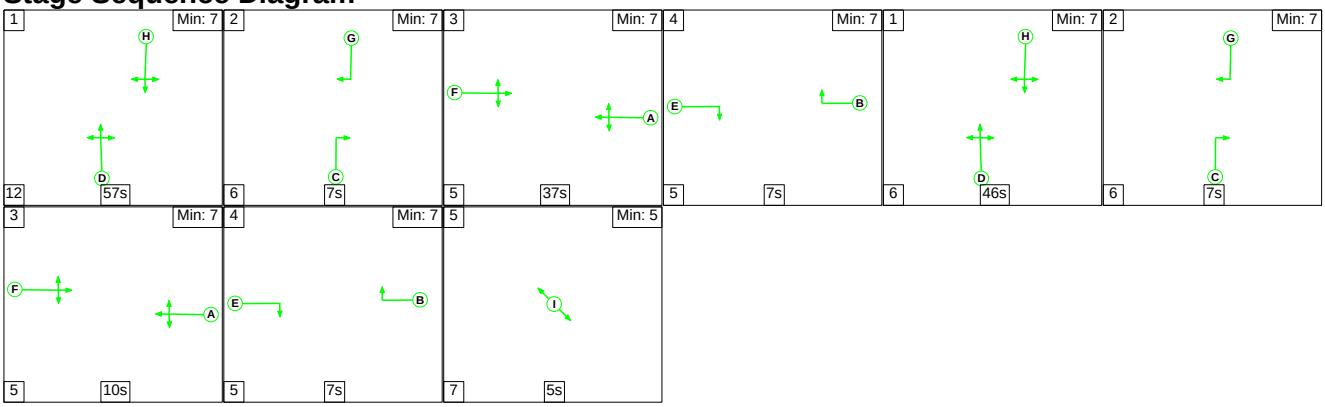
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**294**	**124**	**52**	**39.8**	**69.8**	**0.6**	**110.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**294**	**124**	**52**	**39.8**	**69.8**	**0.6**	**110.2**	**-**	**-**	**-**	**-**
1/1+1/2	326	299	143	13	20	10.4	17.9	0.2	28.5	314.7	21.1	17.9	39.0
2/1+2/2	888	798	41	13	0	20.3	49.7	0.0	70.0	283.9	45.4	49.7	95.1
3/1+3/2	348	348	110	31	1	4.4	1.1	0.0	5.6	57.6	9.0	1.1	10.1
4/1+4/2	558	558	0	68	31	4.6	1.1	0.4	6.1	39.4	14.2	1.1	15.3
5/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1020	1020	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -23.7 Total Delay for Signalled Lanes (pcuHr): 110.21 Cycle Time (s): 240
PRC Over All Lanes (%): -23.7 Total Delay Over All Lanes(pcuHr): 110.21

Full Input Data And Results

Scenario 6: 'DO_SO_OY_P1 (0.2)_PM' (FG6: 'DO_SO_OY_P1 (0.2)_PM', Plan 1: 'Network Control Plan 1')

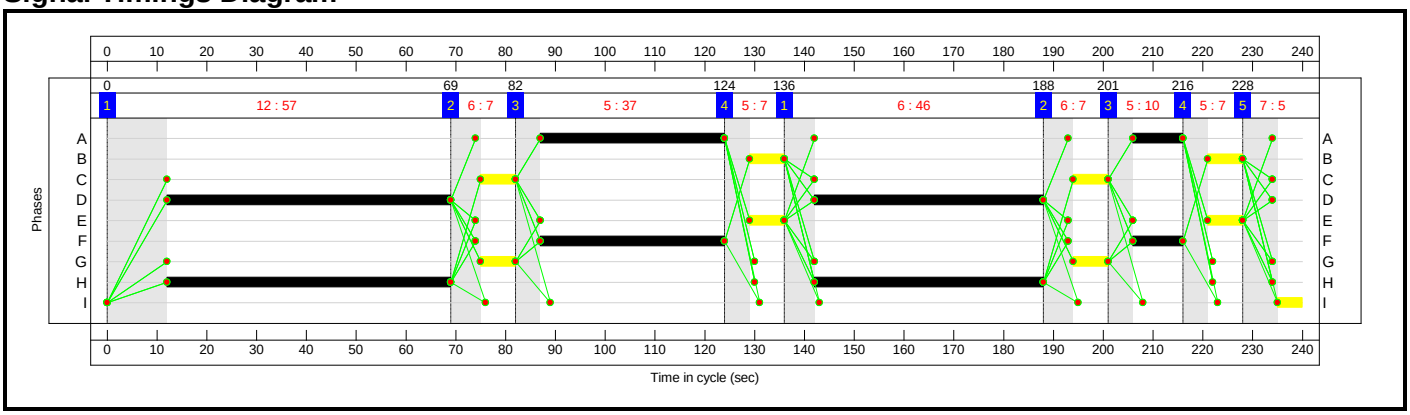
Stage Sequence Diagram



Stage Timings

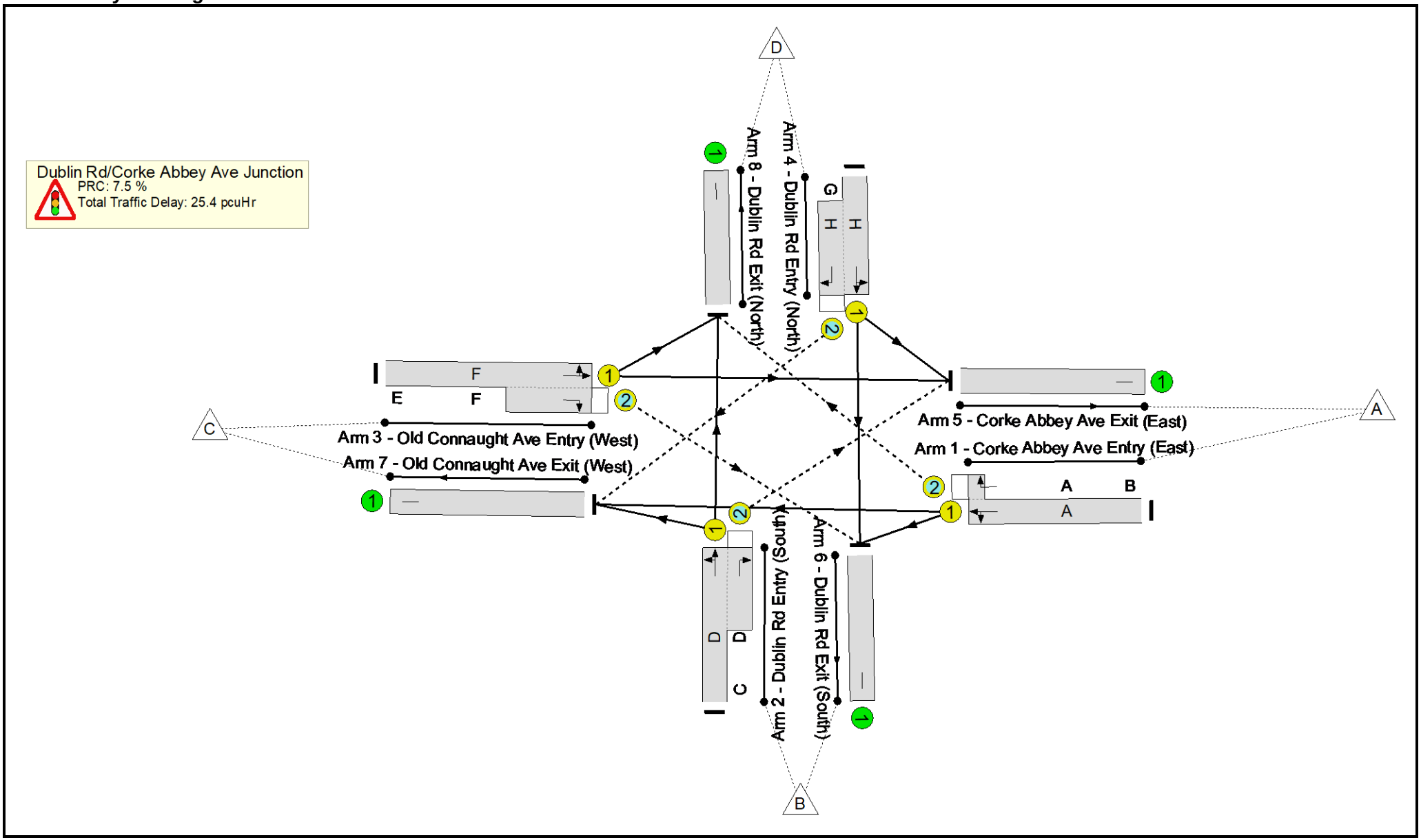
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	37	7	46	7	10	7	5
Change Point	0	69	82	124	136	188	201	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	217	3439:1806	266	81.6%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	711	1896:1685	850	83.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	381	1728:1827	497	76.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	662	3795:1709	1596	41.5%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	159	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%

Full Input Data And Results

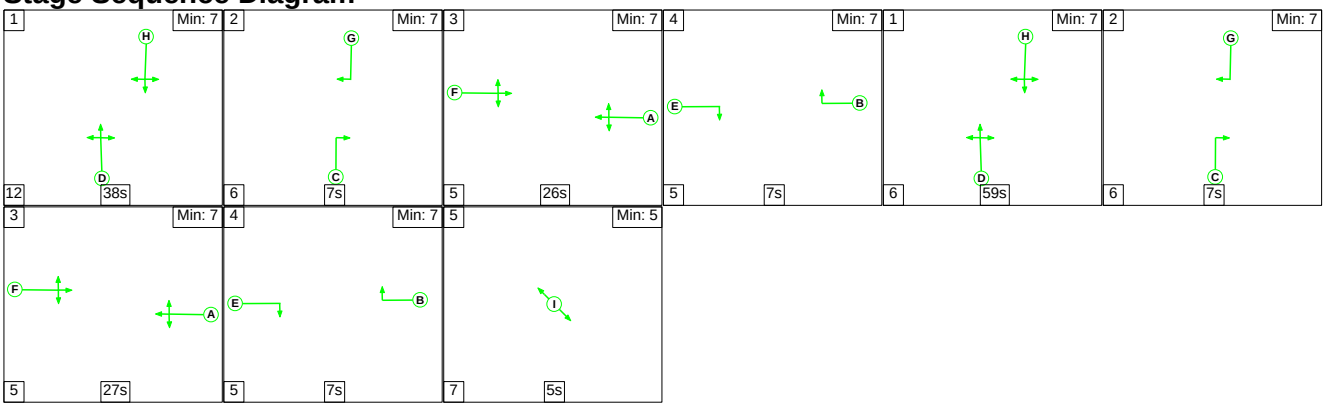
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**376**	**41**	**20**	**18.3**	**6.5**	**0.6**	**25.4**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**376**	**41**	**20**	**18.3**	**6.5**	**0.6**	**25.4**	**-**	**-**	**-**	**-**
1/1+1/2	217	217	90	10	15	4.4	2.0	0.2	6.6	110.3	11.2	2.0	13.2
2/1+2/2	711	711	87	10	1	5.6	2.5	0.1	8.1	41.2	21.3	2.5	23.8
3/1+3/2	381	381	157	16	1	4.2	1.6	0.0	5.9	55.3	9.1	1.6	10.7
4/1+4/2	662	662	41	5	3	4.1	0.4	0.3	4.8	25.9	14.7	0.4	15.0
5/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.5 Total Delay for Signalled Lanes (pcuHr): 25.40 Cycle Time (s): 240
PRC Over All Lanes (%): 7.5 Total Delay Over All Lanes(pcuHr): 25.40

Full Input Data And Results

Scenario 7: 'DO_SO_OY_P1+P2 (0.2)_AM' (FG7: 'DO_SO_OY_P1+P2 (0.2)_AM', Plan 1: 'Network Control Plan 1')

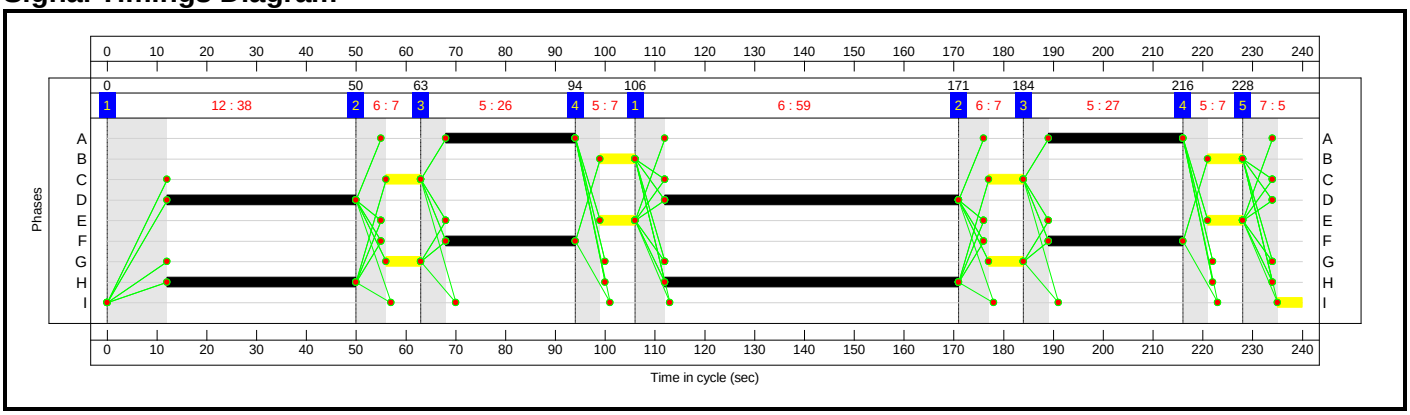
Stage Sequence Diagram



Stage Timings

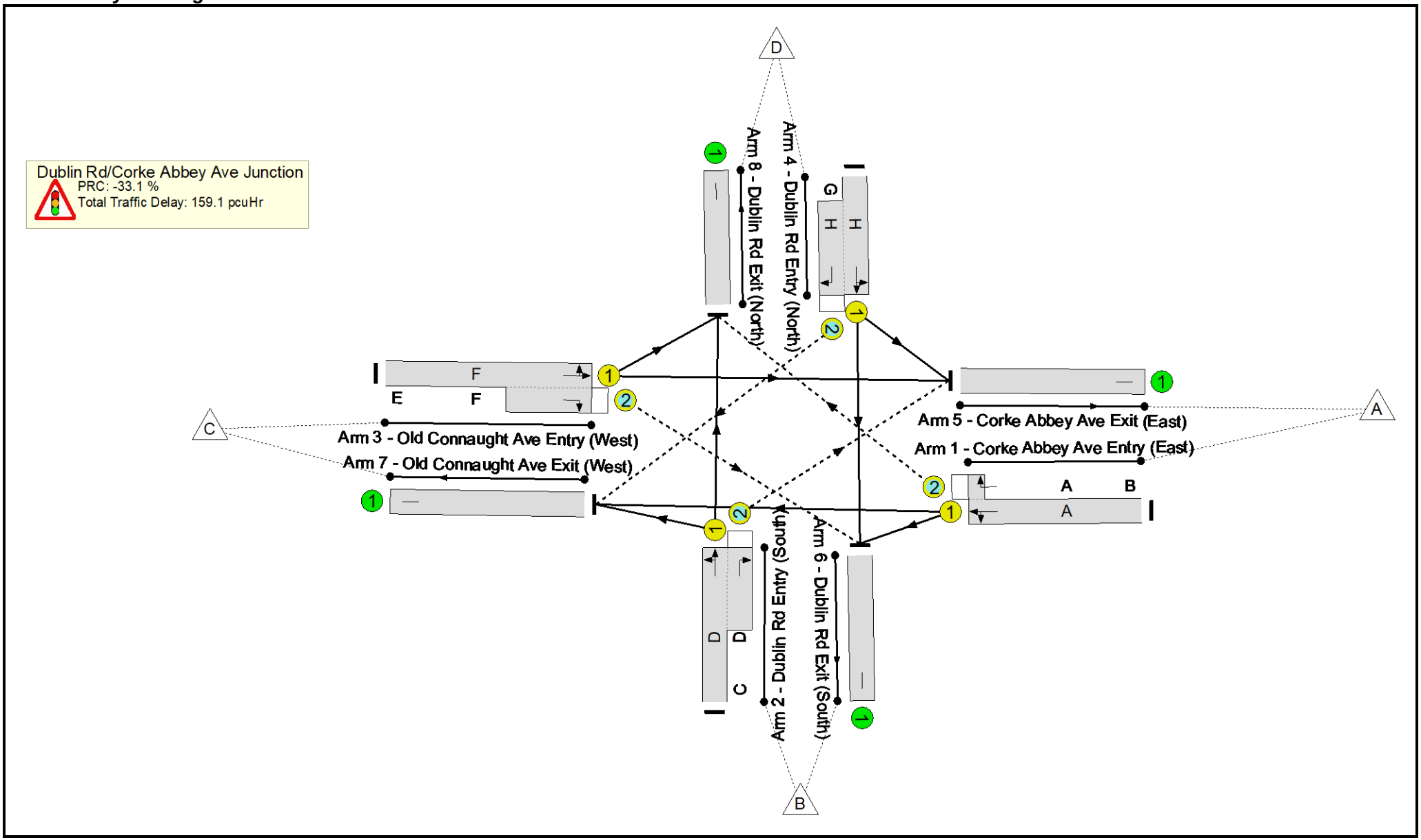
Stage	1	2	3	4	1	2	3	4	5
Duration	38	7	26	7	59	7	27	7	5
Change Point	0	50	63	94	106	171	184	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**119.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**119.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	53:67	14	333	3439:1806	284	117.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	97:111	14	955	1903:1685	798	119.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	53:67	14	355	1695:1827	507	70.0%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	97:111	14	579	3795:1709	842	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1168	Inf	Inf	0.0%

Full Input Data And Results

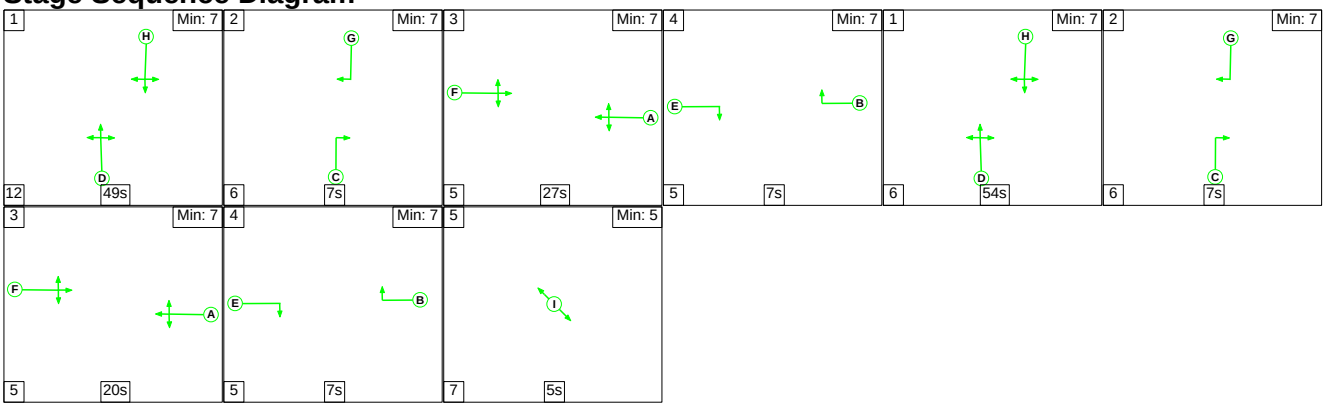
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**317**	**105**	**42**	**47.1**	**111.4**	**0.6**	**159.1**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**317**	**105**	**42**	**47.1**	**111.4**	**0.6**	**159.1**	**-**	**-**	**-**	**-**
1/1+1/2	333	284	143	10	10	10.6	27.5	0.2	38.3	414.6	17.7	27.5	45.2
2/1+2/2	955	798	41	13	0	28.6	81.7	0.0	110.3	415.7	53.8	81.7	135.5
3/1+3/2	355	355	134	14	1	3.6	1.1	0.0	4.8	48.4	6.9	1.1	8.0
4/1+4/2	579	579	0	68	31	4.3	1.1	0.4	5.8	35.8	12.1	1.1	13.2
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1008	1008	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -33.1 Total Delay for Signalled Lanes (pcuHr): 159.15 Cycle Time (s): 240
PRC Over All Lanes (%): -33.1 Total Delay Over All Lanes(pcuHr): 159.15

Full Input Data And Results

Scenario 8: 'DO_SO_OY_P1+P2 (0.2)_PM' (FG8: 'DO_SO_OY_P1+P2 (0.2)_PM', Plan 1: 'Network Control Plan 1')

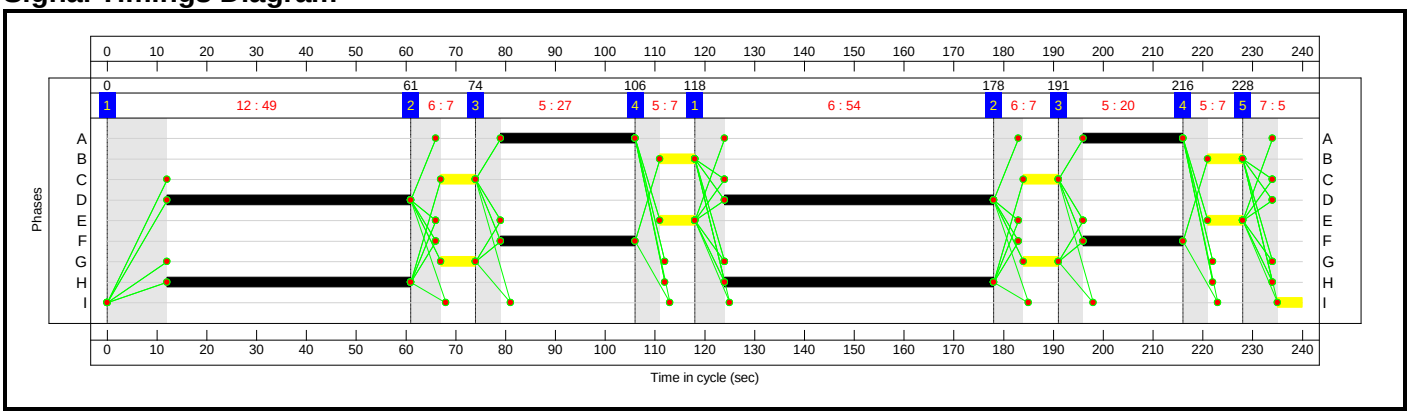
Stage Sequence Diagram



Stage Timings

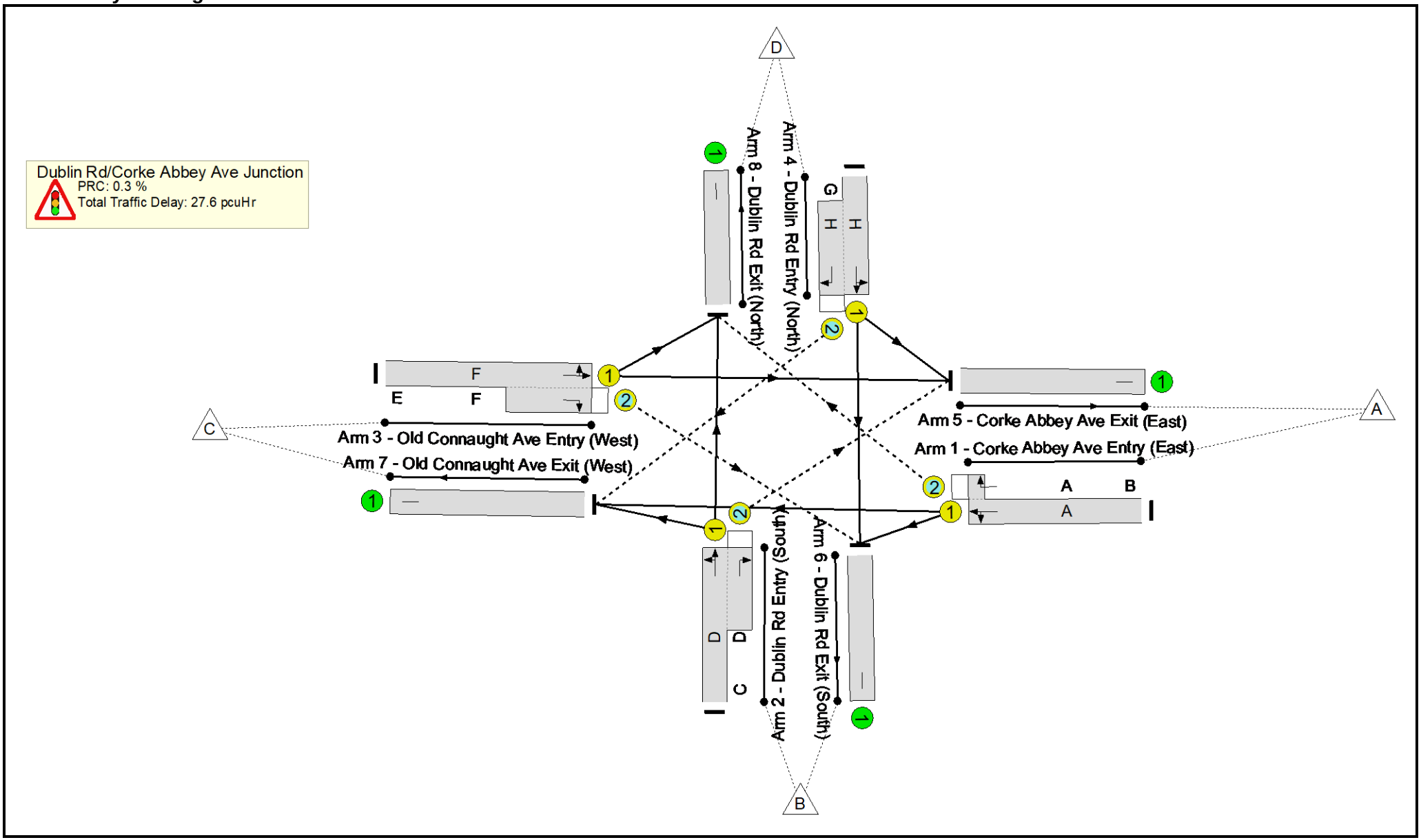
Stage	1	2	3	4	1	2	3	4	5
Duration	49	7	27	7	54	7	20	7	5
Change Point	0	61	74	106	118	178	191	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	221	3439:1806	248	89.2%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	762	1896:1685	850	89.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	389	1728:1827	507	76.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	687	3795:1709	1598	43.0%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	166	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%

Full Input Data And Results

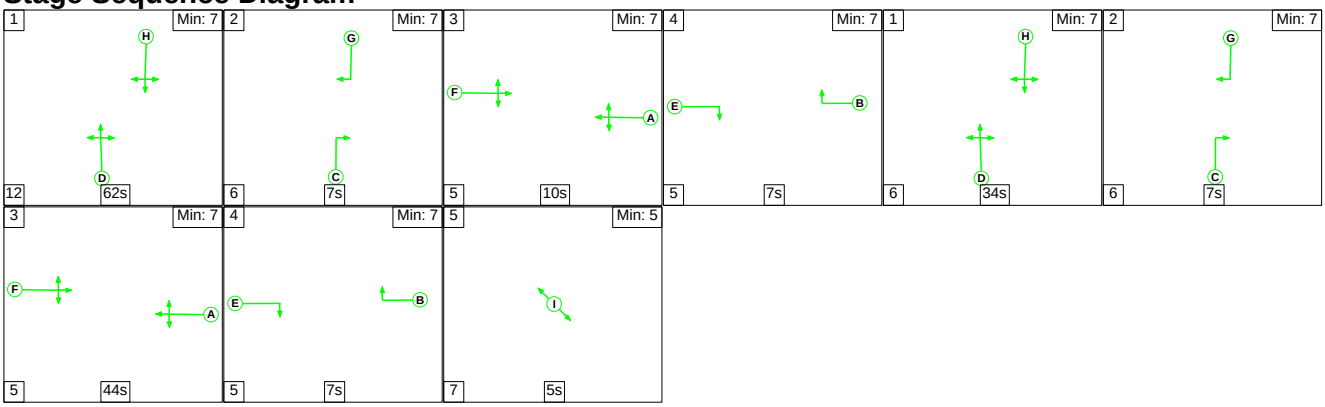
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**392**	**47**	**14**	**17.6**	**9.3**	**0.7**	**27.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**392**	**47**	**14**	**17.6**	**9.3**	**0.7**	**27.6**	**-**	**-**	**-**	**-**
1/1+1/2	221	221	103	7	5	2.8	3.3	0.2	6.3	103.0	7.5	3.3	10.8
2/1+2/2	762	762	94	11	1	6.3	4.0	0.1	10.3	48.9	24.4	4.0	28.4
3/1+3/2	389	389	165	17	2	4.2	1.6	0.1	5.8	54.1	8.1	1.6	9.7
4/1+4/2	687	687	30	12	6	4.3	0.4	0.4	5.0	26.5	15.7	0.4	16.0
5/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	166	166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.3 Total Delay for Signalled Lanes (pcuHr): 27.56 Cycle Time (s): 240
PRC Over All Lanes (%): 0.3 Total Delay Over All Lanes(pcuHr): 27.56

Full Input Data And Results

Scenario 9: 'DO_NO_OY+5_AM' (FG9: 'DO_NO_OY+5_AM', Plan 1: 'Network Control Plan 1')

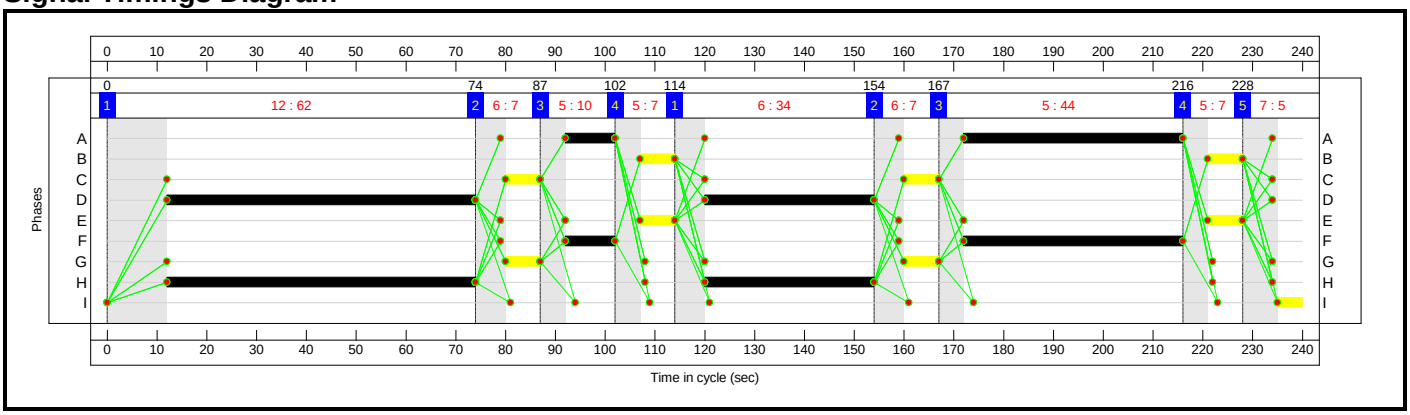
Stage Sequence Diagram



Stage Timings

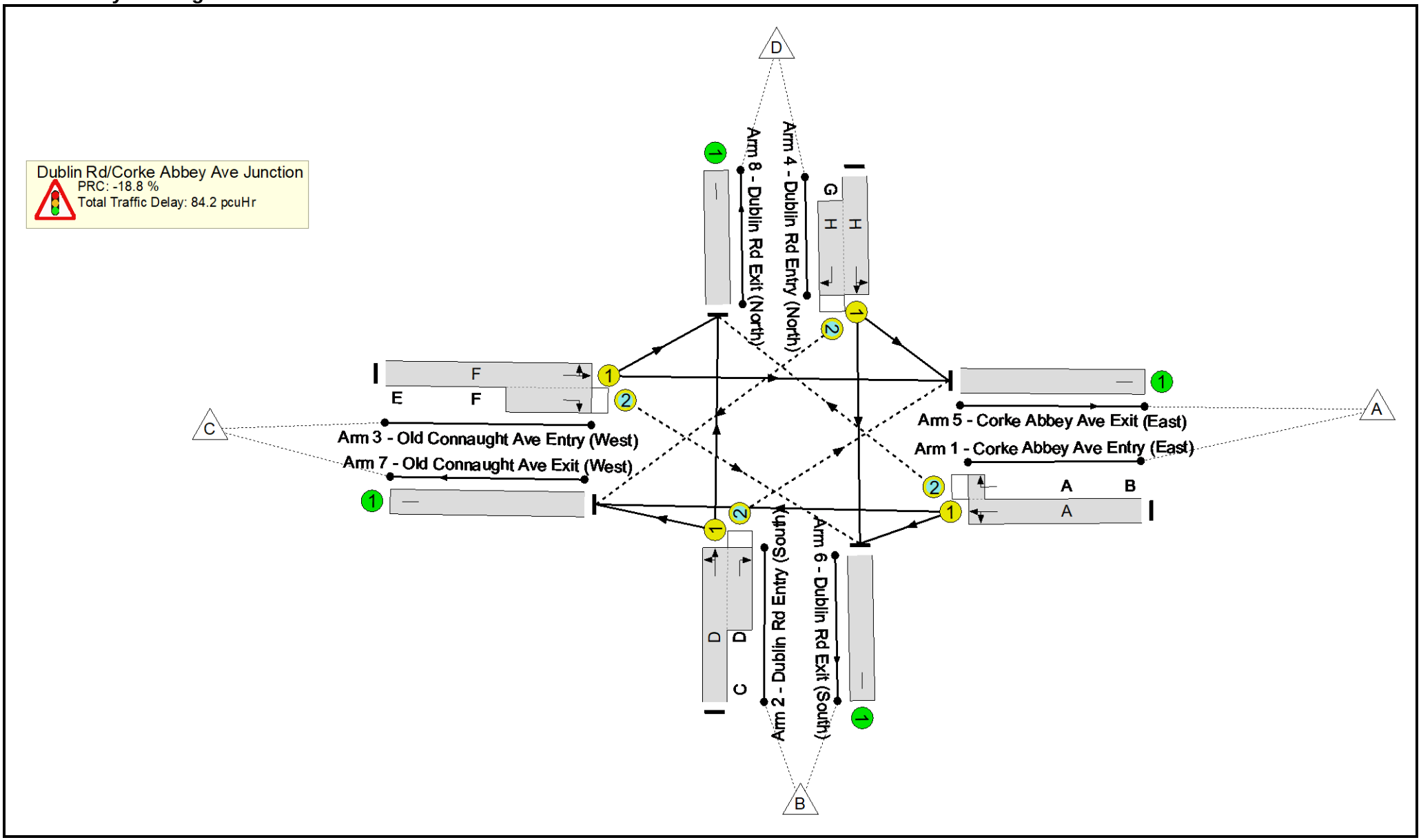
Stage	1	2	3	4	1	2	3	4	5
Duration	62	7	10	7	34	7	44	7	5
Change Point	0	74	87	102	114	154	167	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	54:68	14	325	3439:1806	309	105.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	96:110	14	844	1903:1685	790	106.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	54:68	14	346	1695:1827	508	68.1%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	96:110	14	554	3795:1709	805	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%

Full Input Data And Results

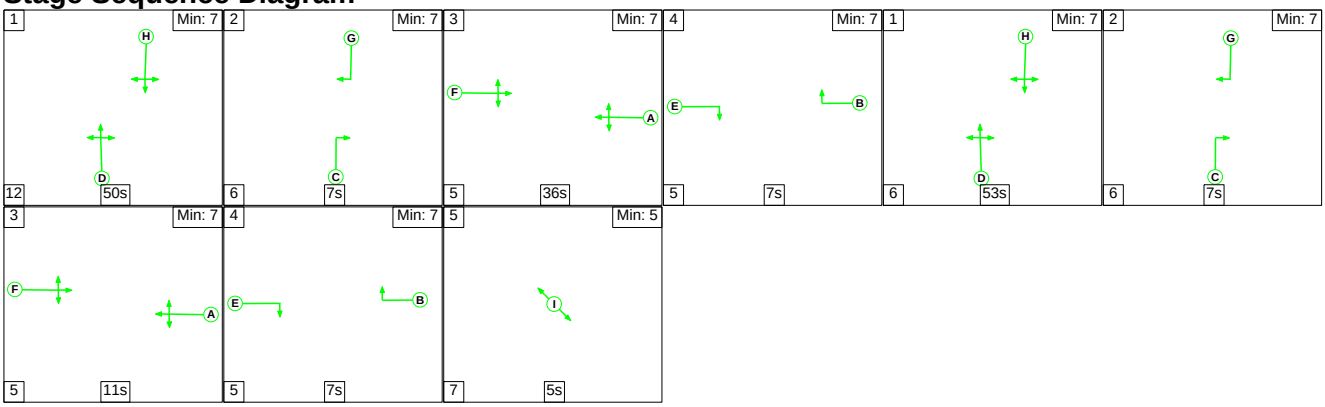
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
1/1+1/2	325	309	149	13	20	9.2	14.0	0.2	23.4	258.7	19.9	14.0	33.9
2/1+2/2	844	790	40	13	0	15.7	33.5	0.0	49.1	209.6	41.7	33.5	75.2
3/1+3/2	346	346	107	31	1	4.4	1.1	0.0	5.5	57.3	9.2	1.1	10.2
4/1+4/2	554	554	0	67	32	4.7	1.1	0.4	6.2	40.0	14.2	1.1	15.3
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -18.8 Total Delay for Signalled Lanes (pcuHr): 84.17 Cycle Time (s): 240
PRC Over All Lanes (%): -18.8 Total Delay Over All Lanes(pcuHr): 84.17

Full Input Data And Results

Scenario 10: 'DO_NO_OY+5_PM' (FG10: 'DO_NO_OY+5_PM', Plan 1: 'Network Control Plan 1')

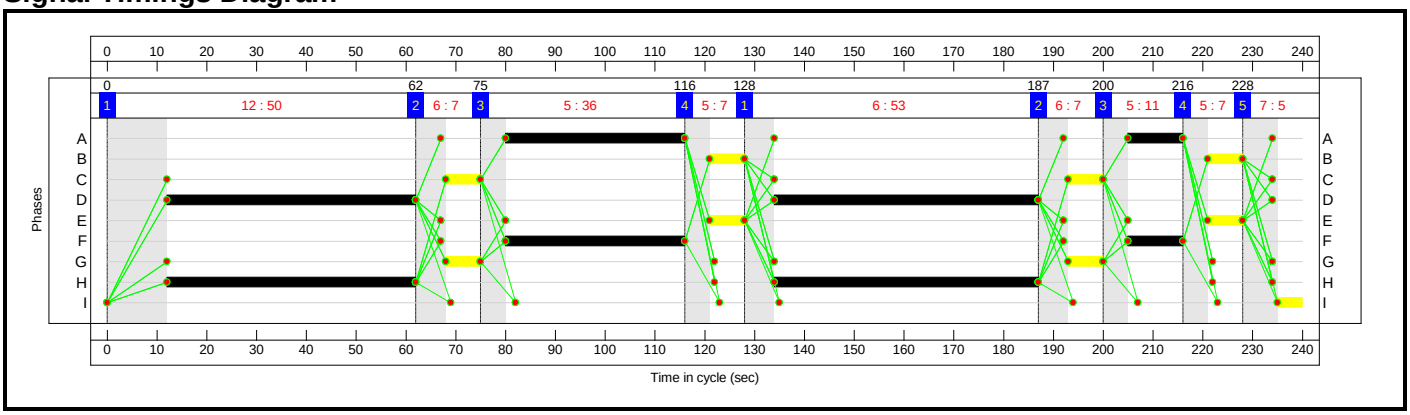
Stage Sequence Diagram



Stage Timings

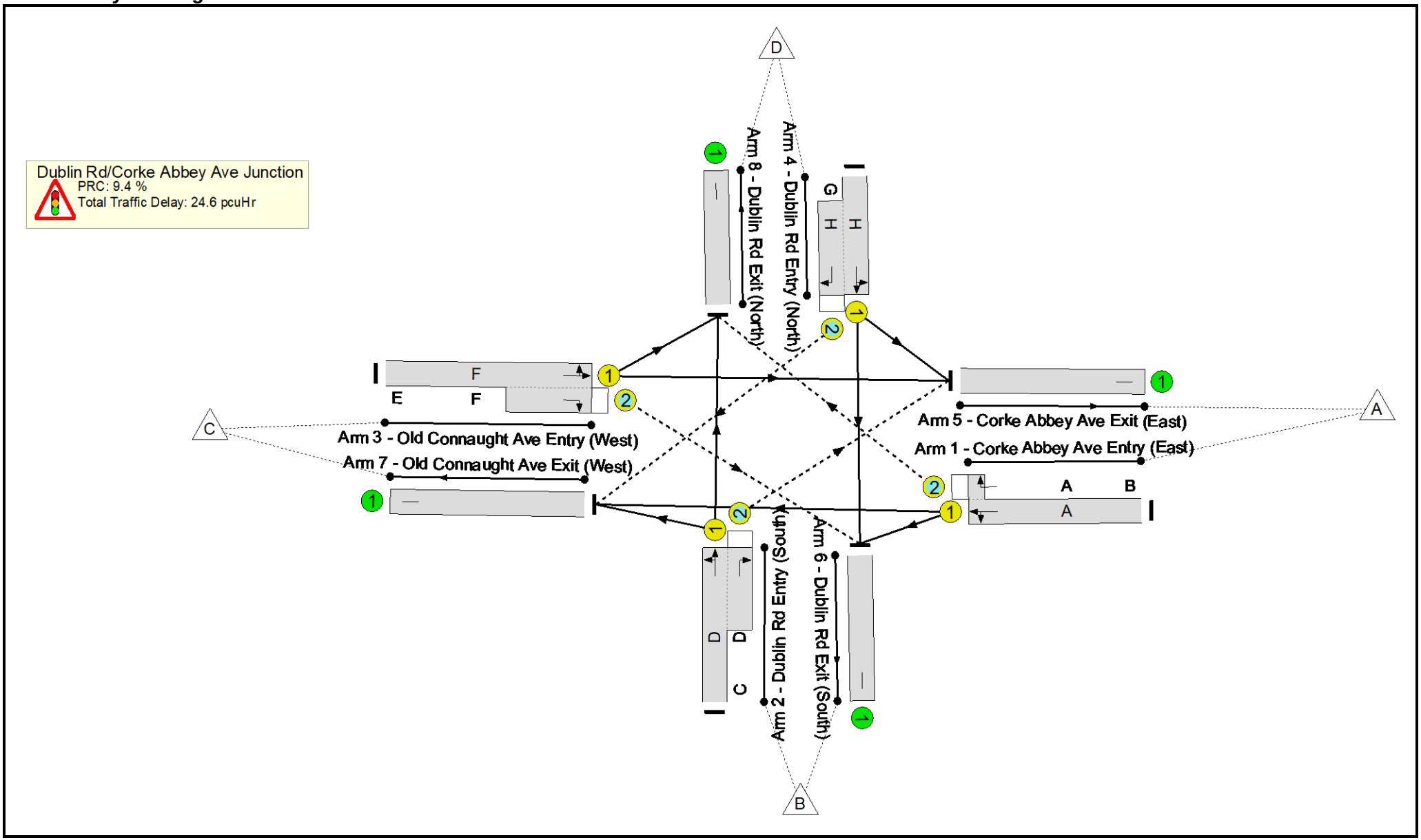
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	214	3439:1806	265	80.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	699	1896:1685	850	82.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	377	1728:1827	498	75.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	650	3795:1709	1595	40.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Full Input Data And Results

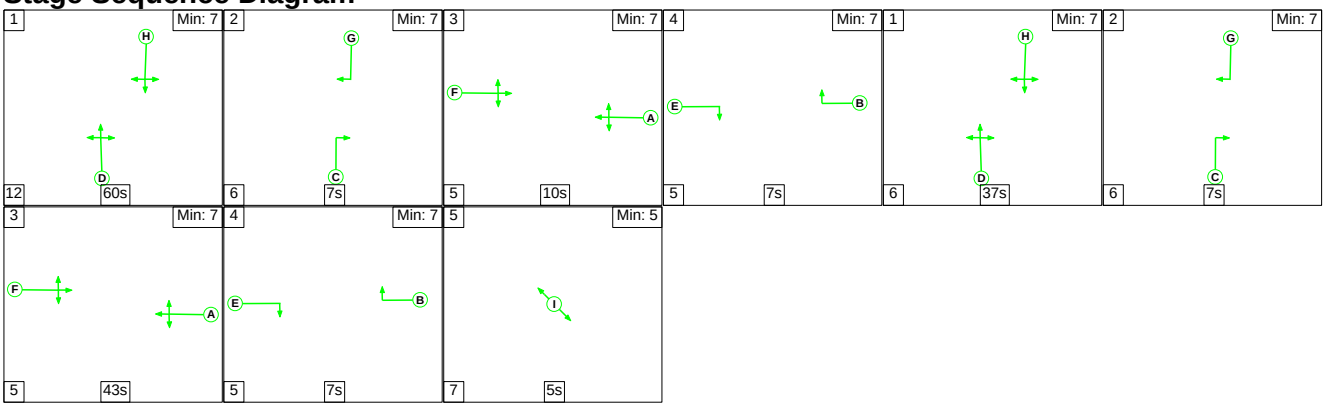
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
1/1+1/2	214	214	90	10	15	4.4	1.9	0.2	6.5	110.2	11.0	1.9	12.9
2/1+2/2	699	699	86	10	1	5.4	2.3	0.1	7.7	39.9	20.6	2.3	22.8
3/1+3/2	377	377	154	16	1	4.1	1.5	0.0	5.7	54.0	8.2	1.5	9.7
4/1+4/2	650	650	44	5	0	4.0	0.3	0.3	4.6	25.7	14.3	0.3	14.6
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 24.59 Cycle Time (s): 240
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 24.59

Full Input Data And Results

Scenario 11: 'DO_SO_OY+5_P1 (0.2)_AM' (FG11: 'DO_SO_OY+5_P1 (0.2)_AM', Plan 1: 'Network Control Plan 1')

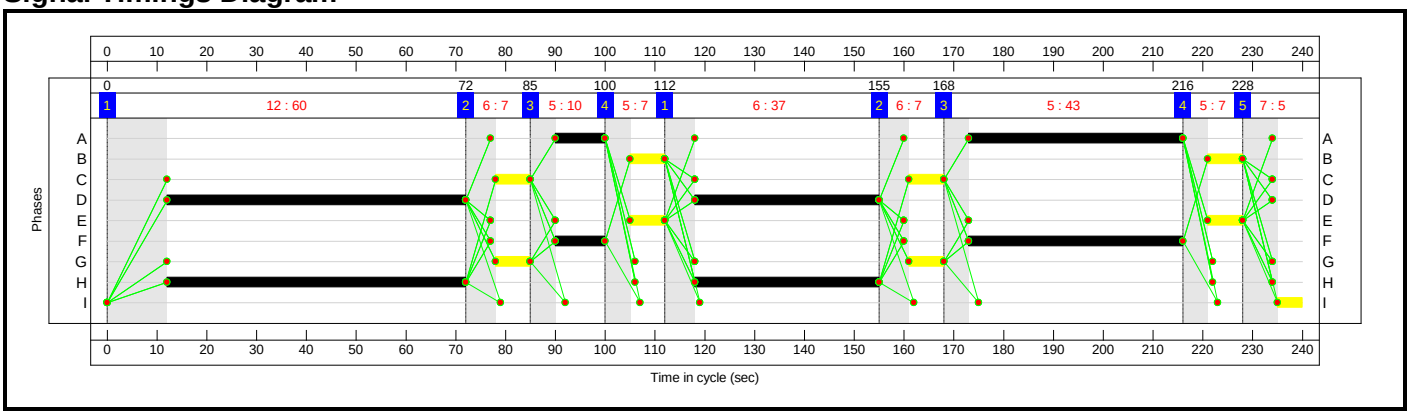
Stage Sequence Diagram



Stage Timings

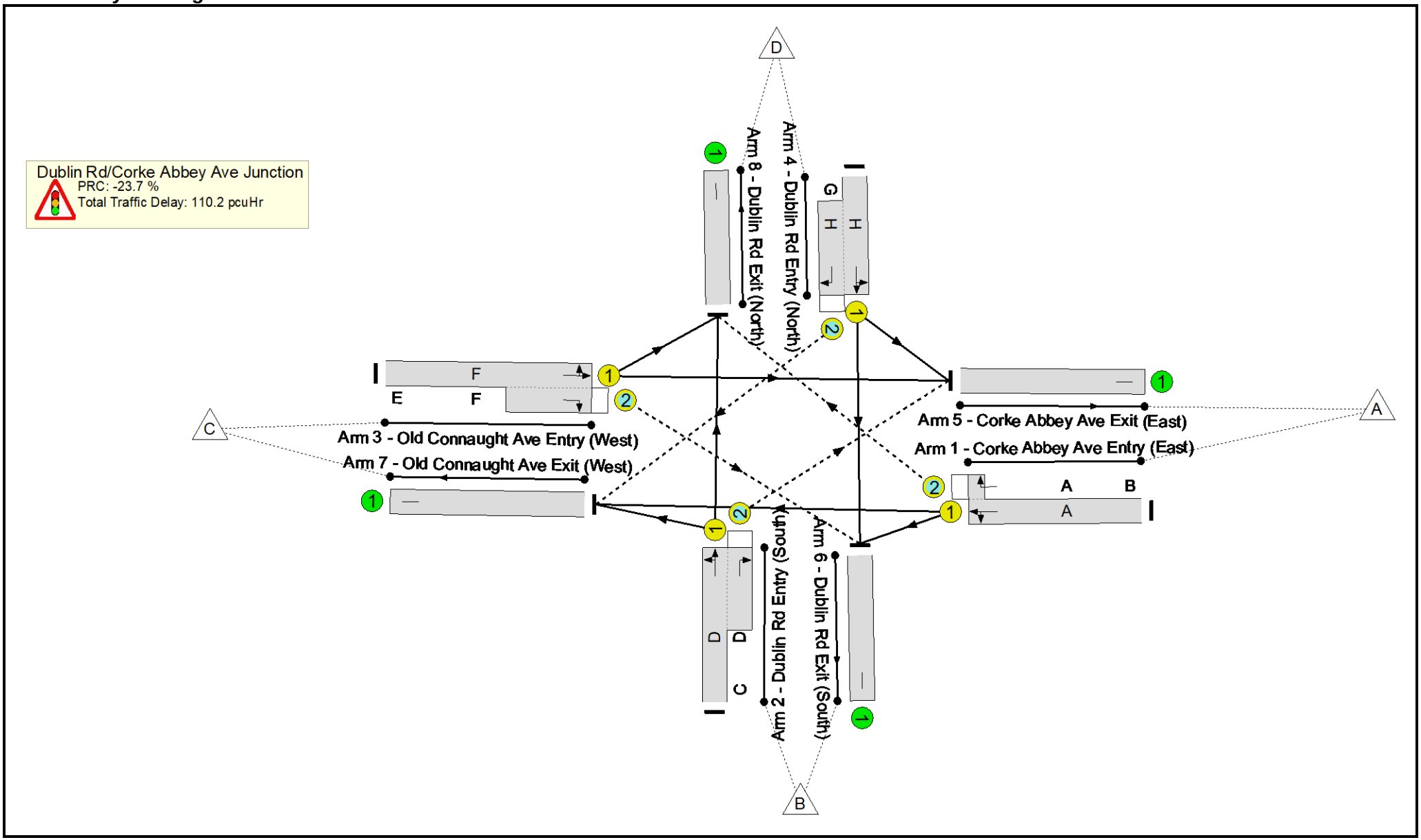
Stage	1	2	3	4	1	2	3	4	5
Duration	60	7	10	7	37	7	43	7	5
Change Point	0	72	85	100	112	155	168	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	53:67	14	326	3439:1806	299	108.9%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	97:111	14	888	1903:1685	798	111.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	53:67	14	348	1695:1827	502	69.3%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	97:111	14	558	3795:1709	811	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1111	Inf	Inf	0.0%

Full Input Data And Results

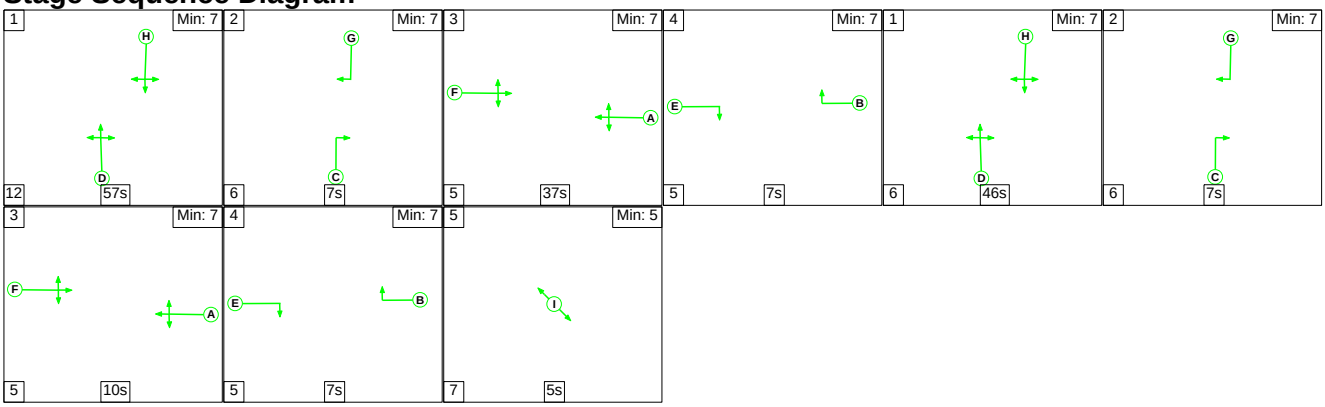
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**294**	**124**	**52**	**39.8**	**69.8**	**0.6**	**110.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**294**	**124**	**52**	**39.8**	**69.8**	**0.6**	**110.2**	**-**	**-**	**-**	**-**
1/1+1/2	326	299	143	13	20	10.4	17.9	0.2	28.5	314.7	21.1	17.9	39.0
2/1+2/2	888	798	41	13	0	20.3	49.7	0.0	70.0	283.9	45.4	49.7	95.1
3/1+3/2	348	348	110	31	1	4.4	1.1	0.0	5.6	57.6	9.0	1.1	10.1
4/1+4/2	558	558	0	68	31	4.6	1.1	0.4	6.1	39.4	14.2	1.1	15.3
5/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1020	1020	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -23.7 Total Delay for Signalled Lanes (pcuHr): 110.21 Cycle Time (s): 240
PRC Over All Lanes (%): -23.7 Total Delay Over All Lanes(pcuHr): 110.21

Full Input Data And Results

Scenario 12: 'DO_SO_OY+5_P1 (0.2)_PM' (FG12: 'DO_SO_OY+5_P1 (0.2)_PM', Plan 1: 'Network Control Plan 1')

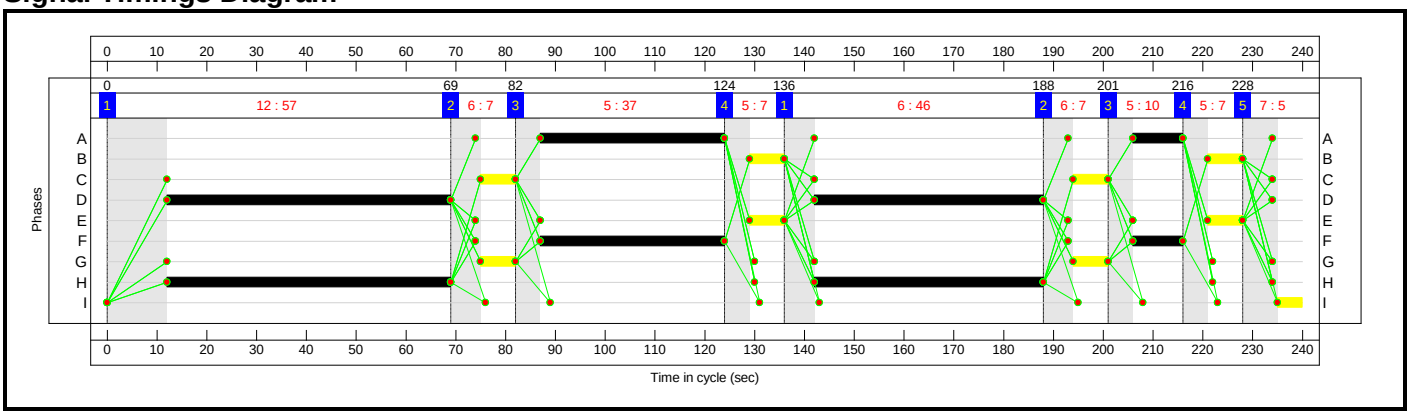
Stage Sequence Diagram



Stage Timings

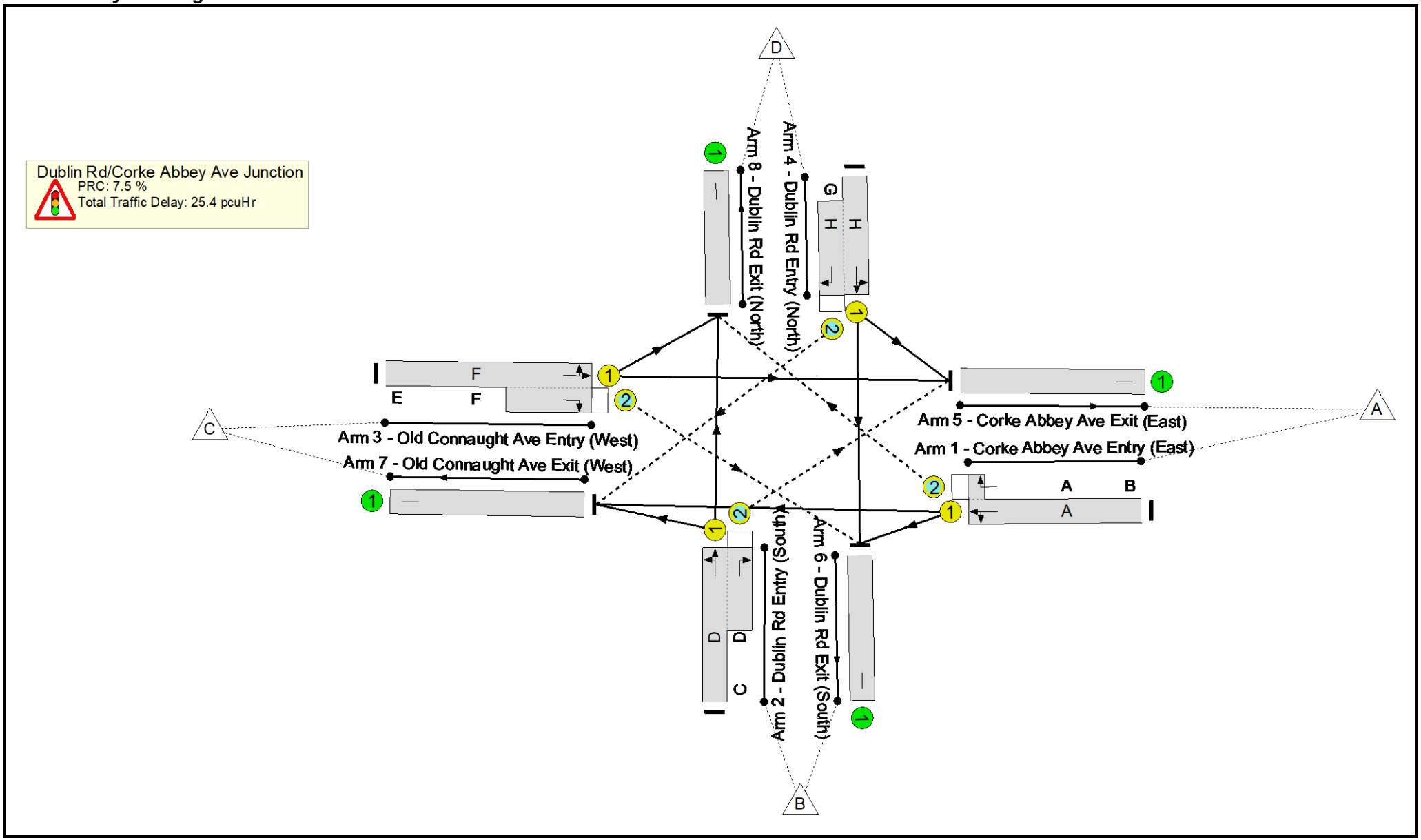
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	37	7	46	7	10	7	5
Change Point	0	69	82	124	136	188	201	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	217	3439:1806	266	81.6%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	711	1896:1685	850	83.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	381	1728:1827	497	76.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	662	3795:1709	1596	41.5%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	159	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%

Full Input Data And Results

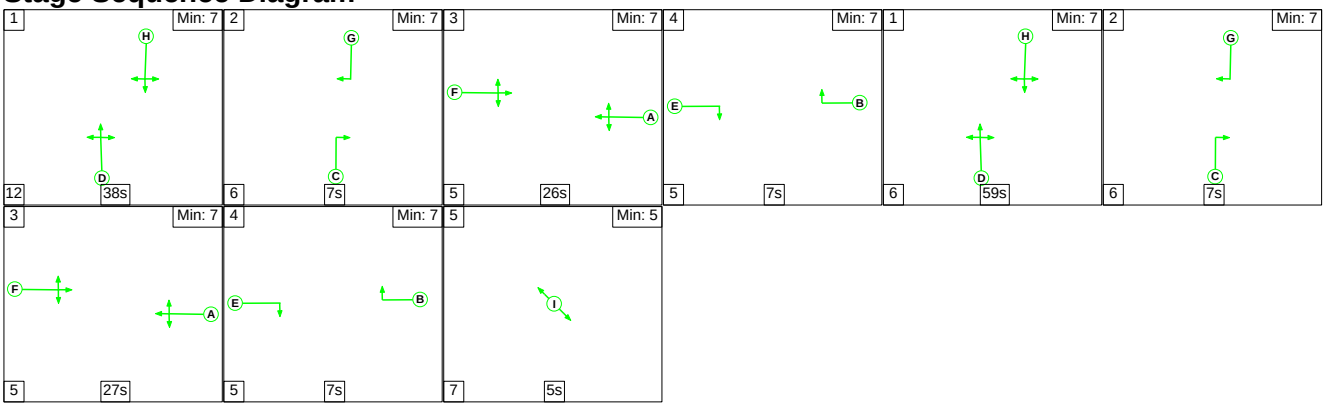
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**376**	**41**	**20**	**18.3**	**6.5**	**0.6**	**25.4**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**376**	**41**	**20**	**18.3**	**6.5**	**0.6**	**25.4**	**-**	**-**	**-**	**-**
1/1+1/2	217	217	90	10	15	4.4	2.0	0.2	6.6	110.3	11.2	2.0	13.2
2/1+2/2	711	711	87	10	1	5.6	2.5	0.1	8.1	41.2	21.3	2.5	23.8
3/1+3/2	381	381	157	16	1	4.2	1.6	0.0	5.9	55.3	9.1	1.6	10.7
4/1+4/2	662	662	41	5	3	4.1	0.4	0.3	4.8	25.9	14.7	0.4	15.0
5/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.5 Total Delay for Signalled Lanes (pcuHr): 25.40 Cycle Time (s): 240
PRC Over All Lanes (%): 7.5 Total Delay Over All Lanes(pcuHr): 25.40

Full Input Data And Results

Scenario 13: 'DO_SO_OY+5_P1+P2 (0.2)_AM' (FG13: 'DO_SO_OY+5_P1+P2 (0.2)_AM', Plan 1: 'Network Control Plan 1')

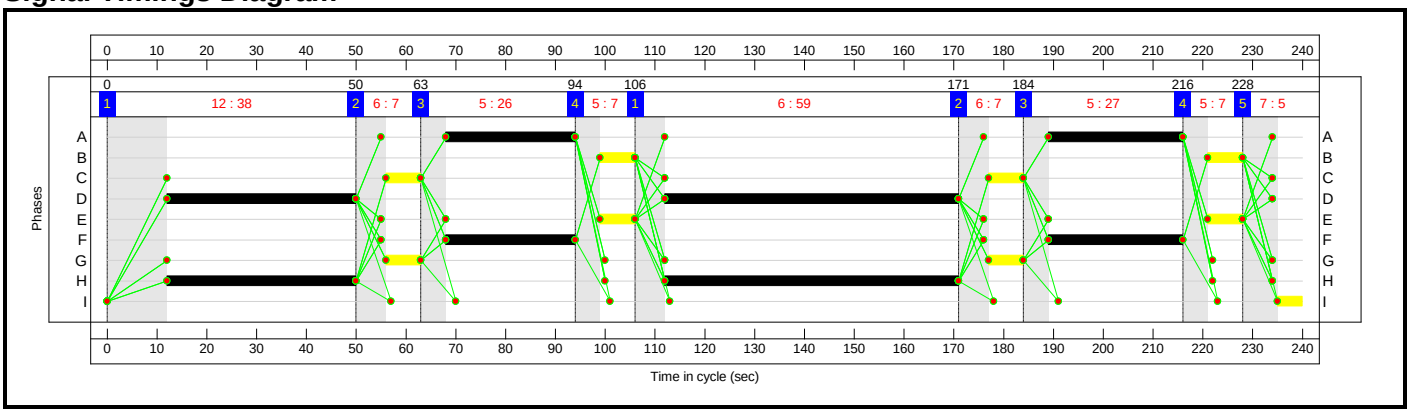
Stage Sequence Diagram



Stage Timings

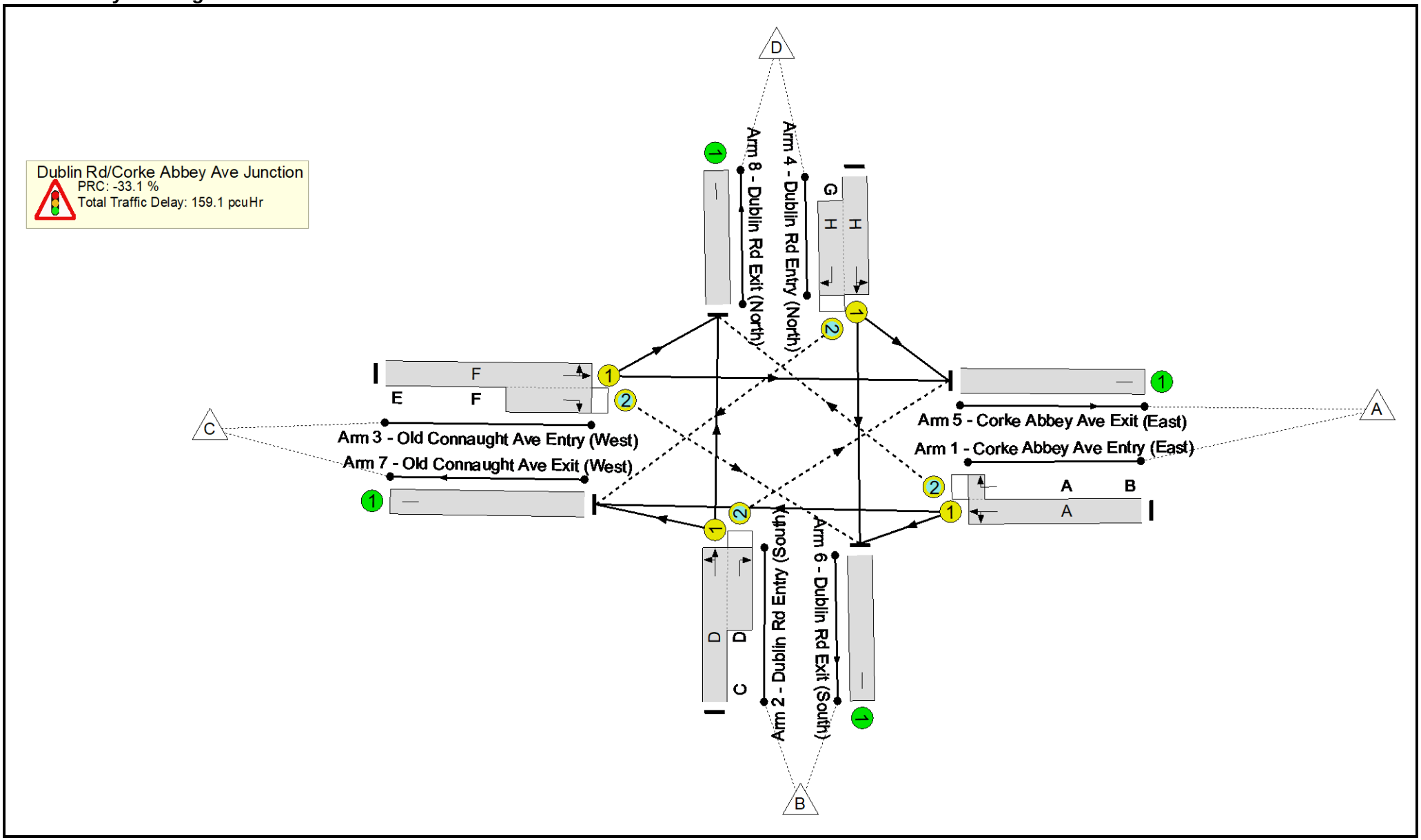
Stage	1	2	3	4	1	2	3	4	5
Duration	38	7	26	7	59	7	27	7	5
Change Point	0	50	63	94	106	171	184	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**119.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**119.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	53:67	14	333	3439:1806	284	117.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	97:111	14	955	1903:1685	798	119.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	53:67	14	355	1695:1827	507	70.0%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	97:111	14	579	3795:1709	842	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1168	Inf	Inf	0.0%

Full Input Data And Results

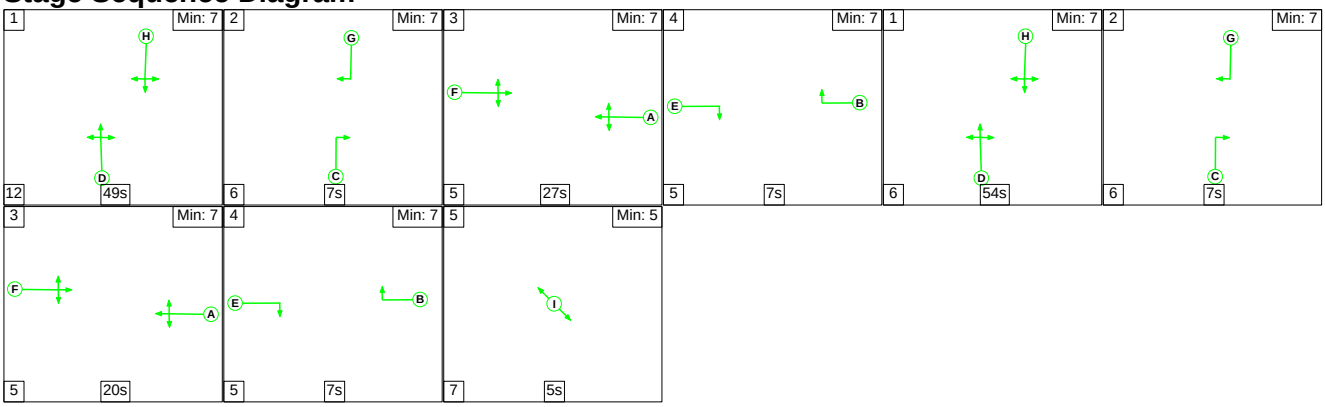
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**317**	**105**	**42**	**47.1**	**111.4**	**0.6**	**159.1**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**317**	**105**	**42**	**47.1**	**111.4**	**0.6**	**159.1**	**-**	**-**	**-**	**-**
1/1+1/2	333	284	143	10	10	10.6	27.5	0.2	38.3	414.6	17.7	27.5	45.2
2/1+2/2	955	798	41	13	0	28.6	81.7	0.0	110.3	415.7	53.8	81.7	135.5
3/1+3/2	355	355	134	14	1	3.6	1.1	0.0	4.8	48.4	6.9	1.1	8.0
4/1+4/2	579	579	0	68	31	4.3	1.1	0.4	5.8	35.8	12.1	1.1	13.2
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1008	1008	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -33.1 Total Delay for Signalled Lanes (pcuHr): 159.15 Cycle Time (s): 240
PRC Over All Lanes (%): -33.1 Total Delay Over All Lanes(pcuHr): 159.15

Full Input Data And Results

Scenario 14: 'DO_SO_OY+5_P1+P2 (0.2)_PM' (FG14: 'DO_SO_OY+5_P1+P2 (0.2)_PM', Plan 1: 'Network Control Plan 1')

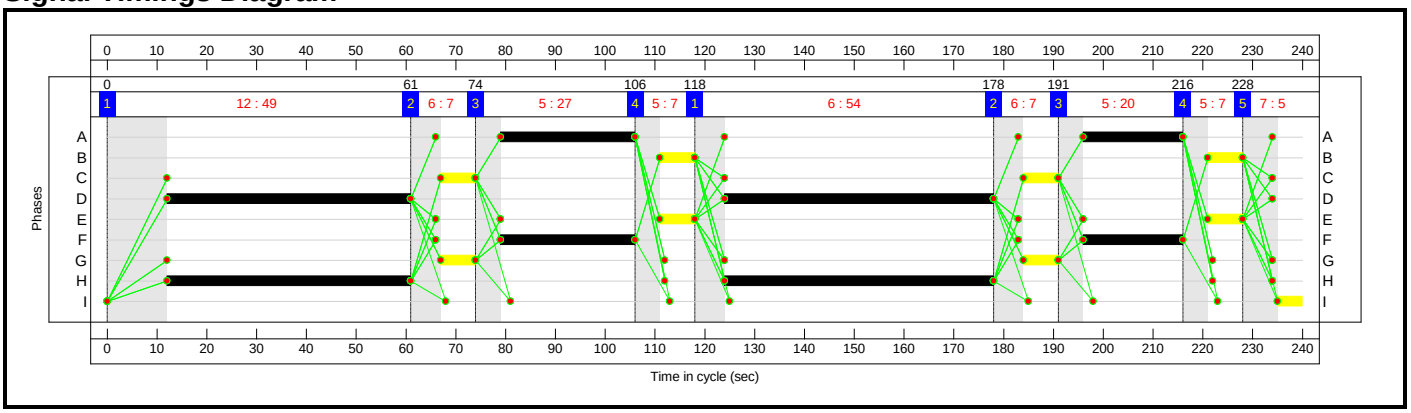
Stage Sequence Diagram



Stage Timings

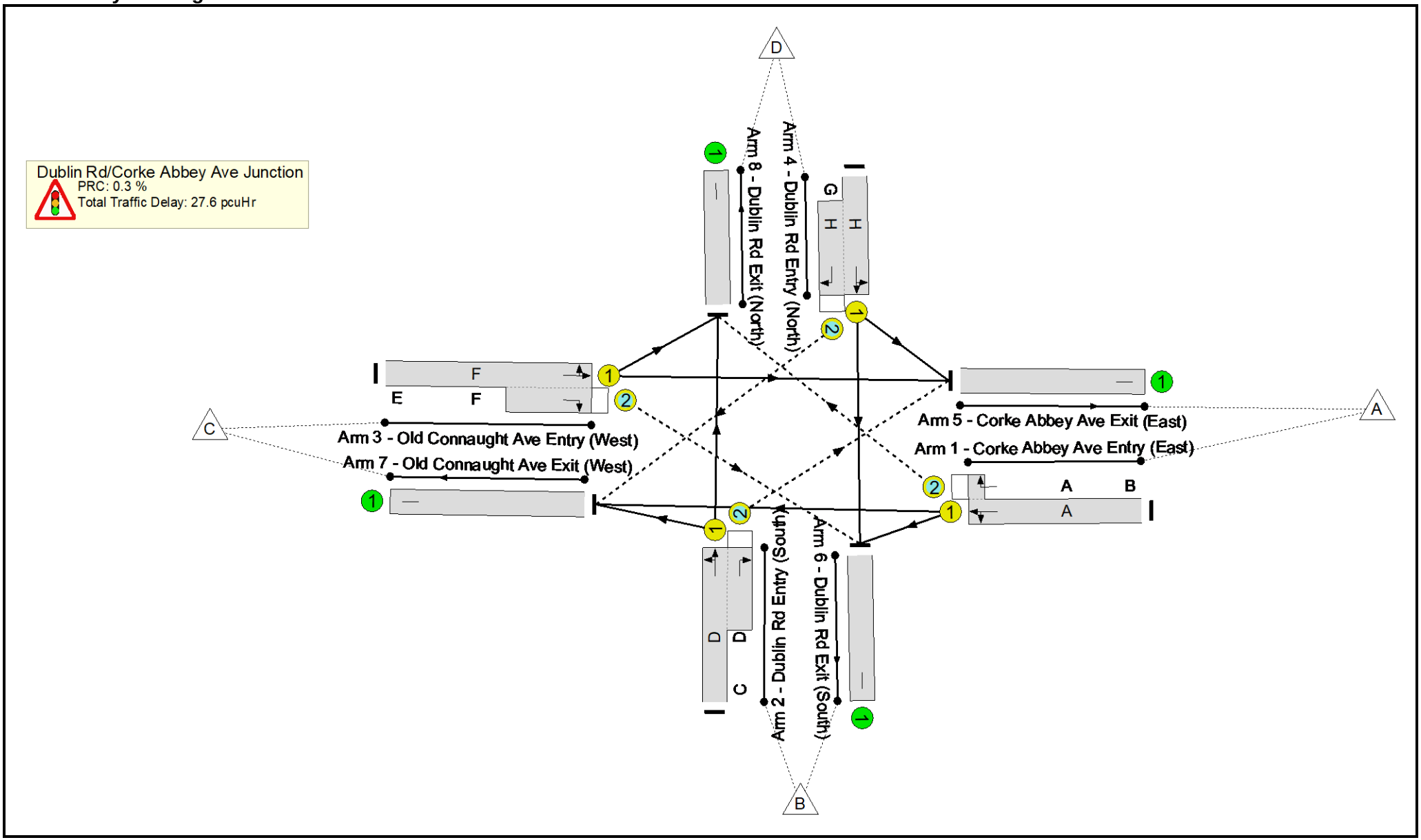
Stage	1	2	3	4	1	2	3	4	5
Duration	49	7	27	7	54	7	20	7	5
Change Point	0	61	74	106	118	178	191	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	221	3439:1806	248	89.2%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	762	1896:1685	850	89.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	389	1728:1827	507	76.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	687	3795:1709	1598	43.0%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	166	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%

Full Input Data And Results

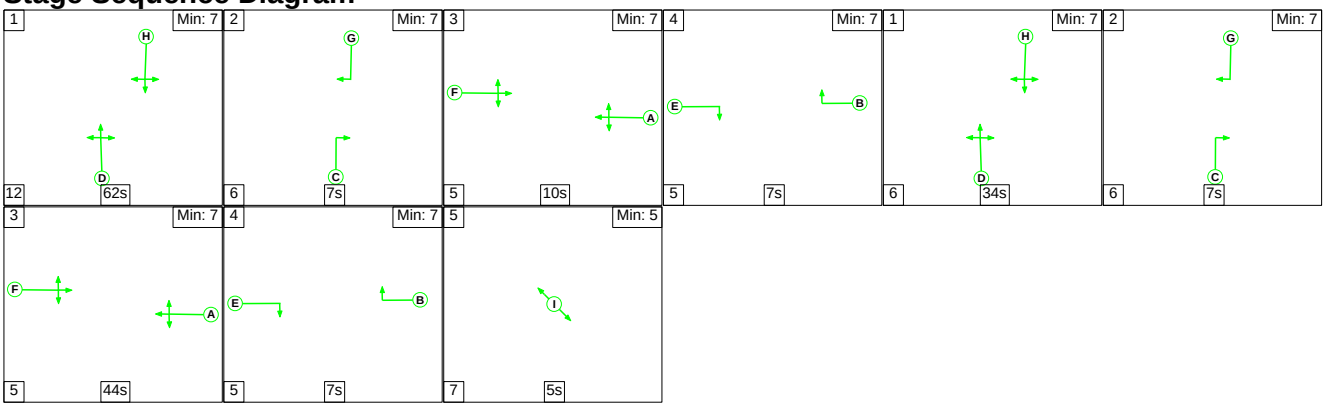
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**392**	**47**	**14**	**17.6**	**9.3**	**0.7**	**27.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**392**	**47**	**14**	**17.6**	**9.3**	**0.7**	**27.6**	**-**	**-**	**-**	**-**
1/1+1/2	221	221	103	7	5	2.8	3.3	0.2	6.3	103.0	7.5	3.3	10.8
2/1+2/2	762	762	94	11	1	6.3	4.0	0.1	10.3	48.9	24.4	4.0	28.4
3/1+3/2	389	389	165	17	2	4.2	1.6	0.1	5.8	54.1	8.1	1.6	9.7
4/1+4/2	687	687	30	12	6	4.3	0.4	0.4	5.0	26.5	15.7	0.4	16.0
5/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	166	166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.3 Total Delay for Signalled Lanes (pcuHr): 27.56 Cycle Time (s): 240
PRC Over All Lanes (%): 0.3 Total Delay Over All Lanes(pcuHr): 27.56

Full Input Data And Results

Scenario 15: 'DO_NO_OY+15_AM' (FG15: 'DO_NO_OY+15_AM', Plan 1: 'Network Control Plan 1')

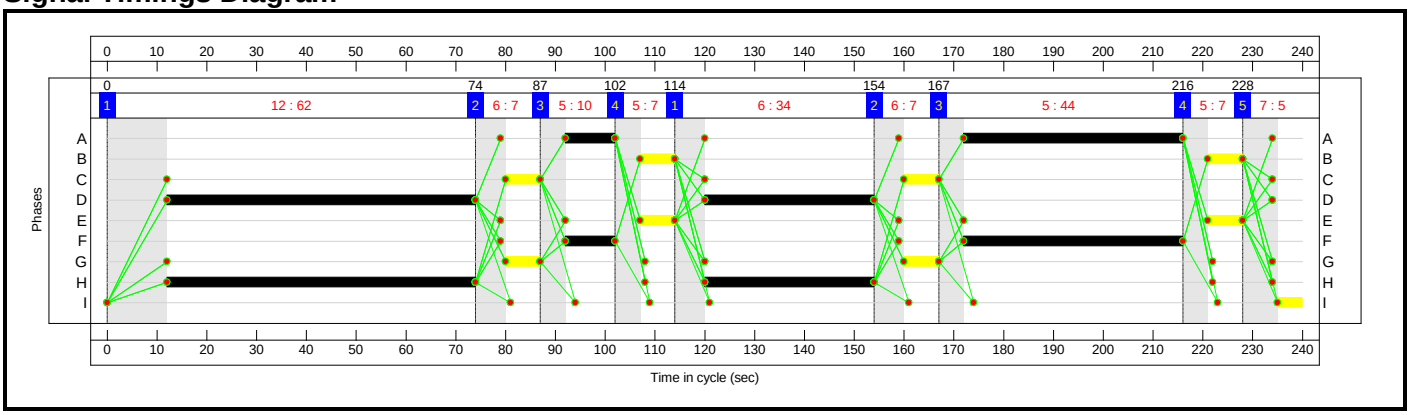
Stage Sequence Diagram



Stage Timings

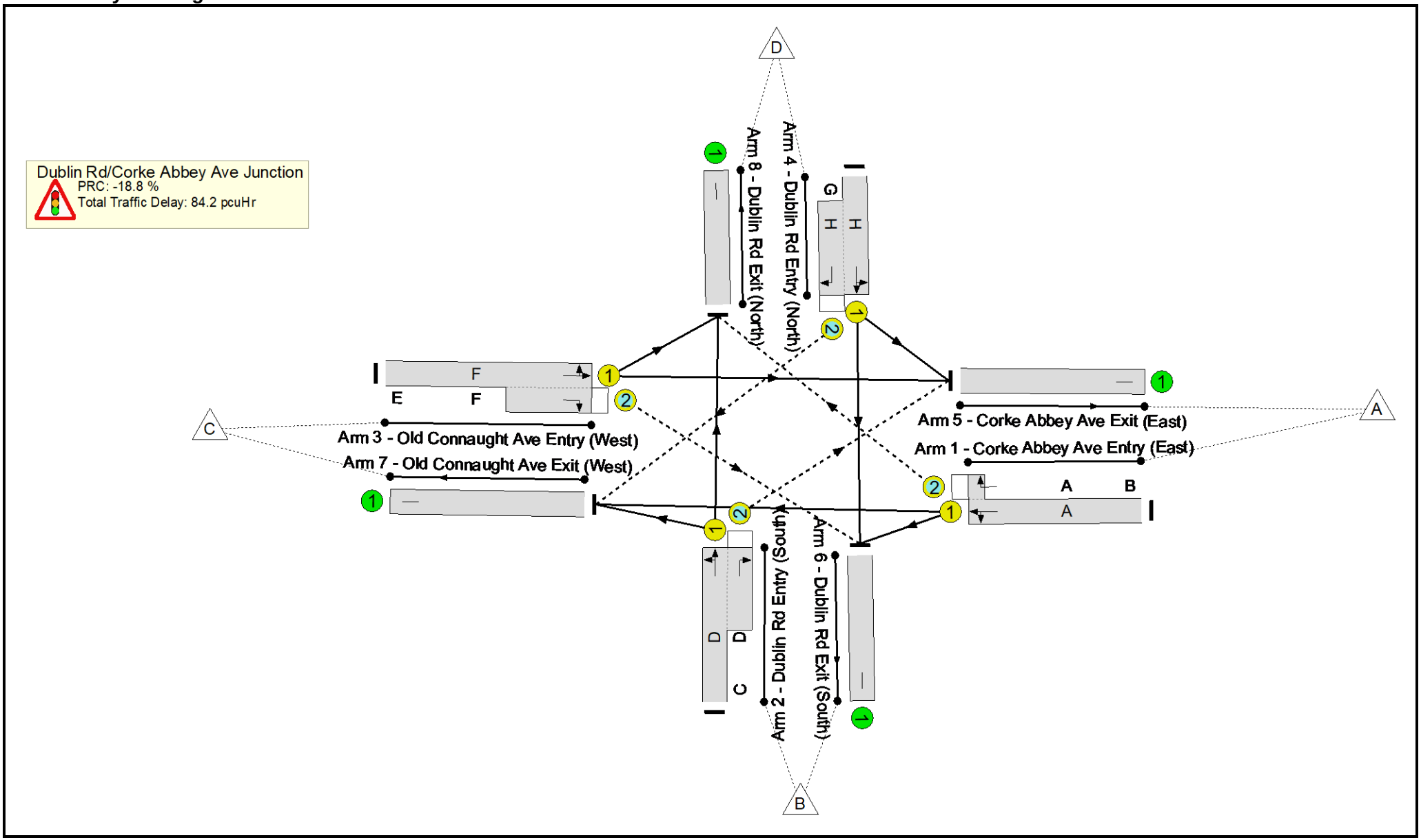
Stage	1	2	3	4	1	2	3	4	5
Duration	62	7	10	7	34	7	44	7	5
Change Point	0	74	87	102	114	154	167	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	54:68	14	325	3439:1806	309	105.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	96:110	14	844	1903:1685	790	106.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	54:68	14	346	1695:1827	508	68.1%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	96:110	14	554	3795:1709	805	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%

Full Input Data And Results

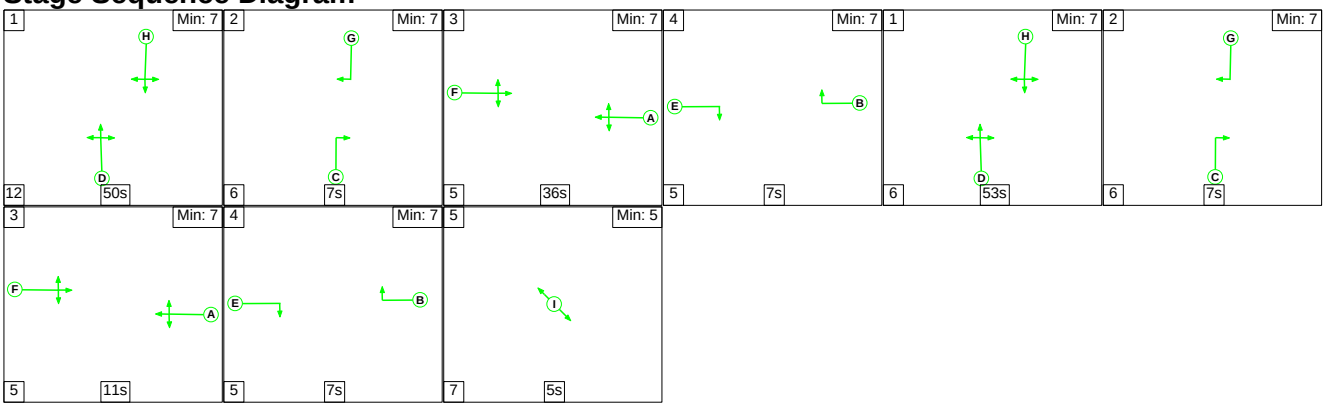
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
1/1+1/2	325	309	149	13	20	9.2	14.0	0.2	23.4	258.7	19.9	14.0	33.9
2/1+2/2	844	790	40	13	0	15.7	33.5	0.0	49.1	209.6	41.7	33.5	75.2
3/1+3/2	346	346	107	31	1	4.4	1.1	0.0	5.5	57.3	9.2	1.1	10.2
4/1+4/2	554	554	0	67	32	4.7	1.1	0.4	6.2	40.0	14.2	1.1	15.3
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -18.8 Total Delay for Signalled Lanes (pcuHr): 84.17 Cycle Time (s): 240
PRC Over All Lanes (%): -18.8 Total Delay Over All Lanes(pcuHr): 84.17

Full Input Data And Results

Scenario 16: 'DO_NO_OY+15_PM' (FG16: 'DO_NO_OY+15_PM', Plan 1: 'Network Control Plan 1')

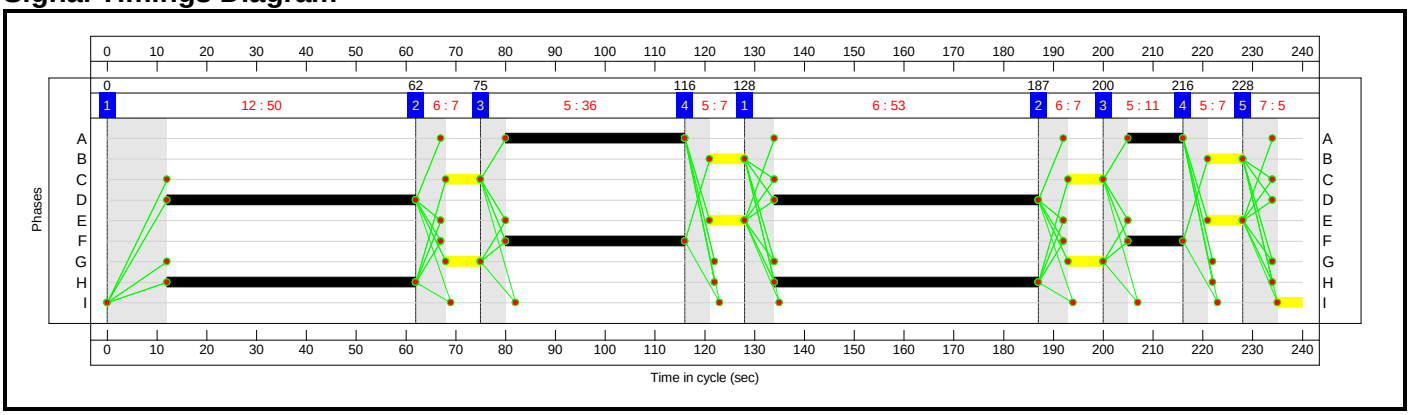
Stage Sequence Diagram



Stage Timings

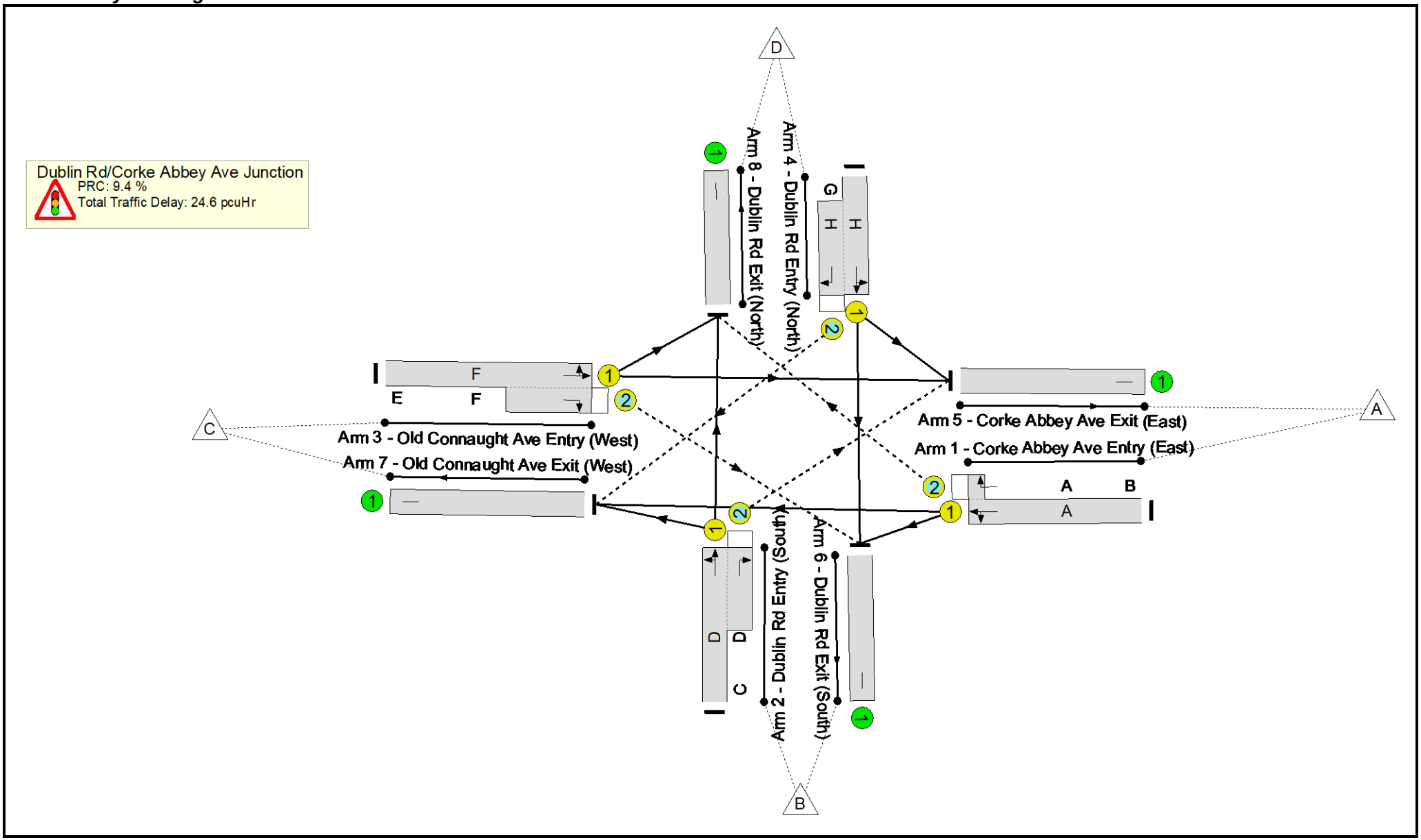
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	214	3439:1806	265	80.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	699	1896:1685	850	82.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	377	1728:1827	498	75.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	650	3795:1709	1595	40.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Full Input Data And Results

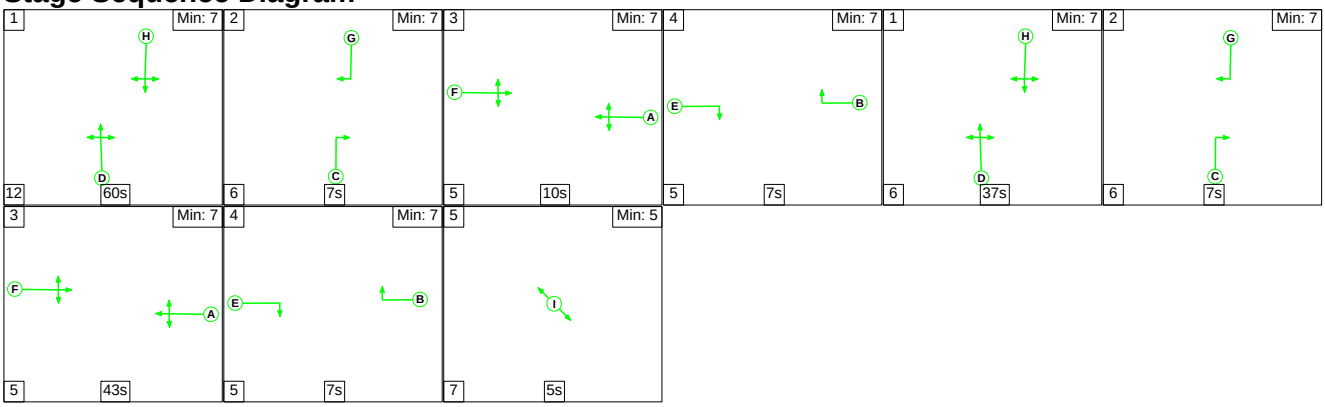
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
1/1+1/2	214	214	90	10	15	4.4	1.9	0.2	6.5	110.2	11.0	1.9	12.9
2/1+2/2	699	699	86	10	1	5.4	2.3	0.1	7.7	39.9	20.6	2.3	22.8
3/1+3/2	377	377	154	16	1	4.1	1.5	0.0	5.7	54.0	8.2	1.5	9.7
4/1+4/2	650	650	44	5	0	4.0	0.3	0.3	4.6	25.7	14.3	0.3	14.6
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 24.59 Cycle Time (s): 240
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 24.59

Full Input Data And Results

Scenario 17: 'DO_SO_OY+15_P1 (0.2)_AM' (FG17: 'DO_SO_OY+15_P1 (0.2)_AM', Plan 1: 'Network Control Plan 1')

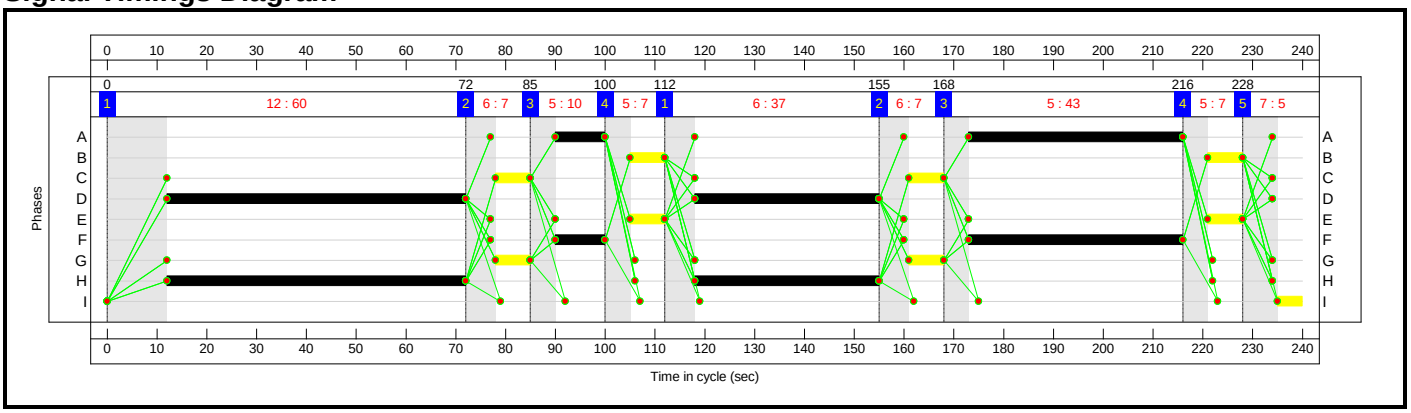
Stage Sequence Diagram



Stage Timings

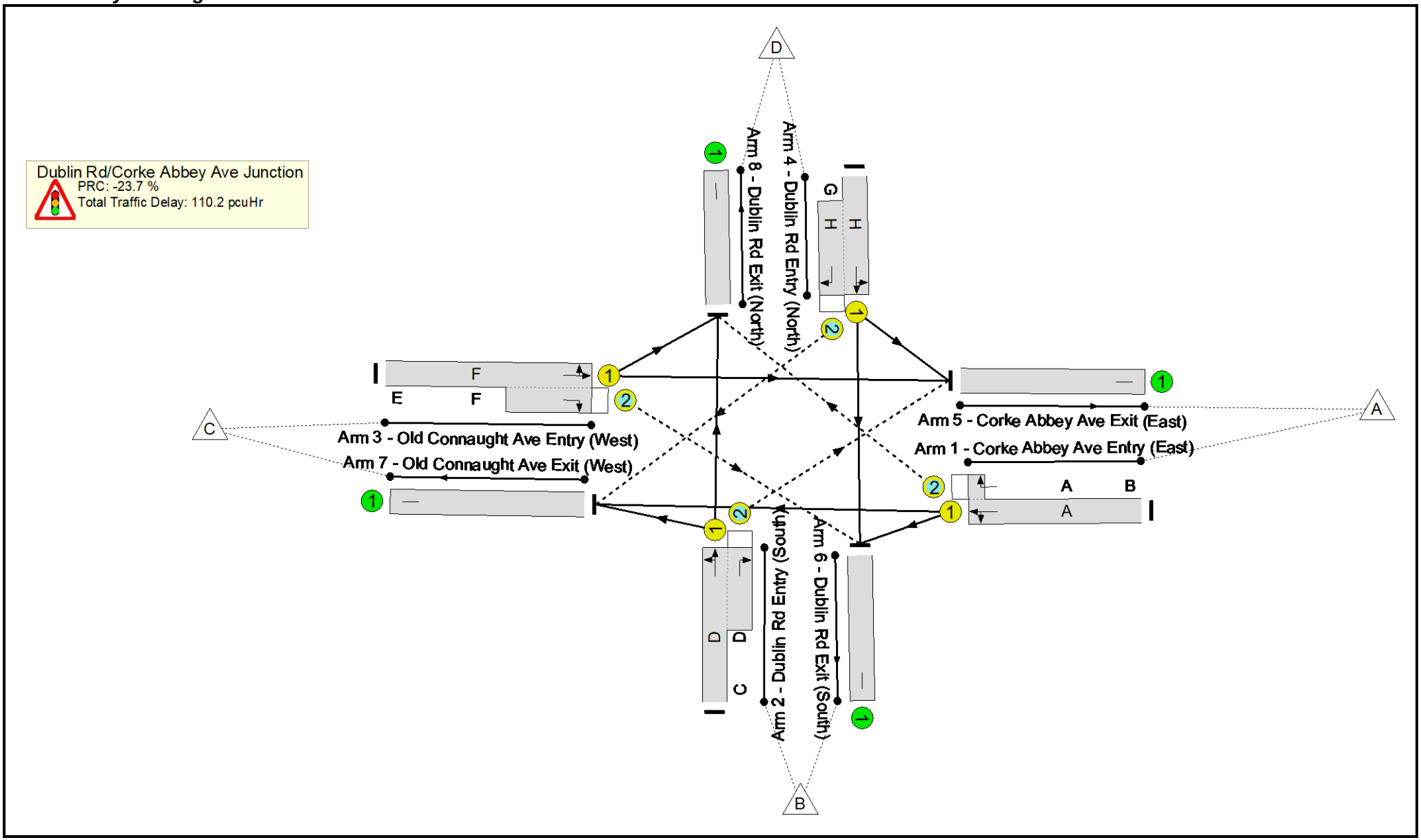
Stage	1	2	3	4	1	2	3	4	5
Duration	60	7	10	7	37	7	43	7	5
Change Point	0	72	85	100	112	155	168	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	53:67	14	326	3439:1806	299	108.9%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	97:111	14	888	1903:1685	798	111.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	53:67	14	348	1695:1827	502	69.3%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	97:111	14	558	3795:1709	811	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1111	Inf	Inf	0.0%

Full Input Data And Results

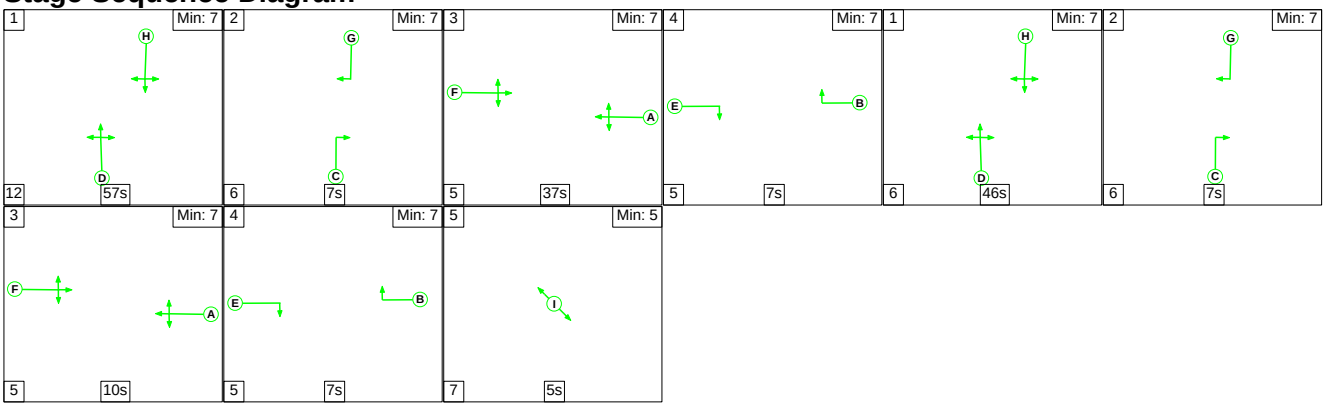
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**294**	**124**	**52**	**39.8**	**69.8**	**0.6**	**110.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**294**	**124**	**52**	**39.8**	**69.8**	**0.6**	**110.2**	**-**	**-**	**-**	**-**
1/1+1/2	326	299	143	13	20	10.4	17.9	0.2	28.5	314.7	21.1	17.9	39.0
2/1+2/2	888	798	41	13	0	20.3	49.7	0.0	70.0	283.9	45.4	49.7	95.1
3/1+3/2	348	348	110	31	1	4.4	1.1	0.0	5.6	57.6	9.0	1.1	10.1
4/1+4/2	558	558	0	68	31	4.6	1.1	0.4	6.1	39.4	14.2	1.1	15.3
5/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1020	1020	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -23.7 Total Delay for Signalled Lanes (pcuHr): 110.21 Cycle Time (s): 240
PRC Over All Lanes (%): -23.7 Total Delay Over All Lanes(pcuHr): 110.21

Full Input Data And Results

Scenario 18: 'DO_SO_OY+15_P1 (0.2)_PM' (FG18: 'DO_SO_OY+15_P1 (0.2)_PM', Plan 1: 'Network Control Plan 1')

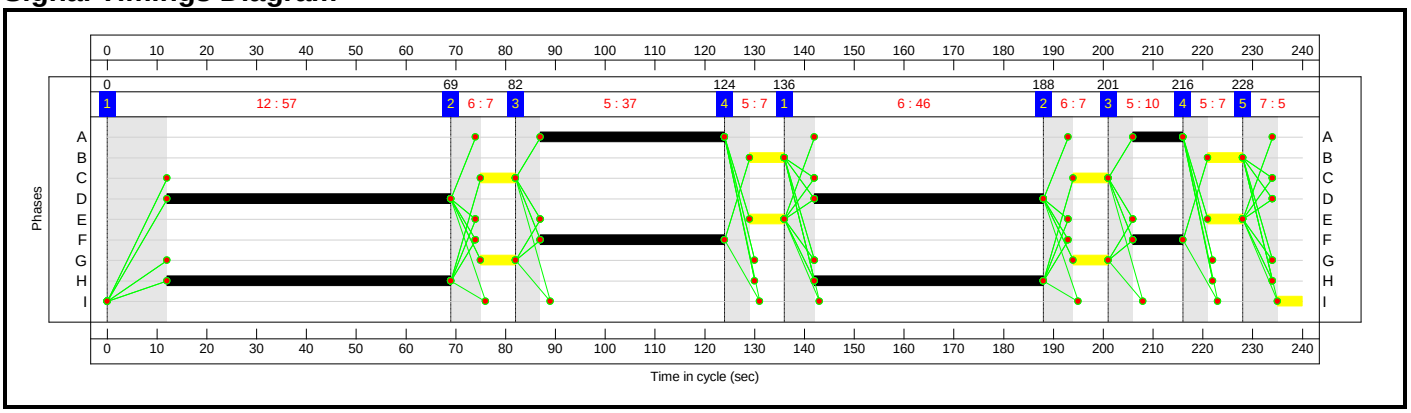
Stage Sequence Diagram



Stage Timings

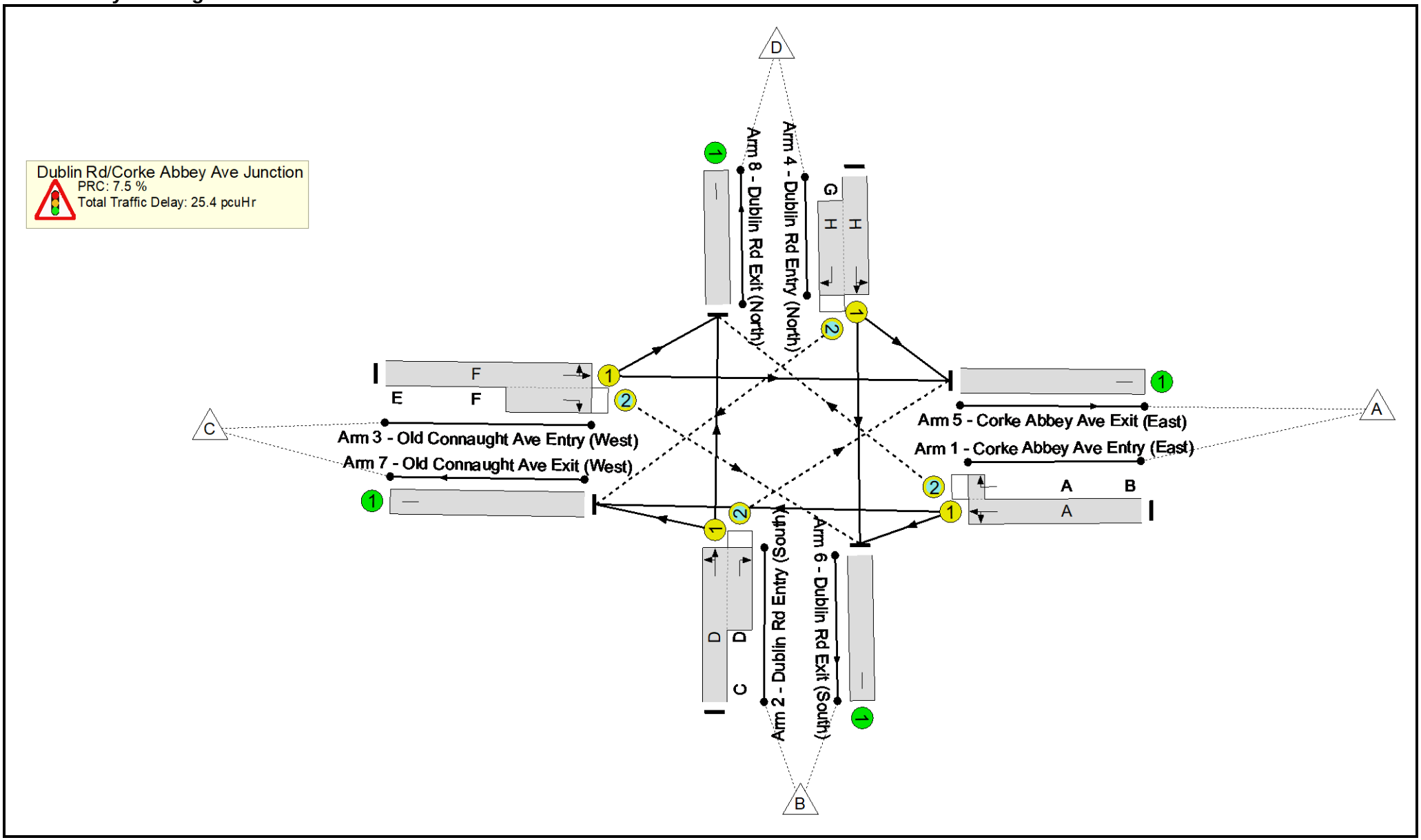
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	37	7	46	7	10	7	5
Change Point	0	69	82	124	136	188	201	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	217	3439:1806	266	81.6%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	711	1896:1685	850	83.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	381	1728:1827	497	76.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	662	3795:1709	1596	41.5%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	159	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%

Full Input Data And Results

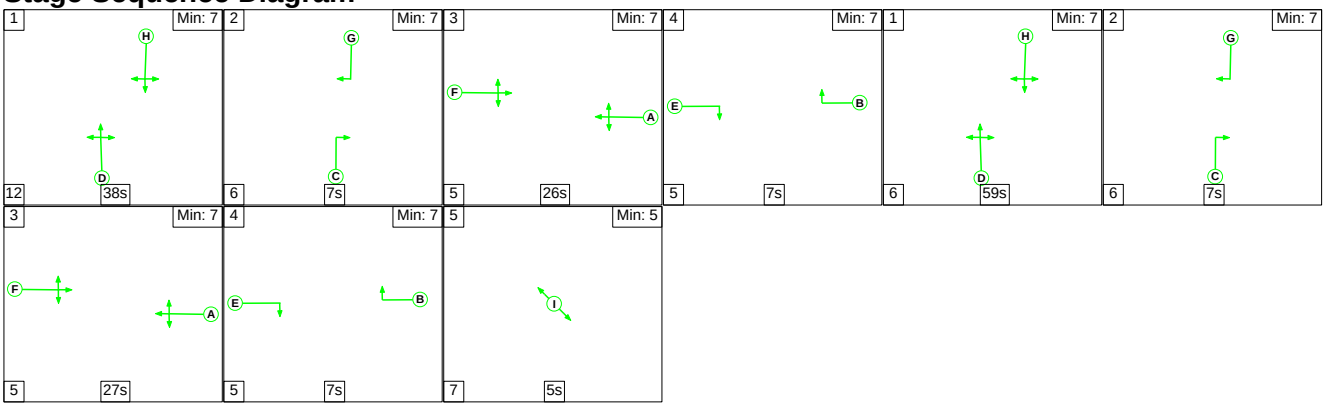
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**376**	**41**	**20**	**18.3**	**6.5**	**0.6**	**25.4**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**376**	**41**	**20**	**18.3**	**6.5**	**0.6**	**25.4**	**-**	**-**	**-**	**-**
1/1+1/2	217	217	90	10	15	4.4	2.0	0.2	6.6	110.3	11.2	2.0	13.2
2/1+2/2	711	711	87	10	1	5.6	2.5	0.1	8.1	41.2	21.3	2.5	23.8
3/1+3/2	381	381	157	16	1	4.2	1.6	0.0	5.9	55.3	9.1	1.6	10.7
4/1+4/2	662	662	41	5	3	4.1	0.4	0.3	4.8	25.9	14.7	0.4	15.0
5/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.5 Total Delay for Signalled Lanes (pcuHr): 25.40 Cycle Time (s): 240
PRC Over All Lanes (%): 7.5 Total Delay Over All Lanes(pcuHr): 25.40

Full Input Data And Results

Scenario 19: 'DO_SO_OY+15_P1+P2 (0.2)_AM' (FG19: 'DO_SO_OY+15_P1+P2 (0.2)_AM', Plan 1: 'Network Control Plan 1')

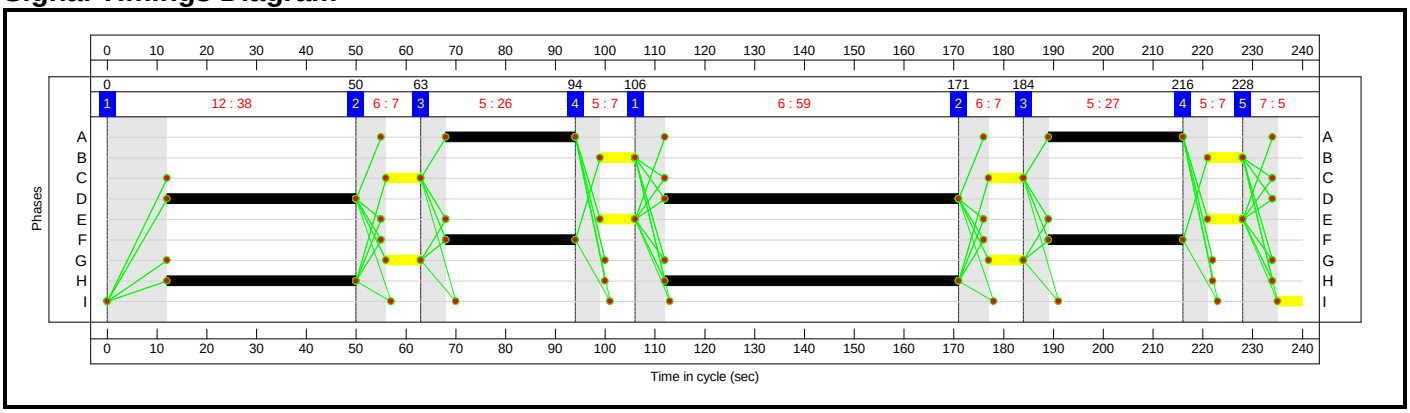
Stage Sequence Diagram



Stage Timings

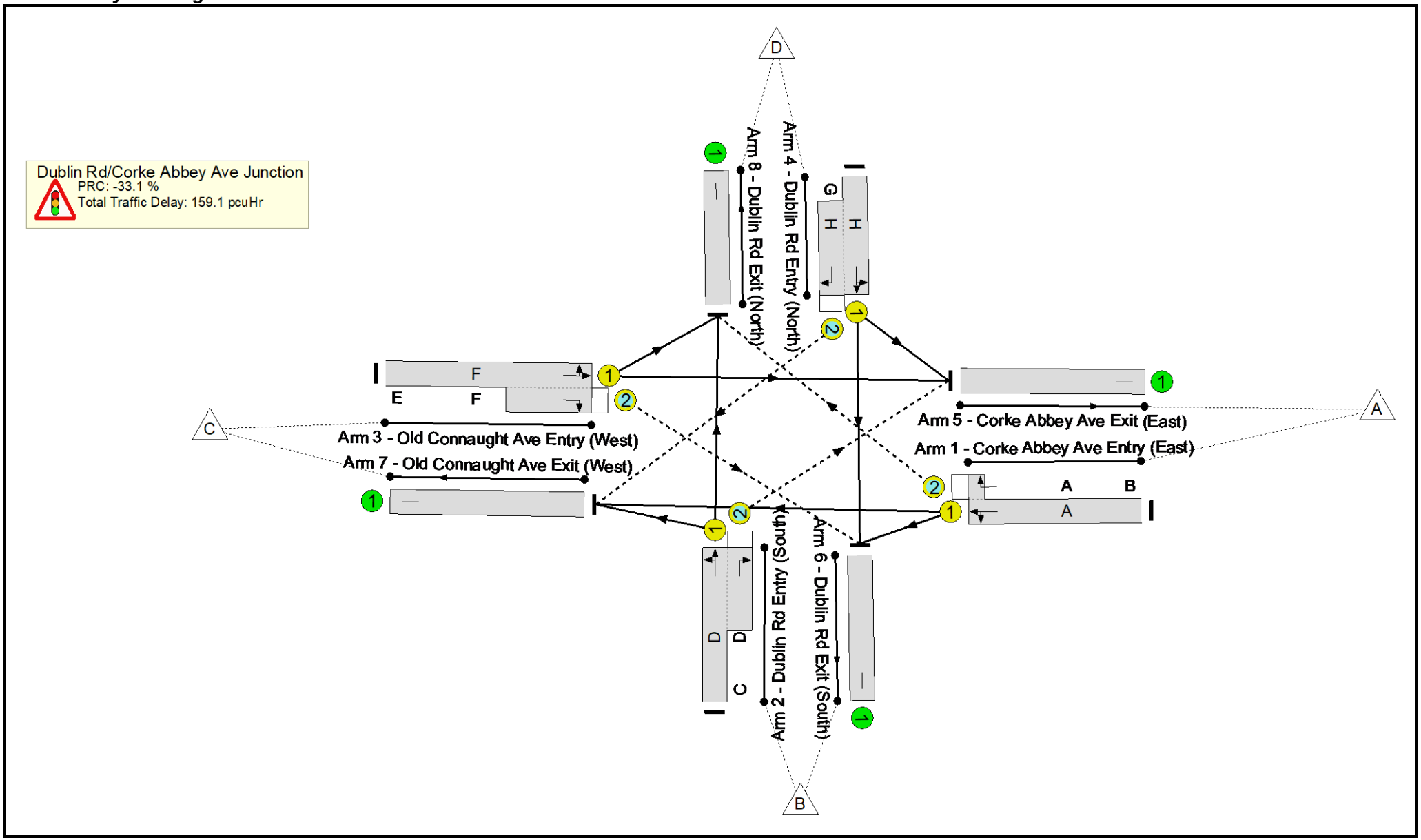
Stage	1	2	3	4	1	2	3	4	5
Duration	38	7	26	7	59	7	27	7	5
Change Point	0	50	63	94	106	171	184	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**119.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**119.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	53:67	14	333	3439:1806	284	117.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	97:111	14	955	1903:1685	798	119.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	53:67	14	355	1695:1827	507	70.0%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	97:111	14	579	3795:1709	842	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1168	Inf	Inf	0.0%

Full Input Data And Results

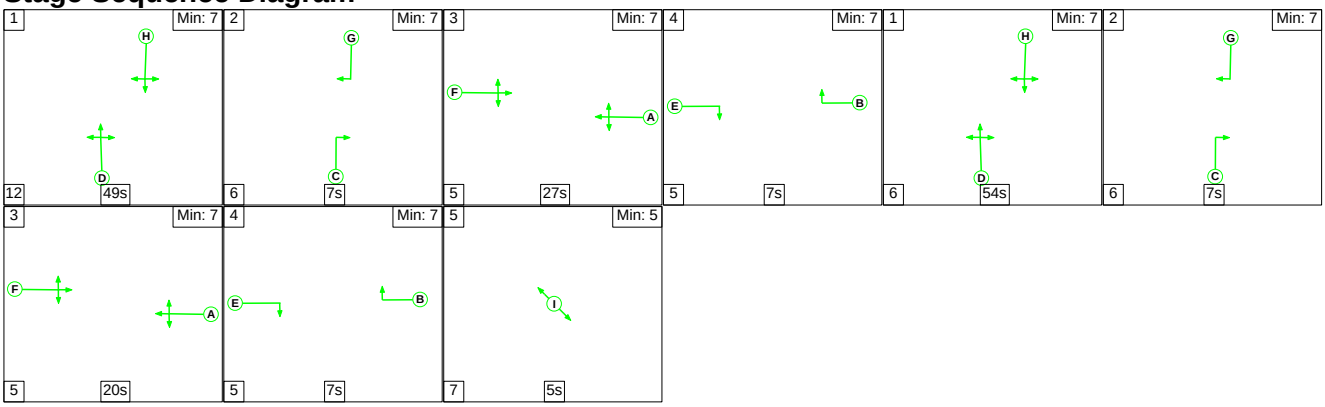
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**317**	**105**	**42**	**47.1**	**111.4**	**0.6**	**159.1**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**317**	**105**	**42**	**47.1**	**111.4**	**0.6**	**159.1**	**-**	**-**	**-**	**-**
1/1+1/2	333	284	143	10	10	10.6	27.5	0.2	38.3	414.6	17.7	27.5	45.2
2/1+2/2	955	798	41	13	0	28.6	81.7	0.0	110.3	415.7	53.8	81.7	135.5
3/1+3/2	355	355	134	14	1	3.6	1.1	0.0	4.8	48.4	6.9	1.1	8.0
4/1+4/2	579	579	0	68	31	4.3	1.1	0.4	5.8	35.8	12.1	1.1	13.2
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1008	1008	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -33.1 Total Delay for Signalled Lanes (pcuHr): 159.15 Cycle Time (s): 240
PRC Over All Lanes (%): -33.1 Total Delay Over All Lanes(pcuHr): 159.15

Full Input Data And Results

Scenario 20: 'DO_SO_OY+15_P1+P2 (0.2)_PM' (FG20: 'DO_SO_OY+15_P1+P2 (0.2)_PM', Plan 1: 'Network Control Plan 1')

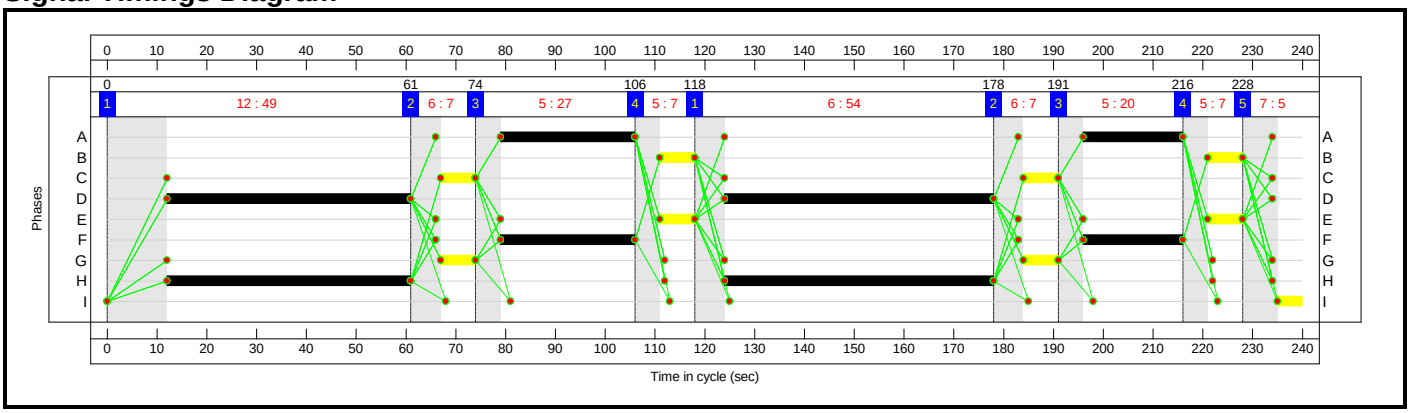
Stage Sequence Diagram



Stage Timings

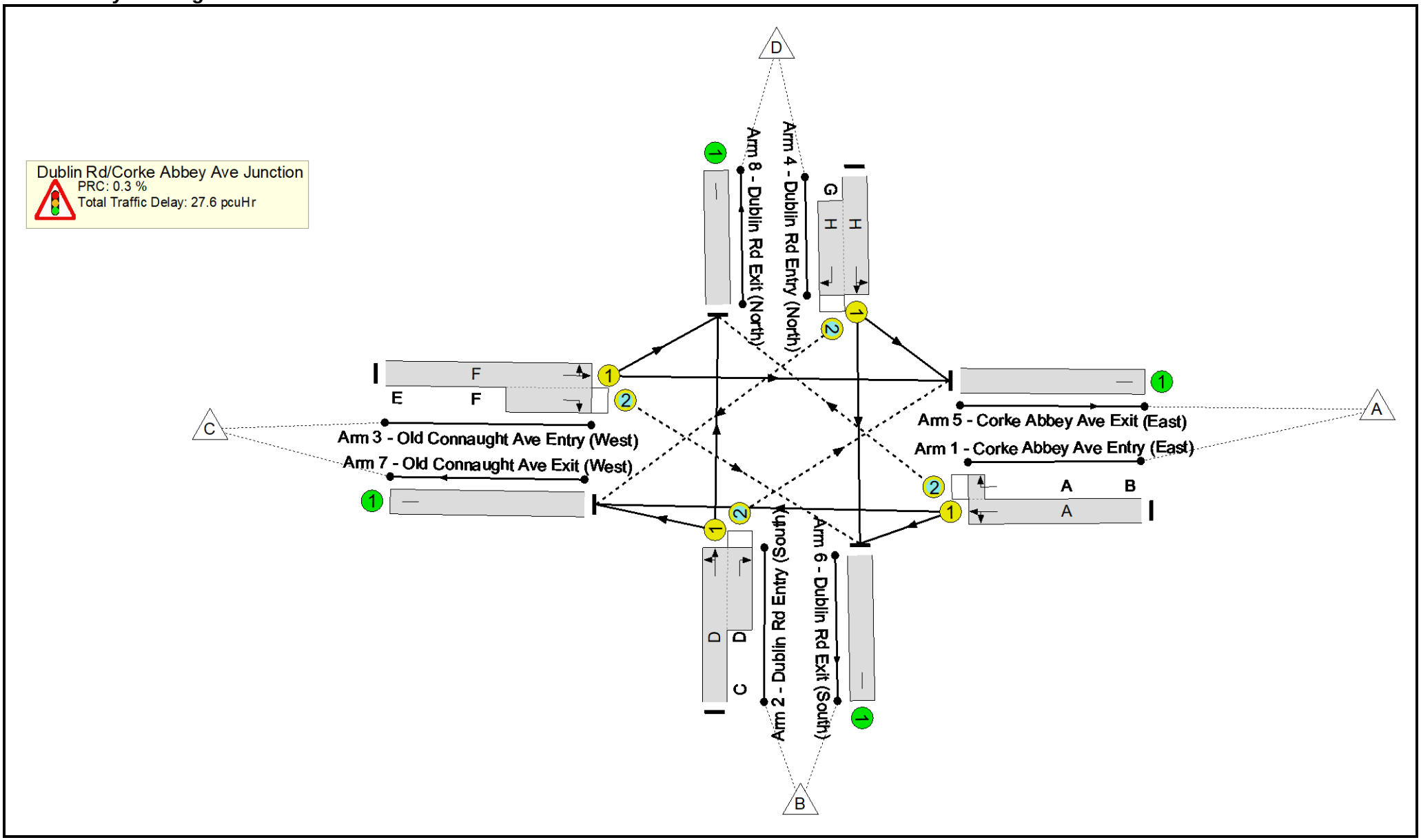
Stage	1	2	3	4	1	2	3	4	5
Duration	49	7	27	7	54	7	20	7	5
Change Point	0	61	74	106	118	178	191	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	221	3439:1806	248	89.2%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	762	1896:1685	850	89.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	389	1728:1827	507	76.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	687	3795:1709	1598	43.0%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	166	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**392**	**47**	**14**	**17.6**	**9.3**	**0.7**	**27.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**392**	**47**	**14**	**17.6**	**9.3**	**0.7**	**27.6**	**-**	**-**	**-**	**-**
1/1+1/2	221	221	103	7	5	2.8	3.3	0.2	6.3	103.0	7.5	3.3	10.8
2/1+2/2	762	762	94	11	1	6.3	4.0	0.1	10.3	48.9	24.4	4.0	28.4
3/1+3/2	389	389	165	17	2	4.2	1.6	0.1	5.8	54.1	8.1	1.6	9.7
4/1+4/2	687	687	30	12	6	4.3	0.4	0.4	5.0	26.5	15.7	0.4	16.0
5/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	166	166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.3 Total Delay for Signalled Lanes (pcuHr): 27.56 Cycle Time (s): 240
PRC Over All Lanes (%): 0.3 Total Delay Over All Lanes(pcuHr): 27.56

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Northern Access Junction (0.14).j9
Path: \\SIEDBAFS01\Project-Data\5193890\7 Calcs\72Model\Priority Access Junctions\3. Junction Sensitivity Analysis
Report generation date: 17/02/2021 23:04:16

»Base, AM
»Base, PM
»DO_NO_OY, AM
»DO_NO_OY, PM
»DO_SO_OY+P1 (0.14) (NO), AM
»DO_SO_OY+P1 (0.14) (NO), PM
»DO_SO_OY+P1+P2 (0.14) (SC), AM
»DO_SO_OY+P1+P2 (0.14) (SC), PM
»DO_NO_OY+5, AM
»DO_NO_OY+5, PM
»DO_SO_OY+5_P1 (0.14) (NO), AM
»DO_SO_OY+5_P1 (0.14) (NO), PM
»DO_SO_OY+5_P1+P2 (0.14) (SC), AM
»DO_SO_OY+5_P1+P2 (0.14) (SC), PM
»DO_NO_OY+15, AM
»DO_NO_OY+15, PM
»DO_SO_OY+15_P1 (0.14) (NO), AM
»DO_SO_OY+15_P1 (0.14) (NO), PM
»DO_SO_OY+15_P1+P2 (0.14) (SC), AM
»DO_SO_OY+15_P1+P2 (0.14) (SC), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Base									
Stream B-CD	D1	0.1	8.63	0.07	A	D2	0.0	7.42	0.00	A
Stream B-AD		0.4	22.89	0.29	C		0.1	15.12	0.10	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.65	0.04	B
Stream C-B		0.3	11.19	0.24	B		0.0	8.14	0.00	A
	DO_NO_OY									
Stream B-CD	D3	0.1	8.63	0.07	A	D4	0.0	7.42	0.00	A
Stream B-AD		0.4	22.89	0.29	C		0.1	15.12	0.10	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.65	0.04	B
Stream C-B		0.3	11.19	0.24	B		0.0	8.14	0.00	A
	DO_SO_OY+P1 (0.14) (NO)									
Stream B-CD		0.8	15.27	0.44	C		0.2	8.91	0.16	A

Stream B-AD	D5	1.2	43.84	0.55	E	D6	0.2	16.71	0.14	C
Stream A-BCD		0.0	9.41	0.01	A		0.0	7.83	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	11.12	0.04	B
Stream C-B		1.1	18.50	0.54	C		0.1	8.93	0.09	A
	DO_SO_OY+P1+P2 (0.14) (SC)									
Stream B-CD	D7	0.1	8.69	0.07	A	D8	0.0	7.56	0.00	A
Stream B-AD		0.4	23.09	0.29	C		0.2	15.99	0.14	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.65	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.73	0.04	B
Stream C-B		0.3	11.49	0.24	B		0.0	8.32	0.00	A
	DO_NO_OY+5									
Stream B-CD	D9	0.1	8.63	0.07	A	D10	0.0	7.42	0.00	A
Stream B-AD		0.4	22.89	0.29	C		0.1	15.12	0.10	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.65	0.04	B
Stream C-B		0.3	11.19	0.24	B		0.0	8.14	0.00	A
	DO_SO_OY+5_P1 (0.14) (NO)									
Stream B-CD	D11	0.8	15.27	0.44	C	D12	0.2	8.91	0.16	A
Stream B-AD		1.2	43.84	0.55	E		0.2	16.71	0.14	C
Stream A-BCD		0.0	9.41	0.01	A		0.0	7.83	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	11.12	0.04	B
Stream C-B		1.1	18.50	0.54	C		0.1	8.93	0.09	A
	DO_SO_OY+5_P1+P2 (0.14) (SC)									
Stream B-CD	D13	0.1	8.69	0.07	A	D14	0.0	7.56	0.00	A
Stream B-AD		0.4	23.09	0.29	C		0.2	15.99	0.14	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.65	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.73	0.04	B
Stream C-B		0.3	11.49	0.24	B		0.0	8.32	0.00	A
	DO_NO_OY+15									
Stream B-CD	D15	0.1	8.63	0.07	A	D16	0.0	7.42	0.00	A
Stream B-AD		0.4	22.89	0.29	C		0.1	15.12	0.10	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.66	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.65	0.04	B
Stream C-B		0.3	11.19	0.24	B		0.0	8.14	0.00	A
	DO_SO_OY+15_P1 (0.14) (NO)									
Stream B-CD	D17	0.8	15.27	0.44	C	D18	0.2	8.91	0.16	A
Stream B-AD		1.2	43.84	0.55	E		0.2	16.71	0.14	C
Stream A-BCD		0.0	9.41	0.01	A		0.0	7.83	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	11.12	0.04	B
Stream C-B		1.1	18.50	0.54	C		0.1	8.93	0.09	A
	DO_SO_OY+15_P1+P2 (0.14) (SC)									
Stream B-CD	D19	0.1	8.69	0.07	A	D20	0.0	7.56	0.00	A
Stream B-AD		0.4	23.09	0.29	C		0.2	15.99	0.14	C
Stream A-BCD		0.0	8.56	0.01	A		0.0	7.65	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	10.73	0.04	B
Stream C-B		0.3	11.49	0.24	B		0.0	8.32	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	10/09/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ATKINSMCCARTHY\MCollins
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

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)
D1	Base	AM	ONE HOUR	07:45	09:15	15
D2	Base	PM	ONE HOUR	16:45	18:15	15
D3	DO_NO_OY	AM	ONE HOUR	07:45	09:15	15
D4	DO_NO_OY	PM	ONE HOUR	16:45	18:15	15
D5	DO_SO_OY+P1 (0.14) (NO)	AM	ONE HOUR	07:45	09:15	15
D6	DO_SO_OY+P1 (0.14) (NO)	PM	ONE HOUR	16:45	18:15	15
D7	DO_SO_OY+P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	15
D8	DO_SO_OY+P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	15
D9	DO_NO_OY+5	AM	ONE HOUR	07:45	09:15	15
D10	DO_NO_OY+5	PM	ONE HOUR	16:45	18:15	15
D11	DO_SO_OY+5_P1 (0.14) (NO)	AM	ONE HOUR	07:45	09:15	15
D12	DO_SO_OY+5_P1 (0.14) (NO)	PM	ONE HOUR	16:45	18:15	15
D13	DO_SO_OY+5_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	15
D14	DO_SO_OY+5_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	15
D15	DO_NO_OY+15	AM	ONE HOUR	07:45	09:15	15
D16	DO_NO_OY+15	PM	ONE HOUR	16:45	18:15	15
D17	DO_SO_OY+15_P1 (0.14) (NO)	AM	ONE HOUR	07:45	09:15	15
D18	DO_SO_OY+15_P1 (0.14) (NO)	PM	ONE HOUR	16:45	18:15	15
D19	DO_SO_OY+15_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	15
D20	DO_SO_OY+15_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dublin Rd North	Along R761	Major
B	Access Junction	Northern Access Junction from Development	Minor
C	Dublin Rd South	Along R761	Major
D	Chapel Ln	Opposite to access junction	Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	9.00		✓	2.50	42.0	✓	1.00
C	9.00		✓	2.50	42.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes		3.50	3.50	50	48
D	One lane	3.00			20	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	618	-	-	-	-	-	-	0.208	0.297	0.208	-	-	-
B-A	543	0.086	0.218	0.218	-	-	-	0.137	0.311	-	0.218	0.218	0.109
B-C	687	0.092	0.231	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	543	0.086	0.218	0.218	-	-	-	0.137	0.311	0.137	-	-	-
B-D, offside lane	543	0.086	0.218	0.218	-	-	-	0.137	0.311	0.137	-	-	-
C-B	618	0.208	0.208	0.297	-	-	-	-	-	-	-	-	-
D-A	637	-	-	-	-	-	-	0.214	-	0.085	-	-	-
D-B, nearside lane	494	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
D-B, offside lane	494	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
D-C	494	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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)
D1	Base	AM	ONE HOUR	07:45	09:15	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		✓	849	100.000
B		✓	87	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	176	671	2
	B	59	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.63	0.1	A
B-AD	0.29	22.89	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.19	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	531	0.039	21	0.0	7.055	A
B-AD	45	324	0.138	44	0.2	12.823	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.626	A

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-CD	25	498	0.050	25	0.1	7.612	A
B-AD	53	281	0.190	53	0.2	15.742	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	82	0.2	9.562	A

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-CD	30	448	0.068	30	0.1	8.614	A
B-AD	65	223	0.294	65	0.4	22.691	C
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.158	B

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-CD	30	448	0.068	30	0.1	8.628	A
B-AD	65	222	0.294	65	0.4	22.893	C
A-BCD	2	423	0.005	2	0.0	8.562	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.187	B

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-CD	25	497	0.050	25	0.1	7.623	A
B-AD	53	281	0.190	54	0.2	15.888	C
A-BCD	2	457	0.004	2	0.0	7.903	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	83	0.2	9.590	A

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-CD	21	530	0.039	21	0.0	7.068	A
B-AD	45	324	0.138	45	0.2	12.922	B
A-BCD	2	483	0.003	2	0.0	7.478	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.677	A

Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.39	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)
D2	Base	PM	ONE HOUR	16:45	18:15	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		✓	759	100.000
B		✓	26	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	32	722	5
	B	24	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.42	0.0	A
B-AD	0.10	15.12	0.1	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.65	0.0	B
C-D				
C-A				
C-B	0.00	8.14	0.0	A

Main Results for each time segment

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-CD	2	552	0.003	1	0.0	6.541	A
B-AD	18	353	0.051	18	0.1	10.745	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.635	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.230	A

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-CD	2	525	0.003	2	0.0	6.881	A
B-AD	22	316	0.068	21	0.1	12.236	B
A-BCD	5	500	0.009	5	0.0	7.267	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.365	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

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-CD	2	487	0.005	2	0.0	7.423	A
B-AD	26	264	0.100	26	0.1	15.105	C
A-BCD	6	476	0.012	6	0.0	7.658	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.651	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	487	0.005	2	0.0	7.424	A
B-AD	26	264	0.100	26	0.1	15.124	C
A-BCD	6	476	0.012	6	0.0	7.661	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.654	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	525	0.003	2	0.0	6.883	A
B-AD	22	316	0.068	22	0.1	12.254	B
A-BCD	5	500	0.009	5	0.0	7.270	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.370	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	552	0.003	2	0.0	6.543	A
B-AD	18	353	0.051	18	0.1	10.764	B
A-BCD	4	518	0.007	4	0.0	7.002	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.642	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.233	A

DO_NO_OY, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.50	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)
D3	DO_NO_OY	AM	ONE HOUR	07:45	09:15	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		✓	849	100.000
B		✓	87	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	176	671	2
	B	59	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.63	0.1	A
B-AD	0.29	22.89	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.19	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	531	0.039	21	0.0	7.055	A
B-AD	45	324	0.138	44	0.2	12.823	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.626	A

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-CD	25	498	0.050	25	0.1	7.612	A
B-AD	53	281	0.190	53	0.2	15.742	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	82	0.2	9.562	A

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-CD	30	448	0.068	30	0.1	8.614	A
B-AD	65	223	0.294	65	0.4	22.691	C
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.158	B

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-CD	30	448	0.068	30	0.1	8.628	A
B-AD	65	222	0.294	65	0.4	22.893	C
A-BCD	2	423	0.005	2	0.0	8.562	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.187	B

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-CD	25	497	0.050	25	0.1	7.623	A
B-AD	53	281	0.190	54	0.2	15.888	C
A-BCD	2	457	0.004	2	0.0	7.903	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	83	0.2	9.590	A

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-CD	21	530	0.039	21	0.0	7.068	A
B-AD	45	324	0.138	45	0.2	12.922	B
A-BCD	2	483	0.003	2	0.0	7.478	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.677	A

DO_NO_OY, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.39	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)
D4	DO_NO_OY	PM	ONE HOUR	16:45	18:15	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		✓	759	100.000
B		✓	26	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	32	722	5
	B	24	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.42	0.0	A
B-AD	0.10	15.12	0.1	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.65	0.0	B
C-D				
C-A				
C-B	0.00	8.14	0.0	A

Main Results for each time segment

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-CD	2	552	0.003	1	0.0	6.541	A
B-AD	18	353	0.051	18	0.1	10.745	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.635	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.230	A

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-CD	2	525	0.003	2	0.0	6.881	A
B-AD	22	316	0.068	21	0.1	12.236	B
A-BCD	5	500	0.009	5	0.0	7.267	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.365	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

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-CD	2	487	0.005	2	0.0	7.423	A
B-AD	26	264	0.100	26	0.1	15.105	C
A-BCD	6	476	0.012	6	0.0	7.658	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.651	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	487	0.005	2	0.0	7.424	A
B-AD	26	264	0.100	26	0.1	15.124	C
A-BCD	6	476	0.012	6	0.0	7.661	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.654	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	525	0.003	2	0.0	6.883	A
B-AD	22	316	0.068	22	0.1	12.254	B
A-BCD	5	500	0.009	5	0.0	7.270	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.370	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	552	0.003	2	0.0	6.543	A
B-AD	18	353	0.051	18	0.1	10.764	B
A-BCD	4	518	0.007	4	0.0	7.002	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.642	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.233	A

DO_SO_OY+P1 (0.14) (NO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		5.07	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)
D5	DO_SO_OY+P1 (0.14) (NO)	AM	ONE HOUR	07:45	09:15	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		✓	853	100.000
B		✓	261	100.000
C		✓	947	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	180	671	2
	B	91	0	169	1
	C	738	207	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.44	15.27	0.8	C
B-AD	0.55	43.84	1.2	E
A-BCD	0.01	9.41	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.54	18.50	1.1	C

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	128	524	0.244	126	0.3	9.034	A
B-AD	69	297	0.232	68	0.3	15.612	C
A-BCD	2	458	0.003	1	0.0	7.892	A
A-B	136			136			
A-C	505			505			
D-ABC	0	304	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	156	484	0.322	154	0.5	10.848	B

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-CD	153	486	0.314	152	0.5	10.769	B
B-AD	82	249	0.330	81	0.5	21.420	C
A-BCD	2	427	0.004	2	0.0	8.472	A
A-B	162			162			
A-C	603			603			
D-ABC	0	259	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	186	458	0.406	185	0.7	13.156	B

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-CD	187	425	0.440	186	0.8	14.988	B
B-AD	100	182	0.551	98	1.1	41.440	E
A-BCD	2	385	0.006	2	0.0	9.401	A
A-B	198			198			
A-C	739			739			
D-ABC	0	193	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	228	422	0.540	226	1.1	18.129	C

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-CD	187	423	0.442	187	0.8	15.265	C
B-AD	100	182	0.553	100	1.2	43.842	E
A-BCD	2	385	0.006	2	0.0	9.415	A
A-B	198			198			
A-C	739			739			
D-ABC	0	193	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	228	422	0.540	228	1.1	18.501	C

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-CD	153	484	0.315	154	0.5	10.955	B
B-AD	82	248	0.331	85	0.5	22.403	C
A-BCD	2	426	0.004	2	0.0	8.490	A
A-B	162			162			
A-C	603			603			
D-ABC	0	258	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	186	458	0.406	188	0.7	13.413	B

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-CD	128	523	0.244	128	0.3	9.142	A
B-AD	69	296	0.232	70	0.3	15.944	C
A-BCD	2	457	0.003	2	0.0	7.908	A
A-B	136			136			
A-C	505			505			
D-ABC	0	304	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	156	484	0.322	157	0.5	11.029	B

DO_SO_OY+P1 (0.14) (NO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	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)
D6	DO_SO_OY+P1 (0.14) (NO)	PM	ONE HOUR	16:45	18:15	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		✓	772	100.000
B		✓	102	100.000
C		✓	696	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	45	722	5
	B	33	0	69	0
	C	655	34	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.16	8.91	0.2	A
B-AD	0.14	16.71	0.2	C
A-BCD	0.01	7.83	0.0	A
A-B				
A-C				
D-ABC	0.04	11.12	0.0	B
C-D				
C-A				
C-B	0.09	8.93	0.1	A

Main Results for each time segment

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-CD	52	548	0.095	52	0.1	7.245	A
B-AD	25	344	0.072	25	0.1	11.254	B
A-BCD	4	511	0.007	4	0.0	7.100	A
A-B	34			34			
A-C	544			544			
D-ABC	10	418	0.023	10	0.0	8.804	A
C-D	5			5			
C-A	493			493			
C-B	26	497	0.052	25	0.1	7.637	A

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-CD	62	520	0.119	62	0.1	7.858	A
B-AD	30	305	0.097	30	0.1	13.047	B
A-BCD	5	491	0.009	5	0.0	7.396	A
A-B	40			40			
A-C	649			649			
D-ABC	12	386	0.030	12	0.0	9.624	A
C-D	6			6			
C-A	589			589			
C-B	31	473	0.065	31	0.1	8.135	A

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-CD	76	480	0.158	76	0.2	8.896	A
B-AD	36	252	0.144	36	0.2	16.668	C
A-BCD	6	465	0.012	6	0.0	7.834	A
A-B	50			50			
A-C	795			795			
D-ABC	14	338	0.042	14	0.0	11.119	B
C-D	8			8			
C-A	721			721			
C-B	37	440	0.085	37	0.1	8.929	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	76	480	0.158	76	0.2	8.907	A
B-AD	36	252	0.144	36	0.2	16.705	C
A-BCD	6	465	0.012	6	0.0	7.834	A
A-B	50			50			
A-C	795			795			
D-ABC	14	338	0.042	14	0.0	11.123	B
C-D	8			8			
C-A	721			721			
C-B	37	440	0.085	37	0.1	8.933	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	62	520	0.119	62	0.1	7.873	A
B-AD	30	305	0.097	30	0.1	13.085	B
A-BCD	5	491	0.009	5	0.0	7.397	A
A-B	40			40			
A-C	649			649			
D-ABC	12	386	0.030	12	0.0	9.629	A
C-D	6			6			
C-A	589			589			
C-B	31	473	0.065	31	0.1	8.142	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	52	548	0.095	52	0.1	7.263	A
B-AD	25	344	0.072	25	0.1	11.289	B
A-BCD	4	511	0.007	4	0.0	7.104	A
A-B	34			34			
A-C	544			544			
D-ABC	10	418	0.023	10	0.0	8.813	A
C-D	5			5			
C-A	493			493			
C-B	26	497	0.052	26	0.1	7.645	A

DO_SO_OY+P1+P2 (0.14) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.46	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)
D7	DO_SO_OY+P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	886	100.000
B		✓	85	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	213	671	2
	B	57	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.69	0.1	A
B-AD	0.29	23.09	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.49	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	529	0.039	21	0.0	7.082	A
B-AD	43	322	0.134	43	0.2	12.868	B
A-BCD	2	483	0.003	1	0.0	7.470	A
A-B	160			160			
A-C	505			505			
D-ABC	0	327	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	479	0.145	69	0.2	8.761	A

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-CD	25	495	0.050	25	0.1	7.649	A
B-AD	52	279	0.185	51	0.2	15.818	C
A-BCD	2	458	0.004	2	0.0	7.896	A
A-B	191			191			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	452	0.183	82	0.2	9.739	A

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-CD	30	445	0.068	30	0.1	8.673	A
B-AD	63	219	0.288	62	0.4	22.884	C
A-BCD	2	423	0.005	2	0.0	8.555	A
A-B	235			235			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	415	0.244	101	0.3	11.463	B

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-CD	30	445	0.068	30	0.1	8.687	A
B-AD	63	219	0.288	63	0.4	23.087	C
A-BCD	2	423	0.005	2	0.0	8.557	A
A-B	235			235			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	415	0.244	101	0.3	11.490	B

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-CD	25	495	0.050	25	0.1	7.660	A
B-AD	52	278	0.185	52	0.2	15.962	C
A-BCD	2	458	0.004	2	0.0	7.899	A
A-B	191			191			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	452	0.183	83	0.2	9.772	A

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-CD	21	528	0.039	21	0.0	7.093	A
B-AD	43	322	0.134	44	0.2	12.964	B
A-BCD	2	483	0.003	2	0.0	7.477	A
A-B	160			160			
A-C	505			505			
D-ABC	0	326	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	479	0.145	69	0.2	8.798	A

DO_SO_OY+P1+P2 (0.14) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.47	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)
D8	DO_SO_OY+P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	802	100.000
B		✓	34	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	75	722	5
	B	32	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.56	0.0	A
B-AD	0.14	15.99	0.2	C
A-BCD	0.01	7.65	0.0	A
A-B				
A-C				
D-ABC	0.04	10.73	0.0	B
C-D				
C-A				
C-B	0.00	8.32	0.0	A

Main Results for each time segment

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-CD	2	546	0.003	1	0.0	6.606	A
B-AD	24	350	0.069	24	0.1	11.029	B
A-BCD	4	518	0.007	4	0.0	6.996	A
A-B	56			56			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.662	A
C-D	5			5			
C-A	493			493			
C-B	0.75	492	0.002	0.75	0.0	7.330	A

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-CD	2	518	0.003	2	0.0	6.970	A
B-AD	29	312	0.092	29	0.1	12.691	B
A-BCD	5	500	0.009	5	0.0	7.262	A
A-B	67			67			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.407	A
C-D	6			6			
C-A	589			589			
C-B	0.90	467	0.002	0.90	0.0	7.717	A

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-CD	2	478	0.005	2	0.0	7.558	A
B-AD	35	260	0.135	35	0.2	15.959	C
A-BCD	6	476	0.012	6	0.0	7.649	A
A-B	83			83			
A-C	795			795			
D-ABC	14	350	0.041	14	0.0	10.724	B
C-D	8			8			
C-A	721			721			
C-B	1	434	0.003	1	0.0	8.324	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	478	0.005	2	0.0	7.559	A
B-AD	35	260	0.135	35	0.2	15.988	C
A-BCD	6	476	0.012	6	0.0	7.652	A
A-B	83			83			
A-C	795			795			
D-ABC	14	350	0.041	14	0.0	10.727	B
C-D	8			8			
C-A	721			721			
C-B	1	434	0.003	1	0.0	8.324	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	518	0.003	2	0.0	6.975	A
B-AD	29	312	0.092	29	0.1	12.714	B
A-BCD	5	500	0.009	5	0.0	7.262	A
A-B	67			67			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.411	A
C-D	6			6			
C-A	589			589			
C-B	0.90	467	0.002	0.90	0.0	7.717	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	546	0.003	2	0.0	6.608	A
B-AD	24	350	0.069	24	0.1	11.059	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	56			56			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.669	A
C-D	5			5			
C-A	493			493			
C-B	0.75	492	0.002	0.75	0.0	7.333	A

DO_NO_OY+5, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.50	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)
D9	DO_NO_OY+5	AM	ONE HOUR	07:45	09:15	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		✓	849	100.000
B		✓	87	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	176	671	2
	B	59	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.63	0.1	A
B-AD	0.29	22.89	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.19	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	531	0.039	21	0.0	7.055	A
B-AD	45	324	0.138	44	0.2	12.823	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.626	A

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-CD	25	498	0.050	25	0.1	7.612	A
B-AD	53	281	0.190	53	0.2	15.742	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	82	0.2	9.562	A

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-CD	30	448	0.068	30	0.1	8.614	A
B-AD	65	223	0.294	65	0.4	22.691	C
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.158	B

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-CD	30	448	0.068	30	0.1	8.628	A
B-AD	65	222	0.294	65	0.4	22.893	C
A-BCD	2	423	0.005	2	0.0	8.562	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.187	B

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-CD	25	497	0.050	25	0.1	7.623	A
B-AD	53	281	0.190	54	0.2	15.888	C
A-BCD	2	457	0.004	2	0.0	7.903	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	83	0.2	9.590	A

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-CD	21	530	0.039	21	0.0	7.068	A
B-AD	45	324	0.138	45	0.2	12.922	B
A-BCD	2	483	0.003	2	0.0	7.478	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.677	A

DO_NO_OY+5, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.39	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)
D10	DO_NO_OY+5	PM	ONE HOUR	16:45	18:15	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		✓	759	100.000
B		✓	26	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	32	722	5
	B	24	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.42	0.0	A
B-AD	0.10	15.12	0.1	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.65	0.0	B
C-D				
C-A				
C-B	0.00	8.14	0.0	A

Main Results for each time segment

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-CD	2	552	0.003	1	0.0	6.541	A
B-AD	18	353	0.051	18	0.1	10.745	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.635	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.230	A

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-CD	2	525	0.003	2	0.0	6.881	A
B-AD	22	316	0.068	21	0.1	12.236	B
A-BCD	5	500	0.009	5	0.0	7.267	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.365	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

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-CD	2	487	0.005	2	0.0	7.423	A
B-AD	26	264	0.100	26	0.1	15.105	C
A-BCD	6	476	0.012	6	0.0	7.658	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.651	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	487	0.005	2	0.0	7.424	A
B-AD	26	264	0.100	26	0.1	15.124	C
A-BCD	6	476	0.012	6	0.0	7.661	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.654	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	525	0.003	2	0.0	6.883	A
B-AD	22	316	0.068	22	0.1	12.254	B
A-BCD	5	500	0.009	5	0.0	7.270	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.370	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	552	0.003	2	0.0	6.543	A
B-AD	18	353	0.051	18	0.1	10.764	B
A-BCD	4	518	0.007	4	0.0	7.002	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.642	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.233	A

DO_SO_OY+5_P1 (0.14) (NO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		5.07	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)
D11	DO_SO_OY+5_P1 (0.14) (NO)	AM	ONE HOUR	07:45	09:15	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		✓	853	100.000
B		✓	261	100.000
C		✓	947	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	180	671	2
	B	91	0	169	1
	C	738	207	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.44	15.27	0.8	C
B-AD	0.55	43.84	1.2	E
A-BCD	0.01	9.41	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.54	18.50	1.1	C

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	128	524	0.244	126	0.3	9.034	A
B-AD	69	297	0.232	68	0.3	15.612	C
A-BCD	2	458	0.003	1	0.0	7.892	A
A-B	136			136			
A-C	505			505			
D-ABC	0	304	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	156	484	0.322	154	0.5	10.848	B

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-CD	153	486	0.314	152	0.5	10.769	B
B-AD	82	249	0.330	81	0.5	21.420	C
A-BCD	2	427	0.004	2	0.0	8.472	A
A-B	162			162			
A-C	603			603			
D-ABC	0	259	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	186	458	0.406	185	0.7	13.156	B

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-CD	187	425	0.440	186	0.8	14.988	B
B-AD	100	182	0.551	98	1.1	41.440	E
A-BCD	2	385	0.006	2	0.0	9.401	A
A-B	198			198			
A-C	739			739			
D-ABC	0	193	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	228	422	0.540	226	1.1	18.129	C

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-CD	187	423	0.442	187	0.8	15.265	C
B-AD	100	182	0.553	100	1.2	43.842	E
A-BCD	2	385	0.006	2	0.0	9.415	A
A-B	198			198			
A-C	739			739			
D-ABC	0	193	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	228	422	0.540	228	1.1	18.501	C

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-CD	153	484	0.315	154	0.5	10.955	B
B-AD	82	248	0.331	85	0.5	22.403	C
A-BCD	2	426	0.004	2	0.0	8.490	A
A-B	162			162			
A-C	603			603			
D-ABC	0	258	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	186	458	0.406	188	0.7	13.413	B

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-CD	128	523	0.244	128	0.3	9.142	A
B-AD	69	296	0.232	70	0.3	15.944	C
A-BCD	2	457	0.003	2	0.0	7.908	A
A-B	136			136			
A-C	505			505			
D-ABC	0	304	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	156	484	0.322	157	0.5	11.029	B

DO_SO_OY+5_P1 (0.14) (NO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	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)
D12	DO_SO_OY+5_P1 (0.14) (NO)	PM	ONE HOUR	16:45	18:15	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		✓	772	100.000
B		✓	102	100.000
C		✓	696	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	45	722	5
	B	33	0	69	0
	C	655	34	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.16	8.91	0.2	A
B-AD	0.14	16.71	0.2	C
A-BCD	0.01	7.83	0.0	A
A-B				
A-C				
D-ABC	0.04	11.12	0.0	B
C-D				
C-A				
C-B	0.09	8.93	0.1	A

Main Results for each time segment

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-CD	52	548	0.095	52	0.1	7.245	A
B-AD	25	344	0.072	25	0.1	11.254	B
A-BCD	4	511	0.007	4	0.0	7.100	A
A-B	34			34			
A-C	544			544			
D-ABC	10	418	0.023	10	0.0	8.804	A
C-D	5			5			
C-A	493			493			
C-B	26	497	0.052	25	0.1	7.637	A

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-CD	62	520	0.119	62	0.1	7.858	A
B-AD	30	305	0.097	30	0.1	13.047	B
A-BCD	5	491	0.009	5	0.0	7.396	A
A-B	40			40			
A-C	649			649			
D-ABC	12	386	0.030	12	0.0	9.624	A
C-D	6			6			
C-A	589			589			
C-B	31	473	0.065	31	0.1	8.135	A

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-CD	76	480	0.158	76	0.2	8.896	A
B-AD	36	252	0.144	36	0.2	16.668	C
A-BCD	6	465	0.012	6	0.0	7.834	A
A-B	50			50			
A-C	795			795			
D-ABC	14	338	0.042	14	0.0	11.119	B
C-D	8			8			
C-A	721			721			
C-B	37	440	0.085	37	0.1	8.929	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	76	480	0.158	76	0.2	8.907	A
B-AD	36	252	0.144	36	0.2	16.705	C
A-BCD	6	465	0.012	6	0.0	7.834	A
A-B	50			50			
A-C	795			795			
D-ABC	14	338	0.042	14	0.0	11.123	B
C-D	8			8			
C-A	721			721			
C-B	37	440	0.085	37	0.1	8.933	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	62	520	0.119	62	0.1	7.873	A
B-AD	30	305	0.097	30	0.1	13.085	B
A-BCD	5	491	0.009	5	0.0	7.397	A
A-B	40			40			
A-C	649			649			
D-ABC	12	386	0.030	12	0.0	9.629	A
C-D	6			6			
C-A	589			589			
C-B	31	473	0.065	31	0.1	8.142	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	52	548	0.095	52	0.1	7.263	A
B-AD	25	344	0.072	25	0.1	11.289	B
A-BCD	4	511	0.007	4	0.0	7.104	A
A-B	34			34			
A-C	544			544			
D-ABC	10	418	0.023	10	0.0	8.813	A
C-D	5			5			
C-A	493			493			
C-B	26	497	0.052	26	0.1	7.645	A

DO_SO_OY+5_P1+P2 (0.14) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.46	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)
D13	DO_SO_OY+5_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	886	100.000
B		✓	85	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	213	671	2
	B	57	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.69	0.1	A
B-AD	0.29	23.09	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.49	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	529	0.039	21	0.0	7.082	A
B-AD	43	322	0.134	43	0.2	12.868	B
A-BCD	2	483	0.003	1	0.0	7.470	A
A-B	160			160			
A-C	505			505			
D-ABC	0	327	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	479	0.145	69	0.2	8.761	A

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-CD	25	495	0.050	25	0.1	7.649	A
B-AD	52	279	0.185	51	0.2	15.818	C
A-BCD	2	458	0.004	2	0.0	7.896	A
A-B	191			191			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	452	0.183	82	0.2	9.739	A

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-CD	30	445	0.068	30	0.1	8.673	A
B-AD	63	219	0.288	62	0.4	22.884	C
A-BCD	2	423	0.005	2	0.0	8.555	A
A-B	235			235			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	415	0.244	101	0.3	11.463	B

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-CD	30	445	0.068	30	0.1	8.687	A
B-AD	63	219	0.288	63	0.4	23.087	C
A-BCD	2	423	0.005	2	0.0	8.557	A
A-B	235			235			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	415	0.244	101	0.3	11.490	B

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-CD	25	495	0.050	25	0.1	7.660	A
B-AD	52	278	0.185	52	0.2	15.962	C
A-BCD	2	458	0.004	2	0.0	7.899	A
A-B	191			191			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	452	0.183	83	0.2	9.772	A

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-CD	21	528	0.039	21	0.0	7.093	A
B-AD	43	322	0.134	44	0.2	12.964	B
A-BCD	2	483	0.003	2	0.0	7.477	A
A-B	160			160			
A-C	505			505			
D-ABC	0	326	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	479	0.145	69	0.2	8.798	A

DO_SO_OY+5_P1+P2 (0.14) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.47	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)
D14	DO_SO_OY+5_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	802	100.000
B		✓	34	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	75	722	5
	B	32	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.56	0.0	A
B-AD	0.14	15.99	0.2	C
A-BCD	0.01	7.65	0.0	A
A-B				
A-C				
D-ABC	0.04	10.73	0.0	B
C-D				
C-A				
C-B	0.00	8.32	0.0	A

Main Results for each time segment

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-CD	2	546	0.003	1	0.0	6.606	A
B-AD	24	350	0.069	24	0.1	11.029	B
A-BCD	4	518	0.007	4	0.0	6.996	A
A-B	56			56			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.662	A
C-D	5			5			
C-A	493			493			
C-B	0.75	492	0.002	0.75	0.0	7.330	A

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-CD	2	518	0.003	2	0.0	6.970	A
B-AD	29	312	0.092	29	0.1	12.691	B
A-BCD	5	500	0.009	5	0.0	7.262	A
A-B	67			67			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.407	A
C-D	6			6			
C-A	589			589			
C-B	0.90	467	0.002	0.90	0.0	7.717	A

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-CD	2	478	0.005	2	0.0	7.558	A
B-AD	35	260	0.135	35	0.2	15.959	C
A-BCD	6	476	0.012	6	0.0	7.649	A
A-B	83			83			
A-C	795			795			
D-ABC	14	350	0.041	14	0.0	10.724	B
C-D	8			8			
C-A	721			721			
C-B	1	434	0.003	1	0.0	8.324	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	478	0.005	2	0.0	7.559	A
B-AD	35	260	0.135	35	0.2	15.988	C
A-BCD	6	476	0.012	6	0.0	7.652	A
A-B	83			83			
A-C	795			795			
D-ABC	14	350	0.041	14	0.0	10.727	B
C-D	8			8			
C-A	721			721			
C-B	1	434	0.003	1	0.0	8.324	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	518	0.003	2	0.0	6.975	A
B-AD	29	312	0.092	29	0.1	12.714	B
A-BCD	5	500	0.009	5	0.0	7.262	A
A-B	67			67			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.411	A
C-D	6			6			
C-A	589			589			
C-B	0.90	467	0.002	0.90	0.0	7.717	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	546	0.003	2	0.0	6.608	A
B-AD	24	350	0.069	24	0.1	11.059	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	56			56			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.669	A
C-D	5			5			
C-A	493			493			
C-B	0.75	492	0.002	0.75	0.0	7.333	A

DO_NO_OY+15, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.50	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)
D15	DO_NO_OY+15	AM	ONE HOUR	07:45	09:15	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		✓	849	100.000
B		✓	87	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	176	671	2
	B	59	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.63	0.1	A
B-AD	0.29	22.89	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.19	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	531	0.039	21	0.0	7.055	A
B-AD	45	324	0.138	44	0.2	12.823	B
A-BCD	2	483	0.003	1	0.0	7.471	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.626	A

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-CD	25	498	0.050	25	0.1	7.612	A
B-AD	53	281	0.190	53	0.2	15.742	C
A-BCD	2	458	0.004	2	0.0	7.898	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	82	0.2	9.562	A

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-CD	30	448	0.068	30	0.1	8.614	A
B-AD	65	223	0.294	65	0.4	22.691	C
A-BCD	2	423	0.005	2	0.0	8.559	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.158	B

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-CD	30	448	0.068	30	0.1	8.628	A
B-AD	65	222	0.294	65	0.4	22.893	C
A-BCD	2	423	0.005	2	0.0	8.562	A
A-B	194			194			
A-C	739			739			
D-ABC	0	233	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	423	0.239	101	0.3	11.187	B

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-CD	25	497	0.050	25	0.1	7.623	A
B-AD	53	281	0.190	54	0.2	15.888	C
A-BCD	2	457	0.004	2	0.0	7.903	A
A-B	158			158			
A-C	603			603			
D-ABC	0	289	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	459	0.180	83	0.2	9.590	A

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-CD	21	530	0.039	21	0.0	7.068	A
B-AD	45	324	0.138	45	0.2	12.922	B
A-BCD	2	483	0.003	2	0.0	7.478	A
A-B	133			133			
A-C	505			505			
D-ABC	0	329	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	485	0.143	69	0.2	8.677	A

DO_NO_OY+15, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.39	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)
D16	DO_NO_OY+15	PM	ONE HOUR	16:45	18:15	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		✓	759	100.000
B		✓	26	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	32	722	5
	B	24	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.42	0.0	A
B-AD	0.10	15.12	0.1	C
A-BCD	0.01	7.66	0.0	A
A-B				
A-C				
D-ABC	0.04	10.65	0.0	B
C-D				
C-A				
C-B	0.00	8.14	0.0	A

Main Results for each time segment

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-CD	2	552	0.003	1	0.0	6.541	A
B-AD	18	353	0.051	18	0.1	10.745	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.635	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.230	A

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-CD	2	525	0.003	2	0.0	6.881	A
B-AD	22	316	0.068	21	0.1	12.236	B
A-BCD	5	500	0.009	5	0.0	7.267	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.365	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

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-CD	2	487	0.005	2	0.0	7.423	A
B-AD	26	264	0.100	26	0.1	15.105	C
A-BCD	6	476	0.012	6	0.0	7.658	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.651	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	487	0.005	2	0.0	7.424	A
B-AD	26	264	0.100	26	0.1	15.124	C
A-BCD	6	476	0.012	6	0.0	7.661	A
A-B	35			35			
A-C	795			795			
D-ABC	14	352	0.041	14	0.0	10.654	B
C-D	8			8			
C-A	721			721			
C-B	1	443	0.002	1	0.0	8.139	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	525	0.003	2	0.0	6.883	A
B-AD	22	316	0.068	22	0.1	12.254	B
A-BCD	5	500	0.009	5	0.0	7.270	A
A-B	29			29			
A-C	649			649			
D-ABC	12	396	0.030	12	0.0	9.370	A
C-D	6			6			
C-A	589			589			
C-B	0.90	475	0.002	0.90	0.0	7.586	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	552	0.003	2	0.0	6.543	A
B-AD	18	353	0.051	18	0.1	10.764	B
A-BCD	4	518	0.007	4	0.0	7.002	A
A-B	24			24			
A-C	544			544			
D-ABC	10	426	0.023	10	0.0	8.642	A
C-D	5			5			
C-A	493			493			
C-B	0.75	499	0.002	0.75	0.0	7.233	A

DO_SO_OY+15_P1 (0.14) (NO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		5.07	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)
D17	DO_SO_OY+15_P1 (0.14) (NO)	AM	ONE HOUR	07:45	09:15	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		✓	853	100.000
B		✓	261	100.000
C		✓	947	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	180	671	2
	B	91	0	169	1
	C	738	207	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.44	15.27	0.8	C
B-AD	0.55	43.84	1.2	E
A-BCD	0.01	9.41	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.54	18.50	1.1	C

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	128	524	0.244	126	0.3	9.034	A
B-AD	69	297	0.232	68	0.3	15.612	C
A-BCD	2	458	0.003	1	0.0	7.892	A
A-B	136			136			
A-C	505			505			
D-ABC	0	304	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	156	484	0.322	154	0.5	10.848	B

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-CD	153	486	0.314	152	0.5	10.769	B
B-AD	82	249	0.330	81	0.5	21.420	C
A-BCD	2	427	0.004	2	0.0	8.472	A
A-B	162			162			
A-C	603			603			
D-ABC	0	259	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	186	458	0.406	185	0.7	13.156	B

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-CD	187	425	0.440	186	0.8	14.988	B
B-AD	100	182	0.551	98	1.1	41.440	E
A-BCD	2	385	0.006	2	0.0	9.401	A
A-B	198			198			
A-C	739			739			
D-ABC	0	193	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	228	422	0.540	226	1.1	18.129	C

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-CD	187	423	0.442	187	0.8	15.265	C
B-AD	100	182	0.553	100	1.2	43.842	E
A-BCD	2	385	0.006	2	0.0	9.415	A
A-B	198			198			
A-C	739			739			
D-ABC	0	193	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	228	422	0.540	228	1.1	18.501	C

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-CD	153	484	0.315	154	0.5	10.955	B
B-AD	82	248	0.331	85	0.5	22.403	C
A-BCD	2	426	0.004	2	0.0	8.490	A
A-B	162			162			
A-C	603			603			
D-ABC	0	258	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	186	458	0.406	188	0.7	13.413	B

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-CD	128	523	0.244	128	0.3	9.142	A
B-AD	69	296	0.232	70	0.3	15.944	C
A-BCD	2	457	0.003	2	0.0	7.908	A
A-B	136			136			
A-C	505			505			
D-ABC	0	304	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	156	484	0.322	157	0.5	11.029	B

DO_SO_OY+15_P1 (0.14) (NO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	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)
D18	DO_SO_OY+15_P1 (0.14) (NO)	PM	ONE HOUR	16:45	18:15	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		✓	772	100.000
B		✓	102	100.000
C		✓	696	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	45	722	5
	B	33	0	69	0
	C	655	34	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.16	8.91	0.2	A
B-AD	0.14	16.71	0.2	C
A-BCD	0.01	7.83	0.0	A
A-B				
A-C				
D-ABC	0.04	11.12	0.0	B
C-D				
C-A				
C-B	0.09	8.93	0.1	A

Main Results for each time segment

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-CD	52	548	0.095	52	0.1	7.245	A
B-AD	25	344	0.072	25	0.1	11.254	B
A-BCD	4	511	0.007	4	0.0	7.100	A
A-B	34			34			
A-C	544			544			
D-ABC	10	418	0.023	10	0.0	8.804	A
C-D	5			5			
C-A	493			493			
C-B	26	497	0.052	25	0.1	7.637	A

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-CD	62	520	0.119	62	0.1	7.858	A
B-AD	30	305	0.097	30	0.1	13.047	B
A-BCD	5	491	0.009	5	0.0	7.396	A
A-B	40			40			
A-C	649			649			
D-ABC	12	386	0.030	12	0.0	9.624	A
C-D	6			6			
C-A	589			589			
C-B	31	473	0.065	31	0.1	8.135	A

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-CD	76	480	0.158	76	0.2	8.896	A
B-AD	36	252	0.144	36	0.2	16.668	C
A-BCD	6	465	0.012	6	0.0	7.834	A
A-B	50			50			
A-C	795			795			
D-ABC	14	338	0.042	14	0.0	11.119	B
C-D	8			8			
C-A	721			721			
C-B	37	440	0.085	37	0.1	8.929	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	76	480	0.158	76	0.2	8.907	A
B-AD	36	252	0.144	36	0.2	16.705	C
A-BCD	6	465	0.012	6	0.0	7.834	A
A-B	50			50			
A-C	795			795			
D-ABC	14	338	0.042	14	0.0	11.123	B
C-D	8			8			
C-A	721			721			
C-B	37	440	0.085	37	0.1	8.933	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	62	520	0.119	62	0.1	7.873	A
B-AD	30	305	0.097	30	0.1	13.085	B
A-BCD	5	491	0.009	5	0.0	7.397	A
A-B	40			40			
A-C	649			649			
D-ABC	12	386	0.030	12	0.0	9.629	A
C-D	6			6			
C-A	589			589			
C-B	31	473	0.065	31	0.1	8.142	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	52	548	0.095	52	0.1	7.263	A
B-AD	25	344	0.072	25	0.1	11.289	B
A-BCD	4	511	0.007	4	0.0	7.104	A
A-B	34			34			
A-C	544			544			
D-ABC	10	418	0.023	10	0.0	8.813	A
C-D	5			5			
C-A	493			493			
C-B	26	497	0.052	26	0.1	7.645	A

DO_SO_OY+15_P1+P2 (0.14) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		1.46	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)
D19	DO_SO_OY+15_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	886	100.000
B		✓	85	100.000
C		✓	832	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	213	671	2
	B	57	0	27	1
	C	738	92	0	2
	D	1	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	8.69	0.1	A
B-AD	0.29	23.09	0.4	C
A-BCD	0.01	8.56	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.24	11.49	0.3	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	529	0.039	21	0.0	7.082	A
B-AD	43	322	0.134	43	0.2	12.868	B
A-BCD	2	483	0.003	1	0.0	7.470	A
A-B	160			160			
A-C	505			505			
D-ABC	0	327	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	479	0.145	69	0.2	8.761	A

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-CD	25	495	0.050	25	0.1	7.649	A
B-AD	52	279	0.185	51	0.2	15.818	C
A-BCD	2	458	0.004	2	0.0	7.896	A
A-B	191			191			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	452	0.183	82	0.2	9.739	A

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-CD	30	445	0.068	30	0.1	8.673	A
B-AD	63	219	0.288	62	0.4	22.884	C
A-BCD	2	423	0.005	2	0.0	8.555	A
A-B	235			235			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	415	0.244	101	0.3	11.463	B

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-CD	30	445	0.068	30	0.1	8.687	A
B-AD	63	219	0.288	63	0.4	23.087	C
A-BCD	2	423	0.005	2	0.0	8.557	A
A-B	235			235			
A-C	739			739			
D-ABC	0	229	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	813			813			
C-B	101	415	0.244	101	0.3	11.490	B

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-CD	25	495	0.050	25	0.1	7.660	A
B-AD	52	278	0.185	52	0.2	15.962	C
A-BCD	2	458	0.004	2	0.0	7.899	A
A-B	191			191			
A-C	603			603			
D-ABC	0	286	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	663			663			
C-B	83	452	0.183	83	0.2	9.772	A

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-CD	21	528	0.039	21	0.0	7.093	A
B-AD	43	322	0.134	44	0.2	12.964	B
A-BCD	2	483	0.003	2	0.0	7.477	A
A-B	160			160			
A-C	505			505			
D-ABC	0	326	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	556			556			
C-B	69	479	0.145	69	0.2	8.798	A

DO_SO_OY+15_P1+P2 (0.14) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Access Junction	Crossroads	Two-way		0.47	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)
D20	DO_SO_OY+15_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	802	100.000
B		✓	34	100.000
C		✓	663	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	75	722	5
	B	32	0	2	0
	C	655	1	0	7
	D	8	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.00	7.56	0.0	A
B-AD	0.14	15.99	0.2	C
A-BCD	0.01	7.65	0.0	A
A-B				
A-C				
D-ABC	0.04	10.73	0.0	B
C-D				
C-A				
C-B	0.00	8.32	0.0	A

Main Results for each time segment

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-CD	2	546	0.003	1	0.0	6.606	A
B-AD	24	350	0.069	24	0.1	11.029	B
A-BCD	4	518	0.007	4	0.0	6.996	A
A-B	56			56			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.662	A
C-D	5			5			
C-A	493			493			
C-B	0.75	492	0.002	0.75	0.0	7.330	A

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-CD	2	518	0.003	2	0.0	6.970	A
B-AD	29	312	0.092	29	0.1	12.691	B
A-BCD	5	500	0.009	5	0.0	7.262	A
A-B	67			67			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.407	A
C-D	6			6			
C-A	589			589			
C-B	0.90	467	0.002	0.90	0.0	7.717	A

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-CD	2	478	0.005	2	0.0	7.558	A
B-AD	35	260	0.135	35	0.2	15.959	C
A-BCD	6	476	0.012	6	0.0	7.649	A
A-B	83			83			
A-C	795			795			
D-ABC	14	350	0.041	14	0.0	10.724	B
C-D	8			8			
C-A	721			721			
C-B	1	434	0.003	1	0.0	8.324	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	478	0.005	2	0.0	7.559	A
B-AD	35	260	0.135	35	0.2	15.988	C
A-BCD	6	476	0.012	6	0.0	7.652	A
A-B	83			83			
A-C	795			795			
D-ABC	14	350	0.041	14	0.0	10.727	B
C-D	8			8			
C-A	721			721			
C-B	1	434	0.003	1	0.0	8.324	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	518	0.003	2	0.0	6.975	A
B-AD	29	312	0.092	29	0.1	12.714	B
A-BCD	5	500	0.009	5	0.0	7.262	A
A-B	67			67			
A-C	649			649			
D-ABC	12	394	0.030	12	0.0	9.411	A
C-D	6			6			
C-A	589			589			
C-B	0.90	467	0.002	0.90	0.0	7.717	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2	546	0.003	2	0.0	6.608	A
B-AD	24	350	0.069	24	0.1	11.059	B
A-BCD	4	518	0.007	4	0.0	6.999	A
A-B	56			56			
A-C	544			544			
D-ABC	10	425	0.023	10	0.0	8.669	A
C-D	5			5			
C-A	493			493			
C-B	0.75	492	0.002	0.75	0.0	7.333	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Southern Access Junction (0.14).j9
Path: \\SIEDBAFS01\Project-Data\5193890\7 Calcs\72Model\Priority Access Junctions\3. Junction Sensitivity Analysis
Report generation date: 17/02/2021 23:21:40

»Base, AM
»Base, PM
»DO_NO_OY, AM
»DO_NO_OY, PM
»DO_SO_OY+P1 (0.14) (NO), AM
»DO_SO_OY+P1 (0.14) (NO), PM
»DO_SO_OY_P1+P2 (0.14) (SC), AM
»DO_SO_OY_P1+P2 (0.14) (SC), PM
»DO_NO_OY+5, AM
»DO_NO_OY+5, PM
»DO_SO_OY+5_P1 (0.14) (NO), AM
»DO_SO_OY+5_P1 (0.14) (NO), PM
»DO_SO_OY+5_P1+P2 (0.14) (SC), AM
»DO_SO_OY+5_P1+P2 (0.14) (SC), PM
»DO_NO_OY+15, AM
»DO_NO_OY+15, PM
»DO_SO_OY+15_P1 (0.14) (NO), AM
»DO_SO_OY+15_P1 (0.14) (NO), PM
»DO_SO_OY+15_P1+P2 (0.14) (SC), AM
»DO_SO_OY+15_P1+P2 (0.14) (SC), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Base									
Stream B-ACD	D1	0.5	12.40	0.32	B	D2	0.2	12.80	0.19	B
Stream A-BCD		0.0	4.18	0.01	A		0.0	4.19	0.02	A
Stream D-ABC		3.4	100.94	0.82	F		1.0	32.55	0.52	D
Stream C-ABD		2.3	6.28	0.47	A		0.0	4.22	0.03	A
	DO_NO_OY									
Stream B-ACD	D3	0.5	12.40	0.32	B	D4	0.2	12.80	0.19	B
Stream A-BCD		0.0	4.18	0.01	A		0.0	4.19	0.02	A
Stream D-ABC		3.4	100.94	0.82	F		1.0	32.55	0.52	D
Stream C-ABD		2.3	6.28	0.47	A		0.0	4.22	0.03	A
	DO_SO_OY+P1 (0.14) (NO)									
Stream B-ACD	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream A-BCD		0.1	3.92	0.05	A		0.1	4.13	0.04	A
Stream D-ABC		2.7	76.56	0.76	F		1.1	32.33	0.54	D

Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	DO_SO_OY_P1+P2 (0.14) (SC)									
Stream B-ACD	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream A-BCD		0.0	3.81	0.01	A		0.0	4.00	0.03	A
Stream D-ABC		2.9	91.30	0.78	F		1.2	36.73	0.55	E
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	DO_NO_OY+5									
Stream B-ACD	D9	0.5	12.40	0.32	B	D10	0.2	12.80	0.19	B
Stream A-BCD		0.0	4.18	0.01	A		0.0	4.19	0.02	A
Stream D-ABC		3.4	100.94	0.82	F		1.0	32.55	0.52	D
Stream C-ABD		2.3	6.28	0.47	A		0.0	4.22	0.03	A
	DO_SO_OY+5_P1 (0.14) (NO)									
Stream B-ACD	D11	0.0	0.00	0.00	A	D12	0.0	0.00	0.00	A
Stream A-BCD		0.1	3.92	0.05	A		0.1	4.13	0.04	A
Stream D-ABC		2.7	76.56	0.76	F		1.1	32.33	0.54	D
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	DO_SO_OY+5_P1+P2 (0.14) (SC)									
Stream B-ACD	D13	0.0	0.00	0.00	A	D14	0.0	0.00	0.00	A
Stream A-BCD		0.0	3.81	0.01	A		0.0	4.00	0.03	A
Stream D-ABC		2.9	91.30	0.78	F		1.2	36.73	0.55	E
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	DO_NO_OY+15									
Stream B-ACD	D15	0.5	12.40	0.32	B	D16	0.2	12.80	0.19	B
Stream A-BCD		0.0	4.18	0.01	A		0.0	4.19	0.02	A
Stream D-ABC		3.4	100.94	0.82	F		1.0	32.55	0.52	D
Stream C-ABD		2.3	6.28	0.47	A		0.0	4.22	0.03	A
	DO_SO_OY+15_P1 (0.14) (NO)									
Stream B-ACD	D17	0.0	0.00	0.00	A	D18	0.0	0.00	0.00	A
Stream A-BCD		0.1	3.92	0.05	A		0.1	4.13	0.04	A
Stream D-ABC		2.7	76.56	0.76	F		1.1	32.33	0.54	D
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	DO_SO_OY+15_P1+P2 (0.14) (SC)									
Stream B-ACD	D19	0.0	0.00	0.00	A	D20	0.0	0.00	0.00	A
Stream A-BCD		0.0	3.81	0.01	A		0.0	4.00	0.03	A
Stream D-ABC		2.9	91.30	0.78	F		1.2	36.73	0.55	E
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	10/09/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ATKINSMCCARTHY\MCollins
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

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)
D1	Base	AM	ONE HOUR	07:45	09:15	15
D2	Base	PM	ONE HOUR	16:45	18:15	15
D3	DO_NO_OY	AM	ONE HOUR	07:45	09:15	15
D4	DO_NO_OY	PM	ONE HOUR	16:45	18:15	15
D5	DO_SO_OY+P1 (0.14) (NO)	AM	ONE HOUR	07:45	09:15	15
D6	DO_SO_OY+P1 (0.14) (NO)	PM	ONE HOUR	16:45	18:15	15
D7	DO_SO_OY_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	15
D8	DO_SO_OY_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	15
D9	DO_NO_OY+5	AM	ONE HOUR	07:45	09:15	15
D10	DO_NO_OY+5	PM	ONE HOUR	16:45	18:15	15
D11	DO_SO_OY+5_P1 (0.14) (NO)	AM	ONE HOUR	07:45	09:15	15
D12	DO_SO_OY+5_P1 (0.14) (NO)	PM	ONE HOUR	16:45	18:15	15
D13	DO_SO_OY+5_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	15
D14	DO_SO_OY+5_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	15
D15	DO_NO_OY+15	AM	ONE HOUR	07:45	09:15	15
D16	DO_NO_OY+15	PM	ONE HOUR	16:45	18:15	15
D17	DO_SO_OY+15_P1 (0.14) (NO)	AM	ONE HOUR	07:45	09:15	15
D18	DO_SO_OY+15_P1 (0.14) (NO)	PM	ONE HOUR	16:45	18:15	15
D19	DO_SO_OY+15_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	15
D20	DO_SO_OY+15_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		8.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Main St North	Along R761	Major
B	Ravenswell Rd	Southern Access Junction from Development	Minor
C	Main St South	Along R761	Major
D	Lower Dargle Rd	Opposite to access junction	Minor

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)
A	6.50			52.0	✓	0.00
C	6.50			46.0	✓	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	3.50	50	32
D	One lane	3.50	30	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	604	-	-	-	-	-	-	0.229	0.327	0.229	-	-	-
B-A	535	0.095	0.241	0.241	-	-	-	0.152	0.344	-	0.241	0.241	0.120
B-C	676	0.101	0.256	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	535	0.095	0.241	0.241	-	-	-	0.152	0.344	0.152	-	-	-
B-D, offside lane	535	0.095	0.241	0.241	-	-	-	0.152	0.344	0.152	-	-	-
C-B	601	0.228	0.228	0.325	-	-	-	-	-	-	-	-	-
D-A	687	-	-	-	-	-	-	0.260	-	0.103	-	-	-
D-B, nearside lane	536	0.152	0.152	0.345	-	-	-	0.242	0.242	0.096	-	-	-
D-B, offside lane	536	0.152	0.152	0.345	-	-	-	0.242	0.242	0.096	-	-	-
D-C	536	-	0.152	0.345	0.121	0.242	0.242	0.242	0.242	0.096	-	-	-

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)
D1	Base	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	126	100.000
C		✓	884	100.000
D		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	119	6
	C	693	89	0	102
	D	2	7	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	12.40	0.5	B
A-BCD	0.01	4.18	0.0	A
A-B				
A-C				
D-ABC	0.82	100.94	3.4	F
C-ABD	0.47	6.28	2.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	95	511	0.186	94	0.2	8.616	A
A-BCD	2	864	0.002	2	0.0	4.177	A
A-B	10			10			
A-C	545			545			
D-ABC	91	284	0.321	89	0.5	18.309	C
C-ABD	194	915	0.212	191	0.6	4.979	A
C-D	61			61			
C-A	411			411			

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-ACD	113	478	0.237	113	0.3	9.847	A
A-BCD	3	925	0.003	3	0.0	3.903	A
A-B	12			12			
A-C	650			650			
D-ABC	109	234	0.465	107	0.8	28.123	D
C-ABD	294	987	0.298	292	1.0	5.205	A
C-D	64			64			
C-A	437			437			

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-ACD	139	429	0.323	138	0.5	12.336	B
A-BCD	6	1017	0.005	6	0.0	3.559	A
A-B	14			14			
A-C	795			795			
D-ABC	133	165	0.809	125	2.9	78.893	F
C-ABD	506	1091	0.464	501	2.2	6.171	A
C-D	60			60			
C-A	407			407			

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-ACD	139	429	0.323	139	0.5	12.404	B
A-BCD	6	1016	0.005	6	0.0	3.561	A
A-B	14			14			
A-C	795			795			
D-ABC	133	163	0.816	131	3.4	100.939	F
C-ABD	510	1094	0.467	510	2.3	6.279	A
C-D	59			59			
C-A	403			403			

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-ACD	113	478	0.237	114	0.3	9.909	A
A-BCD	3	924	0.003	3	0.0	3.909	A
A-B	12			12			
A-C	650			650			
D-ABC	109	232	0.469	119	0.9	34.086	D
C-ABD	297	991	0.300	302	1.1	5.300	A
C-D	64			64			
C-A	434			434			

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-ACD	95	511	0.186	95	0.2	8.669	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	91	283	0.322	93	0.5	19.115	C
C-ABD	196	917	0.214	198	0.6	5.039	A
C-D	60			60			
C-A	409			409			

Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.80	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)
D2	Base	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	58	100.000
C		✓	709	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	38	4
	C	633	7	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.19	12.80	0.2	B
A-BCD	0.02	4.19	0.0	A
A-B				
A-C				
D-ABC	0.52	32.55	1.0	D
C-ABD	0.03	4.22	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	44	439	0.099	43	0.1	9.077	A
A-BCD	10	869	0.011	10	0.0	4.191	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.248	80	0.3	14.481	B
C-ABD	14	867	0.016	13	0.0	4.218	A
C-D	51			51			
C-A	469			469			

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-ACD	52	401	0.130	52	0.1	10.306	B
A-BCD	14	928	0.015	14	0.0	3.937	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.339	96	0.5	18.903	C
C-ABD	20	927	0.021	20	0.0	3.968	A
C-D	61			61			
C-A	557			557			

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-ACD	64	345	0.185	64	0.2	12.766	B
A-BCD	23	1015	0.023	23	0.0	3.627	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	117	1.0	31.511	D
C-ABD	33	1014	0.032	32	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	345	0.185	64	0.2	12.802	B
A-BCD	23	1015	0.023	23	0.0	3.630	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	119	1.0	32.550	D
C-ABD	33	1014	0.032	33	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	52	401	0.130	52	0.2	10.338	B
A-BCD	14	928	0.015	14	0.0	3.939	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.340	99	0.5	19.468	C
C-ABD	20	927	0.021	20	0.0	3.970	A
C-D	61			61			
C-A	557			557			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	44	439	0.099	44	0.1	9.109	A
A-BCD	10	869	0.011	10	0.0	4.193	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.249	82	0.3	14.734	B
C-ABD	14	867	0.016	14	0.0	4.218	A
C-D	51			51			
C-A	469			469			

DO_NO_OY, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		8.59	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)
D3	DO_NO_OY	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	126	100.000
C		✓	884	100.000
D		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	119	6
	C	693	89	0	102
	D	2	7	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	12.40	0.5	B
A-BCD	0.01	4.18	0.0	A
A-B				
A-C				
D-ABC	0.82	100.94	3.4	F
C-ABD	0.47	6.28	2.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	95	511	0.186	94	0.2	8.616	A
A-BCD	2	864	0.002	2	0.0	4.177	A
A-B	10			10			
A-C	545			545			
D-ABC	91	284	0.321	89	0.5	18.309	C
C-ABD	194	915	0.212	191	0.6	4.979	A
C-D	61			61			
C-A	411			411			

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-ACD	113	478	0.237	113	0.3	9.847	A
A-BCD	3	925	0.003	3	0.0	3.903	A
A-B	12			12			
A-C	650			650			
D-ABC	109	234	0.465	107	0.8	28.123	D
C-ABD	294	987	0.298	292	1.0	5.205	A
C-D	64			64			
C-A	437			437			

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-ACD	139	429	0.323	138	0.5	12.336	B
A-BCD	6	1017	0.005	6	0.0	3.559	A
A-B	14			14			
A-C	795			795			
D-ABC	133	165	0.809	125	2.9	78.893	F
C-ABD	506	1091	0.464	501	2.2	6.171	A
C-D	60			60			
C-A	407			407			

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-ACD	139	429	0.323	139	0.5	12.404	B
A-BCD	6	1016	0.005	6	0.0	3.561	A
A-B	14			14			
A-C	795			795			
D-ABC	133	163	0.816	131	3.4	100.939	F
C-ABD	510	1094	0.467	510	2.3	6.279	A
C-D	59			59			
C-A	403			403			

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-ACD	113	478	0.237	114	0.3	9.909	A
A-BCD	3	924	0.003	3	0.0	3.909	A
A-B	12			12			
A-C	650			650			
D-ABC	109	232	0.469	119	0.9	34.086	D
C-ABD	297	991	0.300	302	1.1	5.300	A
C-D	64			64			
C-A	434			434			

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-ACD	95	511	0.186	95	0.2	8.669	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	91	283	0.322	93	0.5	19.115	C
C-ABD	196	917	0.214	198	0.6	5.039	A
C-D	60			60			
C-A	409			409			

DO_NO_OY, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.80	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)
D4	DO_NO_OY	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	58	100.000
C		✓	709	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	38	4
	C	633	7	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.19	12.80	0.2	B
A-BCD	0.02	4.19	0.0	A
A-B				
A-C				
D-ABC	0.52	32.55	1.0	D
C-ABD	0.03	4.22	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	44	439	0.099	43	0.1	9.077	A
A-BCD	10	869	0.011	10	0.0	4.191	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.248	80	0.3	14.481	B
C-ABD	14	867	0.016	13	0.0	4.218	A
C-D	51			51			
C-A	469			469			

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-ACD	52	401	0.130	52	0.1	10.306	B
A-BCD	14	928	0.015	14	0.0	3.937	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.339	96	0.5	18.903	C
C-ABD	20	927	0.021	20	0.0	3.968	A
C-D	61			61			
C-A	557			557			

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-ACD	64	345	0.185	64	0.2	12.766	B
A-BCD	23	1015	0.023	23	0.0	3.627	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	117	1.0	31.511	D
C-ABD	33	1014	0.032	32	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	345	0.185	64	0.2	12.802	B
A-BCD	23	1015	0.023	23	0.0	3.630	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	119	1.0	32.550	D
C-ABD	33	1014	0.032	33	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	52	401	0.130	52	0.2	10.338	B
A-BCD	14	928	0.015	14	0.0	3.939	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.340	99	0.5	19.468	C
C-ABD	20	927	0.021	20	0.0	3.970	A
C-D	61			61			
C-A	557			557			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	44	439	0.099	44	0.1	9.109	A
A-BCD	10	869	0.011	10	0.0	4.193	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.249	82	0.3	14.734	B
C-ABD	14	867	0.016	14	0.0	4.218	A
C-D	51			51			
C-A	469			469			

DO_SO_OY+P1 (0.14) (NO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		5.12	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)
D5	DO_SO_OY+P1 (0.14) (NO)	AM	ONE HOUR	07:45	09:15	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		✓	870	100.000
B		✓	0	100.000
C		✓	888	100.000
D		✓	124	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	862	8
	B	0	0	0	0
	C	786	0	0	102
	D	12	0	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.05	3.92	0.1	A
A-B				
A-C				
D-ABC	0.76	76.56	2.7	F
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	311	0.000	0	0.0	0.000	A
A-BCD	20	937	0.021	19	0.0	3.922	A
A-B	0			0			
A-C	635			635			
D-ABC	93	299	0.313	92	0.4	17.247	C
C-ABD	0	451	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	592			592			

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-ACD	0	259	0.000	0	0.0	0.000	A
A-BCD	31	1015	0.030	30	0.0	3.656	A
A-B	0			0			
A-C	752			752			
D-ABC	111	249	0.447	110	0.8	25.636	D
C-ABD	0	422	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	707			707			

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-ACD	0	185	0.000	0	0.0	0.000	A
A-BCD	56	1129	0.049	55	0.1	3.353	A
A-B	0			0			
A-C	902			902			
D-ABC	137	180	0.758	130	2.4	64.876	F
C-ABD	0	382	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	865			865			

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-ACD	0	185	0.000	0	0.0	0.000	A
A-BCD	56	1129	0.049	56	0.1	3.356	A
A-B	0			0			
A-C	902			902			
D-ABC	137	180	0.758	135	2.7	76.556	F
C-ABD	0	382	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	865			865			

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-ACD	0	259	0.000	0	0.0	0.000	A
A-BCD	31	1015	0.030	31	0.0	3.660	A
A-B	0			0			
A-C	752			752			
D-ABC	111	249	0.447	119	0.9	28.962	D
C-ABD	0	422	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	707			707			

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-ACD	0	311	0.000	0	0.0	0.000	A
A-BCD	20	937	0.021	20	0.0	3.922	A
A-B	0			0			
A-C	635			635			
D-ABC	93	299	0.313	95	0.5	17.800	C
C-ABD	0	451	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	592			592			

DO_SO_OY+P1 (0.14) (NO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.46	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	DO_SO_OY+P1 (0.14) (NO)	PM	ONE HOUR	16:45	18:15	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		✓	753	100.000
B		✓	0	100.000
C		✓	722	100.000
D		✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	744	9
	B	0	0	0	0
	C	653	0	0	69
	D	11	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.04	4.13	0.1	A
A-B				
A-C				
D-ABC	0.54	32.33	1.1	D
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	0	351	0.000	0	0.0	0.000	A
A-BCD	18	890	0.021	18	0.0	4.127	A
A-B	0			0			
A-C	549			549			
D-ABC	88	338	0.260	87	0.3	14.230	B
C-ABD	0	471	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	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-ACD	0	307	0.000	0	0.0	0.000	A
A-BCD	27	955	0.028	27	0.0	3.878	A
A-B	0			0			
A-C	650			650			
D-ABC	105	297	0.354	104	0.5	18.608	C
C-ABD	0	446	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	587			587			

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-ACD	0	246	0.000	0	0.0	0.000	A
A-BCD	45	1049	0.043	45	0.1	3.585	A
A-B	0			0			
A-C	784			784			
D-ABC	129	240	0.538	127	1.1	31.244	D
C-ABD	0	411	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	719			719			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	246	0.000	0	0.0	0.000	A
A-BCD	45	1049	0.043	45	0.1	3.588	A
A-B	0			0			
A-C	784			784			
D-ABC	129	240	0.538	129	1.1	32.327	D
C-ABD	0	411	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	719			719			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	307	0.000	0	0.0	0.000	A
A-BCD	27	955	0.028	27	0.0	3.881	A
A-B	0			0			
A-C	650			650			
D-ABC	105	297	0.354	107	0.6	19.186	C
C-ABD	0	446	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	587			587			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	351	0.000	0	0.0	0.000	A
A-BCD	18	891	0.021	18	0.0	4.127	A
A-B	0			0			
A-C	549			549			
D-ABC	88	338	0.260	89	0.4	14.478	B
C-ABD	0	471	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	492			492			

DO_SO_OY_P1+P2 (0.14) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		5.42	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)
D7	DO_SO_OY_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	889	100.000
B		✓	0	100.000
C		✓	921	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	887	1
	B	0	0	0	0
	C	819	0	0	102
	D	2	0	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.01	3.81	0.0	A
A-B				
A-C				
D-ABC	0.78	91.30	2.9	F
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	305	0.000	0	0.0	0.000	A
A-BCD	3	948	0.003	3	0.0	3.804	A
A-B	0.75			0.75			
A-C	666			666			
D-ABC	86	281	0.306	84	0.4	18.161	C
C-ABD	0	448	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	617			617			

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-ACD	0	251	0.000	0	0.0	0.000	A
A-BCD	4	1029	0.004	4	0.0	3.511	A
A-B	0.90			0.90			
A-C	794			794			
D-ABC	102	230	0.445	101	0.8	27.553	D
C-ABD	0	419	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	736			736			

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-ACD	0	175	0.000	0	0.0	0.000	A
A-BCD	7	1148	0.007	7	0.0	3.156	A
A-B	1			1			
A-C	970			970			
D-ABC	126	161	0.780	118	2.6	74.943	F
C-ABD	0	378	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	902			902			

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-ACD	0	174	0.000	0	0.0	0.000	A
A-BCD	7	1148	0.007	7	0.0	3.159	A
A-B	1			1			
A-C	970			970			
D-ABC	126	161	0.780	124	2.9	91.301	F
C-ABD	0	378	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	902			902			

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-ACD	0	251	0.000	0	0.0	0.000	A
A-BCD	4	1029	0.004	4	0.0	3.511	A
A-B	0.90			0.90			
A-C	794			794			
D-ABC	102	230	0.445	111	0.8	31.880	D
C-ABD	0	419	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	736			736			

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-ACD	0	305	0.000	0	0.0	0.000	A
A-BCD	3	948	0.003	3	0.0	3.807	A
A-B	0.75			0.75			
A-C	666			666			
D-ABC	86	281	0.306	87	0.5	18.769	C
C-ABD	0	448	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	617			617			

DO_SO_OY_P1+P2 (0.14) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.45	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)
D8	DO_SO_OY_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	791	100.000
B		✓	1	100.000
C		✓	752	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	786	5
	B	1	0	0	0
	C	683	0	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.03	4.00	0.0	A
A-B				
A-C				
D-ABC	0.55	36.73	1.2	E
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	0	341	0.000	0	0.0	0.000	A
A-BCD	11	910	0.012	11	0.0	4.002	A
A-B	0			0			
A-C	585			585			
D-ABC	81	319	0.255	80	0.3	14.998	B
C-ABD	0	465	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	514			514			

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-ACD	0	295	0.000	0	0.0	0.000	A
A-BCD	16	980	0.017	16	0.0	3.735	A
A-B	0			0			
A-C	695			695			
D-ABC	97	276	0.352	96	0.5	19.986	C
C-ABD	0	438	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	614			614			

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-ACD	0	231	0.000	0	0.0	0.000	A
A-BCD	28	1081	0.026	28	0.0	3.418	A
A-B	0			0			
A-C	843			843			
D-ABC	119	216	0.550	117	1.1	35.251	E
C-ABD	0	402	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	752			752			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	231	0.000	0	0.0	0.000	A
A-BCD	28	1081	0.026	28	0.0	3.420	A
A-B	0			0			
A-C	843			843			
D-ABC	119	216	0.550	119	1.2	36.725	E
C-ABD	0	402	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	752			752			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	295	0.000	0	0.0	0.000	A
A-BCD	16	980	0.017	16	0.0	3.736	A
A-B	0			0			
A-C	695			695			
D-ABC	97	276	0.352	100	0.6	20.705	C
C-ABD	0	438	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	614			614			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	341	0.000	0	0.0	0.000	A
A-BCD	11	910	0.012	11	0.0	4.002	A
A-B	0			0			
A-C	585			585			
D-ABC	81	319	0.255	82	0.4	15.283	C
C-ABD	0	465	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	514			514			

DO_NO_OY+5, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		8.59	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)
D9	DO_NO_OY+5	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	126	100.000
C		✓	884	100.000
D		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	119	6
	C	693	89	0	102
	D	2	7	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	12.40	0.5	B
A-BCD	0.01	4.18	0.0	A
A-B				
A-C				
D-ABC	0.82	100.94	3.4	F
C-ABD	0.47	6.28	2.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	95	511	0.186	94	0.2	8.616	A
A-BCD	2	864	0.002	2	0.0	4.177	A
A-B	10			10			
A-C	545			545			
D-ABC	91	284	0.321	89	0.5	18.309	C
C-ABD	194	915	0.212	191	0.6	4.979	A
C-D	61			61			
C-A	411			411			

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-ACD	113	478	0.237	113	0.3	9.847	A
A-BCD	3	925	0.003	3	0.0	3.903	A
A-B	12			12			
A-C	650			650			
D-ABC	109	234	0.465	107	0.8	28.123	D
C-ABD	294	987	0.298	292	1.0	5.205	A
C-D	64			64			
C-A	437			437			

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-ACD	139	429	0.323	138	0.5	12.336	B
A-BCD	6	1017	0.005	6	0.0	3.559	A
A-B	14			14			
A-C	795			795			
D-ABC	133	165	0.809	125	2.9	78.893	F
C-ABD	506	1091	0.464	501	2.2	6.171	A
C-D	60			60			
C-A	407			407			

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-ACD	139	429	0.323	139	0.5	12.404	B
A-BCD	6	1016	0.005	6	0.0	3.561	A
A-B	14			14			
A-C	795			795			
D-ABC	133	163	0.816	131	3.4	100.939	F
C-ABD	510	1094	0.467	510	2.3	6.279	A
C-D	59			59			
C-A	403			403			

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-ACD	113	478	0.237	114	0.3	9.909	A
A-BCD	3	924	0.003	3	0.0	3.909	A
A-B	12			12			
A-C	650			650			
D-ABC	109	232	0.469	119	0.9	34.086	D
C-ABD	297	991	0.300	302	1.1	5.300	A
C-D	64			64			
C-A	434			434			

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-ACD	95	511	0.186	95	0.2	8.669	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	91	283	0.322	93	0.5	19.115	C
C-ABD	196	917	0.214	198	0.6	5.039	A
C-D	60			60			
C-A	409			409			

DO_NO_OY+5, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.80	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)
D10	DO_NO_OY+5	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	58	100.000
C		✓	709	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	38	4
	C	633	7	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.19	12.80	0.2	B
A-BCD	0.02	4.19	0.0	A
A-B				
A-C				
D-ABC	0.52	32.55	1.0	D
C-ABD	0.03	4.22	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	44	439	0.099	43	0.1	9.077	A
A-BCD	10	869	0.011	10	0.0	4.191	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.248	80	0.3	14.481	B
C-ABD	14	867	0.016	13	0.0	4.218	A
C-D	51			51			
C-A	469			469			

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-ACD	52	401	0.130	52	0.1	10.306	B
A-BCD	14	928	0.015	14	0.0	3.937	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.339	96	0.5	18.903	C
C-ABD	20	927	0.021	20	0.0	3.968	A
C-D	61			61			
C-A	557			557			

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-ACD	64	345	0.185	64	0.2	12.766	B
A-BCD	23	1015	0.023	23	0.0	3.627	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	117	1.0	31.511	D
C-ABD	33	1014	0.032	32	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	345	0.185	64	0.2	12.802	B
A-BCD	23	1015	0.023	23	0.0	3.630	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	119	1.0	32.550	D
C-ABD	33	1014	0.032	33	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	52	401	0.130	52	0.2	10.338	B
A-BCD	14	928	0.015	14	0.0	3.939	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.340	99	0.5	19.468	C
C-ABD	20	927	0.021	20	0.0	3.970	A
C-D	61			61			
C-A	557			557			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	44	439	0.099	44	0.1	9.109	A
A-BCD	10	869	0.011	10	0.0	4.193	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.249	82	0.3	14.734	B
C-ABD	14	867	0.016	14	0.0	4.218	A
C-D	51			51			
C-A	469			469			

DO_SO_OY+5_P1 (0.14) (NO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		5.12	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)
D11	DO_SO_OY+5_P1 (0.14) (NO)	AM	ONE HOUR	07:45	09:15	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		✓	870	100.000
B		✓	0	100.000
C		✓	888	100.000
D		✓	124	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	862	8
	B	0	0	0	0
	C	786	0	0	102
	D	12	0	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.05	3.92	0.1	A
A-B				
A-C				
D-ABC	0.76	76.56	2.7	F
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	311	0.000	0	0.0	0.000	A
A-BCD	20	937	0.021	19	0.0	3.922	A
A-B	0			0			
A-C	635			635			
D-ABC	93	299	0.313	92	0.4	17.247	C
C-ABD	0	451	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	592			592			

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-ACD	0	259	0.000	0	0.0	0.000	A
A-BCD	31	1015	0.030	30	0.0	3.656	A
A-B	0			0			
A-C	752			752			
D-ABC	111	249	0.447	110	0.8	25.636	D
C-ABD	0	422	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	707			707			

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-ACD	0	185	0.000	0	0.0	0.000	A
A-BCD	56	1129	0.049	55	0.1	3.353	A
A-B	0			0			
A-C	902			902			
D-ABC	137	180	0.758	130	2.4	64.876	F
C-ABD	0	382	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	865			865			

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-ACD	0	185	0.000	0	0.0	0.000	A
A-BCD	56	1129	0.049	56	0.1	3.356	A
A-B	0			0			
A-C	902			902			
D-ABC	137	180	0.758	135	2.7	76.556	F
C-ABD	0	382	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	865			865			

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-ACD	0	259	0.000	0	0.0	0.000	A
A-BCD	31	1015	0.030	31	0.0	3.660	A
A-B	0			0			
A-C	752			752			
D-ABC	111	249	0.447	119	0.9	28.962	D
C-ABD	0	422	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	707			707			

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-ACD	0	311	0.000	0	0.0	0.000	A
A-BCD	20	937	0.021	20	0.0	3.922	A
A-B	0			0			
A-C	635			635			
D-ABC	93	299	0.313	95	0.5	17.800	C
C-ABD	0	451	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	592			592			

DO_SO_OY+5_P1 (0.14) (NO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.46	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)
D12	DO_SO_OY+5_P1 (0.14) (NO)	PM	ONE HOUR	16:45	18:15	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		✓	753	100.000
B		✓	0	100.000
C		✓	722	100.000
D		✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	744	9
	B	0	0	0	0
	C	653	0	0	69
	D	11	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.04	4.13	0.1	A
A-B				
A-C				
D-ABC	0.54	32.33	1.1	D
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	0	351	0.000	0	0.0	0.000	A
A-BCD	18	890	0.021	18	0.0	4.127	A
A-B	0			0			
A-C	549			549			
D-ABC	88	338	0.260	87	0.3	14.230	B
C-ABD	0	471	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	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-ACD	0	307	0.000	0	0.0	0.000	A
A-BCD	27	955	0.028	27	0.0	3.878	A
A-B	0			0			
A-C	650			650			
D-ABC	105	297	0.354	104	0.5	18.608	C
C-ABD	0	446	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	587			587			

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-ACD	0	246	0.000	0	0.0	0.000	A
A-BCD	45	1049	0.043	45	0.1	3.585	A
A-B	0			0			
A-C	784			784			
D-ABC	129	240	0.538	127	1.1	31.244	D
C-ABD	0	411	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	719			719			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	246	0.000	0	0.0	0.000	A
A-BCD	45	1049	0.043	45	0.1	3.588	A
A-B	0			0			
A-C	784			784			
D-ABC	129	240	0.538	129	1.1	32.327	D
C-ABD	0	411	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	719			719			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	307	0.000	0	0.0	0.000	A
A-BCD	27	955	0.028	27	0.0	3.881	A
A-B	0			0			
A-C	650			650			
D-ABC	105	297	0.354	107	0.6	19.186	C
C-ABD	0	446	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	587			587			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	351	0.000	0	0.0	0.000	A
A-BCD	18	891	0.021	18	0.0	4.127	A
A-B	0			0			
A-C	549			549			
D-ABC	88	338	0.260	89	0.4	14.478	B
C-ABD	0	471	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	492			492			

DO_SO_OY+5_P1+P2 (0.14) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		5.42	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)
D13	DO_SO_OY+5_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	889	100.000
B		✓	0	100.000
C		✓	921	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	887	1
	B	0	0	0	0
	C	819	0	0	102
	D	2	0	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.01	3.81	0.0	A
A-B				
A-C				
D-ABC	0.78	91.30	2.9	F
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	305	0.000	0	0.0	0.000	A
A-BCD	3	948	0.003	3	0.0	3.804	A
A-B	0.75			0.75			
A-C	666			666			
D-ABC	86	281	0.306	84	0.4	18.161	C
C-ABD	0	448	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	617			617			

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-ACD	0	251	0.000	0	0.0	0.000	A
A-BCD	4	1029	0.004	4	0.0	3.511	A
A-B	0.90			0.90			
A-C	794			794			
D-ABC	102	230	0.445	101	0.8	27.553	D
C-ABD	0	419	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	736			736			

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-ACD	0	175	0.000	0	0.0	0.000	A
A-BCD	7	1148	0.007	7	0.0	3.156	A
A-B	1			1			
A-C	970			970			
D-ABC	126	161	0.780	118	2.6	74.943	F
C-ABD	0	378	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	902			902			

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-ACD	0	174	0.000	0	0.0	0.000	A
A-BCD	7	1148	0.007	7	0.0	3.159	A
A-B	1			1			
A-C	970			970			
D-ABC	126	161	0.780	124	2.9	91.301	F
C-ABD	0	378	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	902			902			

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-ACD	0	251	0.000	0	0.0	0.000	A
A-BCD	4	1029	0.004	4	0.0	3.511	A
A-B	0.90			0.90			
A-C	794			794			
D-ABC	102	230	0.445	111	0.8	31.880	D
C-ABD	0	419	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	736			736			

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-ACD	0	305	0.000	0	0.0	0.000	A
A-BCD	3	948	0.003	3	0.0	3.807	A
A-B	0.75			0.75			
A-C	666			666			
D-ABC	86	281	0.306	87	0.5	18.769	C
C-ABD	0	448	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	617			617			

DO_SO_OY+5_P1+P2 (0.14) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.45	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)
D14	DO_SO_OY+5_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	791	100.000
B		✓	1	100.000
C		✓	752	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	786	5
	B	1	0	0	0
	C	683	0	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.03	4.00	0.0	A
A-B				
A-C				
D-ABC	0.55	36.73	1.2	E
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	0	341	0.000	0	0.0	0.000	A
A-BCD	11	910	0.012	11	0.0	4.002	A
A-B	0			0			
A-C	585			585			
D-ABC	81	319	0.255	80	0.3	14.998	B
C-ABD	0	465	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	514			514			

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-ACD	0	295	0.000	0	0.0	0.000	A
A-BCD	16	980	0.017	16	0.0	3.735	A
A-B	0			0			
A-C	695			695			
D-ABC	97	276	0.352	96	0.5	19.986	C
C-ABD	0	438	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	614			614			

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-ACD	0	231	0.000	0	0.0	0.000	A
A-BCD	28	1081	0.026	28	0.0	3.418	A
A-B	0			0			
A-C	843			843			
D-ABC	119	216	0.550	117	1.1	35.251	E
C-ABD	0	402	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	752			752			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	231	0.000	0	0.0	0.000	A
A-BCD	28	1081	0.026	28	0.0	3.420	A
A-B	0			0			
A-C	843			843			
D-ABC	119	216	0.550	119	1.2	36.725	E
C-ABD	0	402	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	752			752			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	295	0.000	0	0.0	0.000	A
A-BCD	16	980	0.017	16	0.0	3.736	A
A-B	0			0			
A-C	695			695			
D-ABC	97	276	0.352	100	0.6	20.705	C
C-ABD	0	438	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	614			614			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	341	0.000	0	0.0	0.000	A
A-BCD	11	910	0.012	11	0.0	4.002	A
A-B	0			0			
A-C	585			585			
D-ABC	81	319	0.255	82	0.4	15.283	C
C-ABD	0	465	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	514			514			

DO_NO_OY+15, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		8.59	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)
D15	DO_NO_OY+15	AM	ONE HOUR	07:45	09:15	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		✓	740	100.000
B		✓	126	100.000
C		✓	884	100.000
D		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	726	1
	B	1	0	119	6
	C	693	89	0	102
	D	2	7	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	12.40	0.5	B
A-BCD	0.01	4.18	0.0	A
A-B				
A-C				
D-ABC	0.82	100.94	3.4	F
C-ABD	0.47	6.28	2.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	95	511	0.186	94	0.2	8.616	A
A-BCD	2	864	0.002	2	0.0	4.177	A
A-B	10			10			
A-C	545			545			
D-ABC	91	284	0.321	89	0.5	18.309	C
C-ABD	194	915	0.212	191	0.6	4.979	A
C-D	61			61			
C-A	411			411			

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-ACD	113	478	0.237	113	0.3	9.847	A
A-BCD	3	925	0.003	3	0.0	3.903	A
A-B	12			12			
A-C	650			650			
D-ABC	109	234	0.465	107	0.8	28.123	D
C-ABD	294	987	0.298	292	1.0	5.205	A
C-D	64			64			
C-A	437			437			

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-ACD	139	429	0.323	138	0.5	12.336	B
A-BCD	6	1017	0.005	6	0.0	3.559	A
A-B	14			14			
A-C	795			795			
D-ABC	133	165	0.809	125	2.9	78.893	F
C-ABD	506	1091	0.464	501	2.2	6.171	A
C-D	60			60			
C-A	407			407			

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-ACD	139	429	0.323	139	0.5	12.404	B
A-BCD	6	1016	0.005	6	0.0	3.561	A
A-B	14			14			
A-C	795			795			
D-ABC	133	163	0.816	131	3.4	100.939	F
C-ABD	510	1094	0.467	510	2.3	6.279	A
C-D	59			59			
C-A	403			403			

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-ACD	113	478	0.237	114	0.3	9.909	A
A-BCD	3	924	0.003	3	0.0	3.909	A
A-B	12			12			
A-C	650			650			
D-ABC	109	232	0.469	119	0.9	34.086	D
C-ABD	297	991	0.300	302	1.1	5.300	A
C-D	64			64			
C-A	434			434			

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-ACD	95	511	0.186	95	0.2	8.669	A
A-BCD	2	863	0.002	2	0.0	4.180	A
A-B	10			10			
A-C	545			545			
D-ABC	91	283	0.322	93	0.5	19.115	C
C-ABD	196	917	0.214	198	0.6	5.039	A
C-D	60			60			
C-A	409			409			

DO_NO_OY+15, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.80	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)
D16	DO_NO_OY+15	PM	ONE HOUR	16:45	18:15	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		✓	707	100.000
B		✓	58	100.000
C		✓	709	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	698	5
	B	16	0	38	4
	C	633	7	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.19	12.80	0.2	B
A-BCD	0.02	4.19	0.0	A
A-B				
A-C				
D-ABC	0.52	32.55	1.0	D
C-ABD	0.03	4.22	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	44	439	0.099	43	0.1	9.077	A
A-BCD	10	869	0.011	10	0.0	4.191	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.248	80	0.3	14.481	B
C-ABD	14	867	0.016	13	0.0	4.218	A
C-D	51			51			
C-A	469			469			

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-ACD	52	401	0.130	52	0.1	10.306	B
A-BCD	14	928	0.015	14	0.0	3.937	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.339	96	0.5	18.903	C
C-ABD	20	927	0.021	20	0.0	3.968	A
C-D	61			61			
C-A	557			557			

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-ACD	64	345	0.185	64	0.2	12.766	B
A-BCD	23	1015	0.023	23	0.0	3.627	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	117	1.0	31.511	D
C-ABD	33	1014	0.032	32	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	64	345	0.185	64	0.2	12.802	B
A-BCD	23	1015	0.023	23	0.0	3.630	A
A-B	4			4			
A-C	751			751			
D-ABC	119	229	0.519	119	1.0	32.550	D
C-ABD	33	1014	0.032	33	0.0	3.666	A
C-D	74			74			
C-A	675			675			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	52	401	0.130	52	0.2	10.338	B
A-BCD	14	928	0.015	14	0.0	3.939	A
A-B	4			4			
A-C	618			618			
D-ABC	97	286	0.340	99	0.5	19.468	C
C-ABD	20	927	0.021	20	0.0	3.970	A
C-D	61			61			
C-A	557			557			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	44	439	0.099	44	0.1	9.109	A
A-BCD	10	869	0.011	10	0.0	4.193	A
A-B	3			3			
A-C	520			520			
D-ABC	81	327	0.249	82	0.3	14.734	B
C-ABD	14	867	0.016	14	0.0	4.218	A
C-D	51			51			
C-A	469			469			

DO_SO_OY+15_P1 (0.14) (NO), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		5.12	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)
D17	DO_SO_OY+15_P1 (0.14) (NO)	AM	ONE HOUR	07:45	09:15	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		✓	870	100.000
B		✓	0	100.000
C		✓	888	100.000
D		✓	124	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	862	8
	B	0	0	0	0
	C	786	0	0	102
	D	12	0	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.05	3.92	0.1	A
A-B				
A-C				
D-ABC	0.76	76.56	2.7	F
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	311	0.000	0	0.0	0.000	A
A-BCD	20	937	0.021	19	0.0	3.922	A
A-B	0			0			
A-C	635			635			
D-ABC	93	299	0.313	92	0.4	17.247	C
C-ABD	0	451	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	592			592			

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-ACD	0	259	0.000	0	0.0	0.000	A
A-BCD	31	1015	0.030	30	0.0	3.656	A
A-B	0			0			
A-C	752			752			
D-ABC	111	249	0.447	110	0.8	25.636	D
C-ABD	0	422	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	707			707			

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-ACD	0	185	0.000	0	0.0	0.000	A
A-BCD	56	1129	0.049	55	0.1	3.353	A
A-B	0			0			
A-C	902			902			
D-ABC	137	180	0.758	130	2.4	64.876	F
C-ABD	0	382	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	865			865			

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-ACD	0	185	0.000	0	0.0	0.000	A
A-BCD	56	1129	0.049	56	0.1	3.356	A
A-B	0			0			
A-C	902			902			
D-ABC	137	180	0.758	135	2.7	76.556	F
C-ABD	0	382	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	865			865			

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-ACD	0	259	0.000	0	0.0	0.000	A
A-BCD	31	1015	0.030	31	0.0	3.660	A
A-B	0			0			
A-C	752			752			
D-ABC	111	249	0.447	119	0.9	28.962	D
C-ABD	0	422	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	707			707			

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-ACD	0	311	0.000	0	0.0	0.000	A
A-BCD	20	937	0.021	20	0.0	3.922	A
A-B	0			0			
A-C	635			635			
D-ABC	93	299	0.313	95	0.5	17.800	C
C-ABD	0	451	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	592			592			

DO_SO_OY+15_P1 (0.14) (NO), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.46	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)
D18	DO_SO_OY+15_P1 (0.14) (NO)	PM	ONE HOUR	16:45	18:15	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		✓	753	100.000
B		✓	0	100.000
C		✓	722	100.000
D		✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	744	9
	B	0	0	0	0
	C	653	0	0	69
	D	11	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.04	4.13	0.1	A
A-B				
A-C				
D-ABC	0.54	32.33	1.1	D
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	0	351	0.000	0	0.0	0.000	A
A-BCD	18	890	0.021	18	0.0	4.127	A
A-B	0			0			
A-C	549			549			
D-ABC	88	338	0.260	87	0.3	14.230	B
C-ABD	0	471	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	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-ACD	0	307	0.000	0	0.0	0.000	A
A-BCD	27	955	0.028	27	0.0	3.878	A
A-B	0			0			
A-C	650			650			
D-ABC	105	297	0.354	104	0.5	18.608	C
C-ABD	0	446	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	587			587			

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-ACD	0	246	0.000	0	0.0	0.000	A
A-BCD	45	1049	0.043	45	0.1	3.585	A
A-B	0			0			
A-C	784			784			
D-ABC	129	240	0.538	127	1.1	31.244	D
C-ABD	0	411	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	719			719			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	246	0.000	0	0.0	0.000	A
A-BCD	45	1049	0.043	45	0.1	3.588	A
A-B	0			0			
A-C	784			784			
D-ABC	129	240	0.538	129	1.1	32.327	D
C-ABD	0	411	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	719			719			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	307	0.000	0	0.0	0.000	A
A-BCD	27	955	0.028	27	0.0	3.881	A
A-B	0			0			
A-C	650			650			
D-ABC	105	297	0.354	107	0.6	19.186	C
C-ABD	0	446	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	587			587			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	351	0.000	0	0.0	0.000	A
A-BCD	18	891	0.021	18	0.0	4.127	A
A-B	0			0			
A-C	549			549			
D-ABC	88	338	0.260	89	0.4	14.478	B
C-ABD	0	471	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	492			492			

DO_SO_OY+15_P1+P2 (0.14) (SC), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		5.42	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)
D19	DO_SO_OY+15_P1+P2 (0.14) (SC)	AM	ONE HOUR	07:45	09:15	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		✓	889	100.000
B		✓	0	100.000
C		✓	921	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	887	1
	B	0	0	0	0
	C	819	0	0	102
	D	2	0	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.01	3.81	0.0	A
A-B				
A-C				
D-ABC	0.78	91.30	2.9	F
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	305	0.000	0	0.0	0.000	A
A-BCD	3	948	0.003	3	0.0	3.804	A
A-B	0.75			0.75			
A-C	666			666			
D-ABC	86	281	0.306	84	0.4	18.161	C
C-ABD	0	448	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	617			617			

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-ACD	0	251	0.000	0	0.0	0.000	A
A-BCD	4	1029	0.004	4	0.0	3.511	A
A-B	0.90			0.90			
A-C	794			794			
D-ABC	102	230	0.445	101	0.8	27.553	D
C-ABD	0	419	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	736			736			

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-ACD	0	175	0.000	0	0.0	0.000	A
A-BCD	7	1148	0.007	7	0.0	3.156	A
A-B	1			1			
A-C	970			970			
D-ABC	126	161	0.780	118	2.6	74.943	F
C-ABD	0	378	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	902			902			

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-ACD	0	174	0.000	0	0.0	0.000	A
A-BCD	7	1148	0.007	7	0.0	3.159	A
A-B	1			1			
A-C	970			970			
D-ABC	126	161	0.780	124	2.9	91.301	F
C-ABD	0	378	0.000	0	0.0	0.000	A
C-D	112			112			
C-A	902			902			

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-ACD	0	251	0.000	0	0.0	0.000	A
A-BCD	4	1029	0.004	4	0.0	3.511	A
A-B	0.90			0.90			
A-C	794			794			
D-ABC	102	230	0.445	111	0.8	31.880	D
C-ABD	0	419	0.000	0	0.0	0.000	A
C-D	92			92			
C-A	736			736			

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-ACD	0	305	0.000	0	0.0	0.000	A
A-BCD	3	948	0.003	3	0.0	3.807	A
A-B	0.75			0.75			
A-C	666			666			
D-ABC	86	281	0.306	87	0.5	18.769	C
C-ABD	0	448	0.000	0	0.0	0.000	A
C-D	77			77			
C-A	617			617			

DO_SO_OY+15_P1+P2 (0.14) (SC), PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Main St and Southern Access Junction	Crossroads	Two-way		2.45	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)
D20	DO_SO_OY+15_P1+P2 (0.14) (SC)	PM	ONE HOUR	16:45	18:15	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		✓	791	100.000
B		✓	1	100.000
C		✓	752	100.000
D		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	0	786	5
	B	1	0	0	0
	C	683	0	0	69
	D	2	0	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.03	4.00	0.0	A
A-B				
A-C				
D-ABC	0.55	36.73	1.2	E
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

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-ACD	0	341	0.000	0	0.0	0.000	A
A-BCD	11	910	0.012	11	0.0	4.002	A
A-B	0			0			
A-C	585			585			
D-ABC	81	319	0.255	80	0.3	14.998	B
C-ABD	0	465	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	514			514			

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-ACD	0	295	0.000	0	0.0	0.000	A
A-BCD	16	980	0.017	16	0.0	3.735	A
A-B	0			0			
A-C	695			695			
D-ABC	97	276	0.352	96	0.5	19.986	C
C-ABD	0	438	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	614			614			

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-ACD	0	231	0.000	0	0.0	0.000	A
A-BCD	28	1081	0.026	28	0.0	3.418	A
A-B	0			0			
A-C	843			843			
D-ABC	119	216	0.550	117	1.1	35.251	E
C-ABD	0	402	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	752			752			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	231	0.000	0	0.0	0.000	A
A-BCD	28	1081	0.026	28	0.0	3.420	A
A-B	0			0			
A-C	843			843			
D-ABC	119	216	0.550	119	1.2	36.725	E
C-ABD	0	402	0.000	0	0.0	0.000	A
C-D	76			76			
C-A	752			752			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	295	0.000	0	0.0	0.000	A
A-BCD	16	980	0.017	16	0.0	3.736	A
A-B	0			0			
A-C	695			695			
D-ABC	97	276	0.352	100	0.6	20.705	C
C-ABD	0	438	0.000	0	0.0	0.000	A
C-D	62			62			
C-A	614			614			

18:00 - 18:15

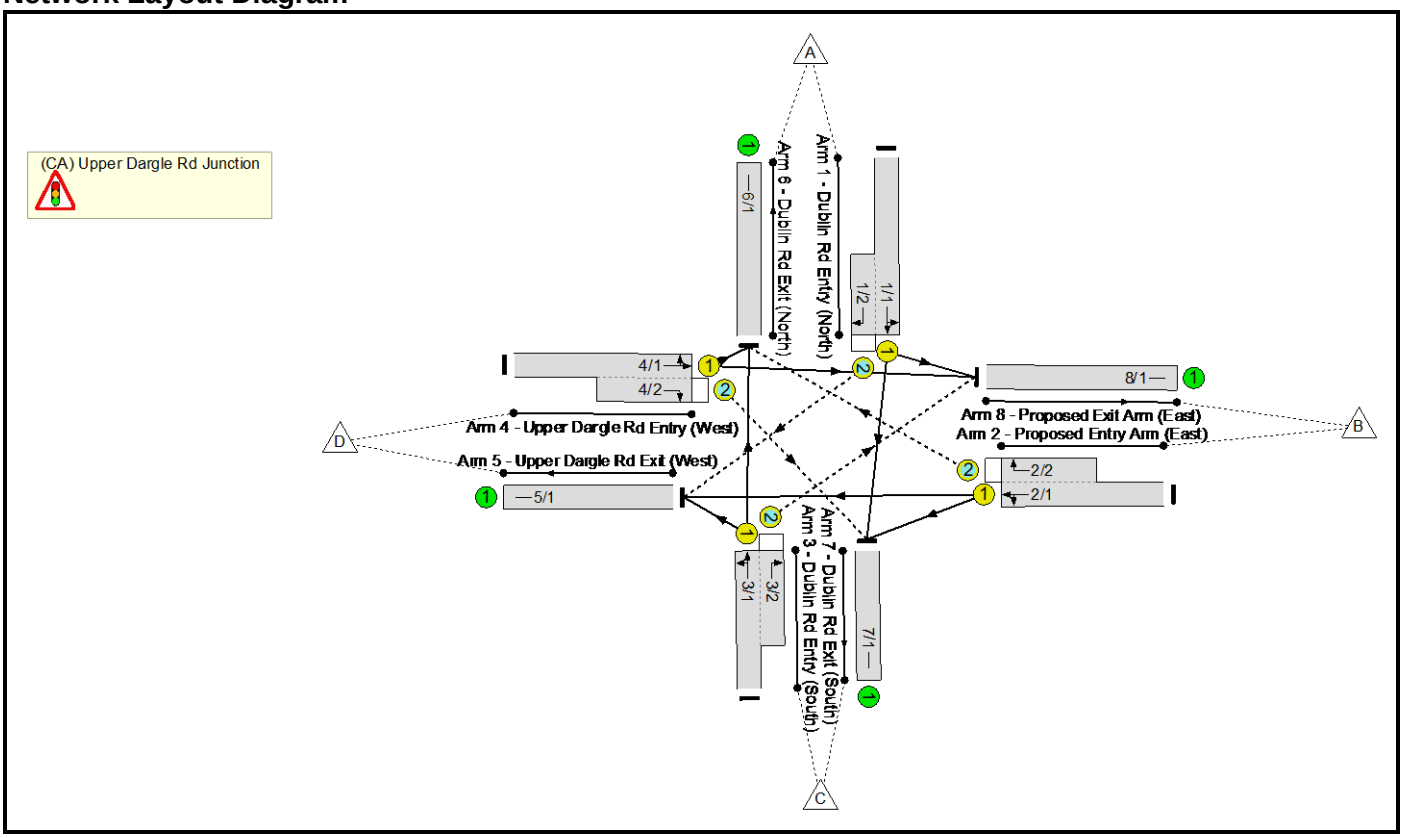
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	341	0.000	0	0.0	0.000	A
A-BCD	11	910	0.012	11	0.0	4.002	A
A-B	0			0			
A-C	585			585			
D-ABC	81	319	0.255	82	0.4	15.283	C
C-ABD	0	465	0.000	0	0.0	0.000	A
C-D	52			52			
C-A	514			514			

Full Input Data And Results

User and Project Details

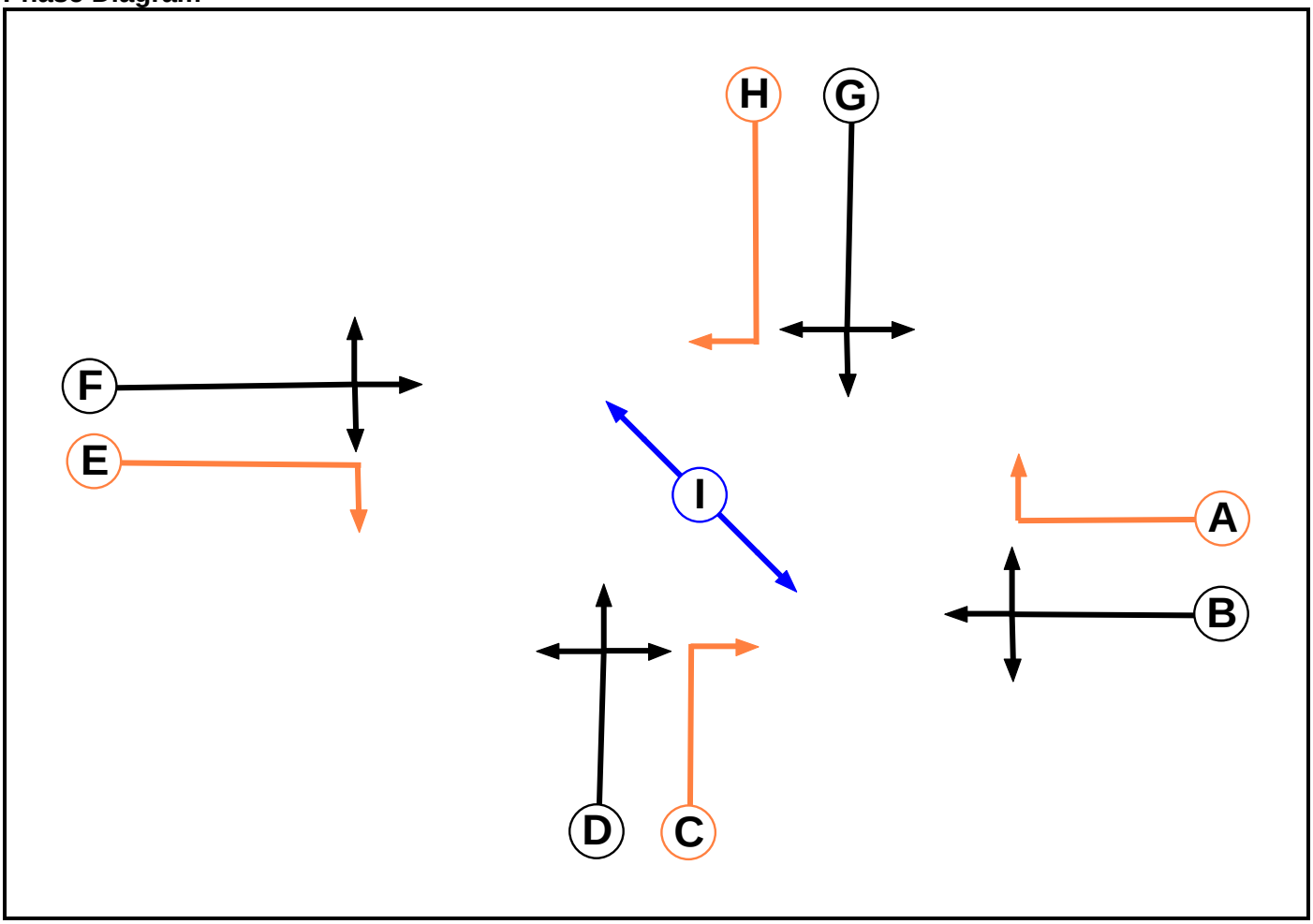
Project:	**Harbour Point Coastal Quarter**
Title:	
Location:	
Client:	Shankill Property Investments Ltd.
Additional detail:	
File name:	(CA)_Upper Dargle Road Junction-Future Year.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Filter with Closing Amber (Not UK)		7	7
B	Traffic		7	7
C	Filter with Closing Amber (Not UK)		7	7
D	Traffic		7	7
E	Filter with Closing Amber (Not UK)		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Filter with Closing Amber (Not UK)		7	7
I	Pedestrian		5	5

Full Input Data And Results

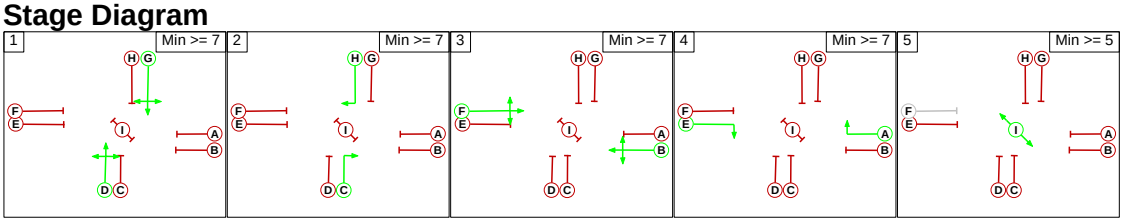
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
	A	B	C	D	E	F	G	H	I
A		-	6	6	-	-	6	6	7
B	-		5	5	6	-	5	5	6
C	6	6		-	5	6	-	-	-
D	5	5	5		5	5	-	5	-
E	-	-	5	5		-	6	6	7
F	6	-	-	-	-		-	-	-
G	6	6	6	-	5	5		-	-
H	6	6	-	-	5	6	-		-
I	-	-	12	12	-	-	12	12	

Phases in Stage

Stage No.	Phases in Stage
1	D G
2	C H
3	B F
4	A E
5	I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	5
1		6	6	6	0
2	2		6	6	0
3	5	5		6	6
4	6	6	2		7
5	12	12	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: (CA) Upper Dargle Rd Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Dublin Rd Entry (North))	5/1 (Right)	1439	0	3/1	1.09	All	1.00	-	0.50	1	1.00
2/2 (Proposed Entry Arm (East))	6/1 (Right)	1439	0	4/1	1.09	All	1.00	-	0.50	1	1.00
3/2 (Dublin Rd Entry (South))	8/1 (Right)	1439	0	1/1	1.09	All	1.00	-	0.50	1	1.00
4/2 (Upper Dargle Rd Entry (West))	7/1 (Right)	1439	0	2/1	1.09	All	1.00	-	0.50	1	1.00

Full Input Data And Results

Lane Input Data

Junction: (CA) Upper Dargle Rd Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Dublin Rd Entry (North))	U	G	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Left	28.00
1/2 (Dublin Rd Entry (North))	O	G H	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Right	35.00
2/1 (Proposed Entry Arm (East))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	20.00
2/2 (Proposed Entry Arm (East))	O	B A	2	3	5.9	Geom	-	3.50	0.00	Y	Arm 6 Right	14.00
3/1 (Dublin Rd Entry (South))	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	28.00
											Arm 6 Ahead	Inf
3/2 (Dublin Rd Entry (South))	O	D C	2	3	5.9	Geom	-	3.50	0.00	Y	Arm 8 Right	35.00
4/1 (Upper Dargle Rd Entry (West))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	28.00
											Arm 8 Ahead	Inf
4/2 (Upper Dargle Rd Entry (West))	O	F E	2	3	5.9	Geom	-	3.00	0.00	Y	Arm 7 Right	14.00
5/1 (Upper Dargle Rd Exit (West))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Dublin Rd Exit (North))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Dublin Rd Exit (South))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Proposed Exit Arm (East))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base_AM'	08:00	09:00	01:00	
2: 'Base_PM'	17:00	18:00	01:00	
3: 'DO_NO_OY_AM'	08:00	09:00	01:00	
4: 'DO_NO_OY_PM'	17:00	18:00	01:00	
5: 'DO_SO_OY_P1 (0.14) (NO)_AM'	08:00	09:00	01:00	
6: 'DO_SO_OY_P1 (0.14) (NO)_PM'	17:00	18:00	01:00	
7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM'	08:00	09:00	01:00	
8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM'	17:00	18:00	01:00	
9: 'DO_NO_OY+5_AM'	08:00	09:00	01:00	
10: 'DO_NO_OY+5_PM'	17:00	18:00	01:00	
11: 'DO_SO_OY+5_P1 (0.14) (NO)_AM'	08:00	09:00	01:00	
12: 'DO_SO_OY+5_P1 (0.14) (NO)_PM'	17:00	18:00	01:00	
13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM'	08:00	09:00	01:00	
14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM'	17:00	18:00	01:00	
15: 'DO_NO_OY+15_AM'	08:00	09:00	01:00	
16: 'DO_NO_OY+15_PM'	17:00	18:00	01:00	
17: 'DO_SO_OY+15_P1 (0.14) (NO)_AM'	08:00	09:00	01:00	
18: 'DO_SO_OY+15_P1 (0.14) (NO)_PM'	17:00	18:00	01:00	
19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM'	08:00	09:00	01:00	
20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM'	17:00	18:00	01:00	

Scenario 1: 'Base_AM' (FG1: 'Base_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Traffic Lane Flows

Lane	Scenario 1: Base_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Base _PM' (FG2: 'Base_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Base _PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'DO_NO_OY_AM' (FG3: 'DO_NO_OY_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: DO_NO_OY_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'DO_NO_OY_PM' (FG4: 'DO_NO_OY_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: DO_NO_OY_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'DO_SO_OY_P1 (0.14) (NO)_AM' (FG5: 'DO_SO_OY_P1 (0.14) (NO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	619	41	663
	B	1	0	1	0	2
	C	720	0	0	47	767
	D	146	5	70	0	221
	Tot.	867	8	690	88	1653

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: DO_SO_OY_P1 (0.14) (NO)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	663(In) 622(Out)
1/2 (short)	41
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	767(In) 767(Out)
3/2 (short)	0
4/1 (with short)	221(In) 151(Out)
4/2 (short)	70
5/1	88
6/1	867
7/1	690
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.5 %	1915	1915
				Arm 8 Left	28.00	0.5 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	6.1 %	1959	1959
				Arm 6 Ahead	Inf	93.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.7 %	1821	1821
				Arm 8 Ahead	Inf	3.3 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'DO_SO_OY_P1 (0.14) (NO)_PM' (FG6: 'DO_SO_OY_P1 (0.14) (NO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	643	100	745
	B	4	0	0	1	5
	C	638	1	0	117	756
	D	74	1	75	0	150
	Tot.	716	4	718	218	1656

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: DO_SO_OY_P1 (0.14) (NO)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	745(In) 645(Out)
1/2 (short)	100
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	756(In) 755(Out)
3/2 (short)	1
4/1 (with short)	150(In) 75(Out)
4/2 (short)	75
5/1	218
6/1	716
7/1	718
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	15.5 %	1949	1949
				Arm 6 Ahead	Inf	84.5 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.7 %	1819	1819
				Arm 8 Ahead	Inf	1.3 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM' (FG7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	87	0	162	8	257
	C	618	126	0	47	791
	D	133	44	70	0	247
	Tot.	838	173	710	95	1816

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: DO_SO_OY_P1+P2 (0.14) (SC)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	257(In) 170(Out)
2/2 (short)	87
3/1 (with short)	791(In) 665(Out)
3/2 (short)	126
4/1 (with short)	247(In) 177(Out)
4/2 (short)	70
5/1	95
6/1	838
7/1	710
8/1	173

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	4.7 %	1834	1834
				Arm 7 Left	20.00	95.3 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	75.1 %	1841	1841
				Arm 8 Ahead	Inf	24.9 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM' (FG8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	52	0	89	26	167
	C	609	53	0	117	779
	D	70	34	75	0	179
	Tot.	731	89	756	227	1803

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: DO_SO_OY_P1+P2 (0.14) (SC)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	167(In) 115(Out)
2/2 (short)	52
3/1 (with short)	779(In) 726(Out)
3/2 (short)	53
4/1 (with short)	179(In) 104(Out)
4/2 (short)	75
5/1	227
6/1	731
7/1	756
8/1	89

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	22.6 %	1857	1857
				Arm 7 Left	20.00	77.4 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	67.3 %	1848	1848
				Arm 8 Ahead	Inf	32.7 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'DO_NO_OY+5_AM' (FG9: 'DO_NO_OY+5_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: DO_NO_OY+5_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'DO_NO_OY+5_PM' (FG10: 'DO_NO_OY+5_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: DO_NO_OY+5_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'DO_SO_OY+5_P1 (0.14) (NO)_AM' (FG11: 'DO_SO_OY+5_P1 (0.14) (NO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	619	41	663
	B	1	0	1	0	2
	C	720	0	0	47	767
	D	146	5	70	0	221
	Tot.	867	8	690	88	1653

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: DO_SO_OY+5_P1 (0.14) (NO)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	663(In) 622(Out)
1/2 (short)	41
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	767(In) 767(Out)
3/2 (short)	0
4/1 (with short)	221(In) 151(Out)
4/2 (short)	70
5/1	88
6/1	867
7/1	690
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.5 %	1915	1915
				Arm 8 Left	28.00	0.5 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	6.1 %	1959	1959
				Arm 6 Ahead	Inf	93.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.7 %	1821	1821
				Arm 8 Ahead	Inf	3.3 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'DO_SO_OY+5_P1 (0.14) (NO)_PM' (FG12: 'DO_SO_OY+5_P1 (0.14) (NO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	643	100	745
	B	4	0	0	1	5
	C	638	1	0	117	756
	D	74	1	75	0	150
	Tot.	716	4	718	218	1656

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: DO_SO_OY+5_P1 (0.14) (NO)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	745(In) 645(Out)
1/2 (short)	100
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	756(In) 755(Out)
3/2 (short)	1
4/1 (with short)	150(In) 75(Out)
4/2 (short)	75
5/1	218
6/1	716
7/1	718
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	15.5 %	1949	1949
				Arm 6 Ahead	Inf	84.5 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.7 %	1819	1819
				Arm 8 Ahead	Inf	1.3 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM' (FG13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	87	0	162	8	257
	C	618	126	0	47	791
	D	133	44	70	0	247
	Tot.	838	173	710	95	1816

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: DO_SO_OY+5_P1+P2 (0.14) (SC)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	257(In) 170(Out)
2/2 (short)	87
3/1 (with short)	791(In) 665(Out)
3/2 (short)	126
4/1 (with short)	247(In) 177(Out)
4/2 (short)	70
5/1	95
6/1	838
7/1	710
8/1	173

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	4.7 %	1834	1834
				Arm 7 Left	20.00	95.3 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	75.1 %	1841	1841
				Arm 8 Ahead	Inf	24.9 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM' (FG14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	52	0	89	26	167
	C	609	53	0	117	779
	D	70	34	75	0	179
	Tot.	731	89	756	227	1803

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: DO_SO_OY+5_P1+P2 (0.14) (SC)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	167(In) 115(Out)
2/2 (short)	52
3/1 (with short)	779(In) 726(Out)
3/2 (short)	53
4/1 (with short)	179(In) 104(Out)
4/2 (short)	75
5/1	227
6/1	731
7/1	756
8/1	89

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	22.6 %	1857	1857
				Arm 7 Left	20.00	77.4 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	67.3 %	1848	1848
				Arm 8 Ahead	Inf	32.7 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: 'DO_NO_OY+15_AM' (FG15: 'DO_NO_OY+15_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	1	0	1	0	2
	C	618	0	0	47	665
	D	133	5	83	0	221
	Tot.	752	8	562	87	1409

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: DO_NO_OY+15_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	665(In) 665(Out)
3/2 (short)	0
4/1 (with short)	221(In) 138(Out)
4/2 (short)	83
5/1	87
6/1	752
7/1	562
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.4 %	1821	1821
				Arm 8 Ahead	Inf	3.6 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: 'DO_NO_OY+15_PM' (FG16: 'DO_NO_OY+15_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	4	0	0	1	5
	C	609	1	0	117	727
	D	70	1	79	0	150
	Tot.	683	4	671	202	1560

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: DO_NO_OY+15_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	727(In) 726(Out)
3/2 (short)	1
4/1 (with short)	150(In) 71(Out)
4/2 (short)	79
5/1	202
6/1	683
7/1	671
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.6 %	1819	1819
				Arm 8 Ahead	Inf	1.4 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: 'DO_SO_OY+15_P1 (0.14) (NO)_AM' (FG17: 'DO_SO_OY+15_P1 (0.14) (NO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	619	41	663
	B	1	0	1	0	2
	C	720	0	0	47	767
	D	146	5	70	0	221
	Tot.	867	8	690	88	1653

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: DO_SO_OY+15_P1 (0.14) (NO)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	663(In) 622(Out)
1/2 (short)	41
2/1 (with short)	2(In) 1(Out)
2/2 (short)	1
3/1 (with short)	767(In) 767(Out)
3/2 (short)	0
4/1 (with short)	221(In) 151(Out)
4/2 (short)	70
5/1	88
6/1	867
7/1	690
8/1	8

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.5 %	1915	1915
				Arm 8 Left	28.00	0.5 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1828	1828
				Arm 7 Left	20.00	100.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	6.1 %	1959	1959
				Arm 6 Ahead	Inf	93.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	0.0 %	1965	1965
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	96.7 %	1821	1821
				Arm 8 Ahead	Inf	3.3 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: 'DO_SO_OY+15_P1 (0.14) (NO)_PM' (FG18: 'DO_SO_OY+15_P1 (0.14) (NO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	643	100	745
	B	4	0	0	1	5
	C	638	1	0	117	756
	D	74	1	75	0	150
	Tot.	716	4	718	218	1656

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: DO_SO_OY+15_P1 (0.14) (NO)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	745(In) 645(Out)
1/2 (short)	100
2/1 (with short)	5(In) 1(Out)
2/2 (short)	4
3/1 (with short)	756(In) 755(Out)
3/2 (short)	1
4/1 (with short)	150(In) 75(Out)
4/2 (short)	75
5/1	218
6/1	716
7/1	718
8/1	4

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
				Arm 7 Left	20.00	0.0 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	15.5 %	1949	1949
				Arm 6 Ahead	Inf	84.5 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	98.7 %	1819	1819
				Arm 8 Ahead	Inf	1.3 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM' (FG19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	3	478	40	521
	B	87	0	162	8	257
	C	618	126	0	47	791
	D	133	44	70	0	247
	Tot.	838	173	710	95	1816

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: DO_SO_OY+15_P1+P2 (0.14) (SC)_AM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	521(In) 481(Out)
1/2 (short)	40
2/1 (with short)	257(In) 170(Out)
2/2 (short)	87
3/1 (with short)	791(In) 665(Out)
3/2 (short)	126
4/1 (with short)	247(In) 177(Out)
4/2 (short)	70
5/1	95
6/1	838
7/1	710
8/1	173

Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.4 %	1914	1914
				Arm 8 Left	28.00	0.6 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	4.7 %	1834	1834
				Arm 7 Left	20.00	95.3 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	7.1 %	1958	1958
				Arm 6 Ahead	Inf	92.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	75.1 %	1841	1841
				Arm 8 Ahead	Inf	24.9 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM' (FG20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	2	592	84	678
	B	52	0	89	26	167
	C	609	53	0	117	779
	D	70	34	75	0	179
	Tot.	731	89	756	227	1803

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: DO_SO_OY+15_P1+P2 (0.14) (SC)_PM
Junction: (CA) Upper Dargle Rd Junction	
1/1 (with short)	678(In) 594(Out)
1/2 (short)	84
2/1 (with short)	167(In) 115(Out)
2/2 (short)	52
3/1 (with short)	779(In) 726(Out)
3/2 (short)	53
4/1 (with short)	179(In) 104(Out)
4/2 (short)	75
5/1	227
6/1	731
7/1	756
8/1	89

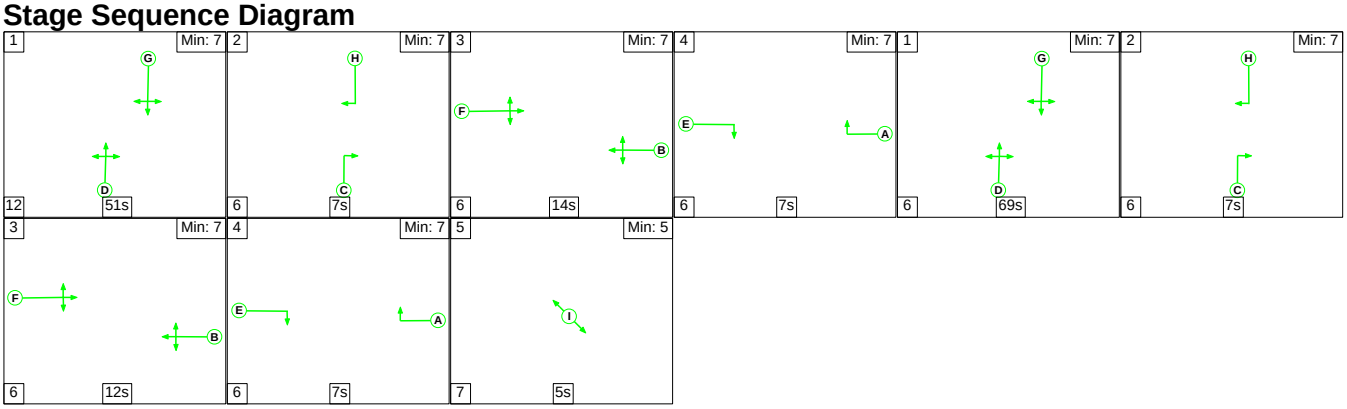
Full Input Data And Results

Lane Saturation Flows

Junction: (CA) Upper Dargle Rd Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 7 Ahead	Inf	99.7 %	1915	1915
				Arm 8 Left	28.00	0.3 %		
1/2 (Dublin Rd Entry (North))	3.00	0.00	Y	Arm 5 Right	35.00	100.0 %	1836	1836
2/1 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 5 Ahead	Inf	22.6 %	1857	1857
				Arm 7 Left	20.00	77.4 %		
2/2 (Proposed Entry Arm (East))	3.50	0.00	Y	Arm 6 Right	14.00	100.0 %	1775	1775
3/1 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 5 Left	28.00	16.1 %	1948	1948
				Arm 6 Ahead	Inf	83.9 %		
3/2 (Dublin Rd Entry (South))	3.50	0.00	Y	Arm 8 Right	35.00	100.0 %	1884	1884
4/1 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 6 Left	28.00	67.3 %	1848	1848
				Arm 8 Ahead	Inf	32.7 %		
4/2 (Upper Dargle Rd Entry (West))	3.00	0.00	Y	Arm 7 Right	14.00	100.0 %	1730	1730
5/1 (Upper Dargle Rd Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Proposed Exit Arm (East) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Base_AM' (FG1: 'Base_AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

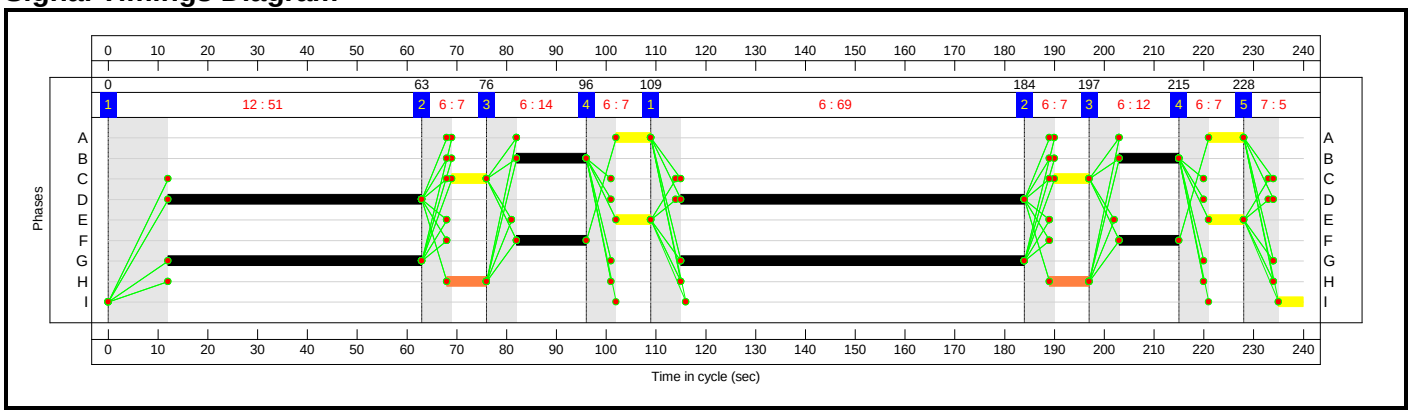


Full Input Data And Results

Stage Timings

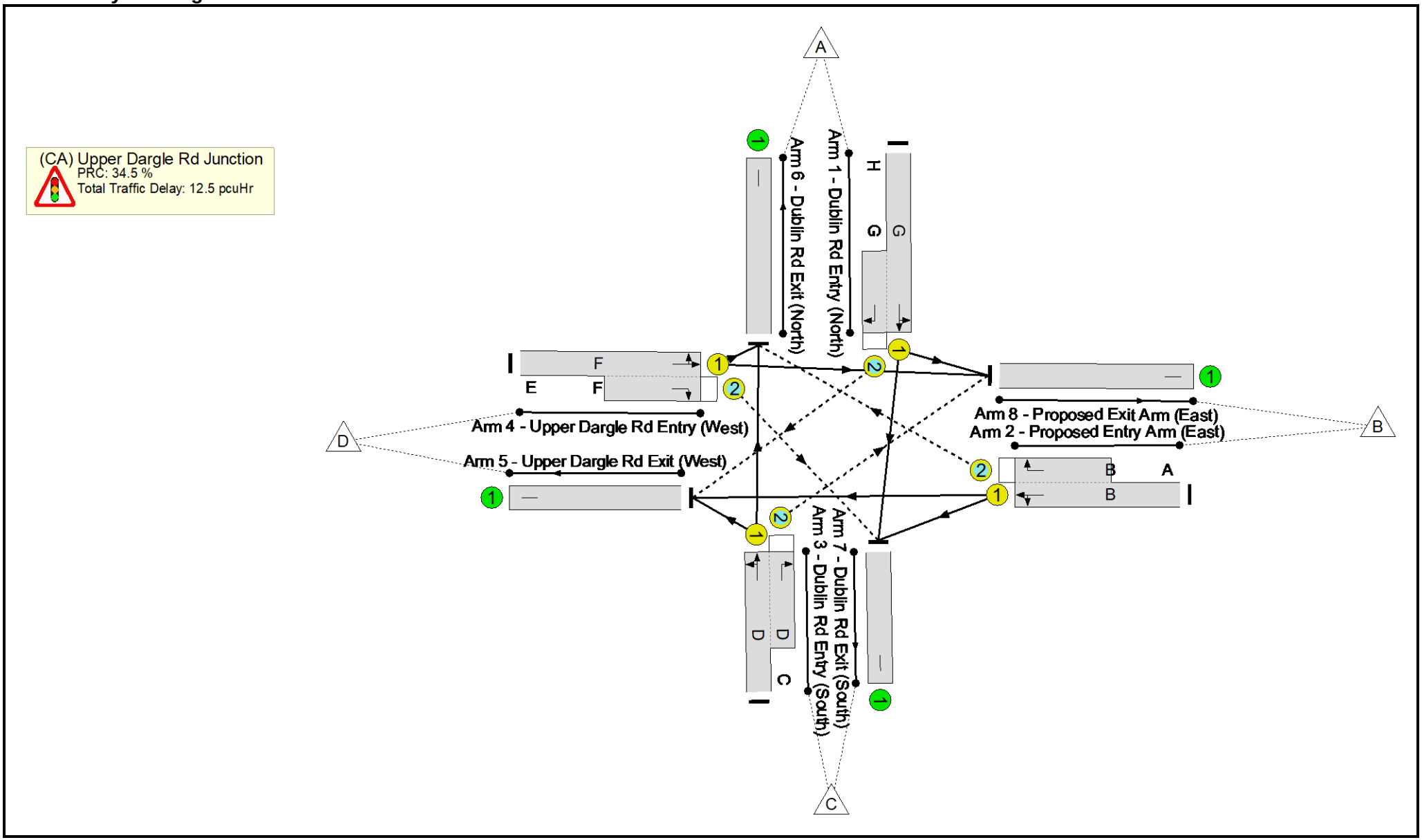
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

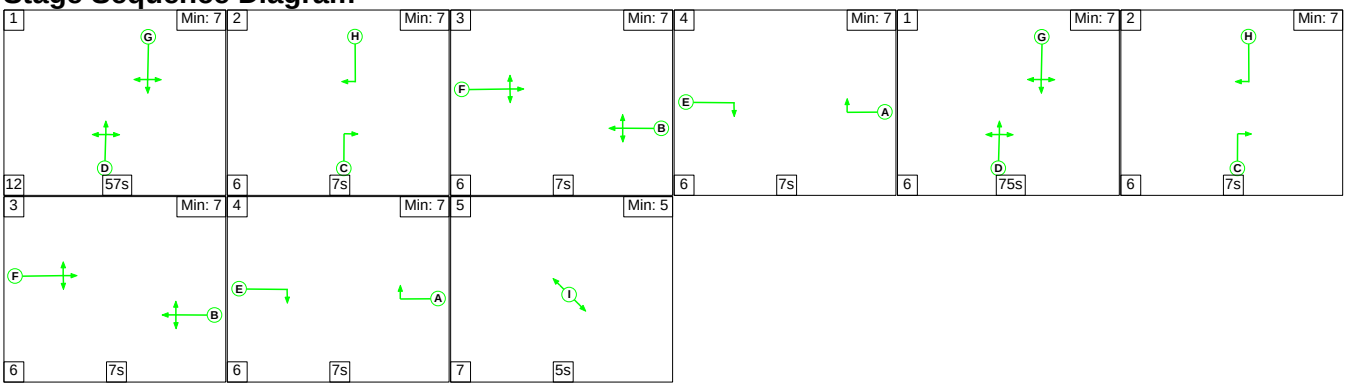
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 2: 'Base _PM' (FG2: 'Base_PM', Plan 1: 'Network Control Plan 1')

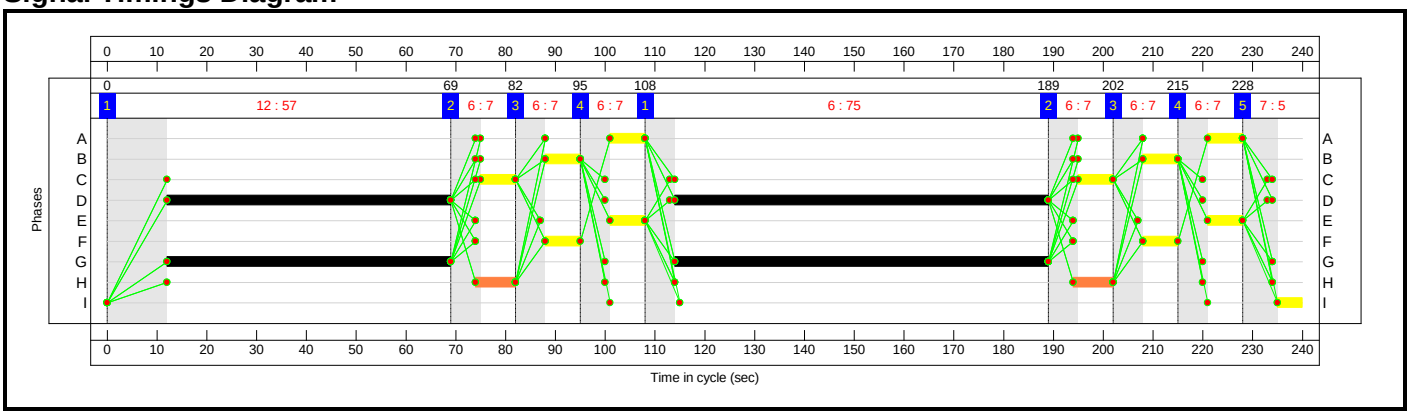
Stage Sequence Diagram



Stage Timings

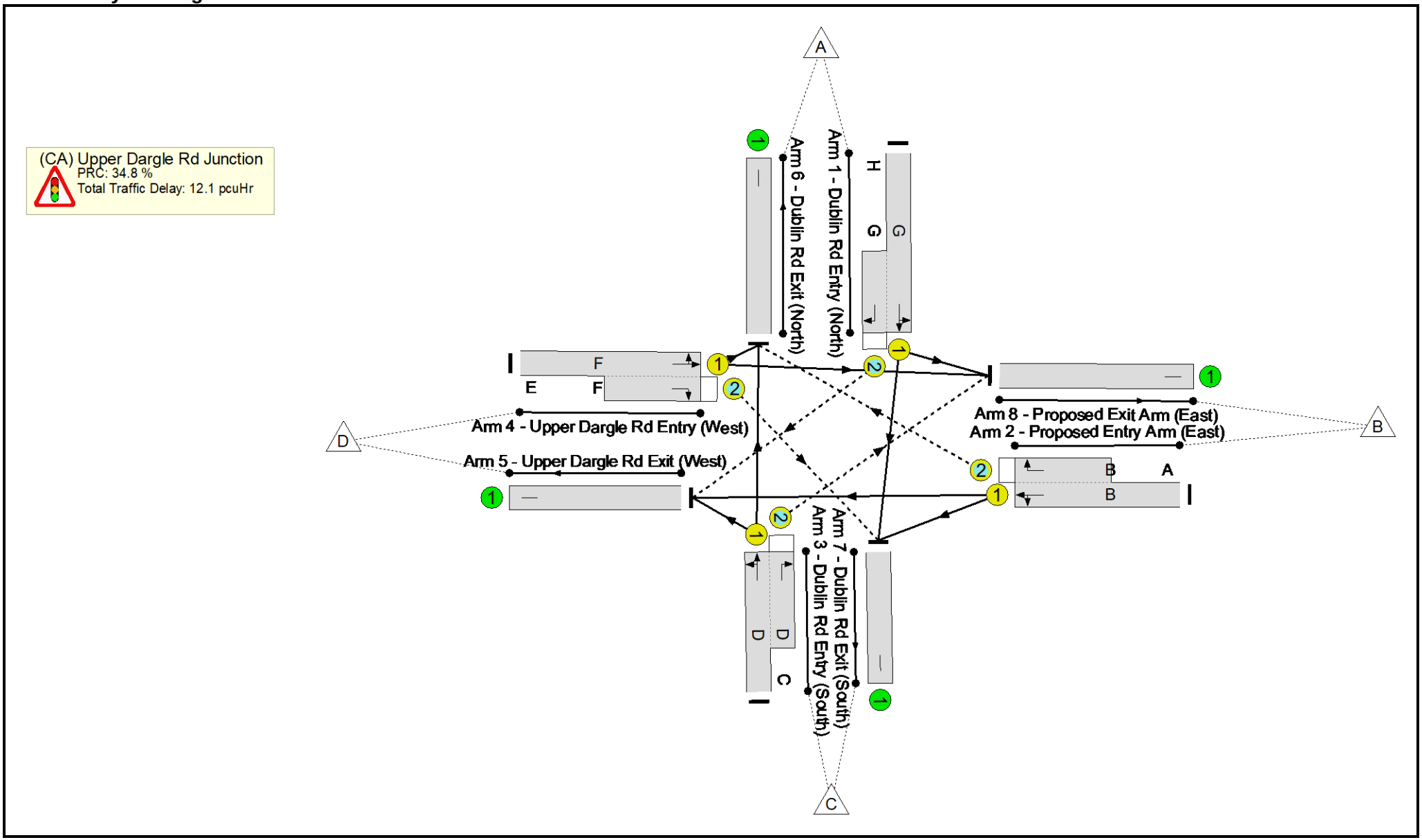
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

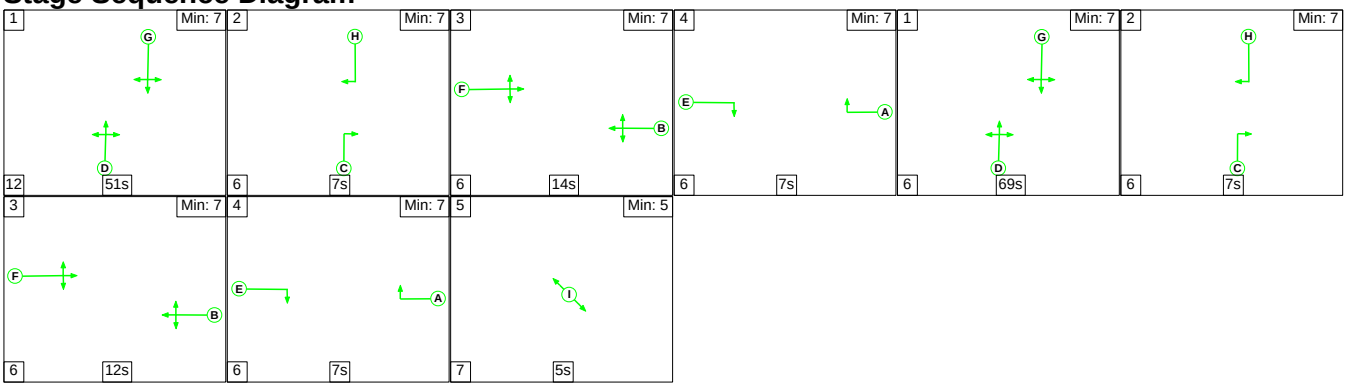
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 3: 'DO_NO_OY_AM' (FG3: 'DO_NO_OY_AM', Plan 1: 'Network Control Plan 1')

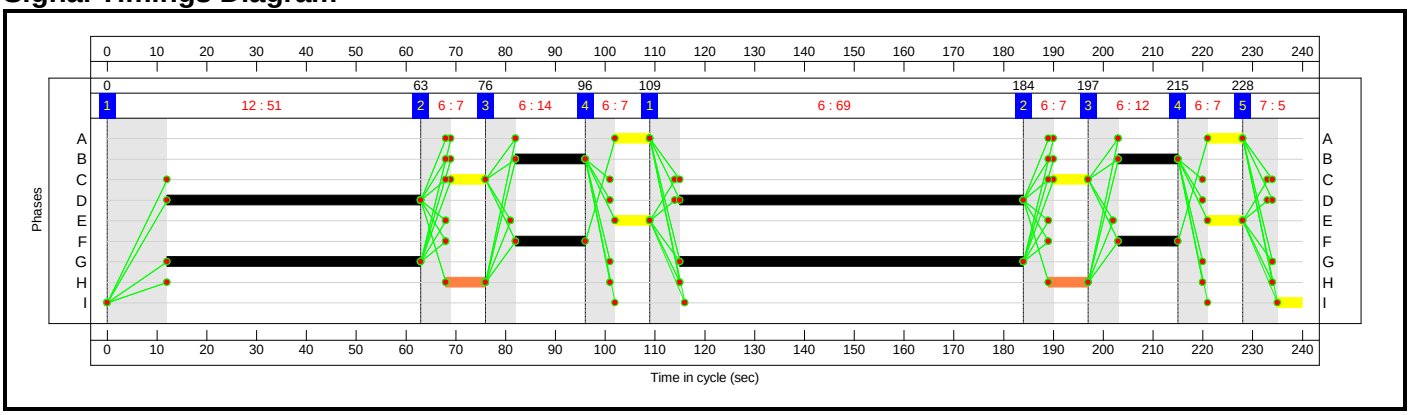
Stage Sequence Diagram



Stage Timings

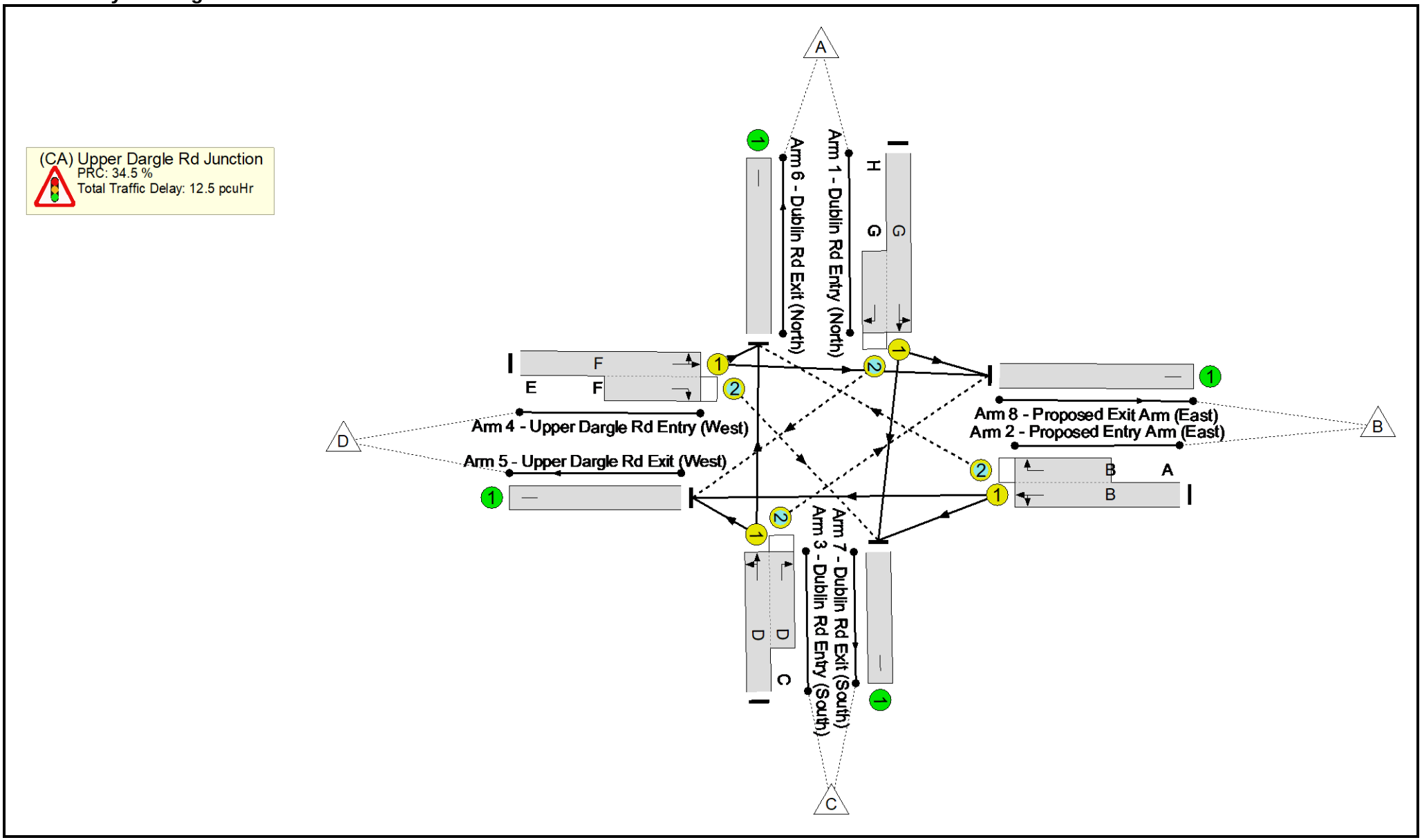
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

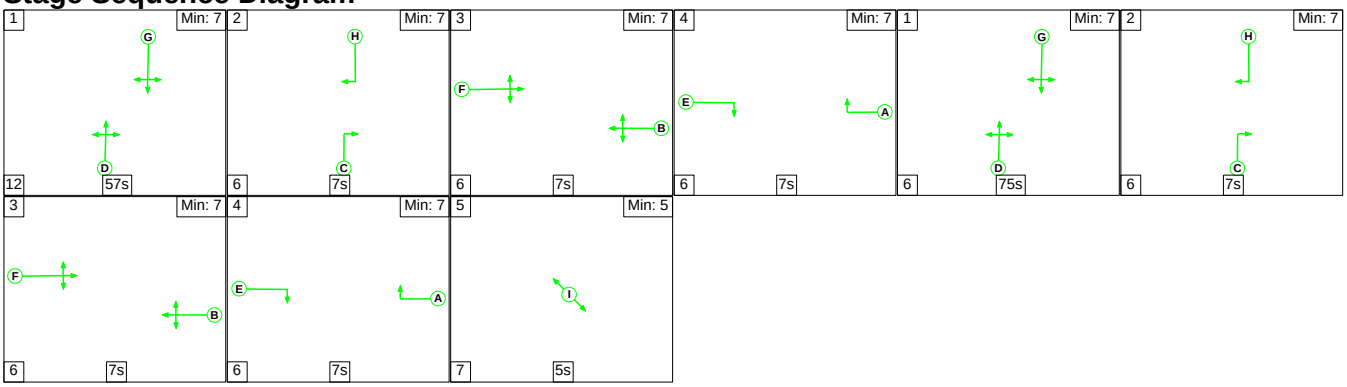
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 4: 'DO_NO_OY_PM' (FG4: 'DO_NO_OY_PM', Plan 1: 'Network Control Plan 1')

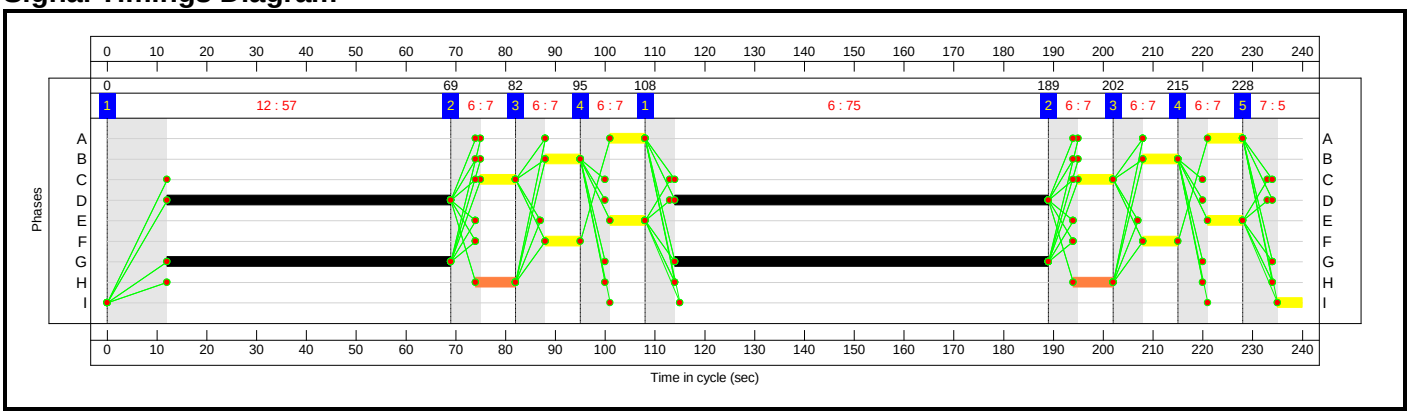
Stage Sequence Diagram



Stage Timings

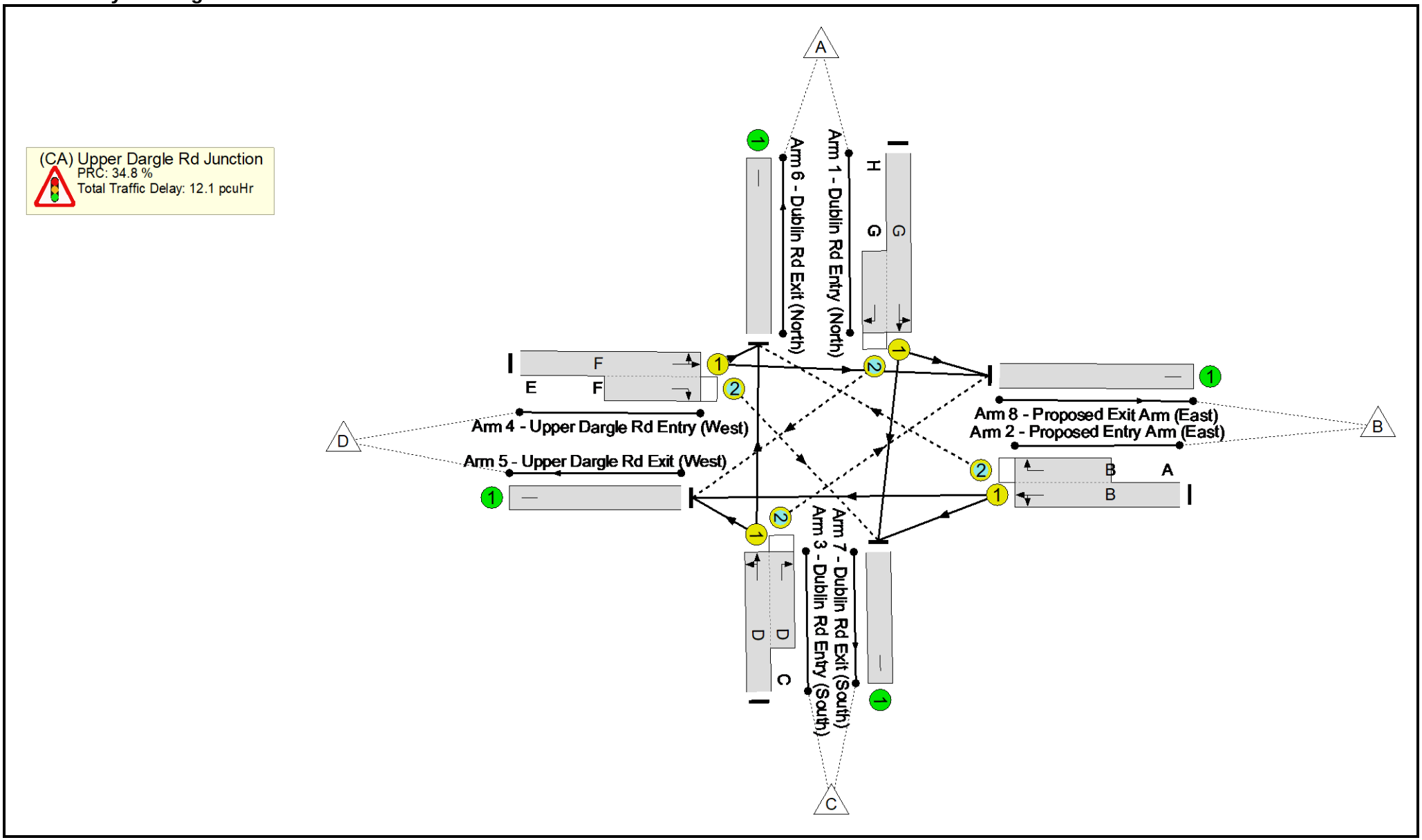
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

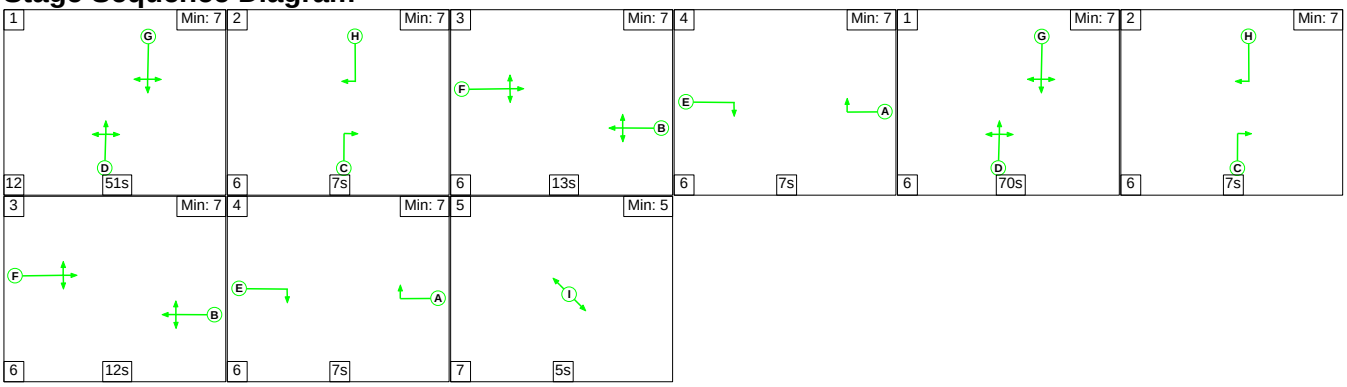
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 5: 'DO_SO_OY_P1 (0.14) (NO)_AM' (FG5: 'DO_SO_OY_P1 (0.14) (NO)_AM', Plan 1: 'Network Control Plan 1')

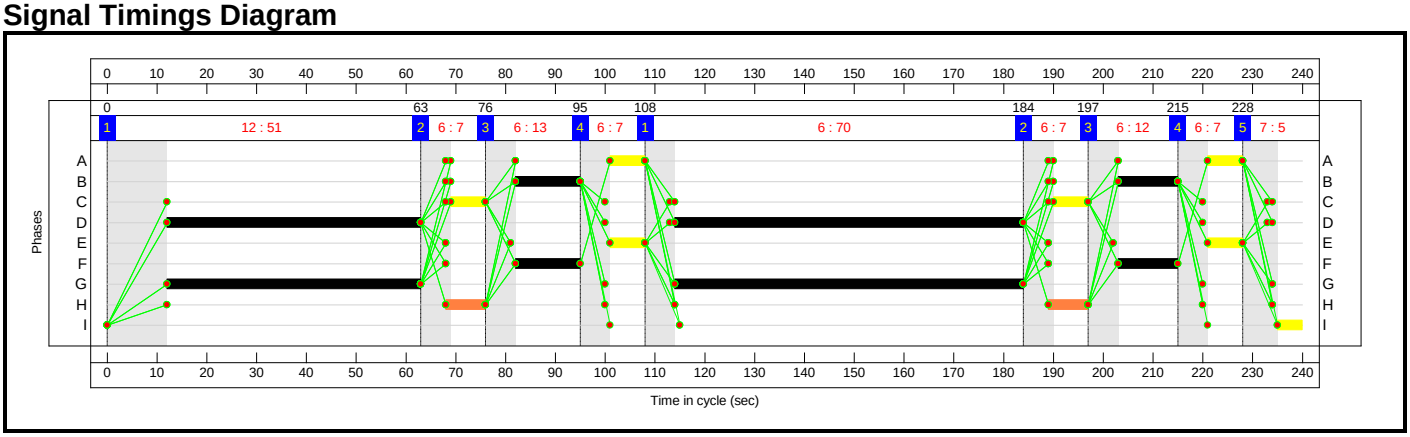
Stage Sequence Diagram



Stage Timings

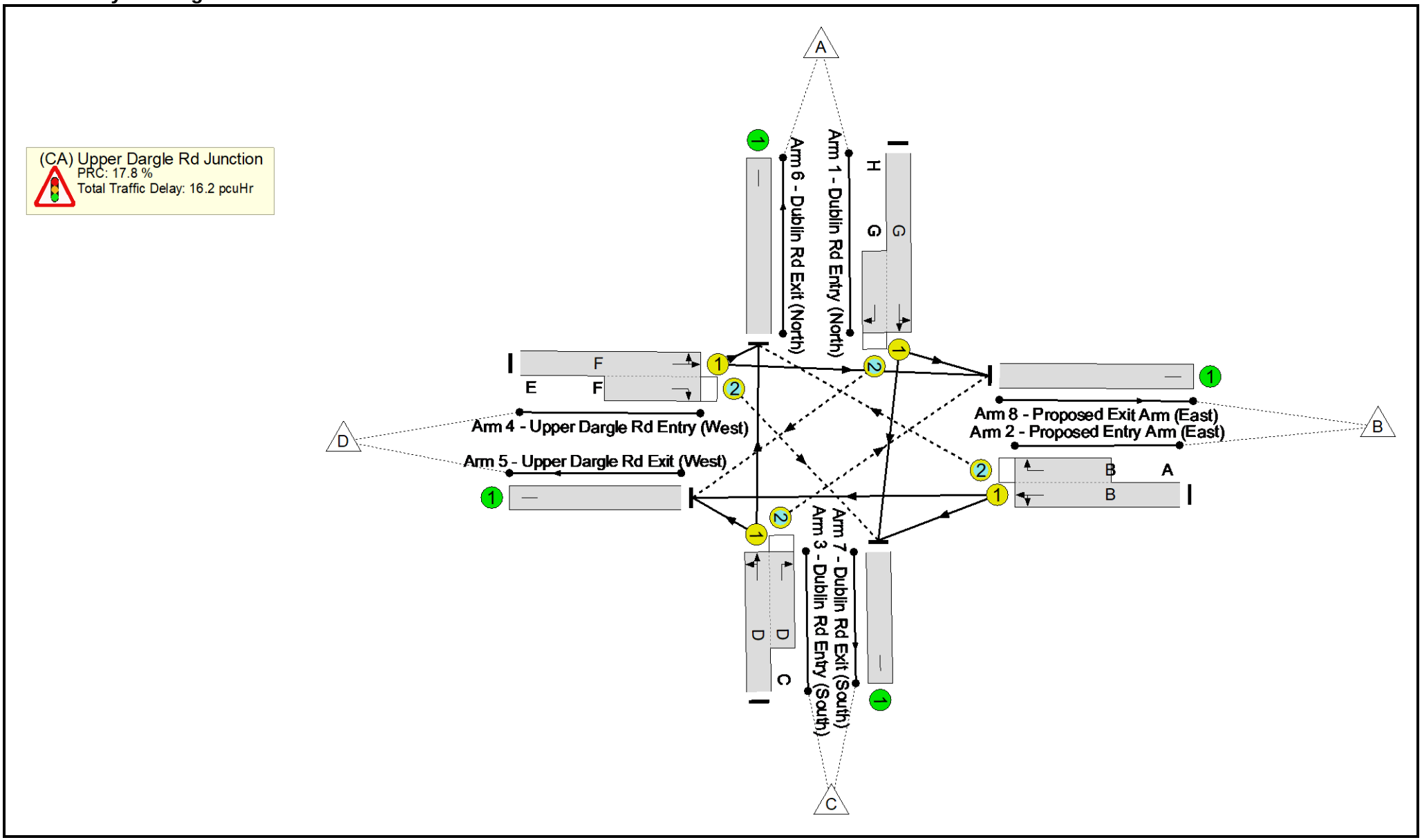
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	13	7	70	7	12	7	5
Change Point	0	63	76	95	108	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	121:137	16	663	1915:1836	995	66.6%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	25:39	14	2	1828:1775	331	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	121:135	14	767	1959:1965	1004	76.4%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	25:39	14	221	1821:1730	297	74.3%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

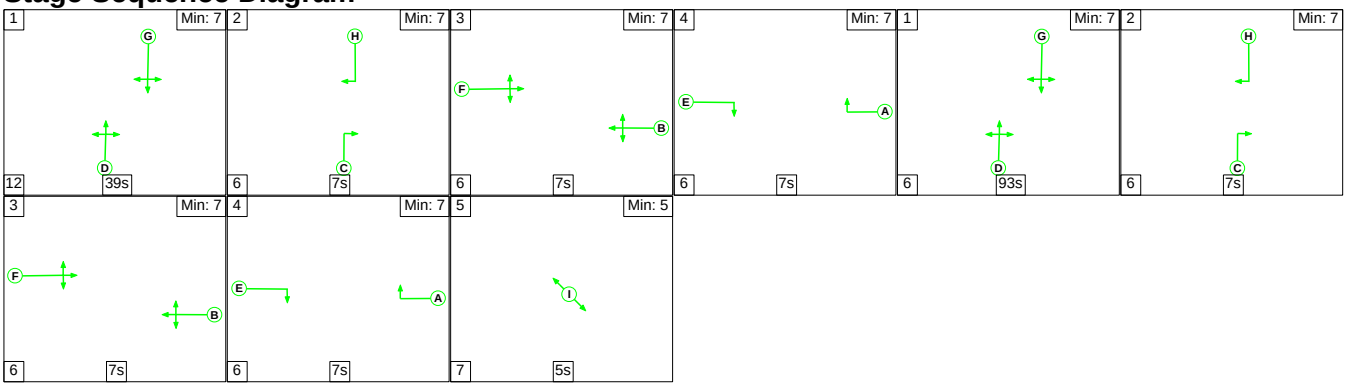
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**100**	**11**	**1**	**12.0**	**4.0**	**0.2**	**16.2**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**100**	**11**	**1**	**12.0**	**4.0**	**0.2**	**16.2**	**-**	**-**	**-**	**-**
1/1+1/2	663	663	37	4	0	3.9	1.0	0.2	5.1	27.8	18.3	1.0	19.3
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	52.0	0.0	0.0	0.0
3/1+3/2	767	767	0	0	0	5.1	1.6	0.0	6.7	31.4	23.4	1.6	25.0
4/1+4/2	221	221	62	7	1	2.9	1.4	0.0	4.3	70.4	4.9	1.4	6.3
5/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 17.8 Total Delay for Signalled Lanes (pcuHr): 16.17 Cycle Time (s): 240
PRC Over All Lanes (%): 17.8 Total Delay Over All Lanes(pcuHr): 16.17

Full Input Data And Results

Scenario 6: 'DO_SO_OY_P1 (0.14) (NO)_PM' (FG6: 'DO_SO_OY_P1 (0.14) (NO)_PM', Plan 1: 'Network Control Plan 1')

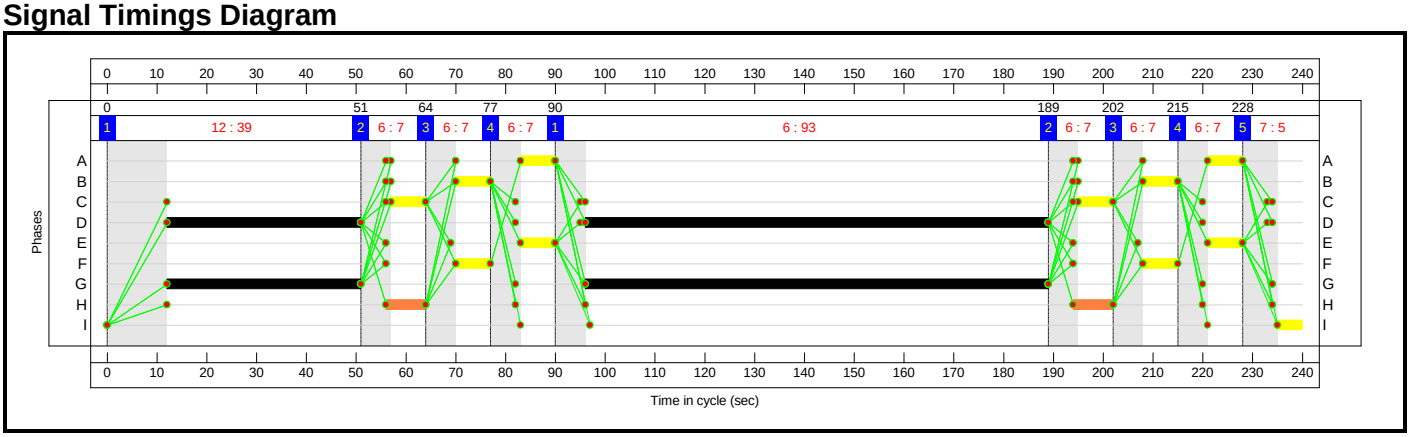
Stage Sequence Diagram



Stage Timings

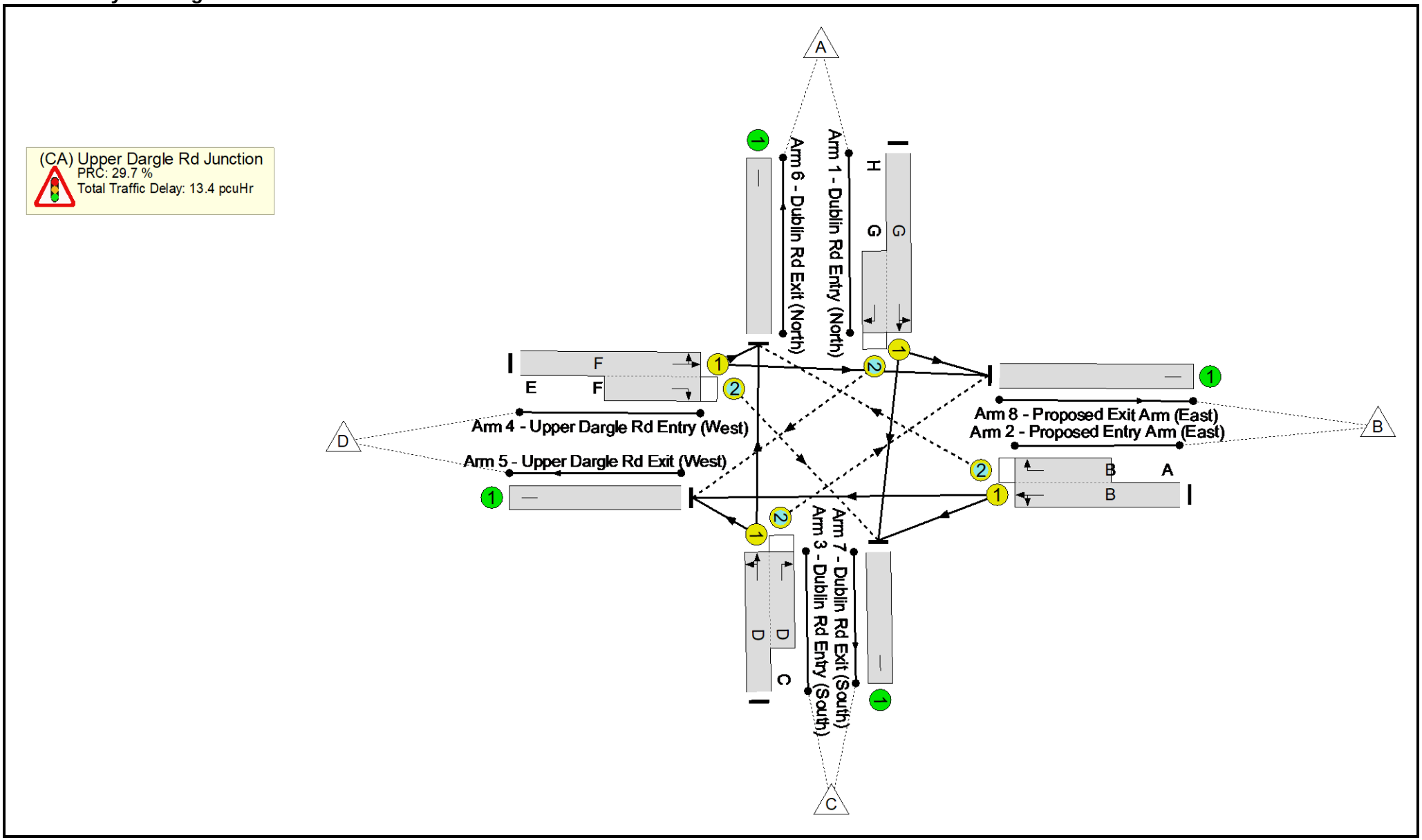
Stage	1	2	3	4	1	2	3	4	5
Duration	39	7	7	7	93	7	7	7	5
Change Point	0	51	64	77	90	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.4%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.4%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	745	1915:1836	1094	68.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	195	2.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	756	1949:1884	1090	69.4%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	243	61.8%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

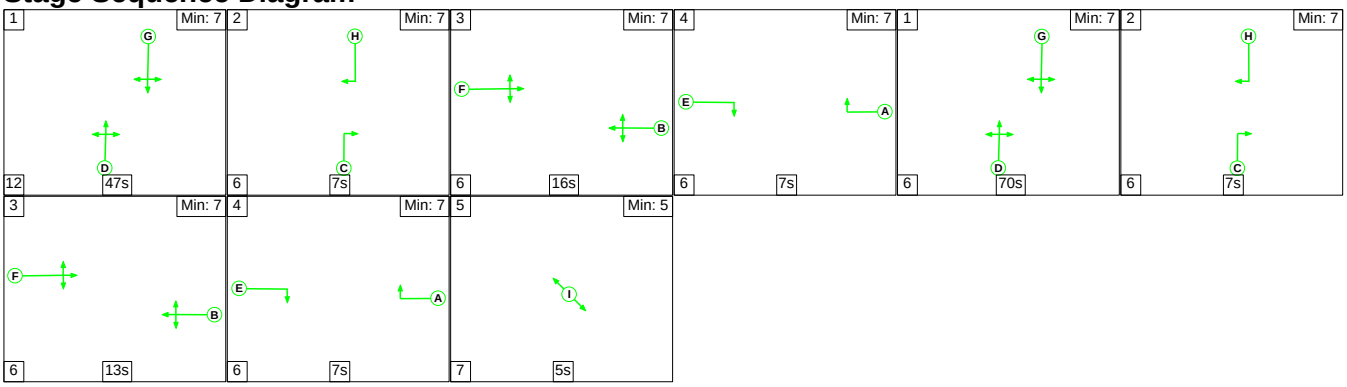
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**125**	**40**	**15**	**10.1**	**3.0**	**0.3**	**13.4**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**125**	**40**	**15**	**10.1**	**3.0**	**0.3**	**13.4**	**-**	**-**	**-**	**-**
1/1+1/2	745	745	54	32	14	3.8	1.1	0.3	5.2	25.0	19.5	1.1	20.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	58.5	0.1	0.0	0.1
3/1+3/2	756	756	1	0	0	4.1	1.1	0.0	5.3	25.0	21.2	1.1	22.3
4/1+4/2	150	150	67	7	1	2.1	0.8	0.0	2.9	69.9	2.8	0.8	3.6
5/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 29.7 Total Delay for Signalled Lanes (pcuHr): 13.41 Cycle Time (s): 240
PRC Over All Lanes (%): 29.7 Total Delay Over All Lanes(pcuHr): 13.41

Full Input Data And Results

Scenario 7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM' (FG7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

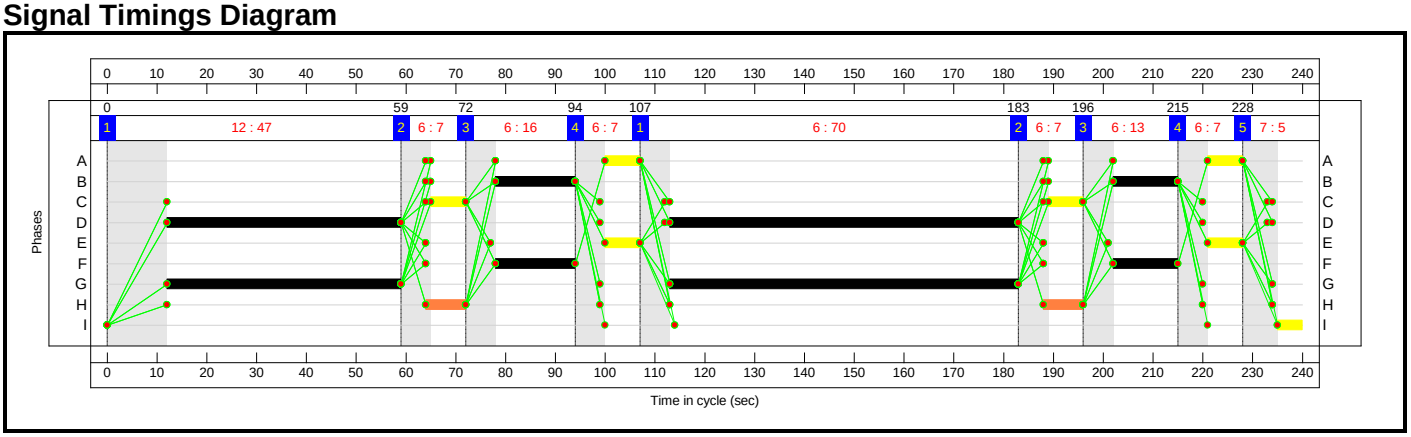
Stage Sequence Diagram



Stage Timings

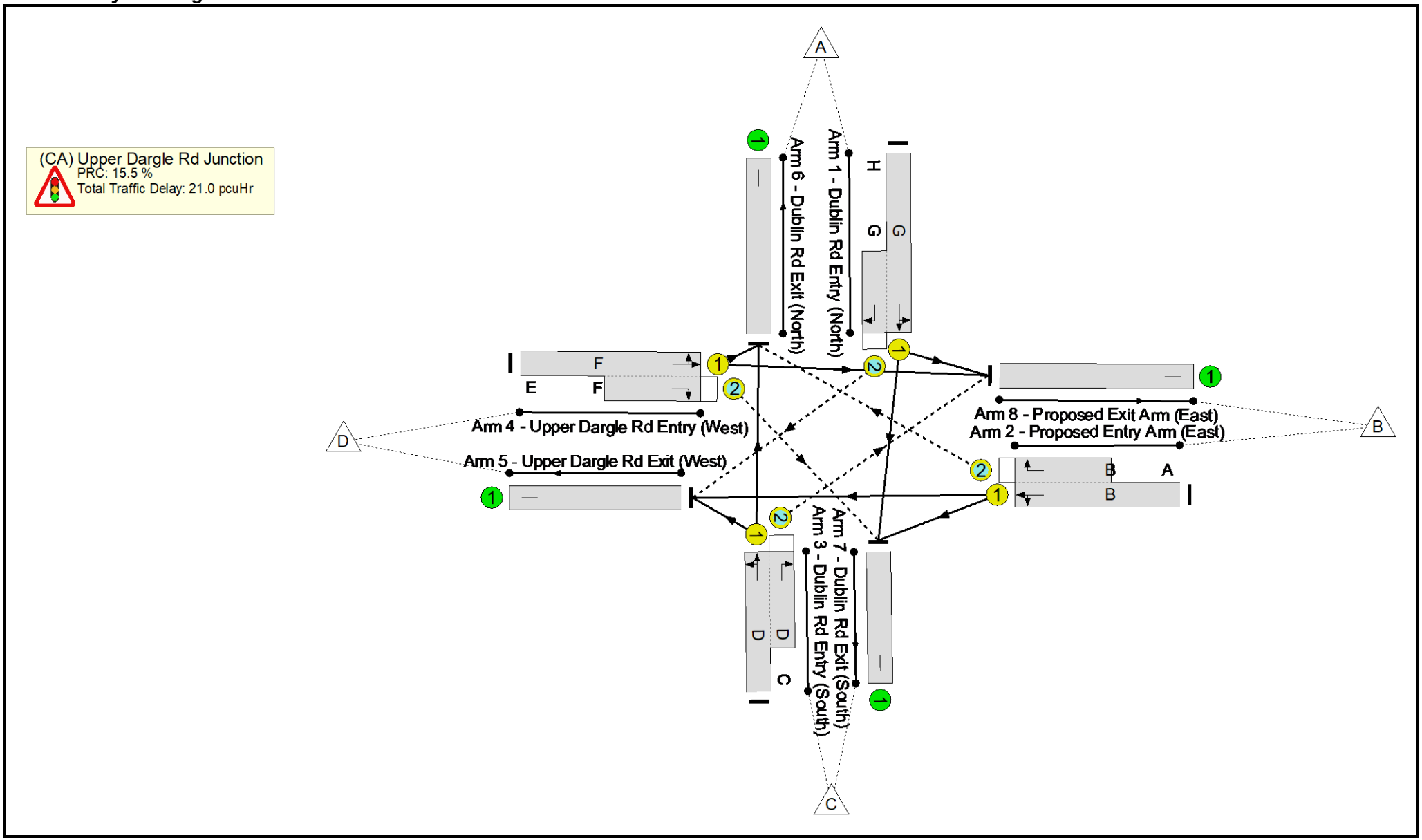
Stage	1	2	3	4	1	2	3	4	5
Duration	47	7	16	7	70	7	13	7	5
Change Point	0	59	72	94	107	183	196	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	117:133	16	521	1914:1836	965	54.0%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	29:43	14	257	1834:1775	338	76.1%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	117:131	14	791	1958:1884	1015	77.9%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	29:43	14	247	1841:1730	317	78.0%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%

Full Input Data And Results

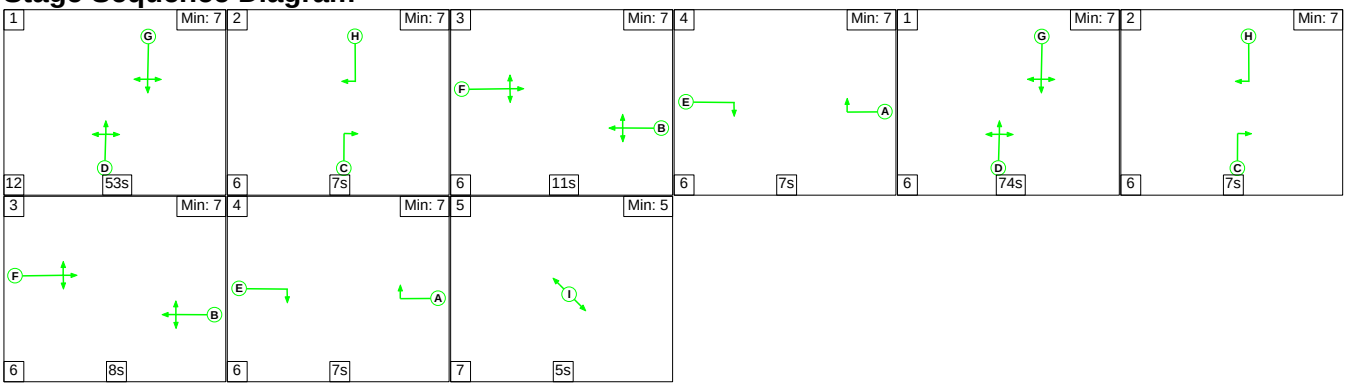
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**238**	**76**	**10**	**14.8**	**5.5**	**0.6**	**21.0**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**238**	**76**	**10**	**14.8**	**5.5**	**0.6**	**21.0**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.9	0.6	0.2	3.7	25.7	12.8	0.6	13.3
2/1+2/2	257	257	44	36	8	3.4	1.5	0.1	5.1	71.4	5.5	1.5	7.1
3/1+3/2	791	791	112	13	1	5.1	1.7	0.2	7.0	32.1	22.8	1.7	24.6
4/1+4/2	247	247	46	23	1	3.3	1.7	0.1	5.1	74.3	5.8	1.7	7.5
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.5 Total Delay for Signalled Lanes (pcuHr): 20.95 Cycle Time (s): 240
PRC Over All Lanes (%): 15.5 Total Delay Over All Lanes(pcuHr): 20.95

Full Input Data And Results

Scenario 8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM' (FG8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

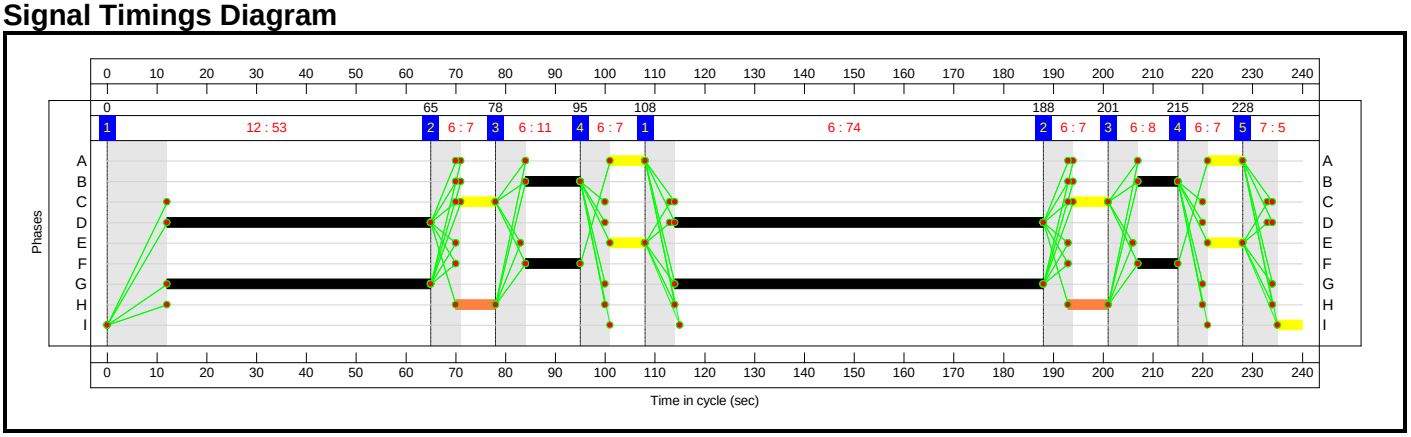
Stage Sequence Diagram



Stage Timings

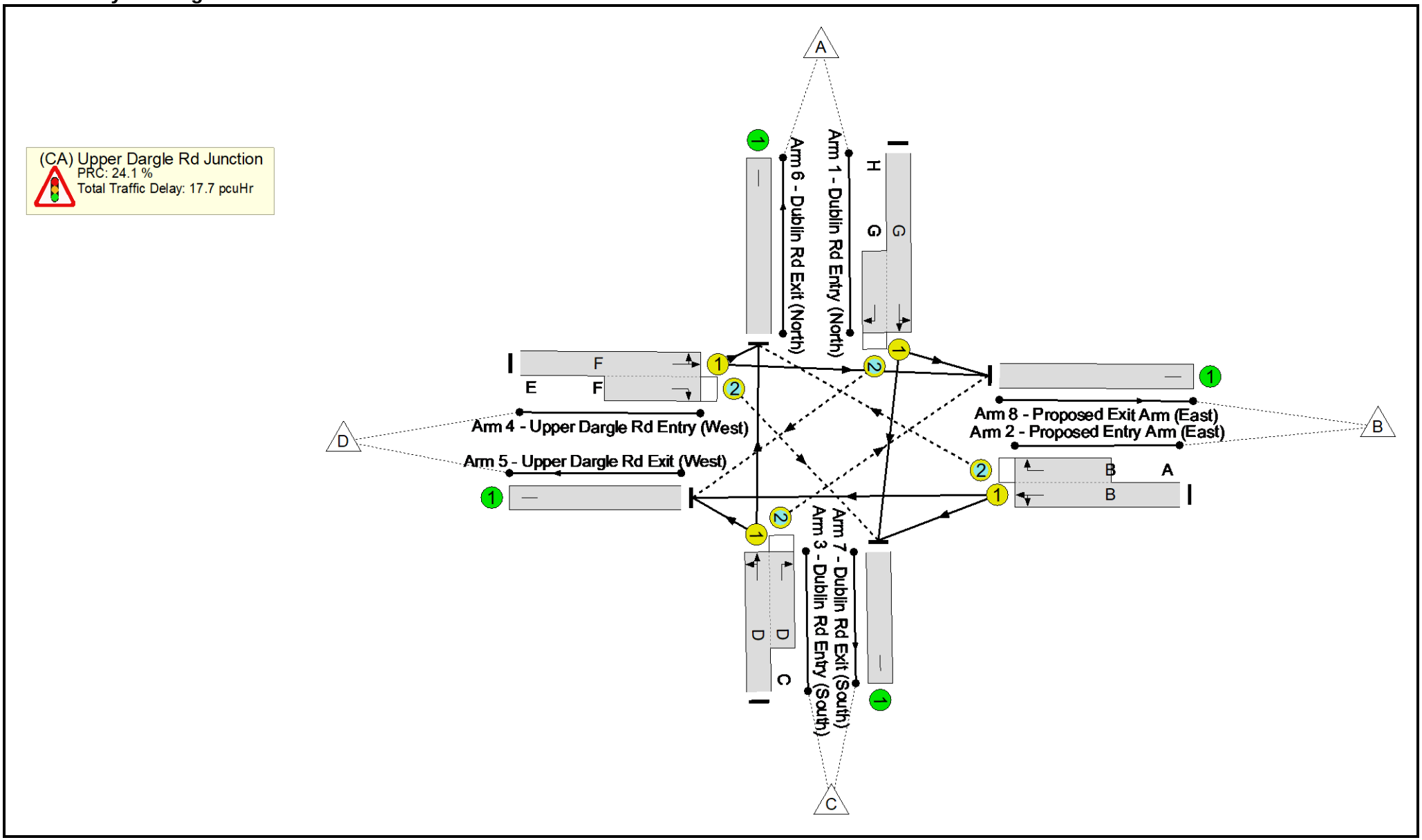
Stage	1	2	3	4	1	2	3	4	5
Duration	53	7	11	7	74	7	8	7	5
Change Point	0	65	78	95	108	188	201	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	127:143	16	678	1915:1836	1052	64.4%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	19:33	14	167	1857:1775	236	70.8%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	127:141	14	779	1948:1884	1074	72.5%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	19:33	14	179	1848:1730	278	64.3%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%

Full Input Data And Results

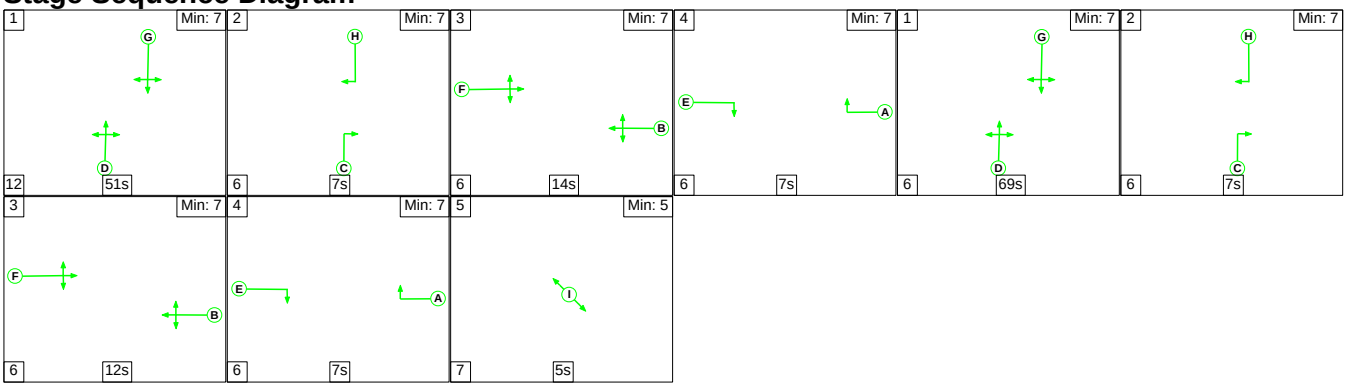
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**192**	**57**	**15**	**12.8**	**4.3**	**0.6**	**17.7**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**192**	**57**	**15**	**12.8**	**4.3**	**0.6**	**17.7**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.6	0.9	0.3	4.8	25.4	17.2	0.9	18.1
2/1+2/2	167	167	35	13	4	2.3	1.2	0.1	3.6	76.8	3.8	1.2	4.9
3/1+3/2	779	779	47	5	0	4.4	1.3	0.1	5.9	27.1	21.6	1.3	22.9
4/1+4/2	179	179	35	30	10	2.5	0.9	0.1	3.4	69.3	3.4	0.9	4.3
5/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 24.1 Total Delay for Signalled Lanes (pcuHr): 17.66 Cycle Time (s): 240
PRC Over All Lanes (%): 24.1 Total Delay Over All Lanes(pcuHr): 17.66

Full Input Data And Results

Scenario 9: 'DO_NO_OY+5_AM' (FG9: 'DO_NO_OY+5_AM', Plan 1: 'Network Control Plan 1')

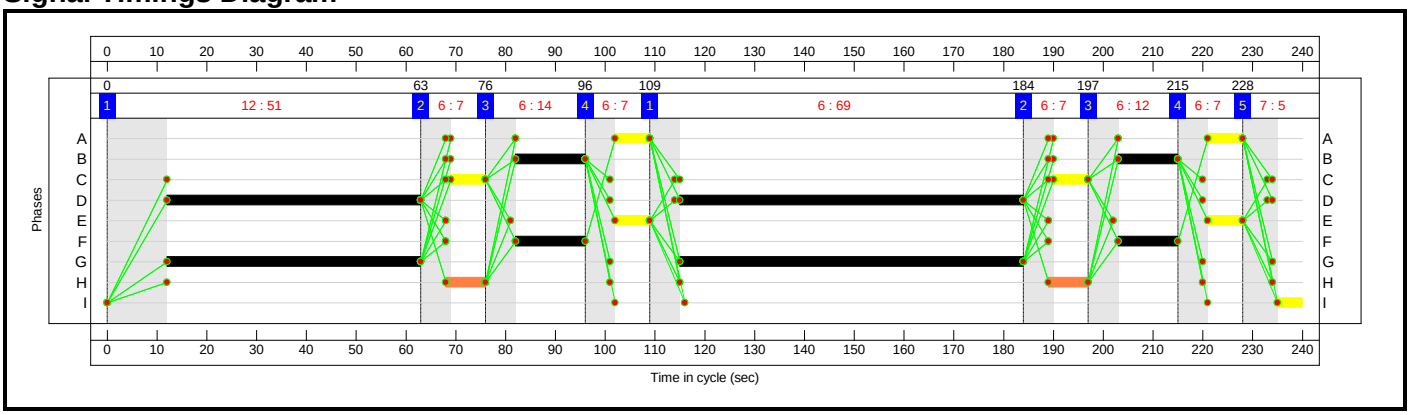
Stage Sequence Diagram



Stage Timings

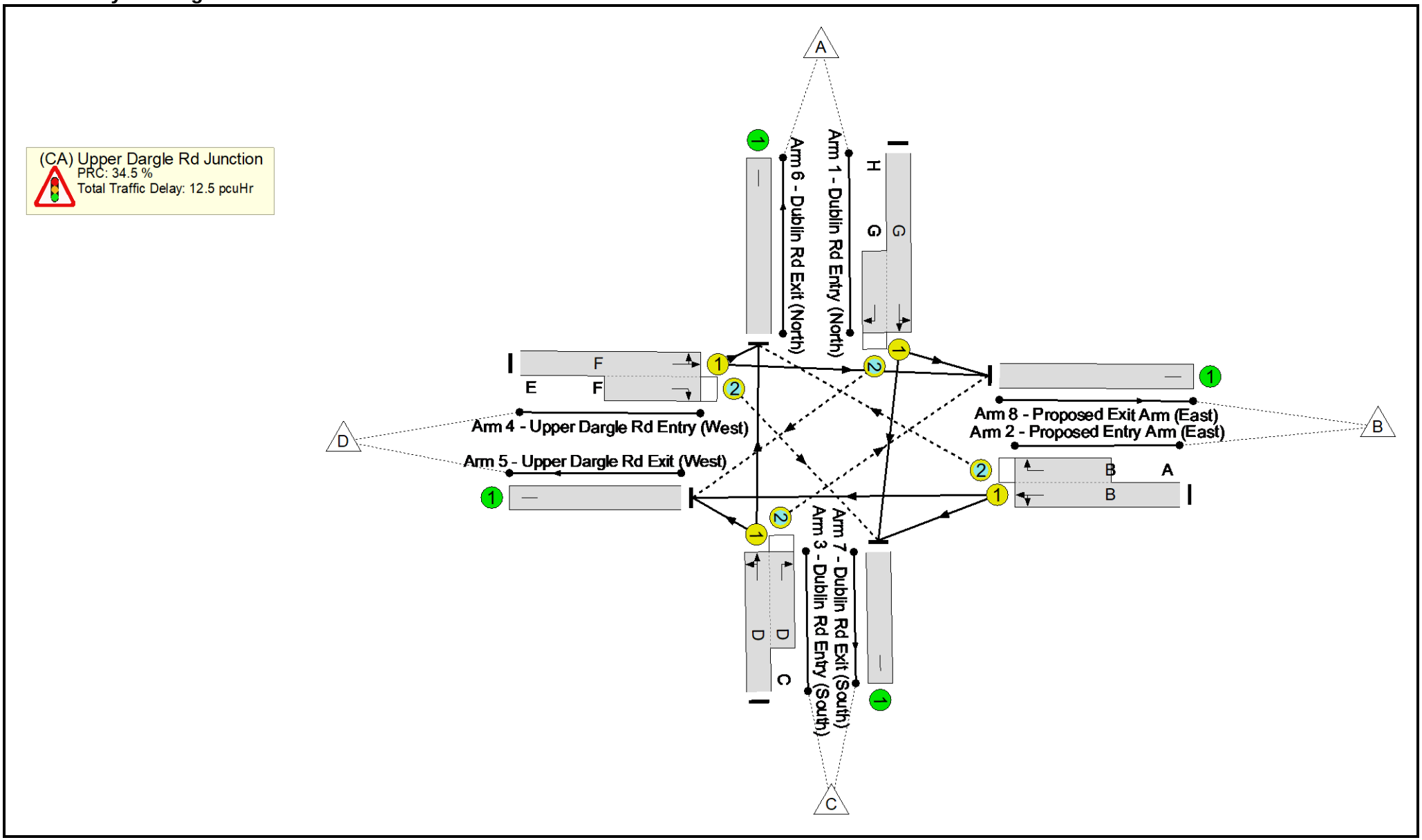
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

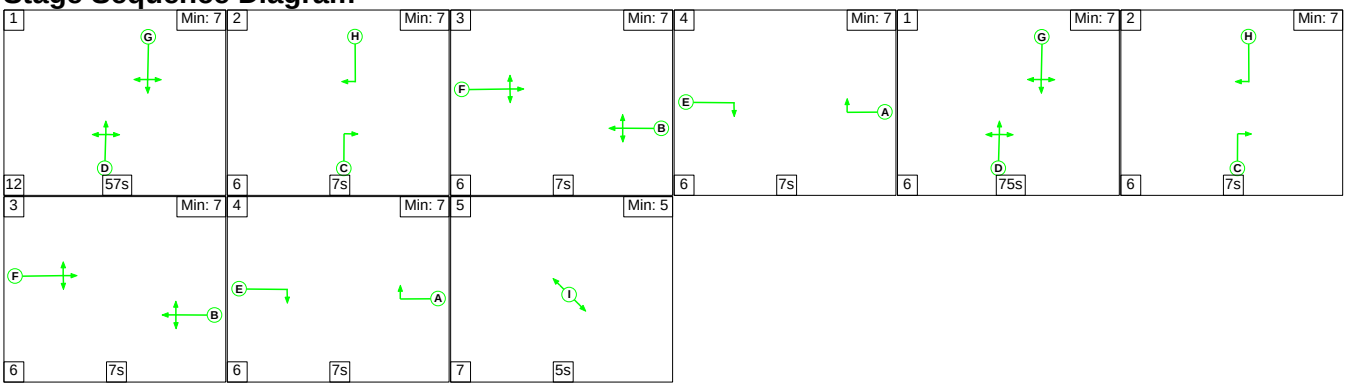
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 10: 'DO_NO_OY+5_PM' (FG10: 'DO_NO_OY+5_PM', Plan 1: 'Network Control Plan 1')

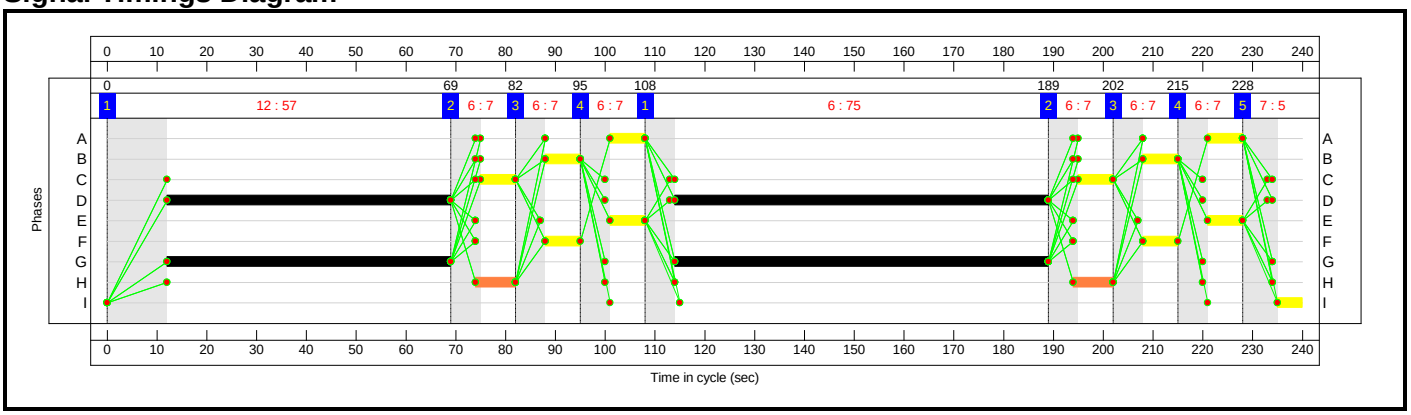
Stage Sequence Diagram



Stage Timings

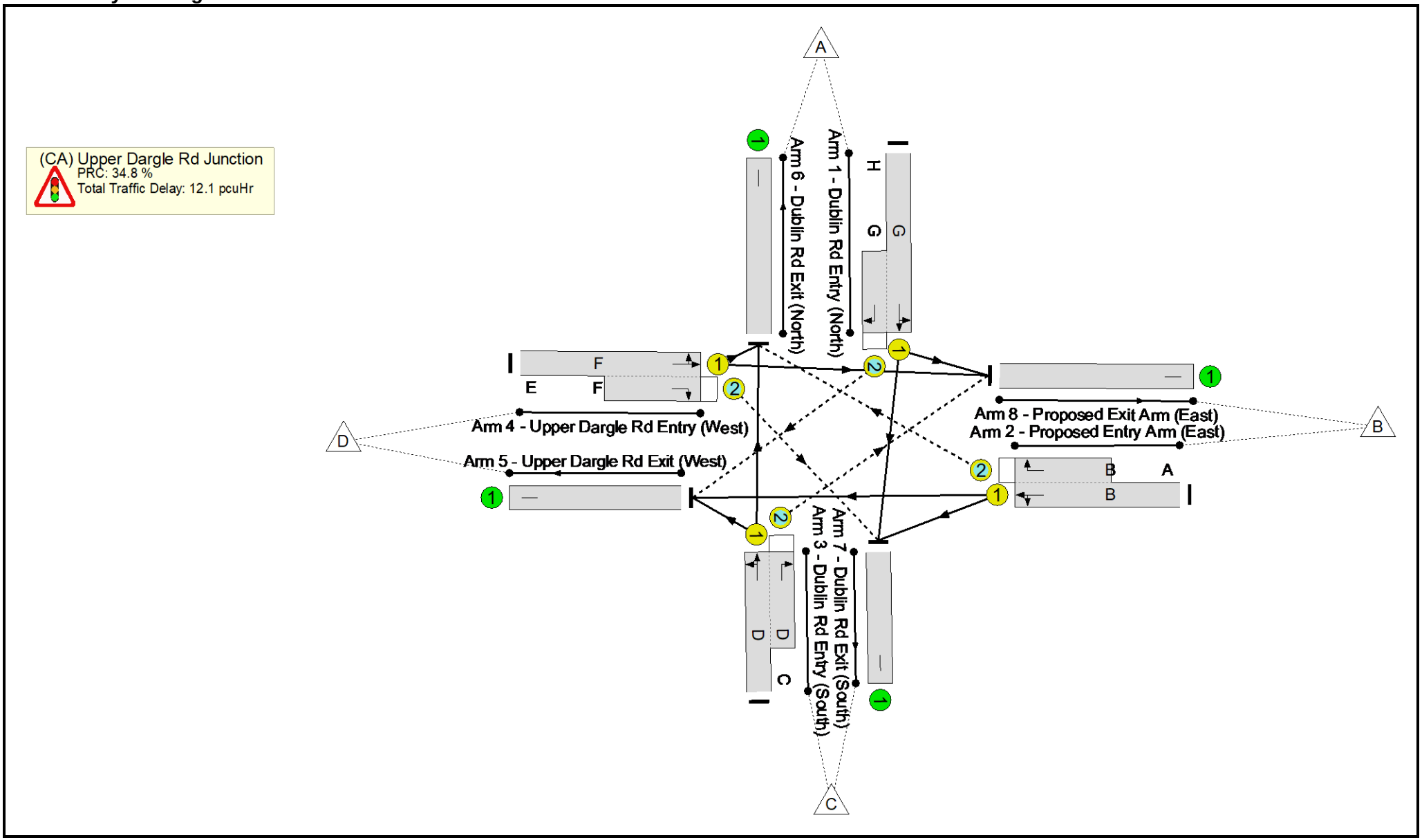
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

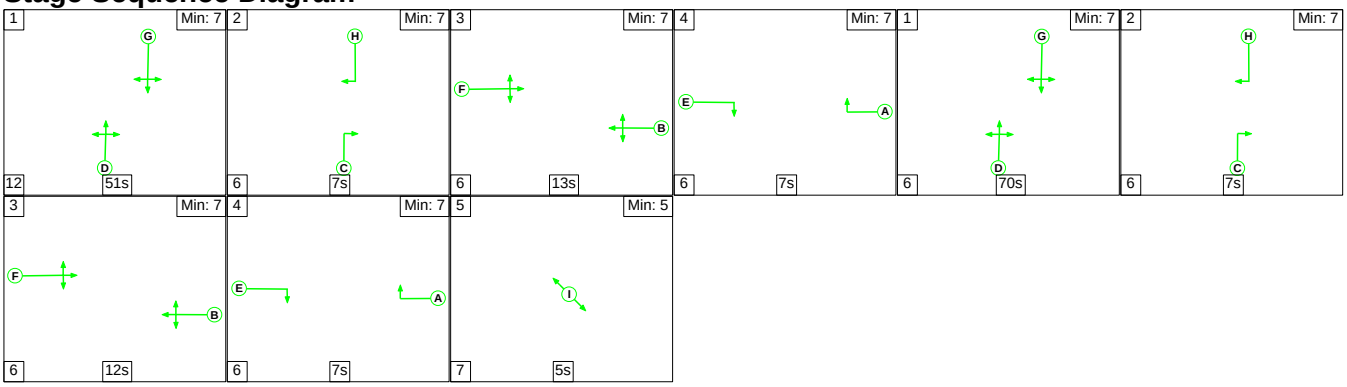
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 11: 'DO_SO_OY+5_P1 (0.14) (NO)_AM' (FG11: 'DO_SO_OY+5_P1 (0.14) (NO)_AM', Plan 1: 'Network Control Plan 1')

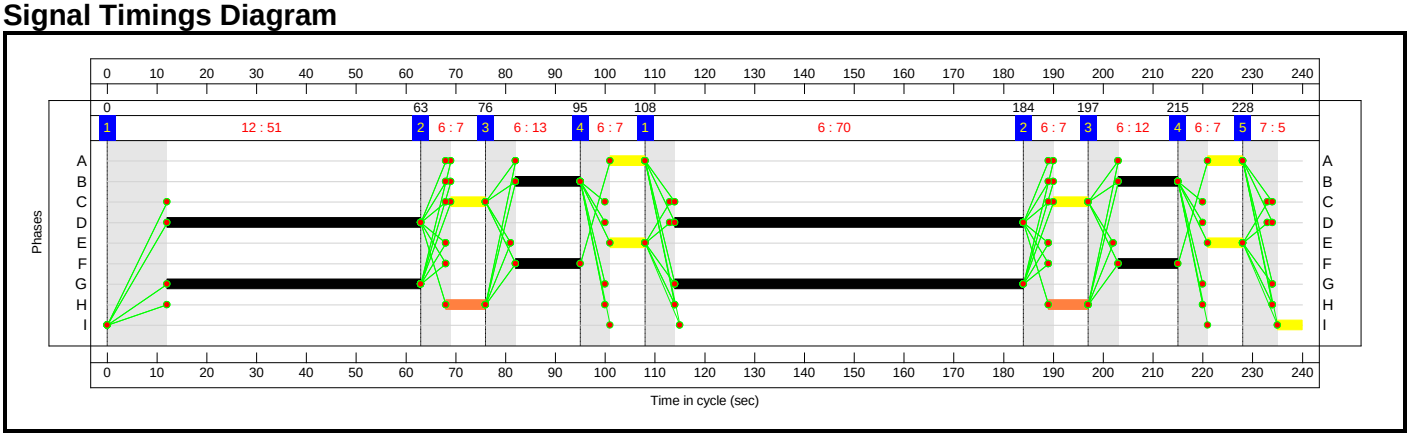
Stage Sequence Diagram



Stage Timings

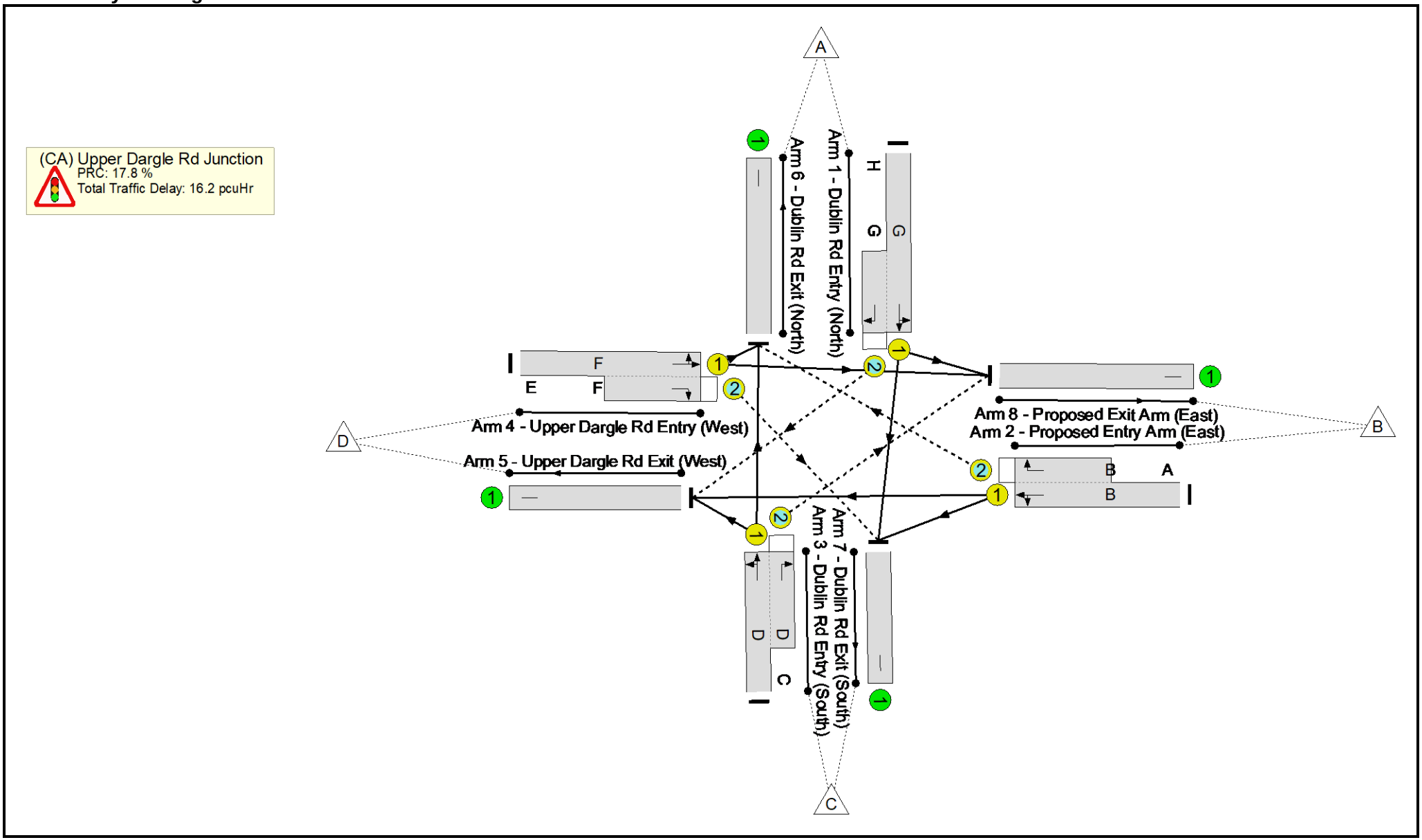
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	13	7	70	7	12	7	5
Change Point	0	63	76	95	108	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	121:137	16	663	1915:1836	995	66.6%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	25:39	14	2	1828:1775	331	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	121:135	14	767	1959:1965	1004	76.4%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	25:39	14	221	1821:1730	297	74.3%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

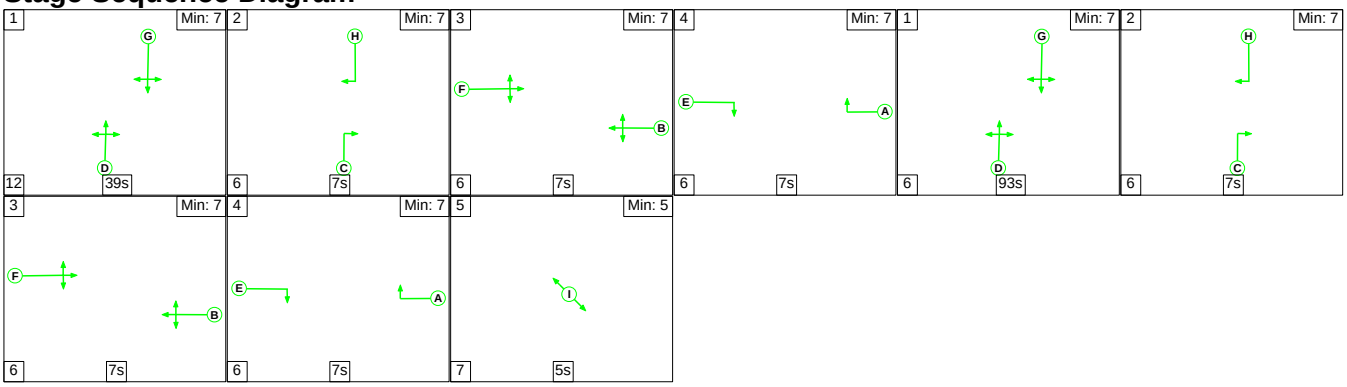
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**100**	**11**	**1**	**12.0**	**4.0**	**0.2**	**16.2**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**100**	**11**	**1**	**12.0**	**4.0**	**0.2**	**16.2**	**-**	**-**	**-**	**-**
1/1+1/2	663	663	37	4	0	3.9	1.0	0.2	5.1	27.8	18.3	1.0	19.3
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	52.0	0.0	0.0	0.0
3/1+3/2	767	767	0	0	0	5.1	1.6	0.0	6.7	31.4	23.4	1.6	25.0
4/1+4/2	221	221	62	7	1	2.9	1.4	0.0	4.3	70.4	4.9	1.4	6.3
5/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 17.8 Total Delay for Signalled Lanes (pcuHr): 16.17 Cycle Time (s): 240
PRC Over All Lanes (%): 17.8 Total Delay Over All Lanes(pcuHr): 16.17

Full Input Data And Results

Scenario 12: 'DO_SO_OY+5_P1 (0.14) (NO)_PM' (FG12: 'DO_SO_OY+5_P1 (0.14) (NO)_PM', Plan 1: 'Network Control Plan 1')

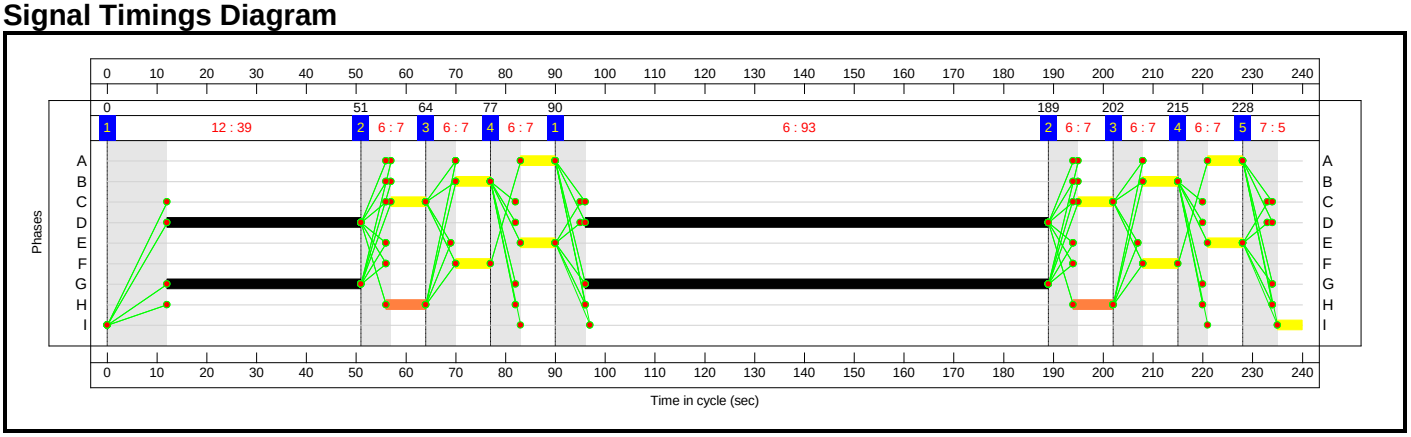
Stage Sequence Diagram



Stage Timings

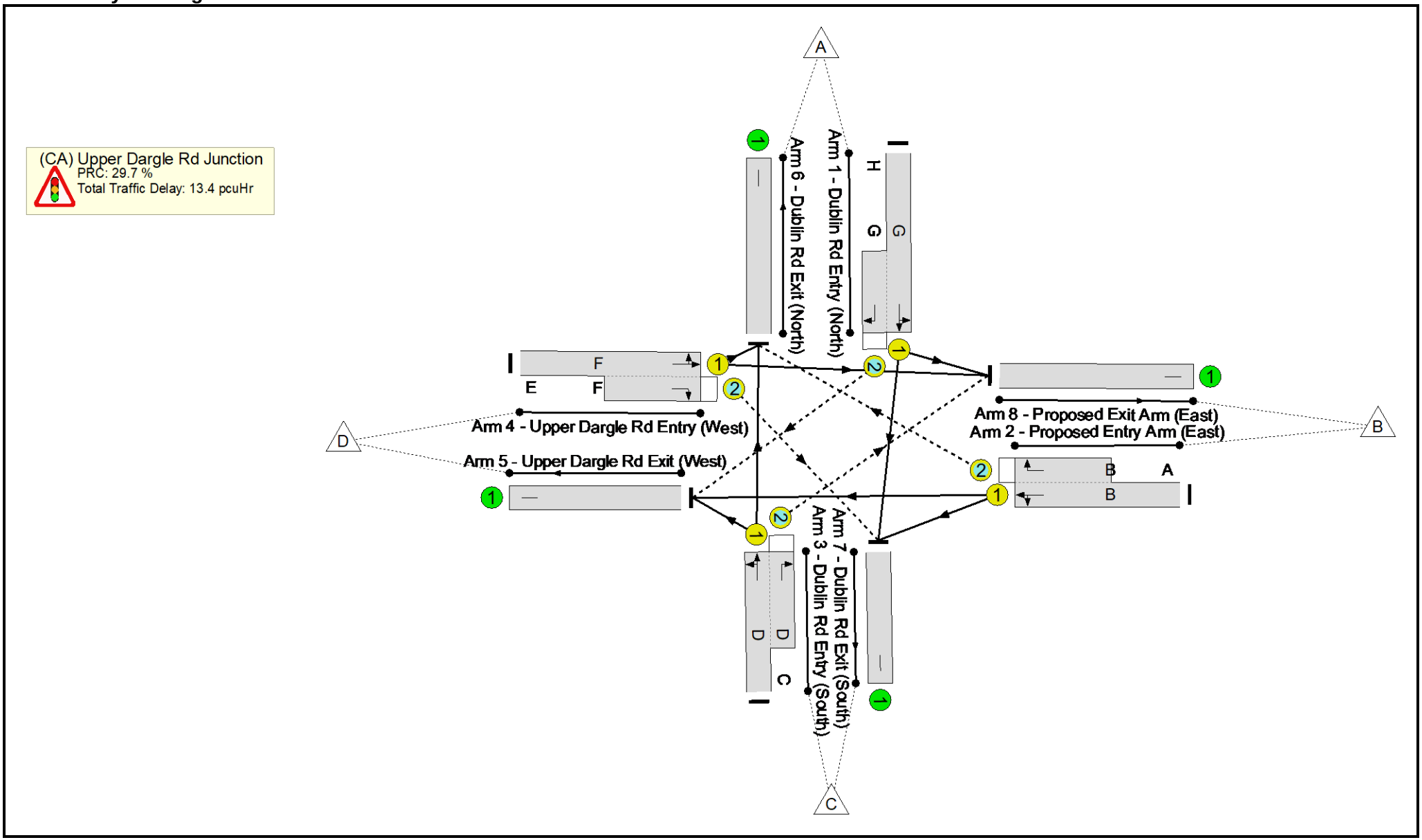
Stage	1	2	3	4	1	2	3	4	5
Duration	39	7	7	7	93	7	7	7	5
Change Point	0	51	64	77	90	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.4%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.4%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	745	1915:1836	1094	68.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	195	2.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	756	1949:1884	1090	69.4%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	243	61.8%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

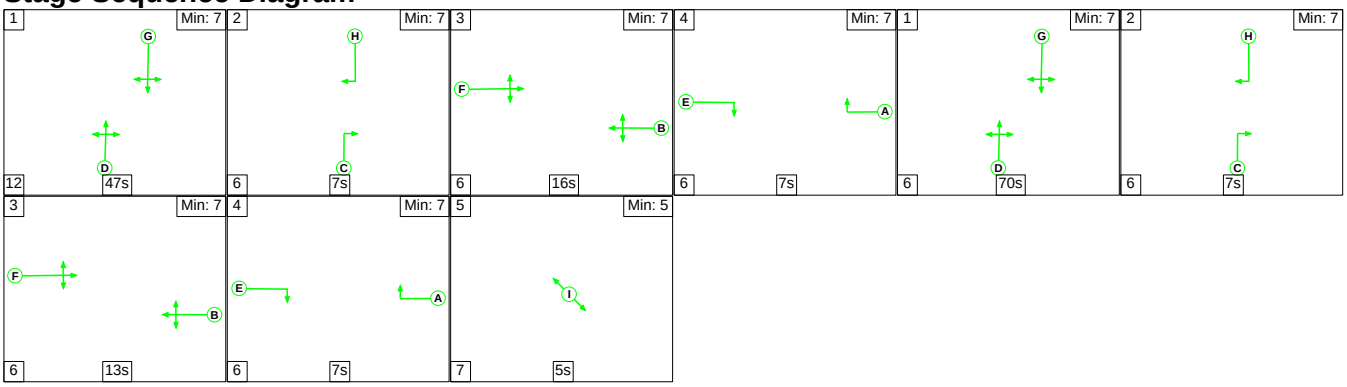
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**125**	**40**	**15**	**10.1**	**3.0**	**0.3**	**13.4**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**125**	**40**	**15**	**10.1**	**3.0**	**0.3**	**13.4**	**-**	**-**	**-**	**-**
1/1+1/2	745	745	54	32	14	3.8	1.1	0.3	5.2	25.0	19.5	1.1	20.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	58.5	0.1	0.0	0.1
3/1+3/2	756	756	1	0	0	4.1	1.1	0.0	5.3	25.0	21.2	1.1	22.3
4/1+4/2	150	150	67	7	1	2.1	0.8	0.0	2.9	69.9	2.8	0.8	3.6
5/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 29.7 Total Delay for Signalled Lanes (pcuHr): 13.41 Cycle Time (s): 240
PRC Over All Lanes (%): 29.7 Total Delay Over All Lanes(pcuHr): 13.41

Full Input Data And Results

Scenario 13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM' (FG13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

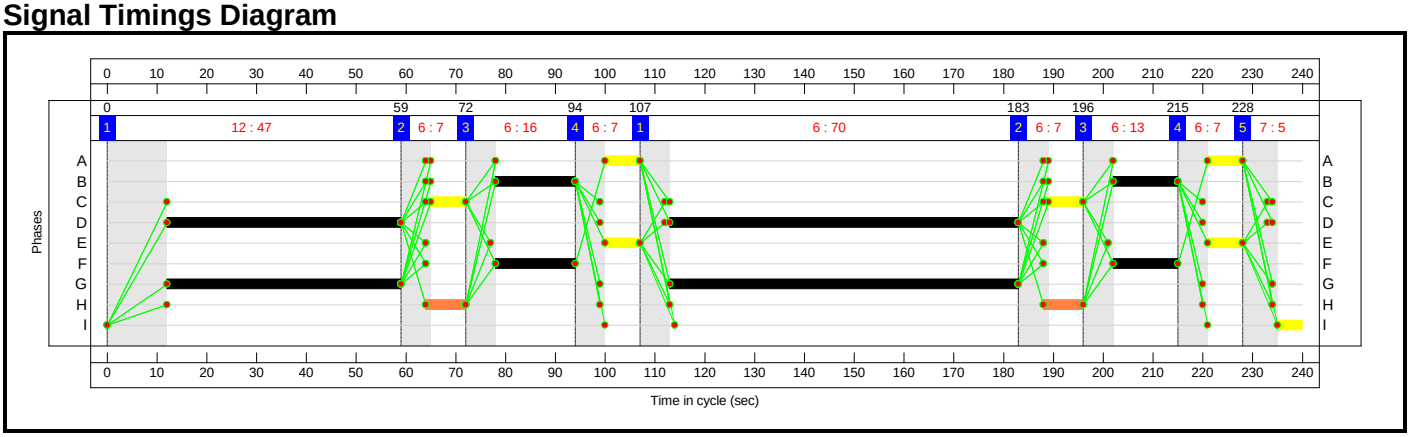
Stage Sequence Diagram



Stage Timings

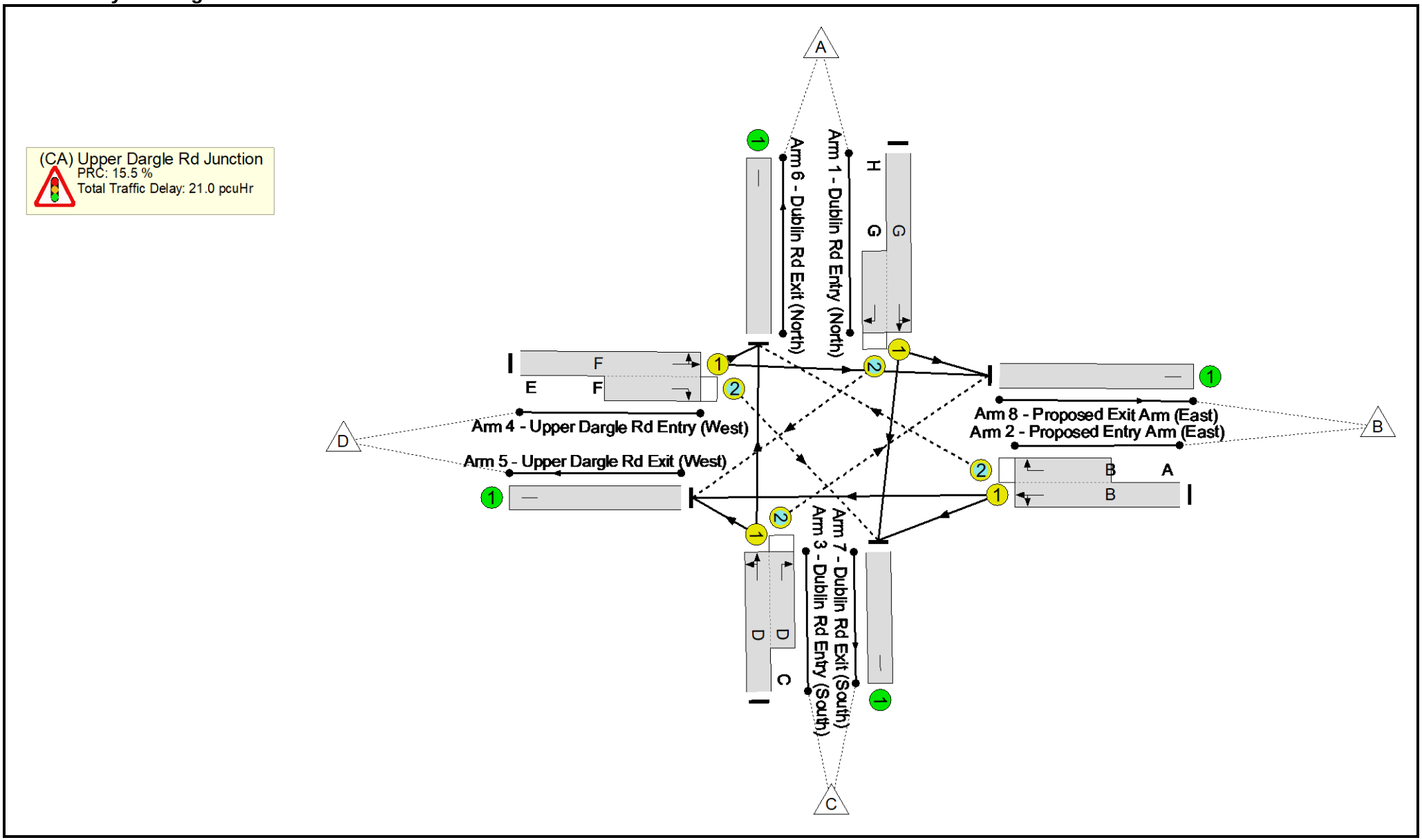
Stage	1	2	3	4	1	2	3	4	5
Duration	47	7	16	7	70	7	13	7	5
Change Point	0	59	72	94	107	183	196	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	117:133	16	521	1914:1836	965	54.0%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	29:43	14	257	1834:1775	338	76.1%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	117:131	14	791	1958:1884	1015	77.9%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	29:43	14	247	1841:1730	317	78.0%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%

Full Input Data And Results

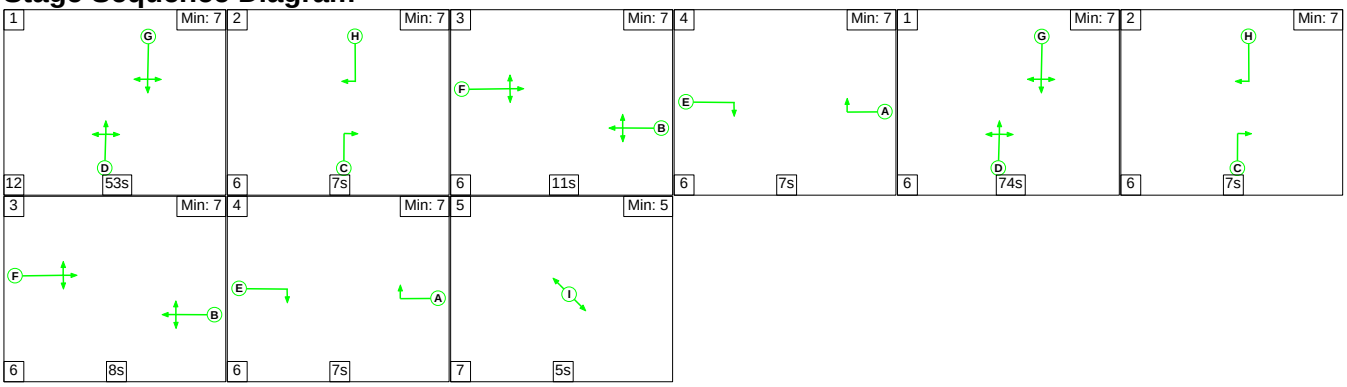
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**238**	**76**	**10**	**14.8**	**5.5**	**0.6**	**21.0**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**238**	**76**	**10**	**14.8**	**5.5**	**0.6**	**21.0**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.9	0.6	0.2	3.7	25.7	12.8	0.6	13.3
2/1+2/2	257	257	44	36	8	3.4	1.5	0.1	5.1	71.4	5.5	1.5	7.1
3/1+3/2	791	791	112	13	1	5.1	1.7	0.2	7.0	32.1	22.8	1.7	24.6
4/1+4/2	247	247	46	23	1	3.3	1.7	0.1	5.1	74.3	5.8	1.7	7.5
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.5 Total Delay for Signalled Lanes (pcuHr): 20.95 Cycle Time (s): 240
PRC Over All Lanes (%): 15.5 Total Delay Over All Lanes(pcuHr): 20.95

Full Input Data And Results

Scenario 14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM' (FG14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

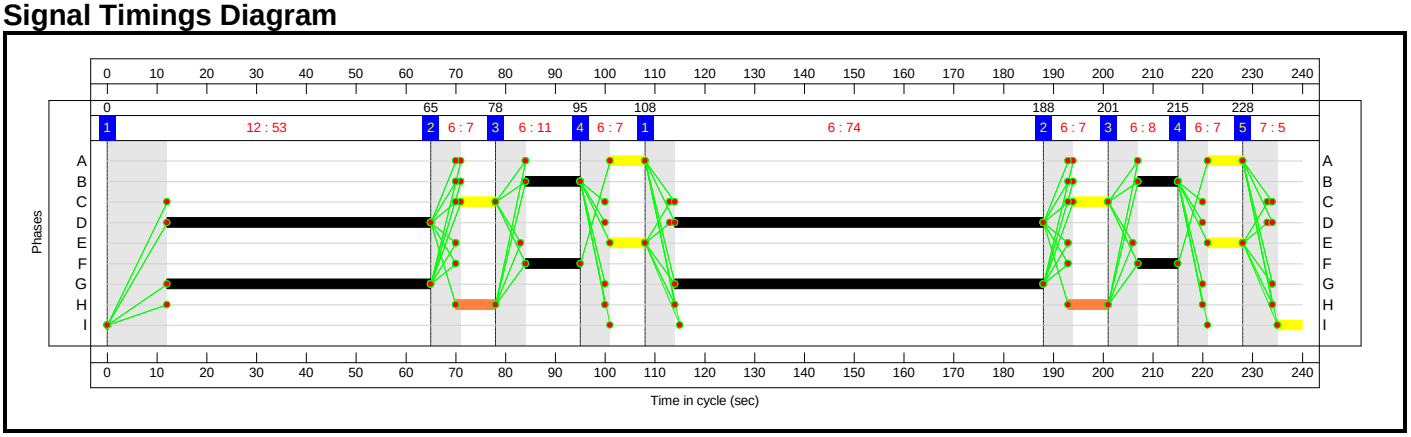
Stage Sequence Diagram



Stage Timings

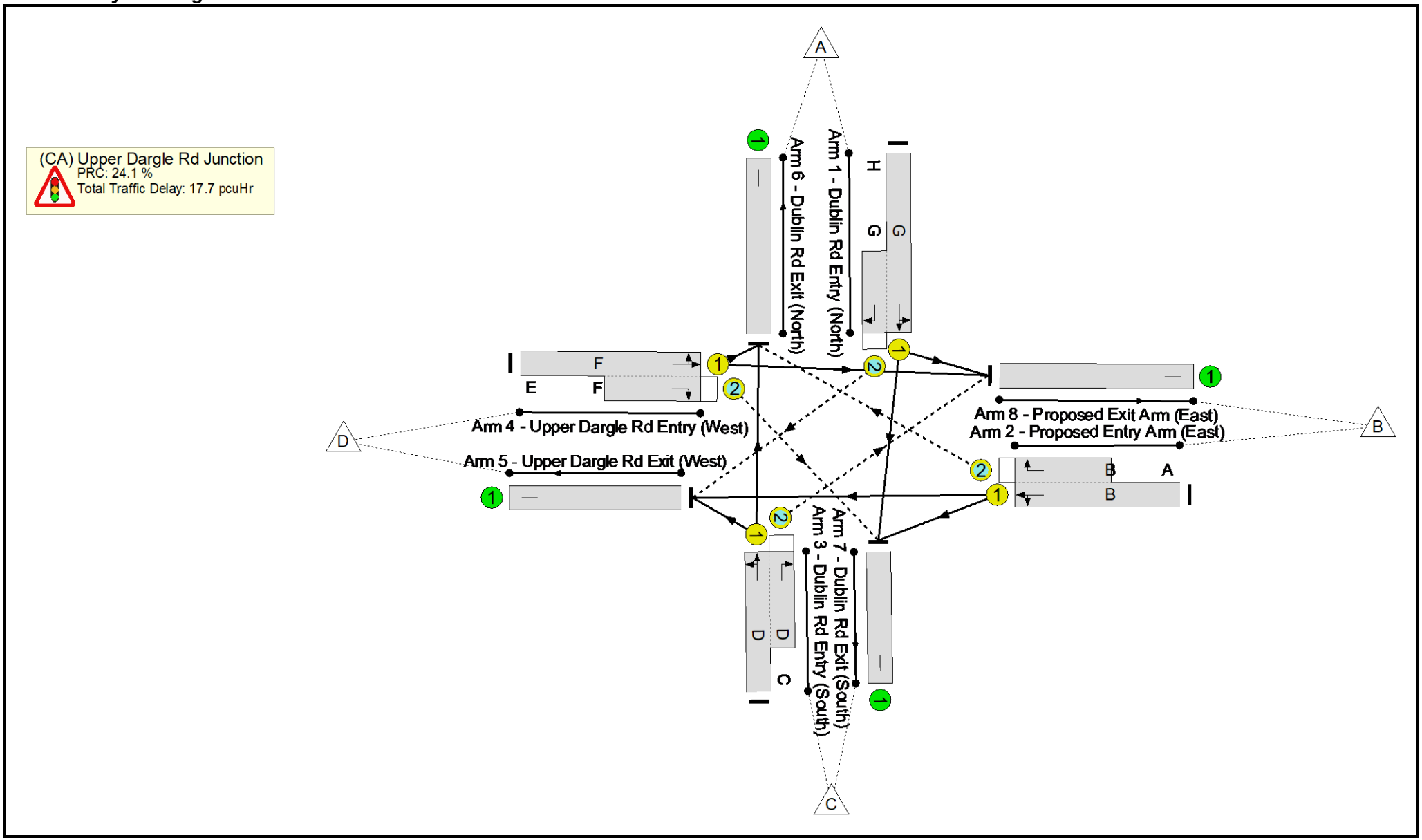
Stage	1	2	3	4	1	2	3	4	5
Duration	53	7	11	7	74	7	8	7	5
Change Point	0	65	78	95	108	188	201	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	127:143	16	678	1915:1836	1052	64.4%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	19:33	14	167	1857:1775	236	70.8%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	127:141	14	779	1948:1884	1074	72.5%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	19:33	14	179	1848:1730	278	64.3%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%

Full Input Data And Results

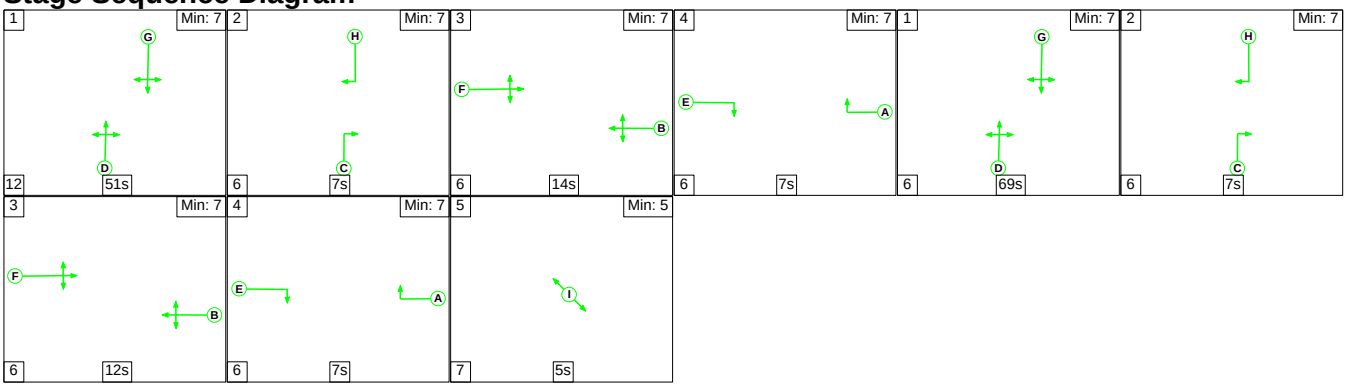
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**192**	**57**	**15**	**12.8**	**4.3**	**0.6**	**17.7**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**192**	**57**	**15**	**12.8**	**4.3**	**0.6**	**17.7**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.6	0.9	0.3	4.8	25.4	17.2	0.9	18.1
2/1+2/2	167	167	35	13	4	2.3	1.2	0.1	3.6	76.8	3.8	1.2	4.9
3/1+3/2	779	779	47	5	0	4.4	1.3	0.1	5.9	27.1	21.6	1.3	22.9
4/1+4/2	179	179	35	30	10	2.5	0.9	0.1	3.4	69.3	3.4	0.9	4.3
5/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 24.1 Total Delay for Signalled Lanes (pcuHr): 17.66 Cycle Time (s): 240
PRC Over All Lanes (%): 24.1 Total Delay Over All Lanes(pcuHr): 17.66

Full Input Data And Results

Scenario 15: 'DO_NO_OY+15_AM' (FG15: 'DO_NO_OY+15_AM', Plan 1: 'Network Control Plan 1')

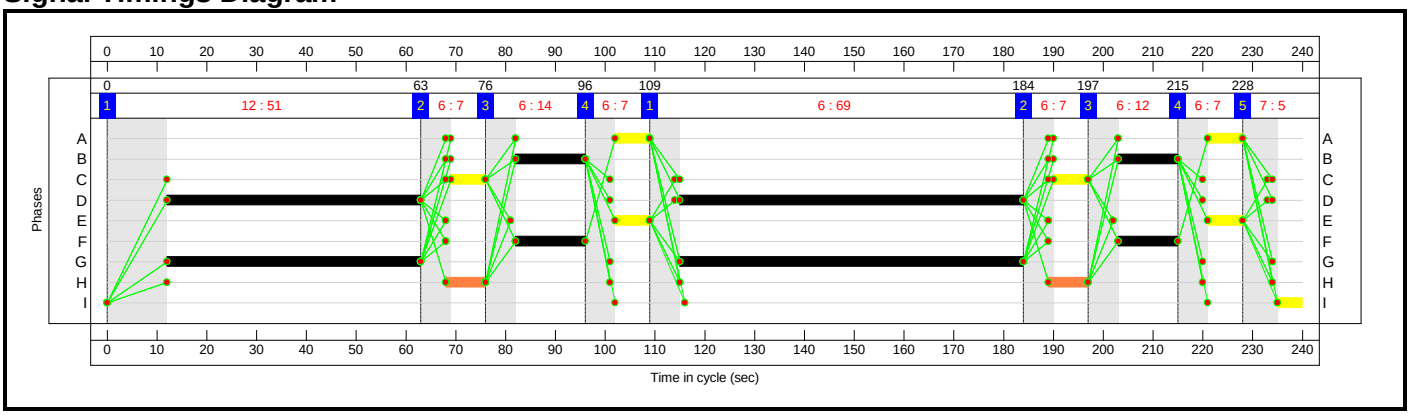
Stage Sequence Diagram



Stage Timings

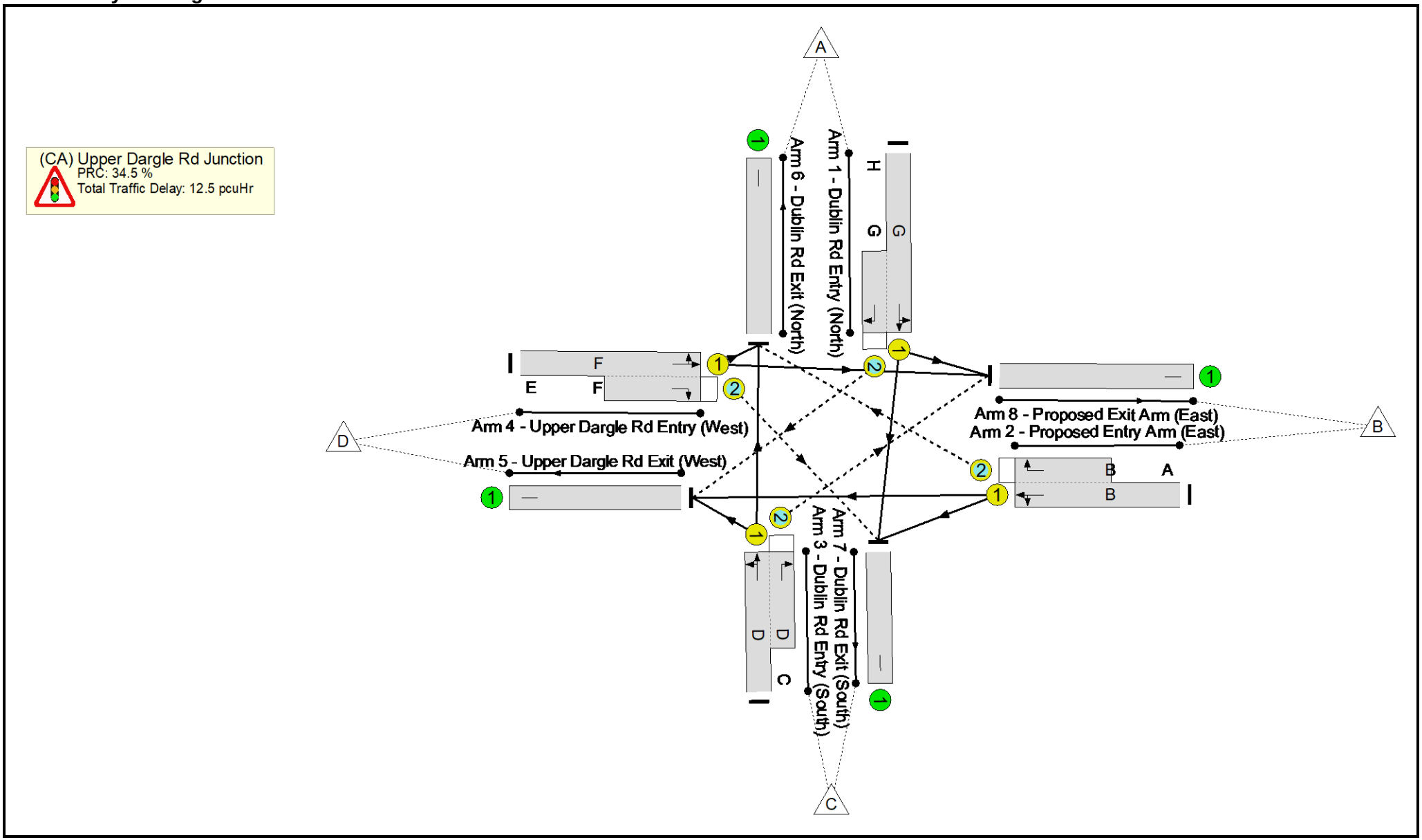
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	14	7	69	7	12	7	5
Change Point	0	63	76	96	109	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	120:136	16	521	1914:1836	989	52.7%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	26:40	14	2	1828:1775	361	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	120:134	14	665	1958:1965	995	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	26:40	14	221	1821:1730	330	66.9%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

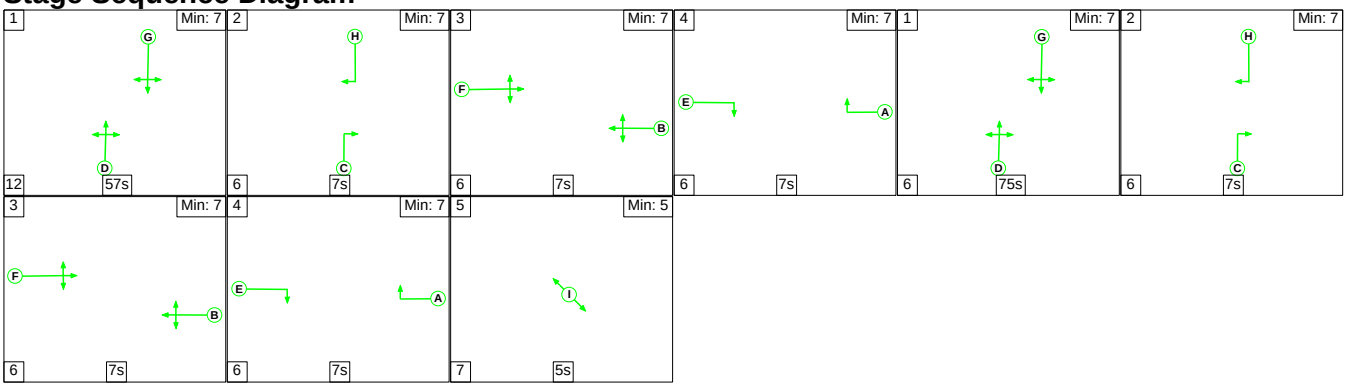
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**111**	**12**	**1**	**9.8**	**2.6**	**0.2**	**12.5**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.8	0.6	0.2	3.5	24.2	12.6	0.6	13.2
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0
3/1+3/2	665	665	0	0	0	4.1	1.0	0.0	5.1	27.8	18.7	1.0	19.7
4/1+4/2	221	221	74	8	1	2.8	1.0	0.0	3.8	62.5	4.4	1.0	5.4
5/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 240
PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 12.50

Full Input Data And Results

Scenario 16: 'DO_NO_OY+15_PM' (FG16: 'DO_NO_OY+15_PM', Plan 1: 'Network Control Plan 1')

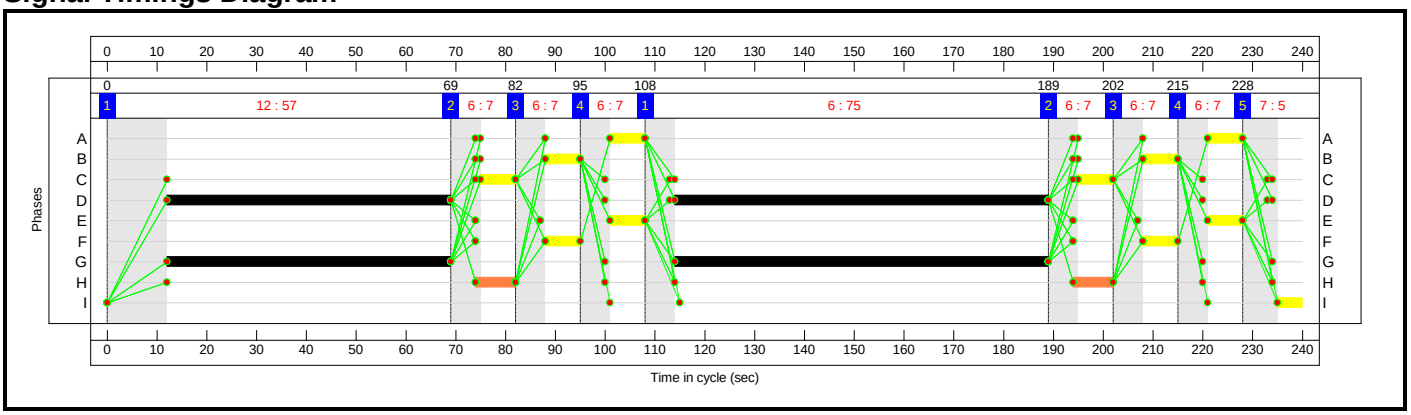
Stage Sequence Diagram



Stage Timings

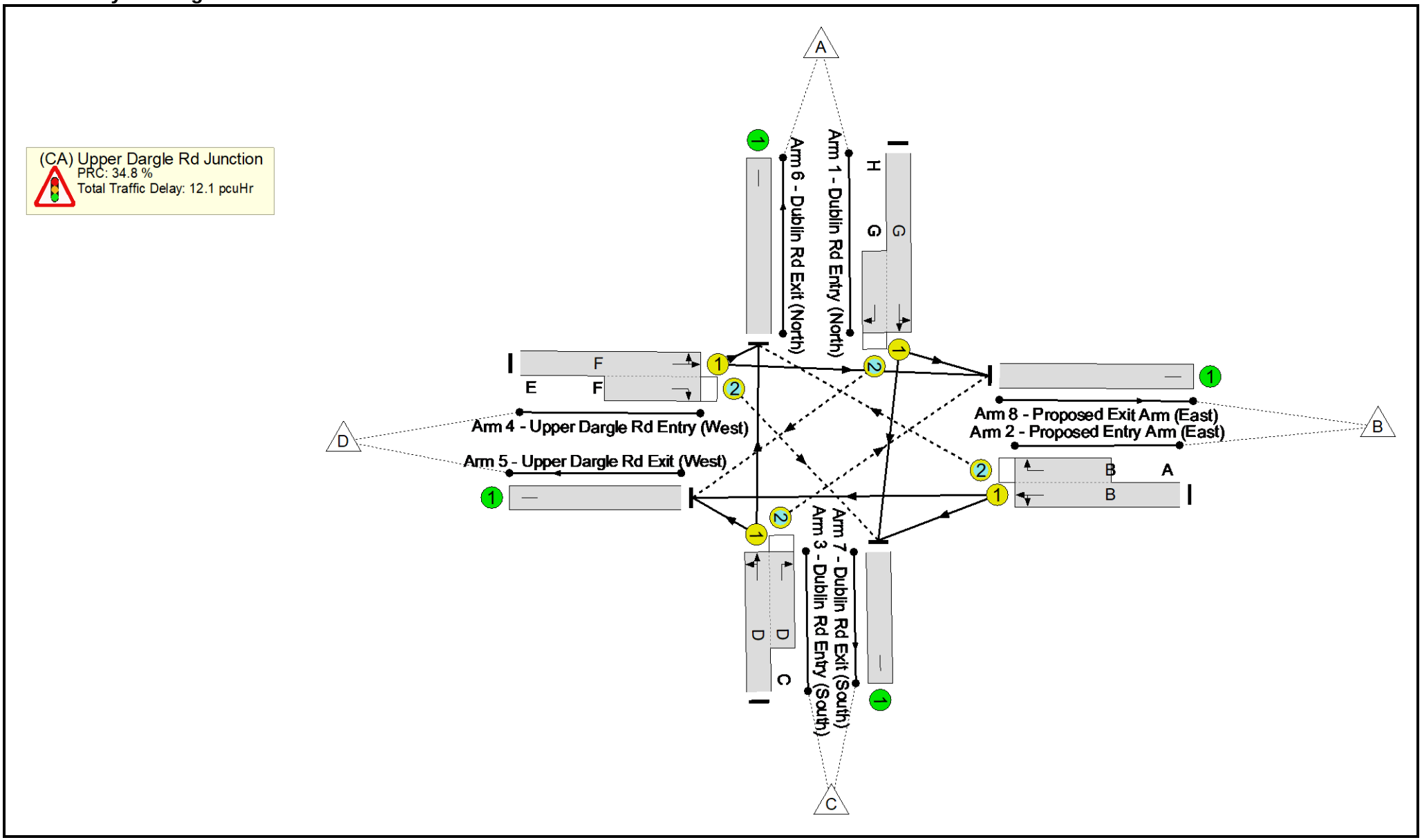
Stage	1	2	3	4	1	2	3	4	5
Duration	57	7	7	7	75	7	7	7	5
Change Point	0	69	82	95	108	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	678	1915:1836	1092	62.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	203	2.5%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	727	1948:1884	1089	66.8%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	256	58.5%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

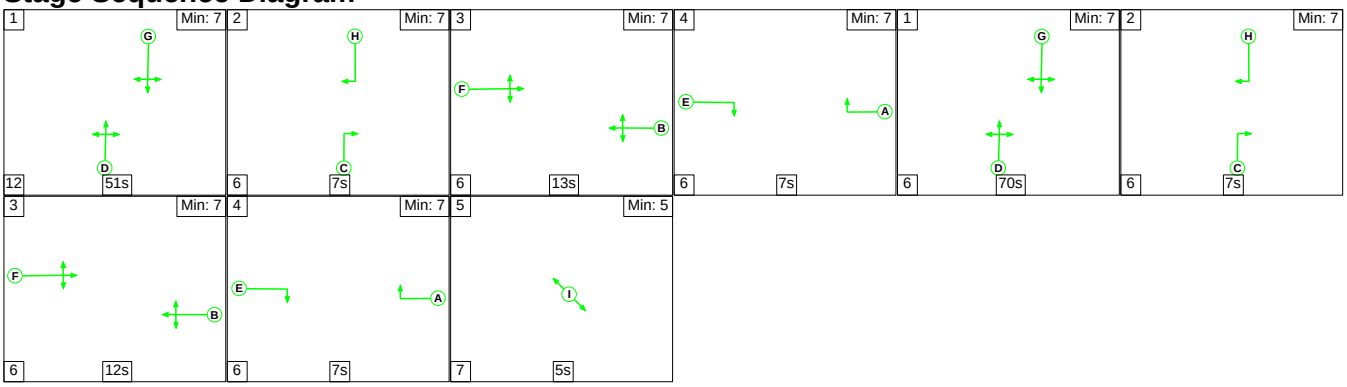
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**150**	**17**	**1**	**9.2**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.3	0.8	0.3	4.4	23.2	16.8	0.8	17.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	56.3	0.1	0.0	0.1
3/1+3/2	727	727	1	0	0	3.9	1.0	0.0	4.9	24.1	19.8	1.0	20.8
4/1+4/2	150	150	70	8	1	2.0	0.7	0.0	2.7	65.8	2.3	0.7	3.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.8 Total Delay for Signalled Lanes (pcuHr): 12.06 Cycle Time (s): 240
PRC Over All Lanes (%): 34.8 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 17: 'DO_SO_OY+15_P1 (0.14) (NO)_AM' (FG17: 'DO_SO_OY+15_P1 (0.14) (NO)_AM', Plan 1: 'Network Control Plan 1')

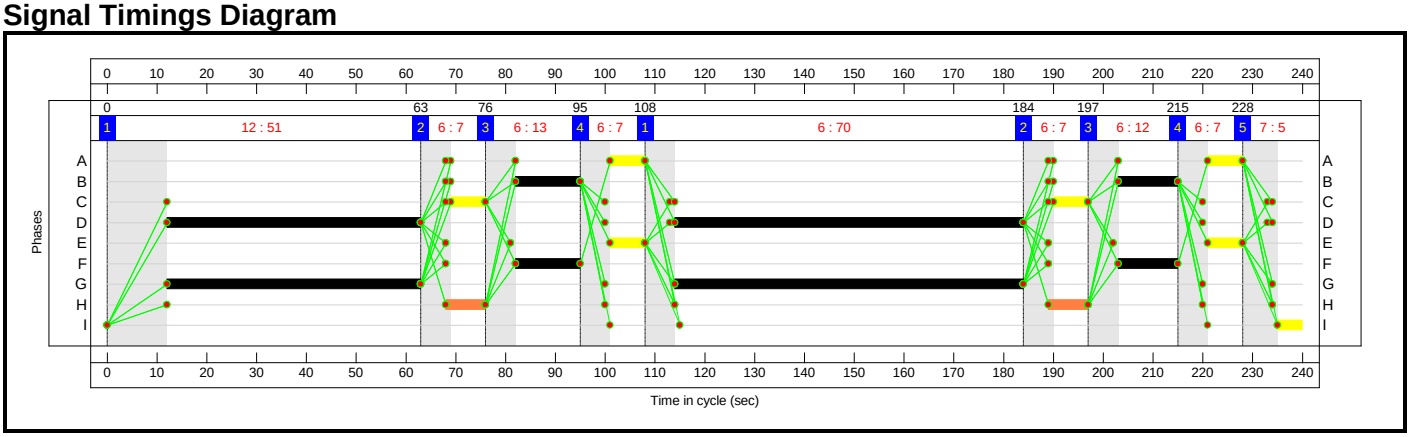
Stage Sequence Diagram



Stage Timings

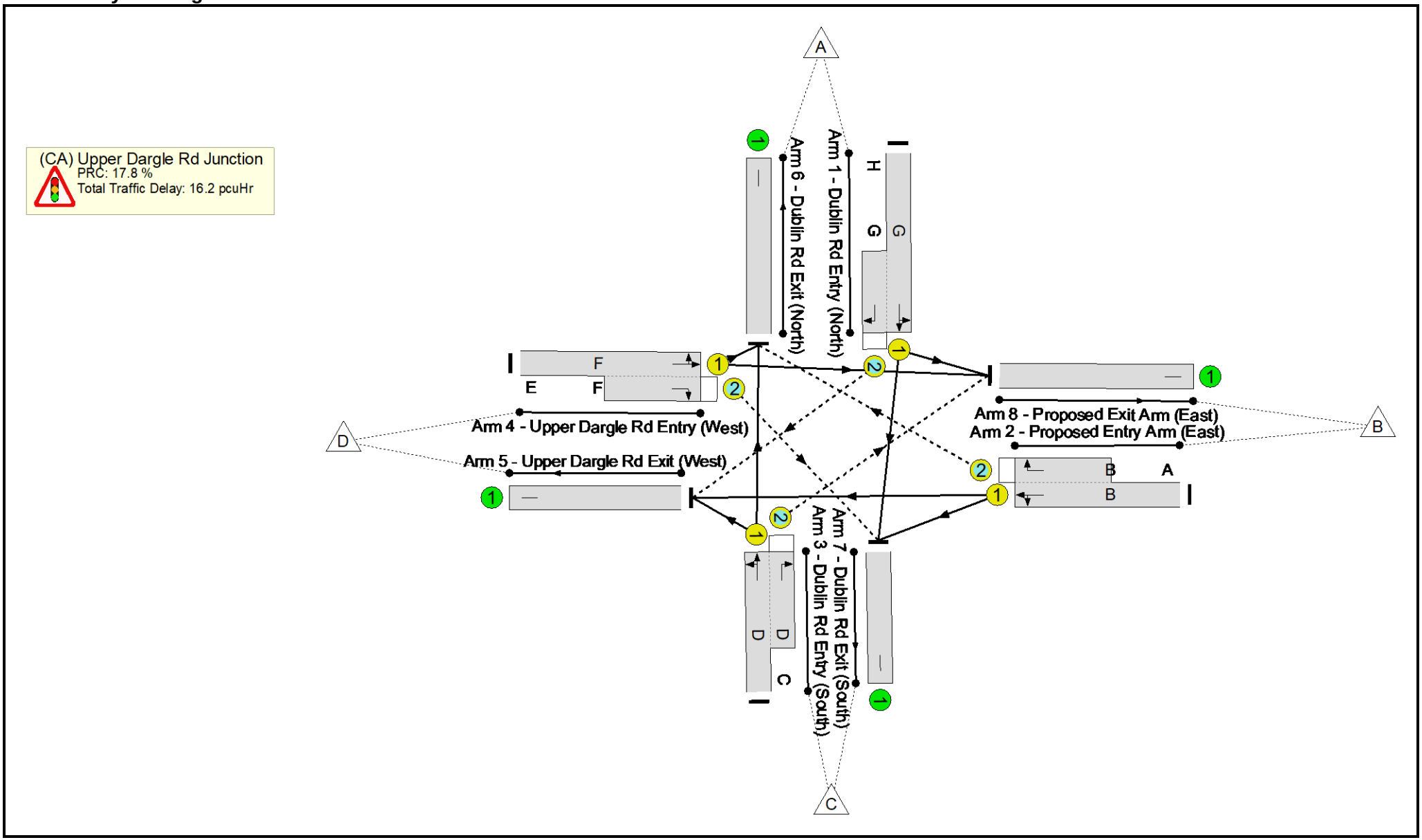
Stage	1	2	3	4	1	2	3	4	5
Duration	51	7	13	7	70	7	12	7	5
Change Point	0	63	76	95	108	184	197	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	121:137	16	663	1915:1836	995	66.6%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	25:39	14	2	1828:1775	331	0.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	121:135	14	767	1959:1965	1004	76.4%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	25:39	14	221	1821:1730	297	74.3%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%

Full Input Data And Results

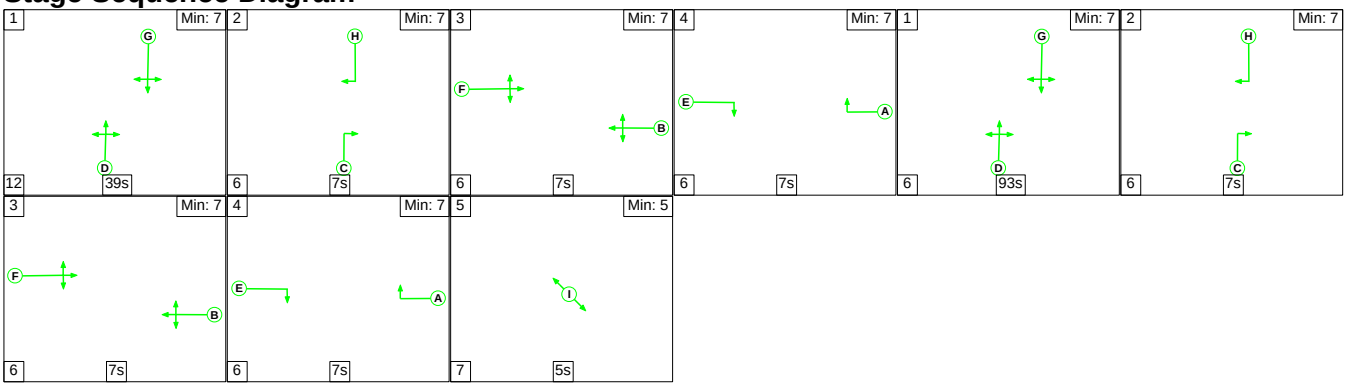
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**100**	**11**	**1**	**12.0**	**4.0**	**0.2**	**16.2**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**100**	**11**	**1**	**12.0**	**4.0**	**0.2**	**16.2**	**-**	**-**	**-**	**-**
1/1+1/2	663	663	37	4	0	3.9	1.0	0.2	5.1	27.8	18.3	1.0	19.3
2/1+2/2	2	2	1	0	0	0.0	0.0	0.0	0.0	52.0	0.0	0.0	0.0
3/1+3/2	767	767	0	0	0	5.1	1.6	0.0	6.7	31.4	23.4	1.6	25.0
4/1+4/2	221	221	62	7	1	2.9	1.4	0.0	4.3	70.4	4.9	1.4	6.3
5/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 17.8 Total Delay for Signalled Lanes (pcuHr): 16.17 Cycle Time (s): 240
PRC Over All Lanes (%): 17.8 Total Delay Over All Lanes(pcuHr): 16.17

Full Input Data And Results

Scenario 18: 'DO_SO_OY+15_P1 (0.14) (NO)_PM' (FG18: 'DO_SO_OY+15_P1 (0.14) (NO)_PM', Plan 1: 'Network Control Plan 1')

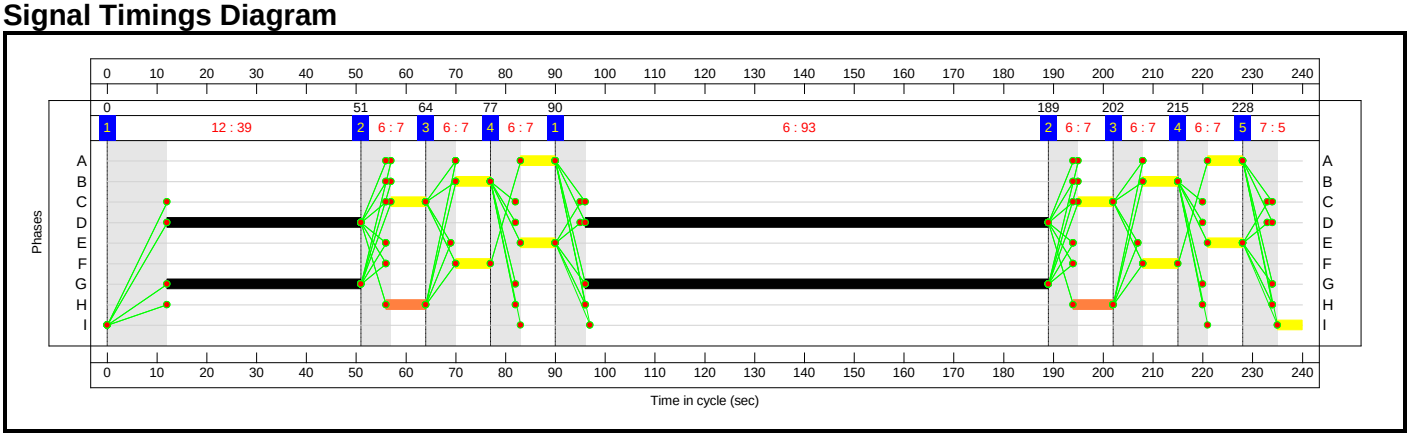
Stage Sequence Diagram



Stage Timings

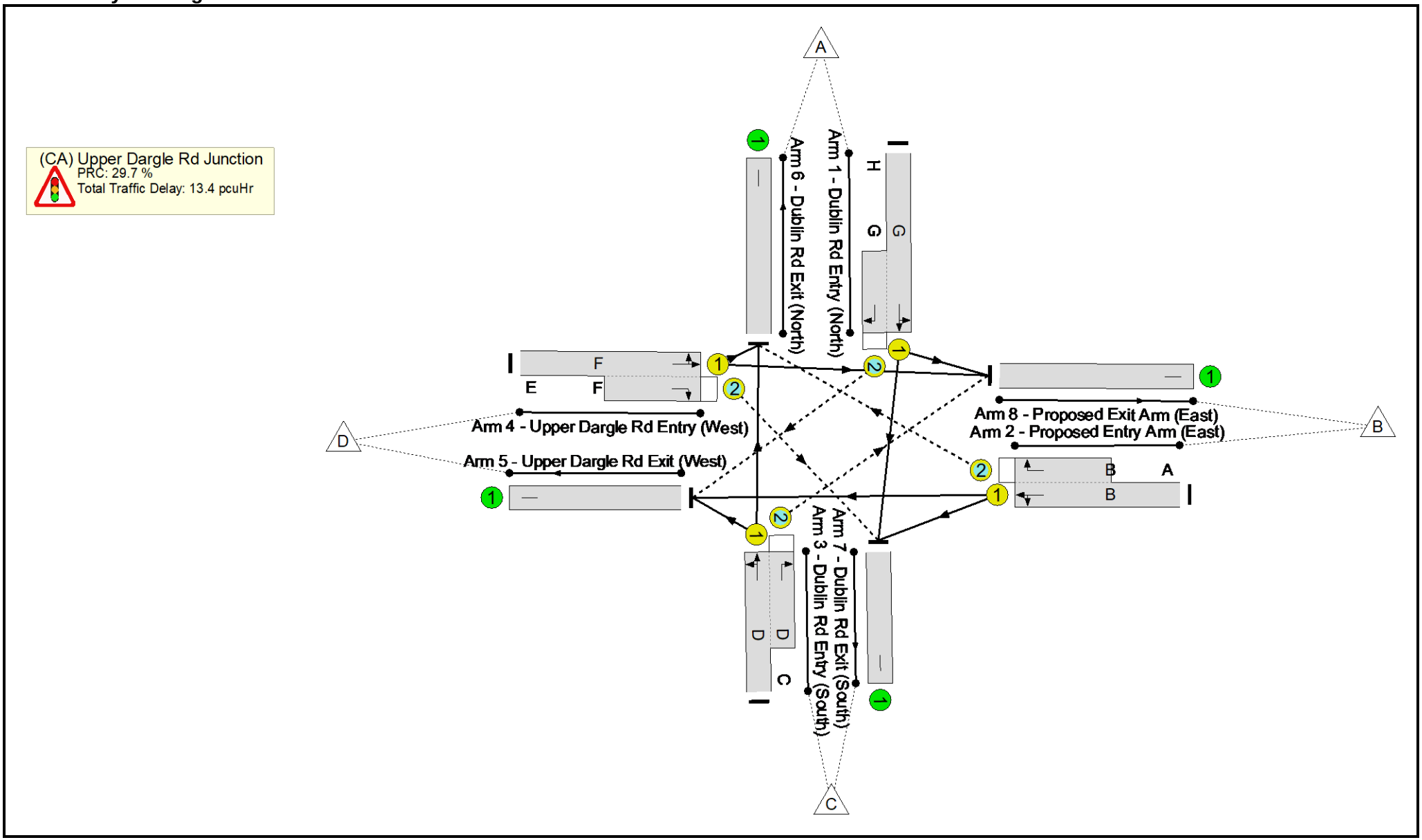
Stage	1	2	3	4	1	2	3	4	5
Duration	39	7	7	7	93	7	7	7	5
Change Point	0	51	64	77	90	189	202	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.4%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.4%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	132:148	16	745	1915:1836	1094	68.1%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	14:28	14	5	1965:1775	195	2.6%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	132:146	14	756	1949:1884	1090	69.4%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	14:28	14	150	1819:1730	243	61.8%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%

Full Input Data And Results

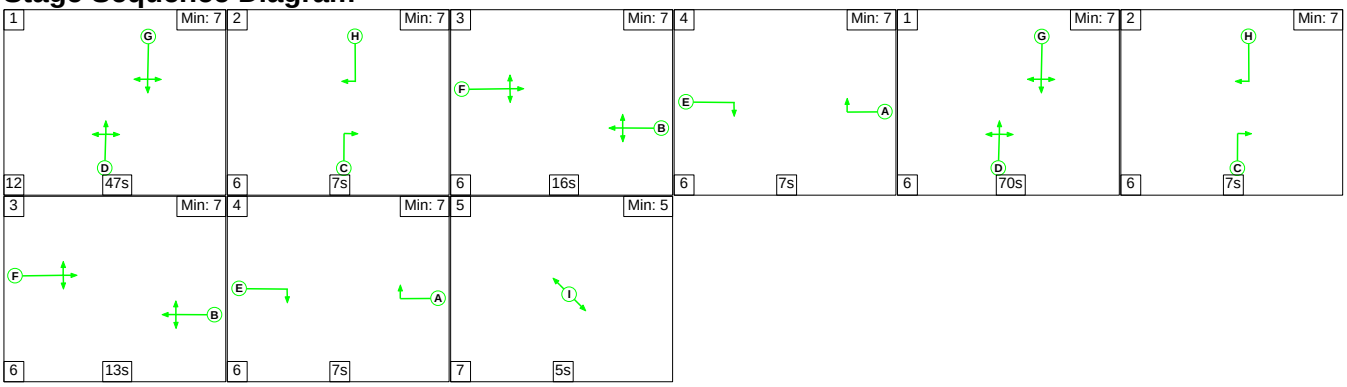
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**125**	**40**	**15**	**10.1**	**3.0**	**0.3**	**13.4**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**125**	**40**	**15**	**10.1**	**3.0**	**0.3**	**13.4**	**-**	**-**	**-**	**-**
1/1+1/2	745	745	54	32	14	3.8	1.1	0.3	5.2	25.0	19.5	1.1	20.6
2/1+2/2	5	5	4	0	0	0.1	0.0	0.0	0.1	58.5	0.1	0.0	0.1
3/1+3/2	756	756	1	0	0	4.1	1.1	0.0	5.3	25.0	21.2	1.1	22.3
4/1+4/2	150	150	67	7	1	2.1	0.8	0.0	2.9	69.9	2.8	0.8	3.6
5/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 29.7 Total Delay for Signalled Lanes (pcuHr): 13.41 Cycle Time (s): 240
PRC Over All Lanes (%): 29.7 Total Delay Over All Lanes(pcuHr): 13.41

Full Input Data And Results

Scenario 19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM' (FG19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

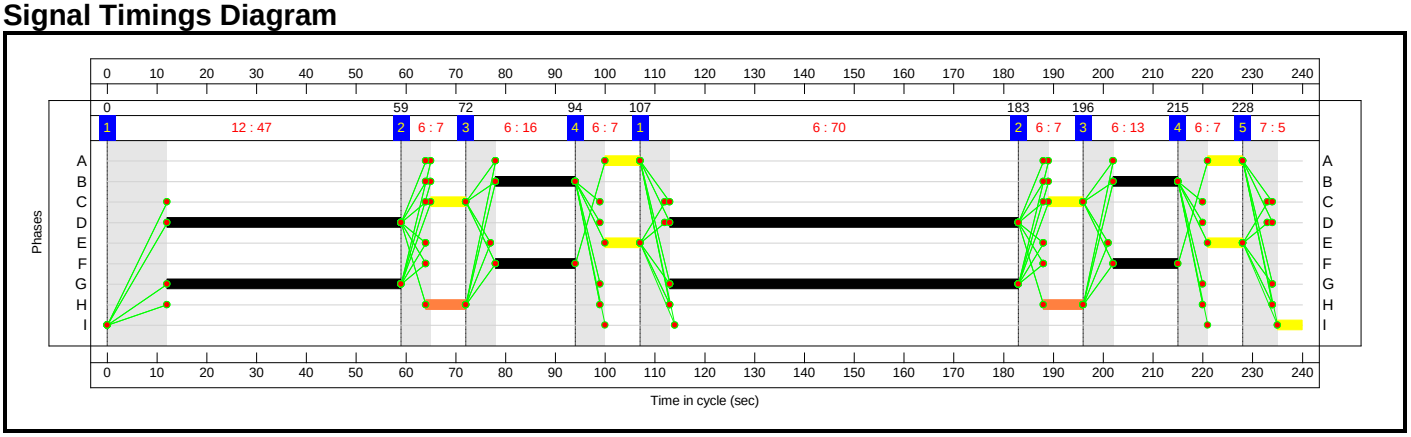
Stage Sequence Diagram



Stage Timings

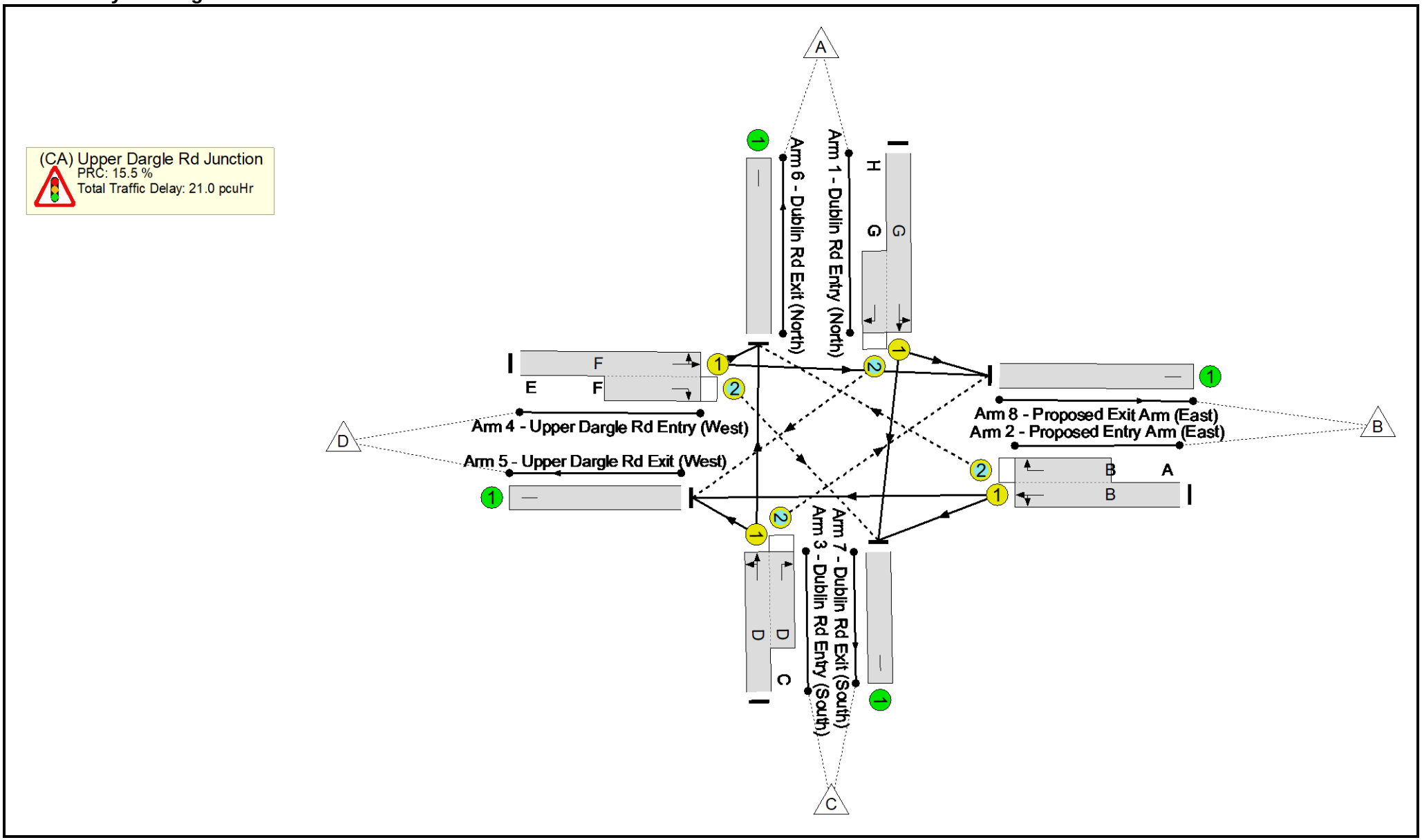
Stage	1	2	3	4	1	2	3	4	5
Duration	47	7	16	7	70	7	13	7	5
Change Point	0	59	72	94	107	183	196	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.0%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	117:133	16	521	1914:1836	965	54.0%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	29:43	14	257	1834:1775	338	76.1%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	117:131	14	791	1958:1884	1015	77.9%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	29:43	14	247	1841:1730	317	78.0%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%

Full Input Data And Results

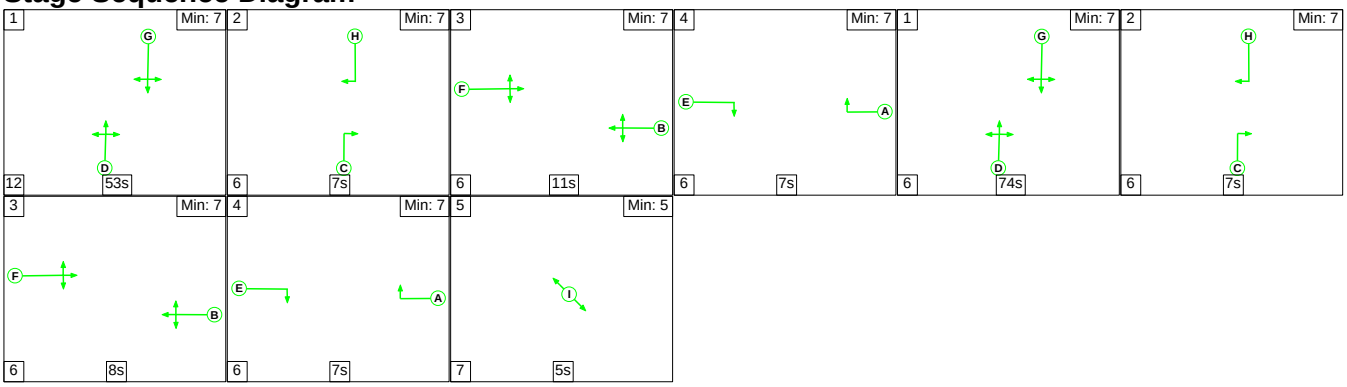
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**238**	**76**	**10**	**14.8**	**5.5**	**0.6**	**21.0**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**238**	**76**	**10**	**14.8**	**5.5**	**0.6**	**21.0**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	36	4	0	2.9	0.6	0.2	3.7	25.7	12.8	0.6	13.3
2/1+2/2	257	257	44	36	8	3.4	1.5	0.1	5.1	71.4	5.5	1.5	7.1
3/1+3/2	791	791	112	13	1	5.1	1.7	0.2	7.0	32.1	22.8	1.7	24.6
4/1+4/2	247	247	46	23	1	3.3	1.7	0.1	5.1	74.3	5.8	1.7	7.5
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.5 Total Delay for Signalled Lanes (pcuHr): 20.95 Cycle Time (s): 240
PRC Over All Lanes (%): 15.5 Total Delay Over All Lanes(pcuHr): 20.95

Full Input Data And Results

Scenario 20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM' (FG20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

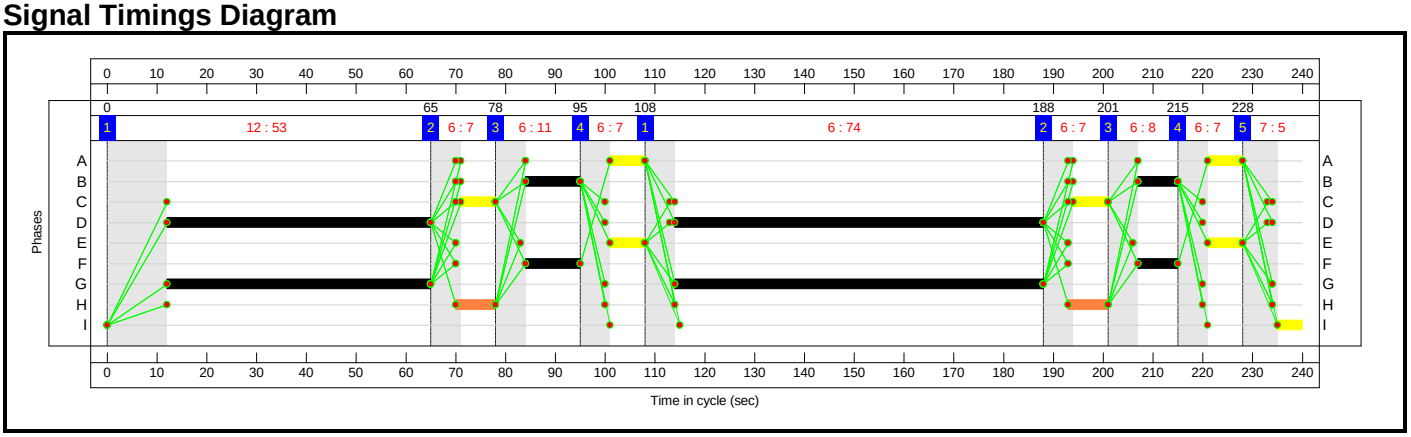
Stage Sequence Diagram



Stage Timings

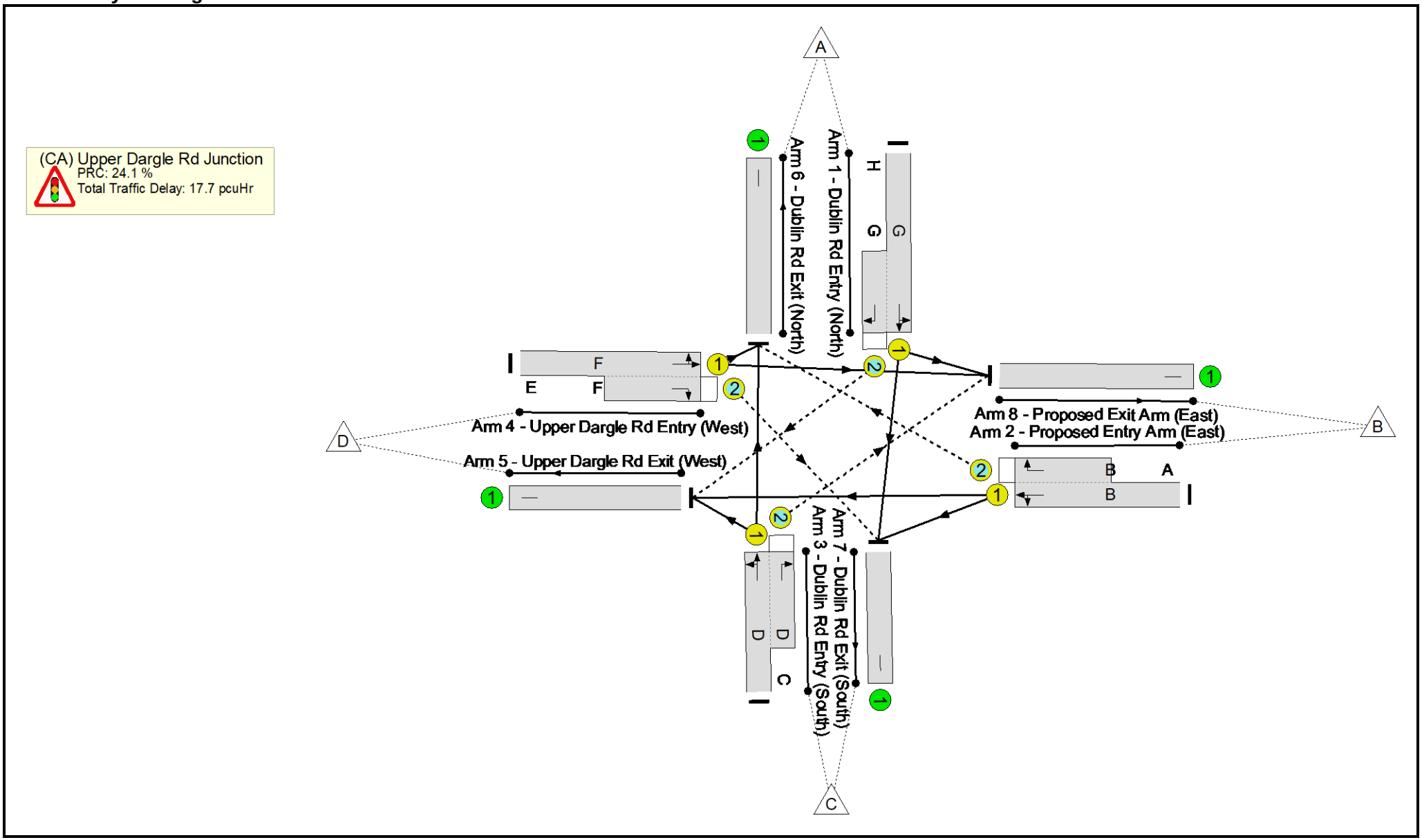
Stage	1	2	3	4	1	2	3	4	5
Duration	53	7	11	7	74	7	8	7	5
Change Point	0	65	78	95	108	188	201	215	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
(CA) Upper Dargle Rd Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
1/1+1/2	Dublin Rd Entry (North) Right Ahead Left	U+O	N/A	N/A	G	H	2:4	127:143	16	678	1915:1836	1052	64.4%
2/1+2/2	Proposed Entry Arm (East) Ahead Right Left	U+O	N/A	N/A	B	A	2:4	19:33	14	167	1857:1775	236	70.8%
3/1+3/2	Dublin Rd Entry (South) Left Ahead Right	U+O	N/A	N/A	D	C	2:4	127:141	14	779	1948:1884	1074	72.5%
4/1+4/2	Upper Dargle Rd Entry (West) Left Right Ahead	U+O	N/A	N/A	F	E	2:4	19:33	14	179	1848:1730	278	64.3%
5/1	Upper Dargle Rd Exit (West)	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
6/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
7/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
8/1	Proposed Exit Arm (East)	U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**192**	**57**	**15**	**12.8**	**4.3**	**0.6**	**17.7**	**-**	**-**	**-**	**-**
(CA) Upper Dargle Rd Junction	**-**	**-**	**192**	**57**	**15**	**12.8**	**4.3**	**0.6**	**17.7**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	75	8	1	3.6	0.9	0.3	4.8	25.4	17.2	0.9	18.1
2/1+2/2	167	167	35	13	4	2.3	1.2	0.1	3.6	76.8	3.8	1.2	4.9
3/1+3/2	779	779	47	5	0	4.4	1.3	0.1	5.9	27.1	21.6	1.3	22.9
4/1+4/2	179	179	35	30	10	2.5	0.9	0.1	3.4	69.3	3.4	0.9	4.3
5/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

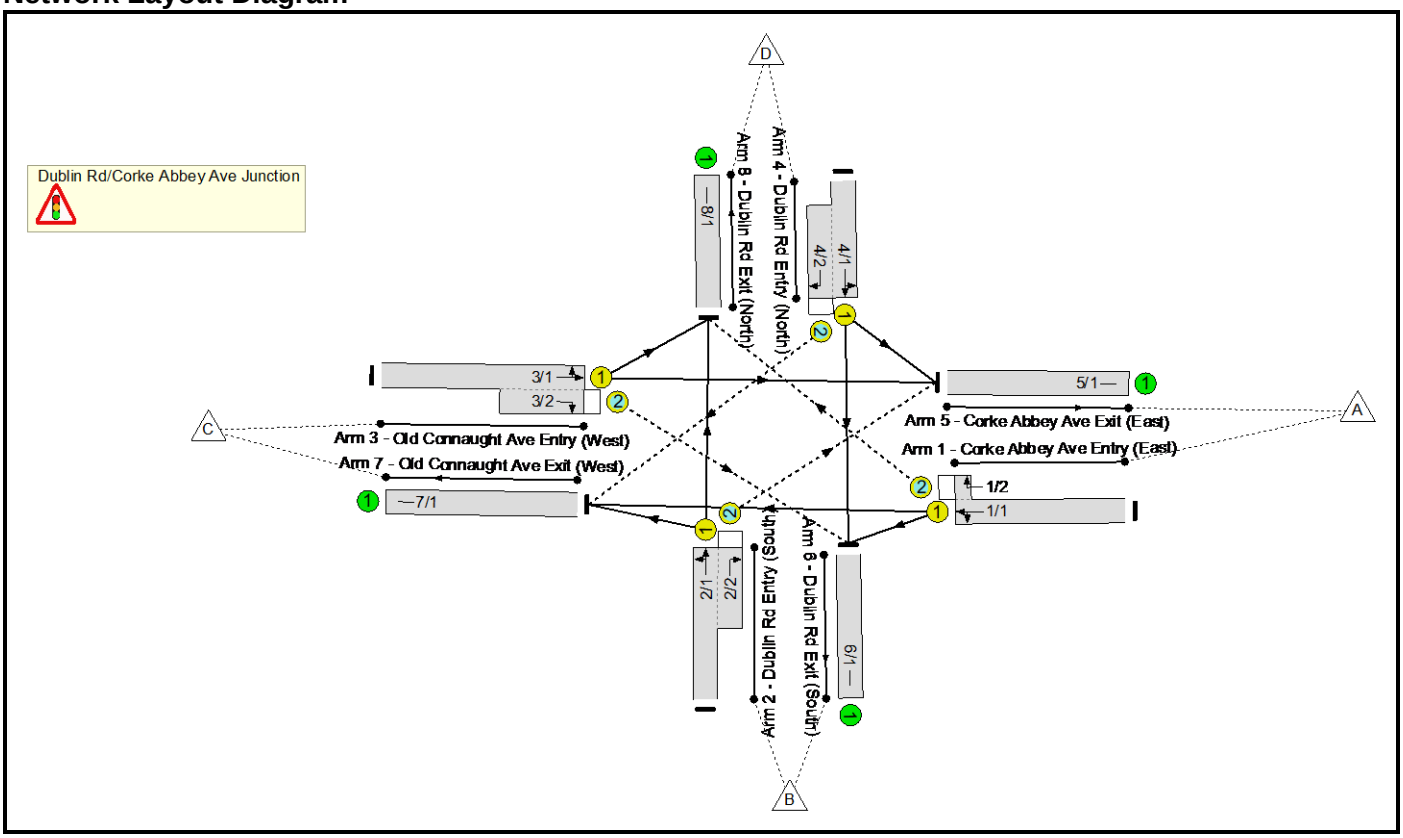
C1 PRC for Signalled Lanes (%): 24.1 Total Delay for Signalled Lanes (pcuHr): 17.66 Cycle Time (s): 240
PRC Over All Lanes (%): 24.1 Total Delay Over All Lanes(pcuHr): 17.66

Full Input Data And Results

User and Project Details

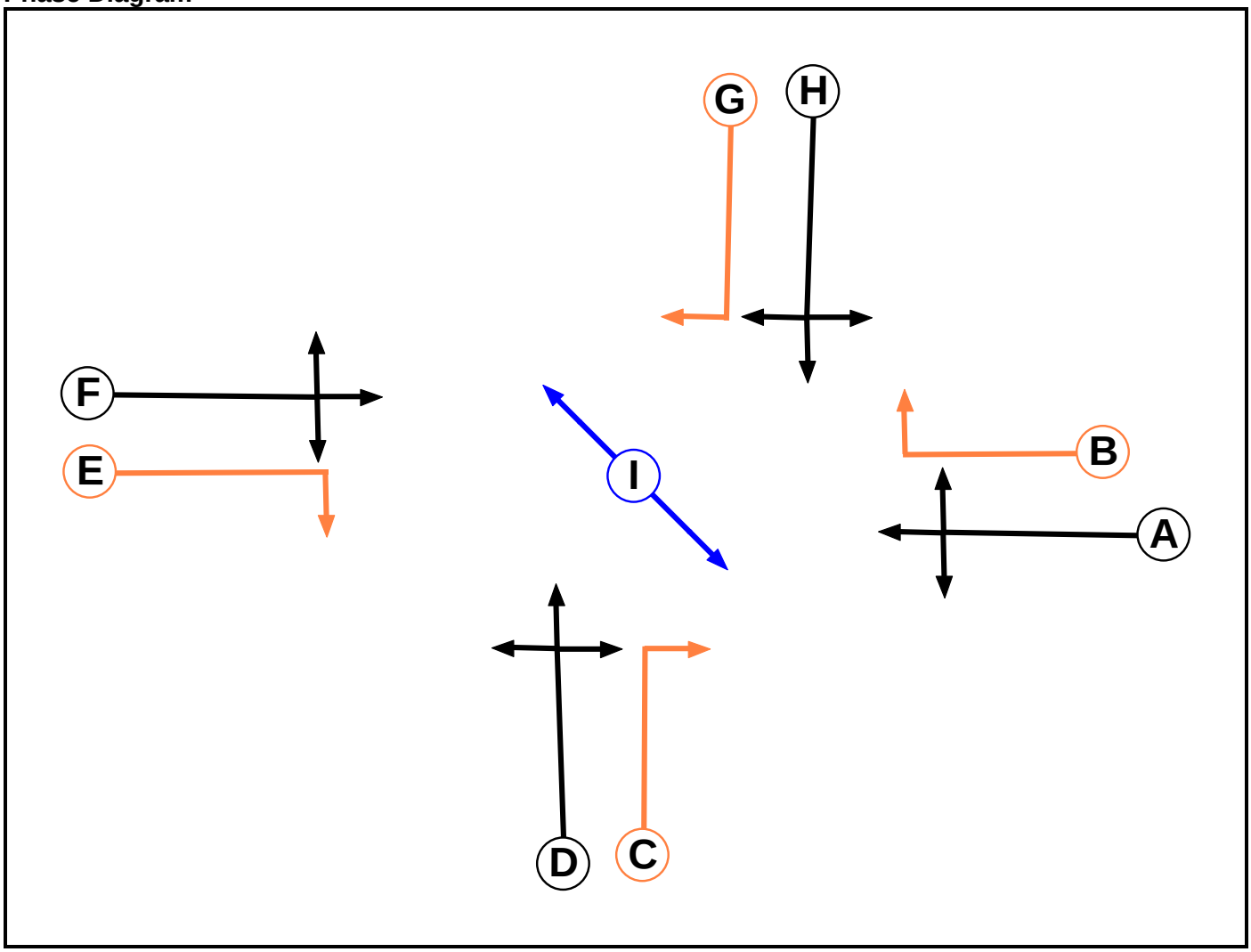
Project:	**Harbour Point Coastal Quarter**
Title:	
Location:	
Client:	Shankill Property Investments Ltd.
Additional detail:	
File name:	(J2) Cork Abbey_Old Connaught Ave Junction.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Filter with Closing Amber (Not UK)		7	7
C	Filter with Closing Amber (Not UK)		7	7
D	Traffic		7	7
E	Filter with Closing Amber (Not UK)		7	7
F	Traffic		7	7
G	Filter with Closing Amber (Not UK)		7	7
H	Traffic		7	7
I	Pedestrian		5	5

Full Input Data And Results

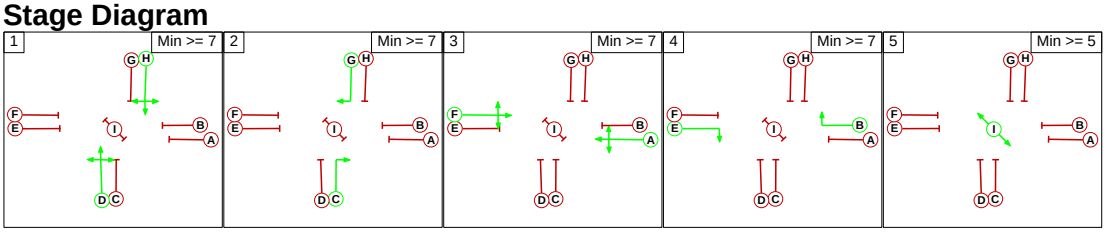
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	-	-	5	-	6	6	7
B	-		6	6	-	-	6	6	7
C	5	-		-	5	5	-	-	7
D	5	-	-		5	5	6	-	7
E	6	-	6	6		-	6	6	7
F	-	5	-	-	-		-	-	7
G	-	-	-	-	5	5		-	7
H	-	-	6	-	5	5	-		7
I	-	-	12	12	-	-	12	12	

Phases in Stage

Stage No.	Phases in Stage
1	D H
2	C G
3	A F
4	B E
5	I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		6	5	5	7
2	2		5	5	7
3	6	6		5	7
4	6	6	6		7
5	12	12	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Dublin Rd/Corke Abbey Ave Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Corke Abbey Ave Entry (East))	8/1 (Right)	1439	0	3/1	1.09	All	1.00	-	0.50	1	1.00
2/2 (Dublin Rd Entry (South))	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	1.00	-	0.50	1	1.00
3/2 (Old Connaught Ave Entry (West))	6/1 (Right)	1439	0	1/1	1.09	To 7/1 (Ahead)	1.00	-	0.50	1	1.00
4/2 (Dublin Rd Entry (North))	7/1 (Right)	1439	0	2/1	1.09	All	1.00	-	0.50	1	1.00

Full Input Data And Results

Lane Input Data

Junction: Dublin Rd/Corke Abbey Ave Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Corke Abbey Ave Entry (East))	U	A	2	3	60.0	User	3439	-	-	-	-	-
1/2 (Corke Abbey Ave Entry (East))	O	A B	2	3	0.2	Geom	-	3.50	0.00	Y	Arm 8 Right	17.00
2/1 (Dublin Rd Entry (South))	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	25.00
											Arm 8 Ahead	Inf
2/2 (Dublin Rd Entry (South))	O	D C	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Right	11.00
3/1 (Old Connaught Ave Entry (West))	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	10.00
3/2 (Old Connaught Ave Entry (West))	O	F E	2	3	5.2	Geom	-	3.00	0.00	Y	Arm 6 Right	31.00
4/1 (Dublin Rd Entry (North))	U	H	2	3	60.0	User	3795	-	-	-	-	-
4/2 (Dublin Rd Entry (North))	O	H G	2	3	13.0	Geom	-	3.50	0.00	Y	Arm 7 Right	10.00
5/1 (Corke Abbey Ave Exit (East))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Dublin Rd Exit (South))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Old Connaught Ave Exit (West))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Dublin Rd Exit (North))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base_AM'	08:00	09:00	01:00	
2: 'Base_PM'	17:00	18:00	01:00	
3: 'DO_NO_OY_AM'	08:00	09:00	01:00	
4: 'DO_NO_OY_PM'	17:00	18:00	01:00	
5: 'DO_SO_OY_P1 (0.14) (NO)_AM'	08:00	09:00	01:00	
6: 'DO_SO_OY_P1 (0.14) (NO)_PM'	17:00	18:00	01:00	
7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM'	08:00	09:00	01:00	
8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM'	17:00	18:00	01:00	
9: 'DO_NO_OY+5_AM'	08:00	09:00	01:00	
10: 'DO_NO_OY+5_PM'	17:00	18:00	01:00	
11: 'DO_SO_OY+5_P1 (0.14) (NO)_AM'	08:00	09:00	01:00	
12: 'DO_SO_OY+5_P1 (0.14) (NO)_PM'	17:00	18:00	01:00	
13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM'	08:00	09:00	01:00	
14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM'	17:00	18:00	01:00	
15: 'DO_NO_OY+15_AM'	08:00	09:00	01:00	
16: 'DO_NO_OY+15_PM'	17:00	18:00	01:00	
17: 'DO_SO_OY+15_P1 (0.14) (NO)_AM'	08:00	09:00	01:00	
18: 'DO_SO_OY+15_P1 (0.14) (NO)_PM'	17:00	18:00	01:00	
19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM'	08:00	09:00	01:00	
20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM'	17:00	18:00	01:00	

Scenario 1: 'Base_AM' (FG1: 'Base_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	8	191	325
	B	57	0	82	705	844
	C	28	140	0	178	346
	D	63	392	99	1	555
	Tot.	148	658	189	1075	2070

Traffic Lane Flows

Lane	Scenario 1: Base_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	325(In) 134(Out)
1/2 (short)	191
2/1 (with short)	844(In) 787(Out)
2/2 (short)	57
3/1 (with short)	346(In) 206(Out)
3/2 (short)	140
4/1 (with short)	554(In) 455(Out)
4/2 (short)	99
5/1	148
6/1	658
7/1	189
8/1	1074

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Base_PM' (FG2: 'Base_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	92	7	115	214
	B	97	0	101	501	699
	C	57	171	0	149	377
	D	78	523	49	0	650
	Tot.	232	786	157	765	1940

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Base_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	214(In) 99(Out)
1/2 (short)	115
2/1 (with short)	699(In) 602(Out)
2/2 (short)	97
3/1 (with short)	377(In) 206(Out)
3/2 (short)	171
4/1 (with short)	650(In) 601(Out)
4/2 (short)	49
5/1	232
6/1	786
7/1	157
8/1	765

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'DO_NO_OY_AM' (FG3: 'DO_NO_OY_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	8	191	325
	B	57	0	82	705	844
	C	28	140	0	178	346
	D	63	392	99	1	555
	Tot.	148	658	189	1075	2070

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: DO_NO_OY_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	325(In) 134(Out)
1/2 (short)	191
2/1 (with short)	844(In) 787(Out)
2/2 (short)	57
3/1 (with short)	346(In) 206(Out)
3/2 (short)	140
4/1 (with short)	554(In) 455(Out)
4/2 (short)	99
5/1	148
6/1	658
7/1	189
8/1	1074

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'DO_NO_OY_PM' (FG4: 'DO_NO_OY_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	92	7	115	214
	B	97	0	101	501	699
	C	57	171	0	149	377
	D	78	523	49	0	650
	Tot.	232	786	157	765	1940

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: DO_NO_OY_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	214(In) 99(Out)
1/2 (short)	115
2/1 (with short)	699(In) 602(Out)
2/2 (short)	97
3/1 (with short)	377(In) 206(Out)
3/2 (short)	171
4/1 (with short)	650(In) 601(Out)
4/2 (short)	49
5/1	232
6/1	786
7/1	157
8/1	765

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'DO_SO_OY_P1 (0.14) (NO)_AM' (FG5: 'DO_SO_OY_P1 (0.14) (NO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	8	191	326
	B	59	0	85	731	875
	C	28	141	0	178	347
	D	63	395	99	1	558
	Tot.	150	663	192	1101	2106

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: DO_SO_OY_P1 (0.14) (NO)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	326(In) 135(Out)
1/2 (short)	191
2/1 (with short)	875(In) 816(Out)
2/2 (short)	59
3/1 (with short)	347(In) 206(Out)
3/2 (short)	141
4/1 (with short)	557(In) 458(Out)
4/2 (short)	99
5/1	150
6/1	663
7/1	192
8/1	1100

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'DO_SO_OY_P1 (0.14) (NO)_PM' (FG6: 'DO_SO_OY_P1 (0.14) (NO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	94	7	115	216
	B	98	0	102	508	708
	C	57	174	0	149	380
	D	78	532	49	0	659
	Tot.	233	800	158	772	1963

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: DO_SO_OY_P1 (0.14) (NO)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	216(In) 101(Out)
1/2 (short)	115
2/1 (with short)	708(In) 610(Out)
2/2 (short)	98
3/1 (with short)	380(In) 206(Out)
3/2 (short)	174
4/1 (with short)	659(In) 610(Out)
4/2 (short)	49
5/1	233
6/1	800
7/1	158
8/1	772

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.7 %	1896	1896
				Arm 8 Ahead	Inf	83.3 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM' (FG7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	133	8	191	332
	B	62	0	90	774	926
	C	28	148	0	178	354
	D	63	415	99	1	578
	Tot.	153	696	197	1144	2190

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: DO_SO_OY_P1+P2 (0.14) (SC)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	332(In) 141(Out)
1/2 (short)	191
2/1 (with short)	926(In) 864(Out)
2/2 (short)	62
3/1 (with short)	354(In) 206(Out)
3/2 (short)	148
4/1 (with short)	577(In) 478(Out)
4/2 (short)	99
5/1	153
6/1	696
7/1	197
8/1	1143

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM' (FG8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	97	7	115	219
	B	104	0	109	541	754
	C	57	181	0	149	387
	D	78	552	49	0	679
	Tot.	239	830	165	805	2039

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: DO_SO_OY_P1+P2 (0.14) (SC)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	219(In) 104(Out)
1/2 (short)	115
2/1 (with short)	754(In) 650(Out)
2/2 (short)	104
3/1 (with short)	387(In) 206(Out)
3/2 (short)	181
4/1 (with short)	679(In) 630(Out)
4/2 (short)	49
5/1	239
6/1	830
7/1	165
8/1	805

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'DO_NO_OY+5_AM' (FG9: 'DO_NO_OY+5_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	8	191	325
	B	57	0	82	705	844
	C	28	140	0	178	346
	D	63	392	99	1	555
	Tot.	148	658	189	1075	2070

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: DO_NO_OY+5_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	325(In) 134(Out)
1/2 (short)	191
2/1 (with short)	844(In) 787(Out)
2/2 (short)	57
3/1 (with short)	346(In) 206(Out)
3/2 (short)	140
4/1 (with short)	554(In) 455(Out)
4/2 (short)	99
5/1	148
6/1	658
7/1	189
8/1	1074

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'DO_NO_OY+5_PM' (FG10: 'DO_NO_OY+5_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	92	7	115	214
	B	97	0	101	501	699
	C	57	171	0	149	377
	D	78	523	49	0	650
	Tot.	232	786	157	765	1940

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: DO_NO_OY+5_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	214(In) 99(Out)
1/2 (short)	115
2/1 (with short)	699(In) 602(Out)
2/2 (short)	97
3/1 (with short)	377(In) 206(Out)
3/2 (short)	171
4/1 (with short)	650(In) 601(Out)
4/2 (short)	49
5/1	232
6/1	786
7/1	157
8/1	765

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'DO_SO_OY+5_P1 (0.14) (NO)_AM' (FG11: 'DO_SO_OY+5_P1 (0.14) (NO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	8	191	326
	B	59	0	85	731	875
	C	28	141	0	178	347
	D	63	395	99	1	558
	Tot.	150	663	192	1101	2106

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: DO_SO_OY+5_P1 (0.14) (NO)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	326(In) 135(Out)
1/2 (short)	191
2/1 (with short)	875(In) 816(Out)
2/2 (short)	59
3/1 (with short)	347(In) 206(Out)
3/2 (short)	141
4/1 (with short)	557(In) 458(Out)
4/2 (short)	99
5/1	150
6/1	663
7/1	192
8/1	1100

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'DO_SO_OY+5_P1 (0.14) (NO)_PM' (FG12: 'DO_SO_OY+5_P1 (0.14) (NO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	94	7	115	216
	B	98	0	102	508	708
	C	57	174	0	149	380
	D	78	532	49	0	659
	Tot.	233	800	158	772	1963

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: DO_SO_OY+5_P1 (0.14) (NO)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	216(In) 101(Out)
1/2 (short)	115
2/1 (with short)	708(In) 610(Out)
2/2 (short)	98
3/1 (with short)	380(In) 206(Out)
3/2 (short)	174
4/1 (with short)	659(In) 610(Out)
4/2 (short)	49
5/1	233
6/1	800
7/1	158
8/1	772

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.7 %	1896	1896
				Arm 8 Ahead	Inf	83.3 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM' (FG13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	133	8	191	332
	B	62	0	90	774	926
	C	28	148	0	178	354
	D	63	415	99	1	578
	Tot.	153	696	197	1144	2190

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: DO_SO_OY+5_P1+P2 (0.14) (SC)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	332(In) 141(Out)
1/2 (short)	191
2/1 (with short)	926(In) 864(Out)
2/2 (short)	62
3/1 (with short)	354(In) 206(Out)
3/2 (short)	148
4/1 (with short)	577(In) 478(Out)
4/2 (short)	99
5/1	153
6/1	696
7/1	197
8/1	1143

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM' (FG14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	97	7	115	219
	B	104	0	109	541	754
	C	57	181	0	149	387
	D	78	552	49	0	679
	Tot.	239	830	165	805	2039

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: DO_SO_OY+5_P1+P2 (0.14) (SC)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	219(In) 104(Out)
1/2 (short)	115
2/1 (with short)	754(In) 650(Out)
2/2 (short)	104
3/1 (with short)	387(In) 206(Out)
3/2 (short)	181
4/1 (with short)	679(In) 630(Out)
4/2 (short)	49
5/1	239
6/1	830
7/1	165
8/1	805

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: 'DO_NO_OY+15_AM' (FG15: 'DO_NO_OY+15_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	126	8	191	325
	B	57	0	82	705	844
	C	28	140	0	178	346
	D	63	392	99	1	555
	Tot.	148	658	189	1075	2070

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: DO_NO_OY+15_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	325(In) 134(Out)
1/2 (short)	191
2/1 (with short)	844(In) 787(Out)
2/2 (short)	57
3/1 (with short)	346(In) 206(Out)
3/2 (short)	140
4/1 (with short)	554(In) 455(Out)
4/2 (short)	99
5/1	148
6/1	658
7/1	189
8/1	1074

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: 'DO_NO_OY+15_PM' (FG16: 'DO_NO_OY+15_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	92	7	115	214
	B	97	0	101	501	699
	C	57	171	0	149	377
	D	78	523	49	0	650
	Tot.	232	786	157	765	1940

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: DO_NO_OY+15_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	214(In) 99(Out)
1/2 (short)	115
2/1 (with short)	699(In) 602(Out)
2/2 (short)	97
3/1 (with short)	377(In) 206(Out)
3/2 (short)	171
4/1 (with short)	650(In) 601(Out)
4/2 (short)	49
5/1	232
6/1	786
7/1	157
8/1	765

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: 'DO_SO_OY+15_P1 (0.14) (NO)_AM' (FG17: 'DO_SO_OY+15_P1 (0.14) (NO)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	8	191	326
	B	59	0	85	731	875
	C	28	141	0	178	347
	D	63	395	99	1	558
	Tot.	150	663	192	1101	2106

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: DO_SO_OY+15_P1 (0.14) (NO)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	326(In) 135(Out)
1/2 (short)	191
2/1 (with short)	875(In) 816(Out)
2/2 (short)	59
3/1 (with short)	347(In) 206(Out)
3/2 (short)	141
4/1 (with short)	557(In) 458(Out)
4/2 (short)	99
5/1	150
6/1	663
7/1	192
8/1	1100

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: 'DO_SO_OY+15_P1 (0.14) (NO)_PM' (FG18: 'DO_SO_OY+15_P1 (0.14) (NO)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	94	7	115	216
	B	98	0	102	508	708
	C	57	174	0	149	380
	D	78	532	49	0	659
	Tot.	233	800	158	772	1963

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: DO_SO_OY+15_P1 (0.14) (NO)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	216(In) 101(Out)
1/2 (short)	115
2/1 (with short)	708(In) 610(Out)
2/2 (short)	98
3/1 (with short)	380(In) 206(Out)
3/2 (short)	174
4/1 (with short)	659(In) 610(Out)
4/2 (short)	49
5/1	233
6/1	800
7/1	158
8/1	772

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.7 %	1896	1896
				Arm 8 Ahead	Inf	83.3 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM' (FG19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	133	8	191	332
	B	62	0	90	774	926
	C	28	148	0	178	354
	D	63	415	99	1	578
	Tot.	153	696	197	1144	2190

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: DO_SO_OY+15_P1+P2 (0.14) (SC)_AM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	332(In) 141(Out)
1/2 (short)	191
2/1 (with short)	926(In) 864(Out)
2/2 (short)	62
3/1 (with short)	354(In) 206(Out)
3/2 (short)	148
4/1 (with short)	577(In) 478(Out)
4/2 (short)	99
5/1	153
6/1	696
7/1	197
8/1	1143

Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	10.4 %	1903	1903
				Arm 8 Ahead	Inf	89.6 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	13.6 %	1695	1695
				Arm 8 Left	10.00	86.4 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM' (FG20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	97	7	115	219
	B	104	0	109	541	754
	C	57	181	0	149	387
	D	78	552	49	0	679
	Tot.	239	830	165	805	2039

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: DO_SO_OY+15_P1+P2 (0.14) (SC)_PM
Junction: Dublin Rd/Corke Abbey Ave Junction	
1/1 (with short)	219(In) 104(Out)
1/2 (short)	115
2/1 (with short)	754(In) 650(Out)
2/2 (short)	104
3/1 (with short)	387(In) 206(Out)
3/2 (short)	181
4/1 (with short)	679(In) 630(Out)
4/2 (short)	49
5/1	239
6/1	830
7/1	165
8/1	805

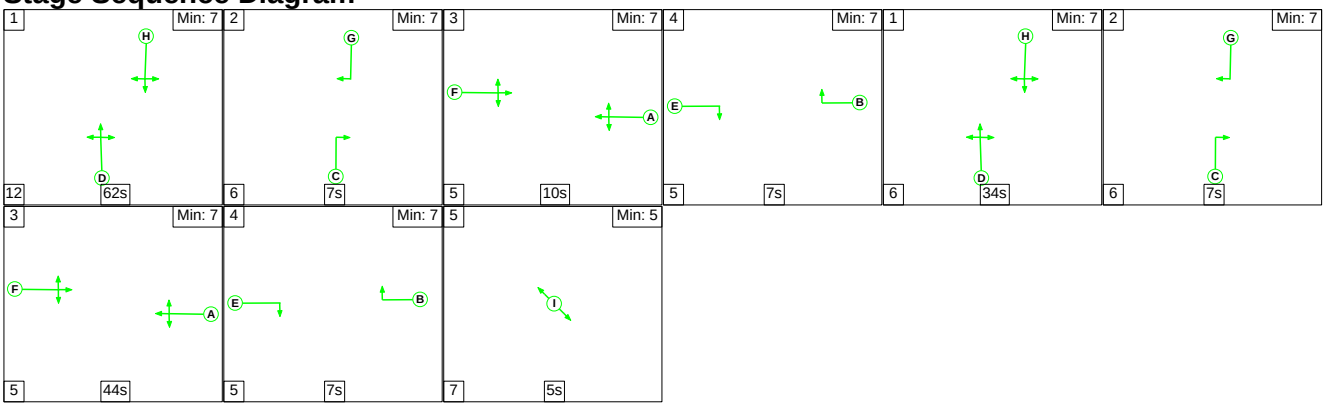
Full Input Data And Results

Lane Saturation Flows

Junction: Dublin Rd/Corke Abbey Ave Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Corke Abbey Ave Entry (East) Lane 1)	This lane uses a directly entered Saturation Flow						3439	3439
1/2 (Corke Abbey Ave Entry (East))	3.50	0.00	Y	Arm 8 Right	17.00	100.0 %	1806	1806
2/1 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 7 Left	25.00	16.8 %	1896	1896
				Arm 8 Ahead	Inf	83.2 %		
2/2 (Dublin Rd Entry (South))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
3/1 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	27.7 %	1728	1728
				Arm 8 Left	10.00	72.3 %		
3/2 (Old Connaught Ave Entry (West))	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
4/1 (Dublin Rd Entry (North) Lane 1)	This lane uses a directly entered Saturation Flow						3795	3795
4/2 (Dublin Rd Entry (North))	3.50	0.00	Y	Arm 7 Right	10.00	100.0 %	1709	1709
5/1 (Corke Abbey Ave Exit (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Dublin Rd Exit (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Old Connaught Ave Exit (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Rd Exit (North) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Base_AM' (FG1: 'Base_AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

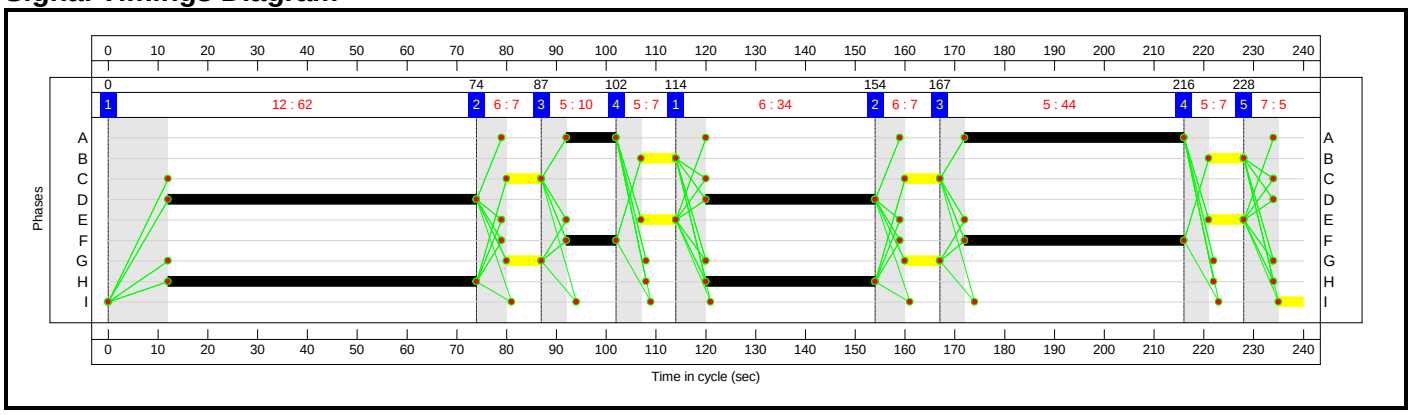


Full Input Data And Results

Stage Timings

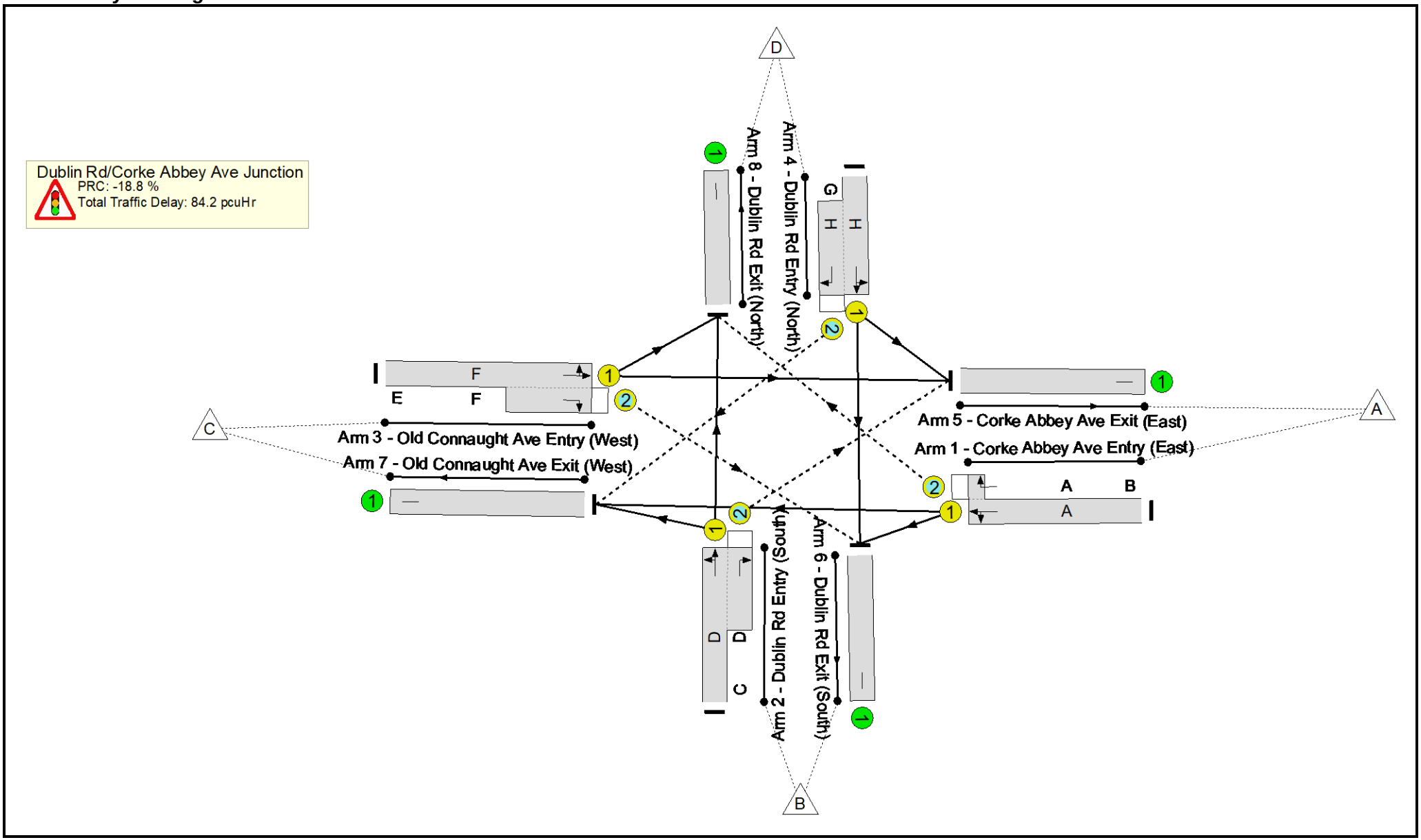
Stage	1	2	3	4	1	2	3	4	5
Duration	62	7	10	7	34	7	44	7	5
Change Point	0	74	87	102	114	154	167	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	54:68	14	325	3439:1806	309	105.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	96:110	14	844	1903:1685	790	106.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	54:68	14	346	1695:1827	508	68.1%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	96:110	14	554	3795:1709	805	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%

Full Input Data And Results

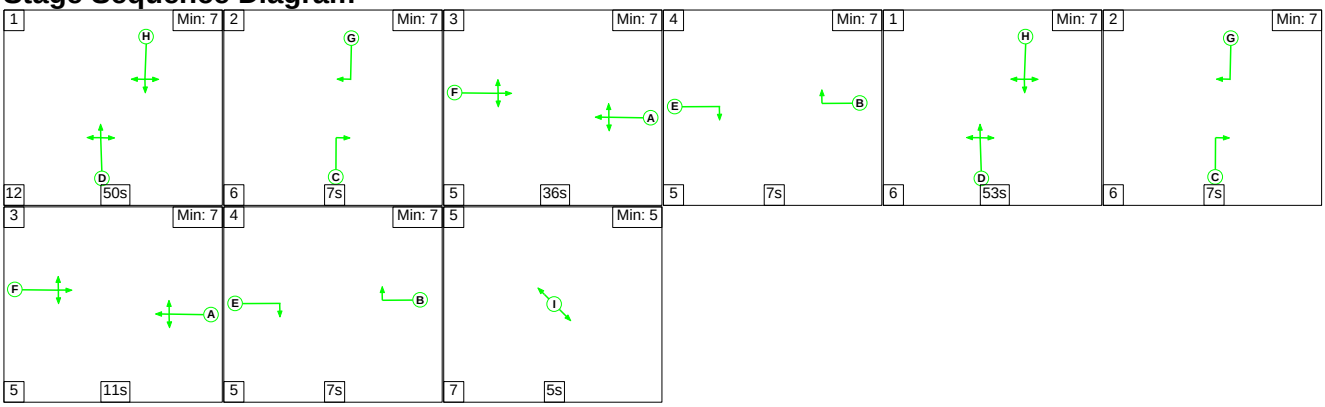
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
1/1+1/2	325	309	149	13	20	9.2	14.0	0.2	23.4	258.7	19.9	14.0	33.9
2/1+2/2	844	790	40	13	0	15.7	33.5	0.0	49.1	209.6	41.7	33.5	75.2
3/1+3/2	346	346	107	31	1	4.4	1.1	0.0	5.5	57.3	9.2	1.1	10.2
4/1+4/2	554	554	0	67	32	4.7	1.1	0.4	6.2	40.0	14.2	1.1	15.3
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -18.8 Total Delay for Signalled Lanes (pcuHr): 84.17 Cycle Time (s): 240
PRC Over All Lanes (%): -18.8 Total Delay Over All Lanes(pcuHr): 84.17

Full Input Data And Results

Scenario 2: 'Base_PM' (FG2: 'Base_PM', Plan 1: 'Network Control Plan 1')

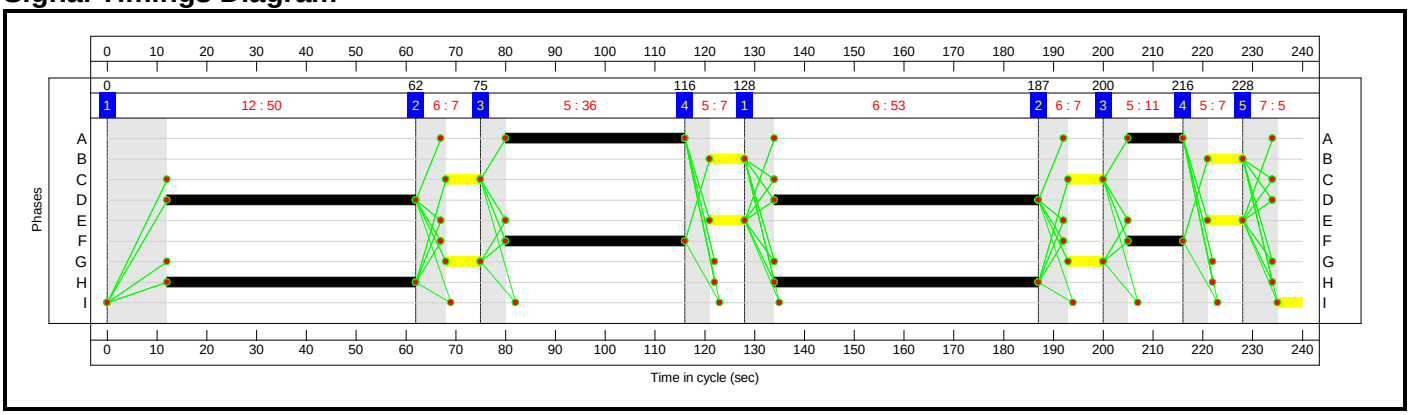
Stage Sequence Diagram



Stage Timings

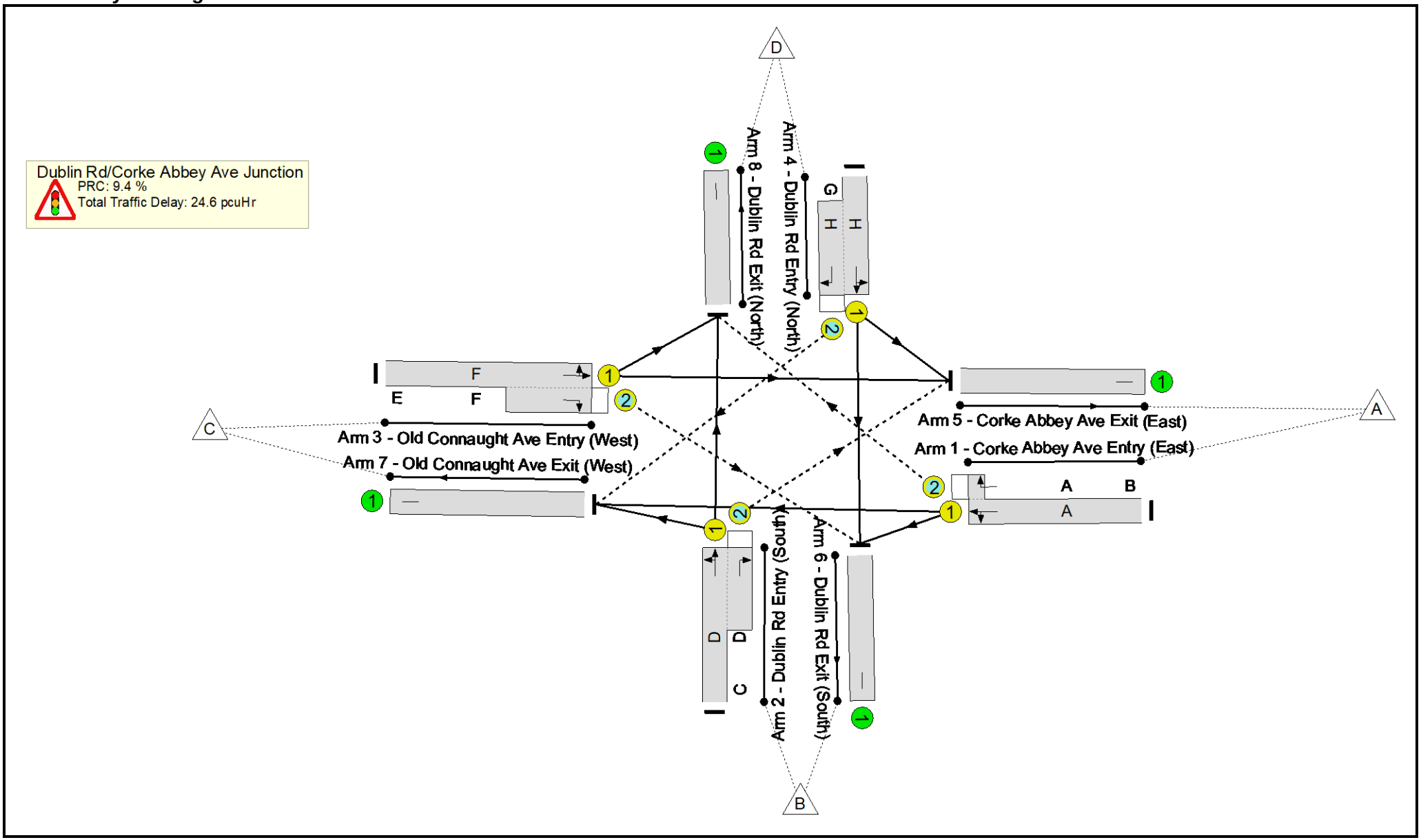
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	214	3439:1806	265	80.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	699	1896:1685	850	82.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	377	1728:1827	498	75.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	650	3795:1709	1595	40.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Full Input Data And Results

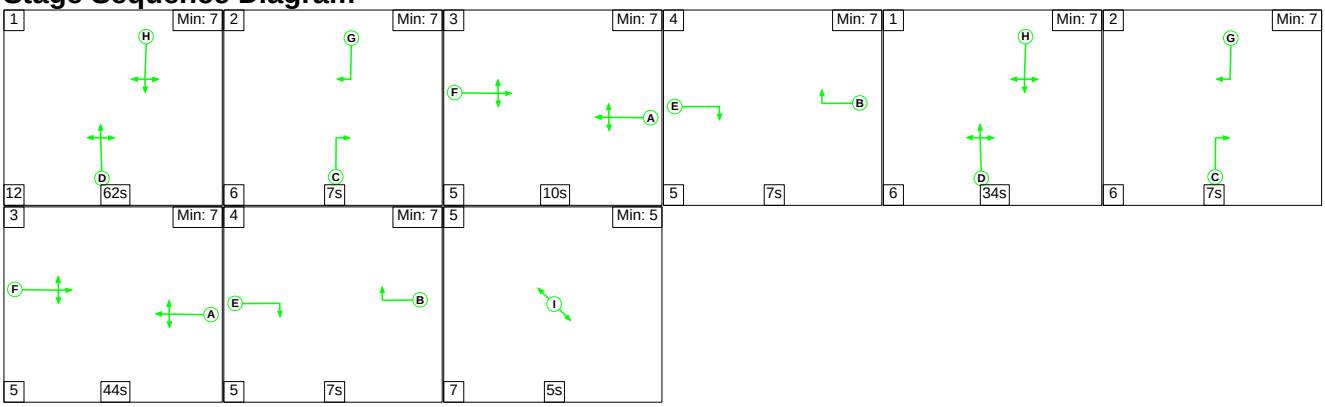
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
1/1+1/2	214	214	90	10	15	4.4	1.9	0.2	6.5	110.2	11.0	1.9	12.9
2/1+2/2	699	699	86	10	1	5.4	2.3	0.1	7.7	39.9	20.6	2.3	22.8
3/1+3/2	377	377	154	16	1	4.1	1.5	0.0	5.7	54.0	8.2	1.5	9.7
4/1+4/2	650	650	44	5	0	4.0	0.3	0.3	4.6	25.7	14.3	0.3	14.6
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 24.59 Cycle Time (s): 240
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 24.59

Full Input Data And Results

Scenario 3: 'DO_NO_OY_AM' (FG3: 'DO_NO_OY_AM', Plan 1: 'Network Control Plan 1')

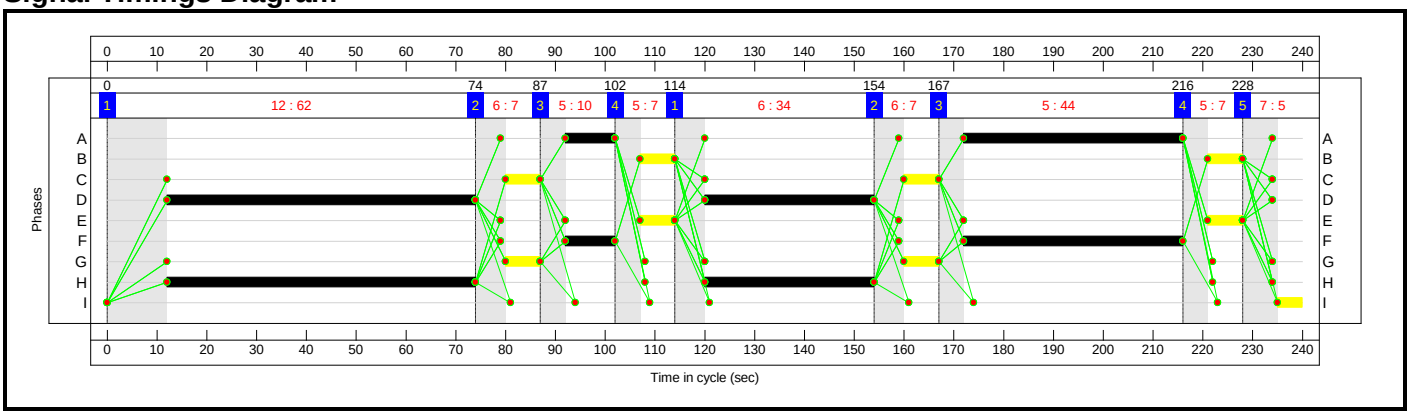
Stage Sequence Diagram



Stage Timings

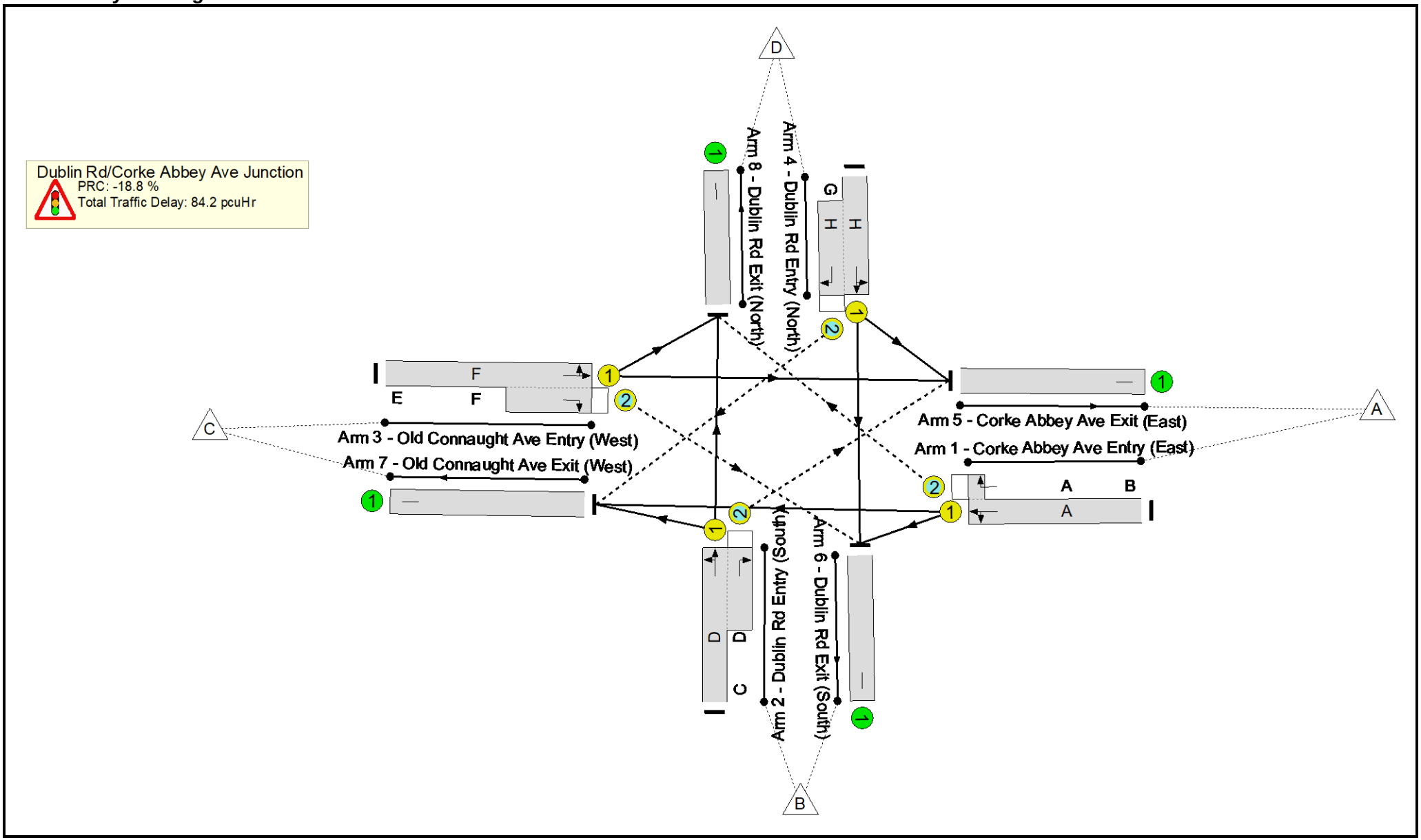
Stage	1	2	3	4	1	2	3	4	5
Duration	62	7	10	7	34	7	44	7	5
Change Point	0	74	87	102	114	154	167	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	54:68	14	325	3439:1806	309	105.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	96:110	14	844	1903:1685	790	106.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	54:68	14	346	1695:1827	508	68.1%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	96:110	14	554	3795:1709	805	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%

Full Input Data And Results

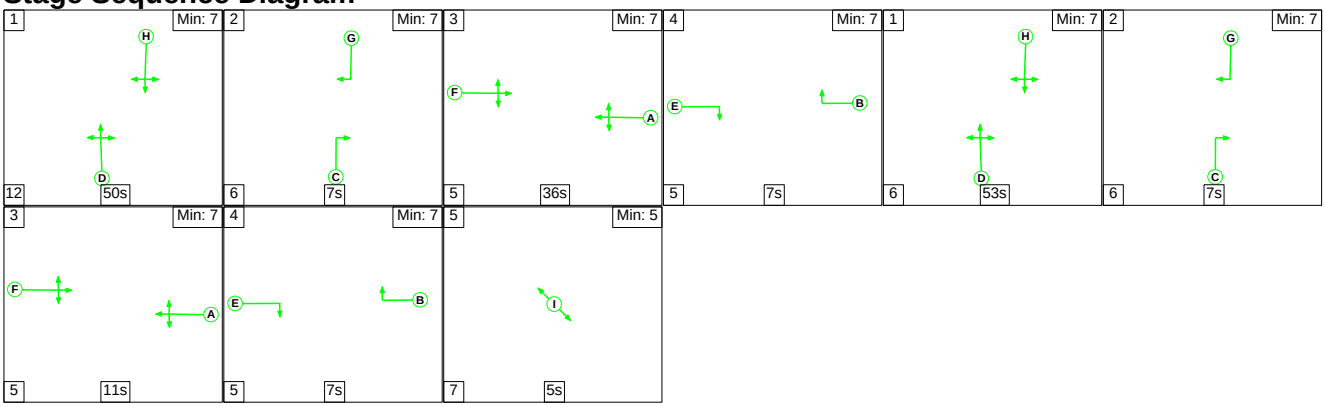
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
1/1+1/2	325	309	149	13	20	9.2	14.0	0.2	23.4	258.7	19.9	14.0	33.9
2/1+2/2	844	790	40	13	0	15.7	33.5	0.0	49.1	209.6	41.7	33.5	75.2
3/1+3/2	346	346	107	31	1	4.4	1.1	0.0	5.5	57.3	9.2	1.1	10.2
4/1+4/2	554	554	0	67	32	4.7	1.1	0.4	6.2	40.0	14.2	1.1	15.3
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -18.8 Total Delay for Signalled Lanes (pcuHr): 84.17 Cycle Time (s): 240
PRC Over All Lanes (%): -18.8 Total Delay Over All Lanes(pcuHr): 84.17

Full Input Data And Results

Scenario 4: 'DO_NO_OY_PM' (FG4: 'DO_NO_OY_PM', Plan 1: 'Network Control Plan 1')

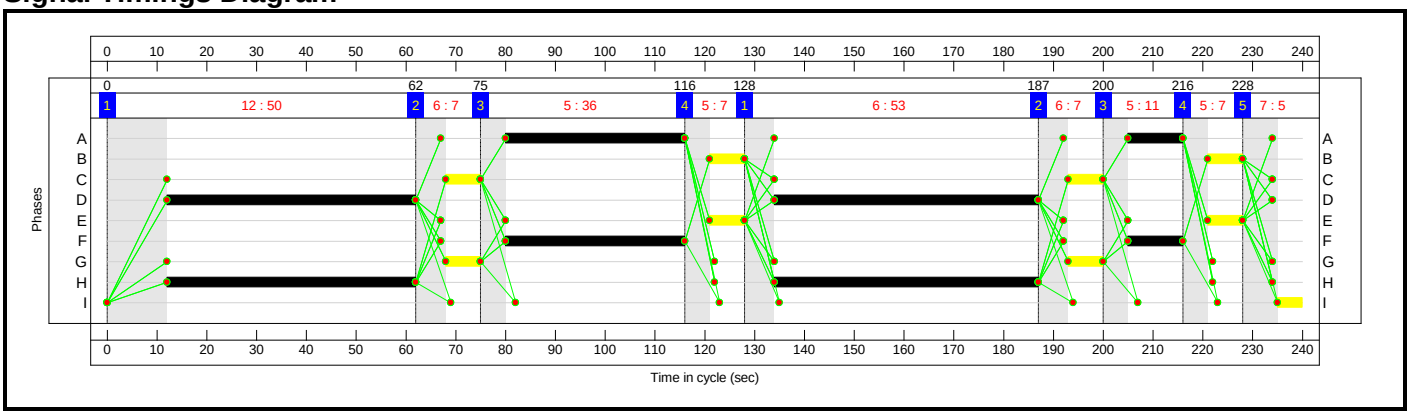
Stage Sequence Diagram



Stage Timings

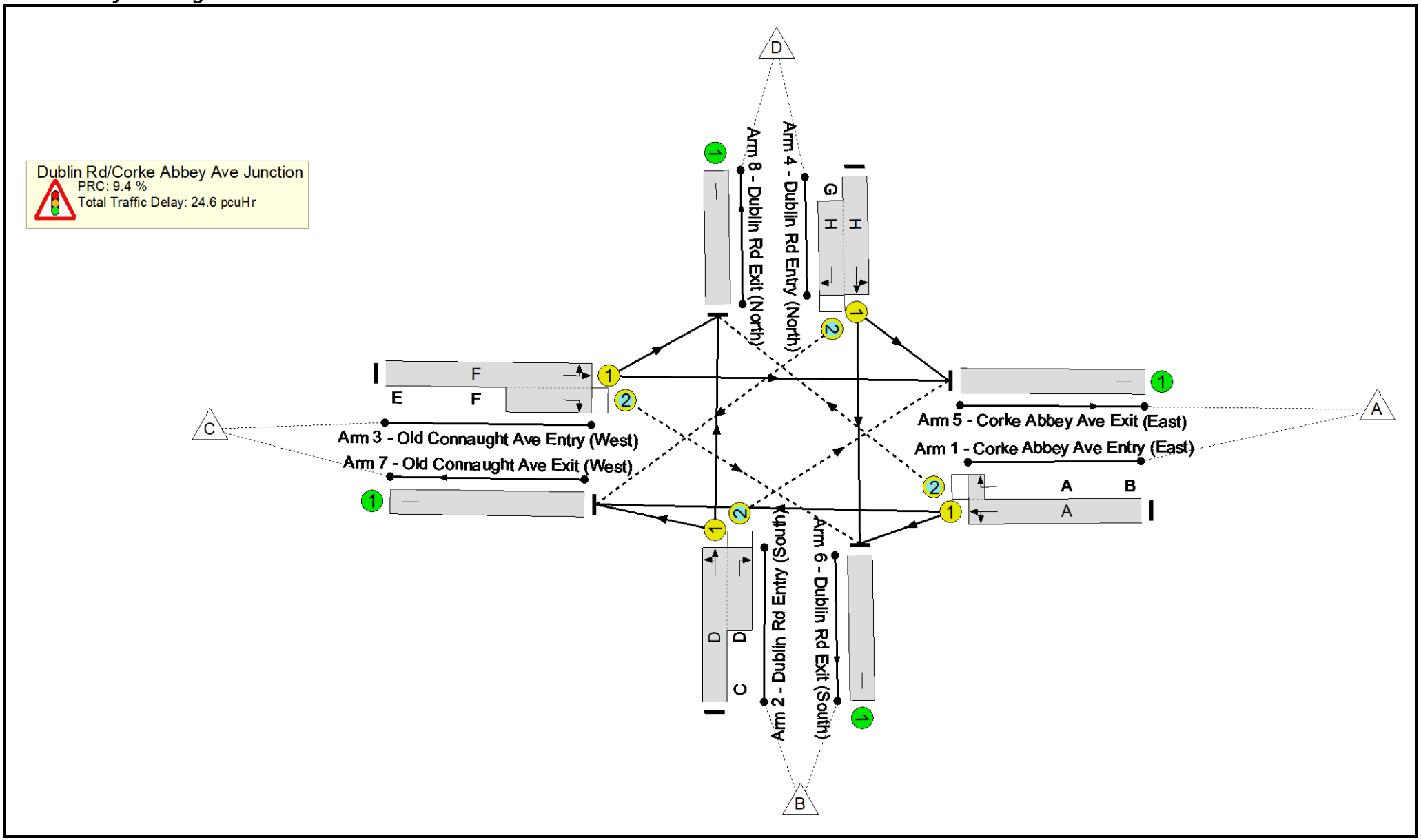
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	214	3439:1806	265	80.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	699	1896:1685	850	82.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	377	1728:1827	498	75.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	650	3795:1709	1595	40.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Full Input Data And Results

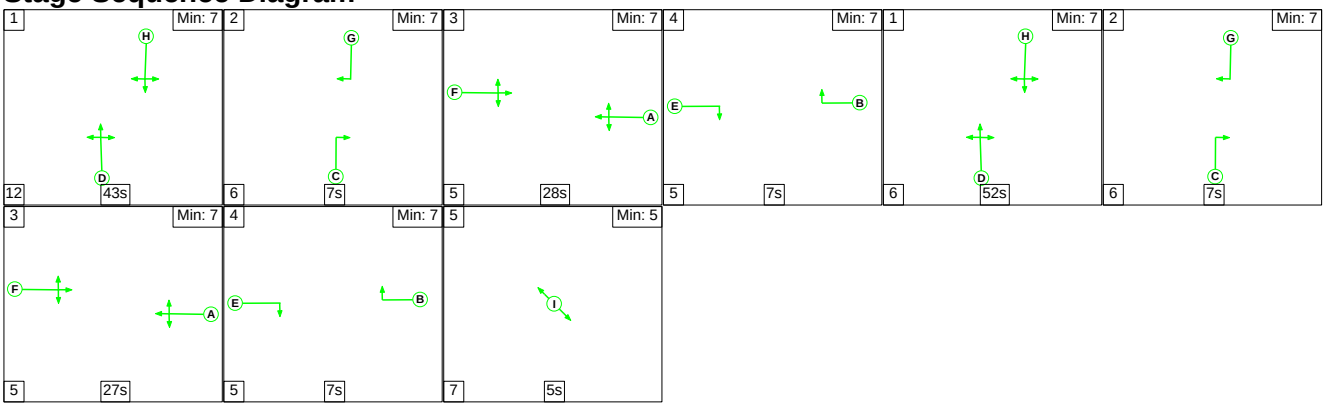
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
1/1+1/2	214	214	90	10	15	4.4	1.9	0.2	6.5	110.2	11.0	1.9	12.9
2/1+2/2	699	699	86	10	1	5.4	2.3	0.1	7.7	39.9	20.6	2.3	22.8
3/1+3/2	377	377	154	16	1	4.1	1.5	0.0	5.7	54.0	8.2	1.5	9.7
4/1+4/2	650	650	44	5	0	4.0	0.3	0.3	4.6	25.7	14.3	0.3	14.6
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 24.59 Cycle Time (s): 240
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 24.59

Full Input Data And Results

Scenario 5: 'DO_SO_OY_P1 (0.14) (NO)_AM' (FG5: 'DO_SO_OY_P1 (0.14) (NO)_AM', Plan 1: 'Network Control Plan 1')

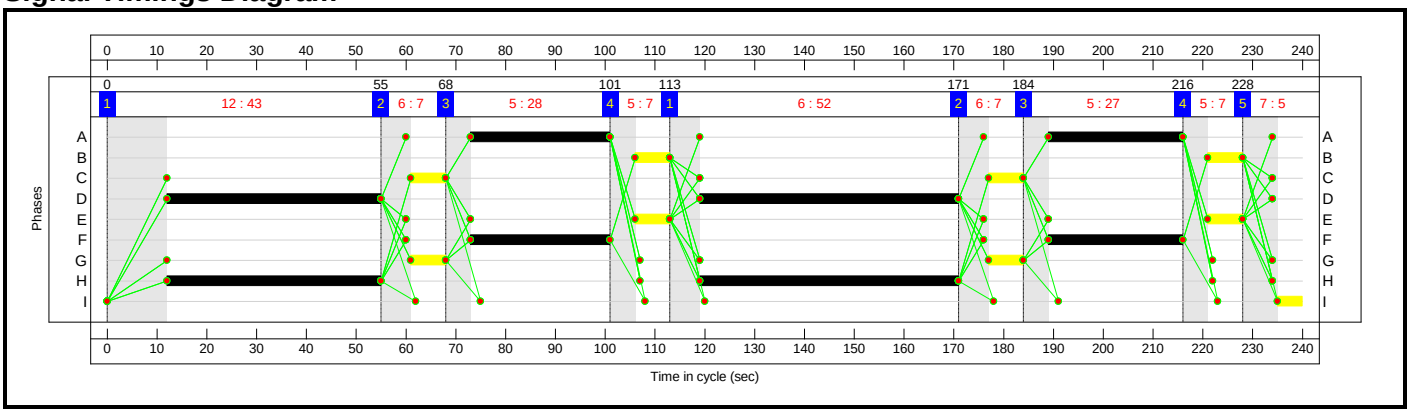
Stage Sequence Diagram



Stage Timings

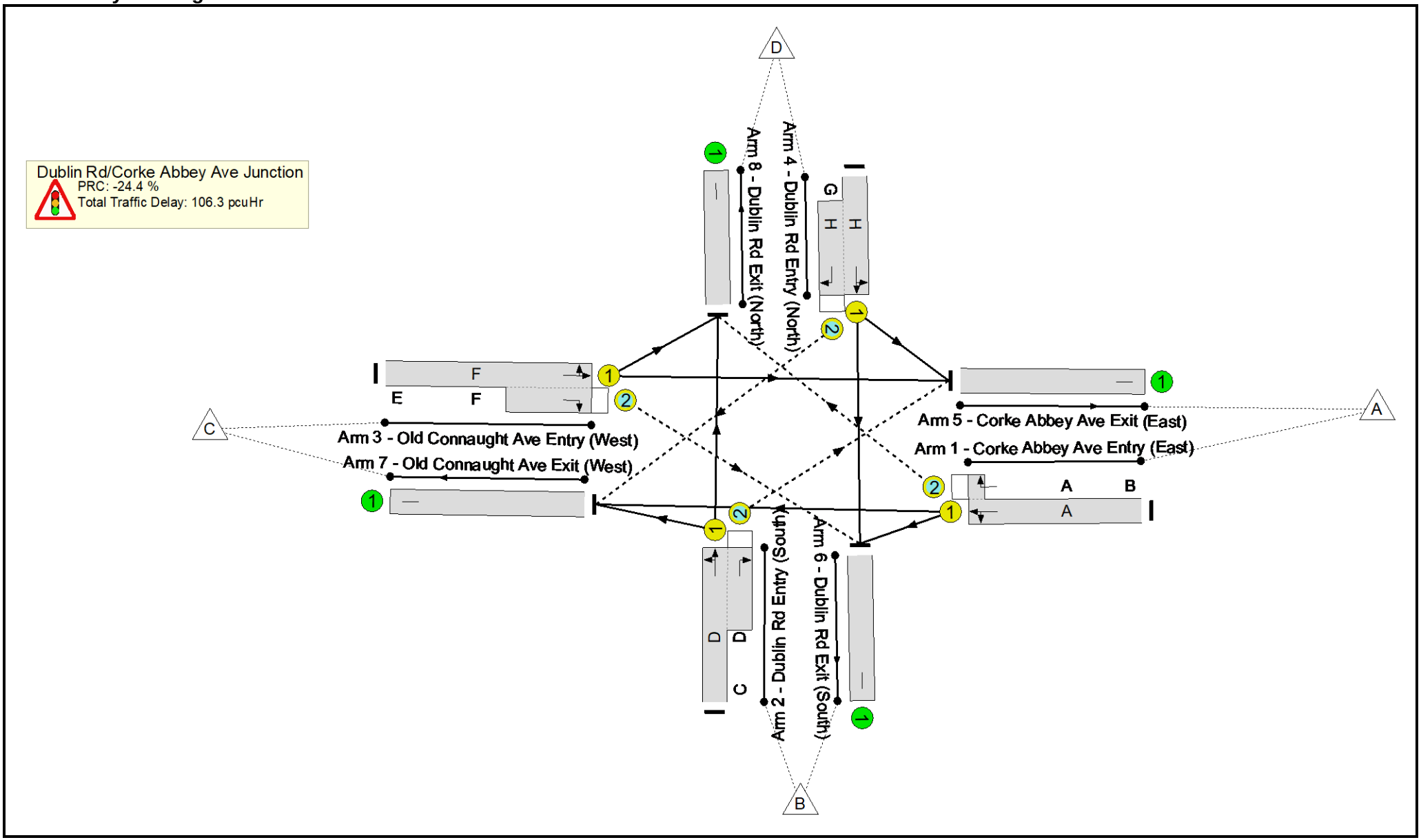
Stage	1	2	3	4	1	2	3	4	5
Duration	43	7	28	7	52	7	27	7	5
Change Point	0	55	68	101	113	171	184	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	55:69	14	326	3439:1806	300	108.8%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	95:109	14	875	1903:1685	782	111.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	55:69	14	347	1695:1827	516	67.3%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	95:109	14	557	3795:1709	810	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%

Full Input Data And Results

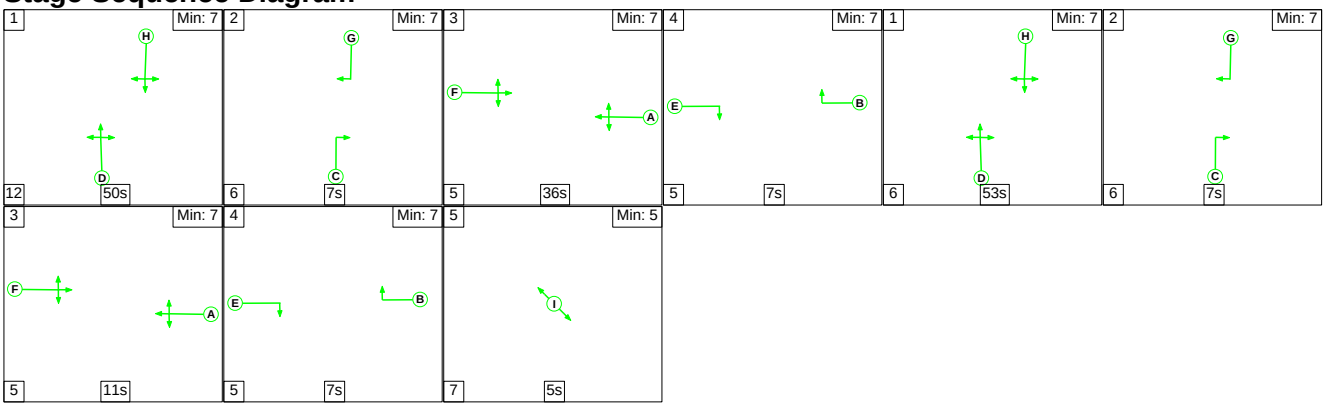
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**321**	**105**	**42**	**34.9**	**70.8**	**0.6**	**106.3**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**321**	**105**	**42**	**34.9**	**70.8**	**0.6**	**106.3**	**-**	**-**	**-**	**-**
1/1+1/2	326	300	155	11	10	7.3	17.8	0.2	25.2	278.8	13.8	17.8	31.5
2/1+2/2	875	782	40	13	0	20.0	50.9	0.0	70.9	291.7	41.5	50.9	92.3
3/1+3/2	347	347	127	13	1	3.4	1.0	0.0	4.5	46.6	7.1	1.0	8.2
4/1+4/2	557	557	0	68	31	4.2	1.1	0.4	5.7	36.7	11.4	1.1	12.5
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -24.4 Total Delay for Signalled Lanes (pcuHr): 106.32 Cycle Time (s): 240
PRC Over All Lanes (%): -24.4 Total Delay Over All Lanes(pcuHr): 106.32

Full Input Data And Results

Scenario 6: 'DO_SO_OY_P1 (0.14) (NO)_PM' (FG6: 'DO_SO_OY_P1 (0.14) (NO)_PM', Plan 1: 'Network Control Plan 1')

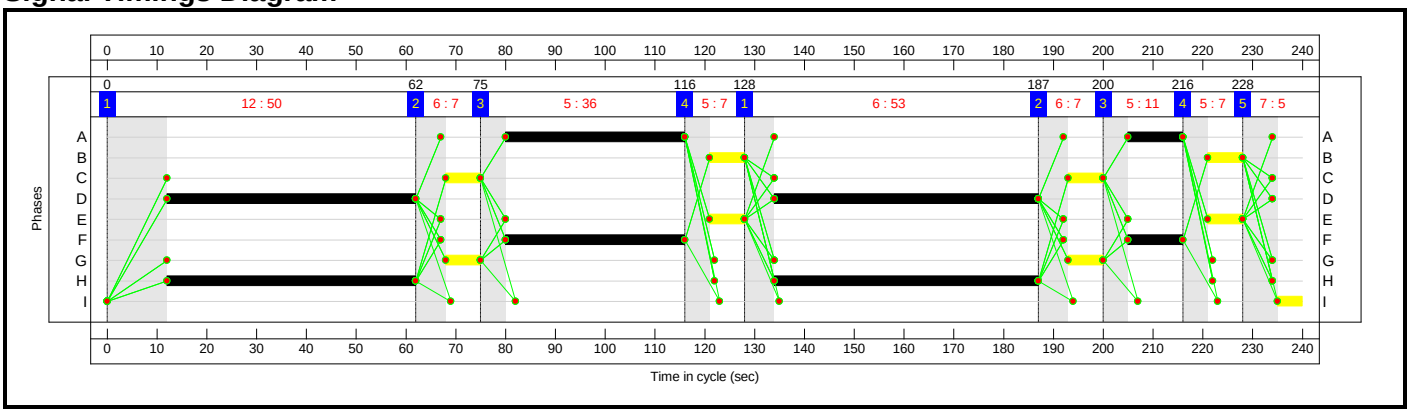
Stage Sequence Diagram



Stage Timings

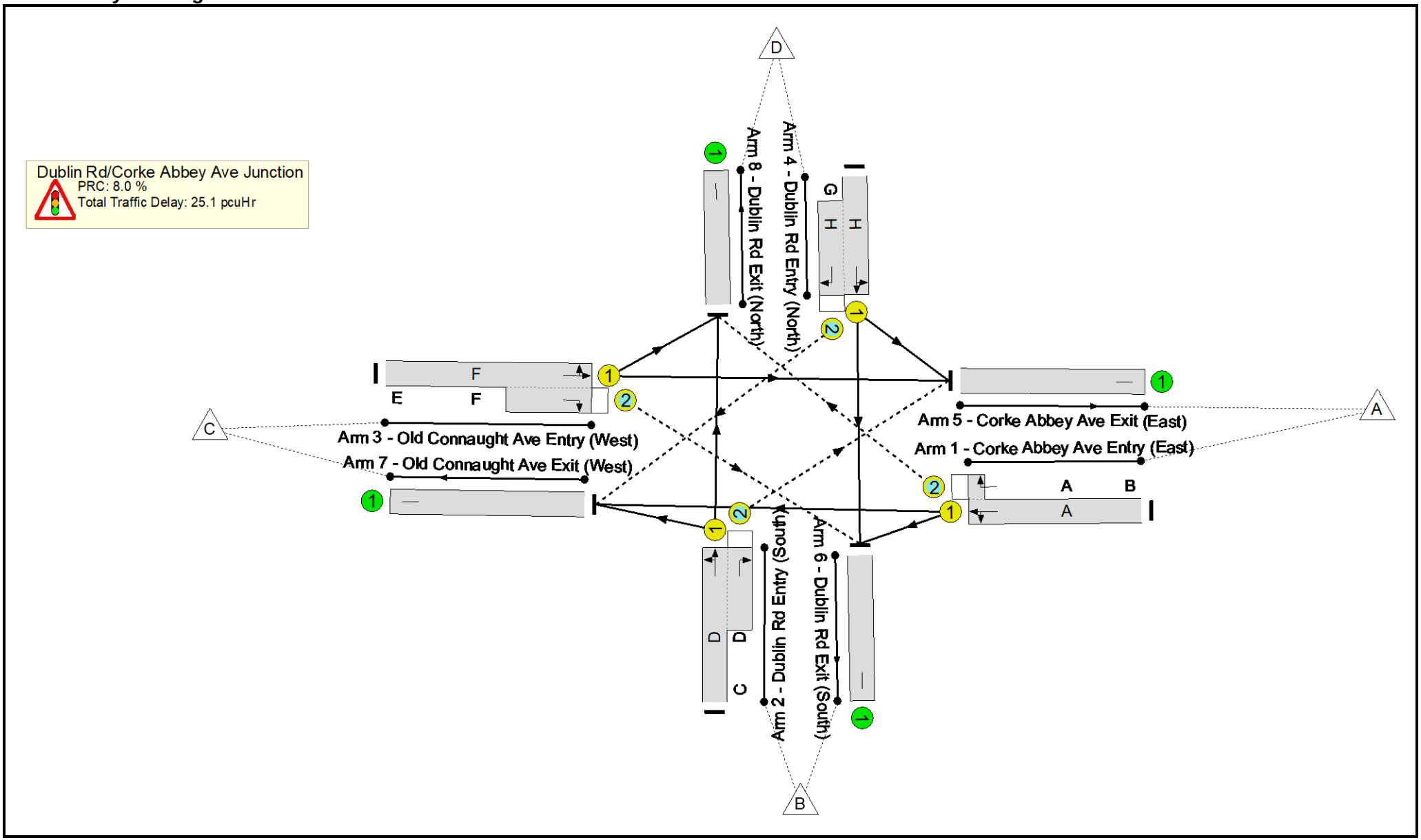
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	216	3439:1806	267	80.9%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	708	1896:1685	850	83.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	380	1728:1827	500	76.0%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	659	3795:1709	1596	41.3%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%

Full Input Data And Results

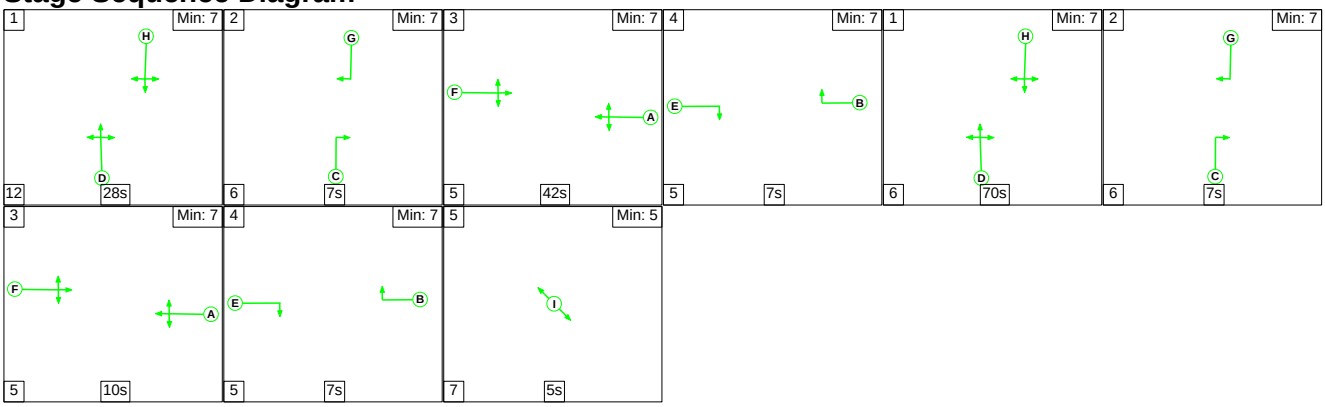
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**378**	**41**	**18**	**18.2**	**6.3**	**0.6**	**25.1**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**378**	**41**	**18**	**18.2**	**6.3**	**0.6**	**25.1**	**-**	**-**	**-**	**-**
1/1+1/2	216	216	90	10	15	4.5	2.0	0.2	6.6	110.4	11.1	2.0	13.1
2/1+2/2	708	708	87	10	1	5.5	2.4	0.1	8.0	40.8	20.8	2.4	23.2
3/1+3/2	380	380	156	16	1	4.1	1.5	0.0	5.7	54.1	8.2	1.5	9.8
4/1+4/2	659	659	44	5	0	4.0	0.4	0.3	4.7	25.8	14.5	0.4	14.8
5/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.0 Total Delay for Signalled Lanes (pcuHr): 25.08 Cycle Time (s): 240
PRC Over All Lanes (%): 8.0 Total Delay Over All Lanes(pcuHr): 25.08

Full Input Data And Results

Scenario 7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM' (FG7: 'DO_SO_OY_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

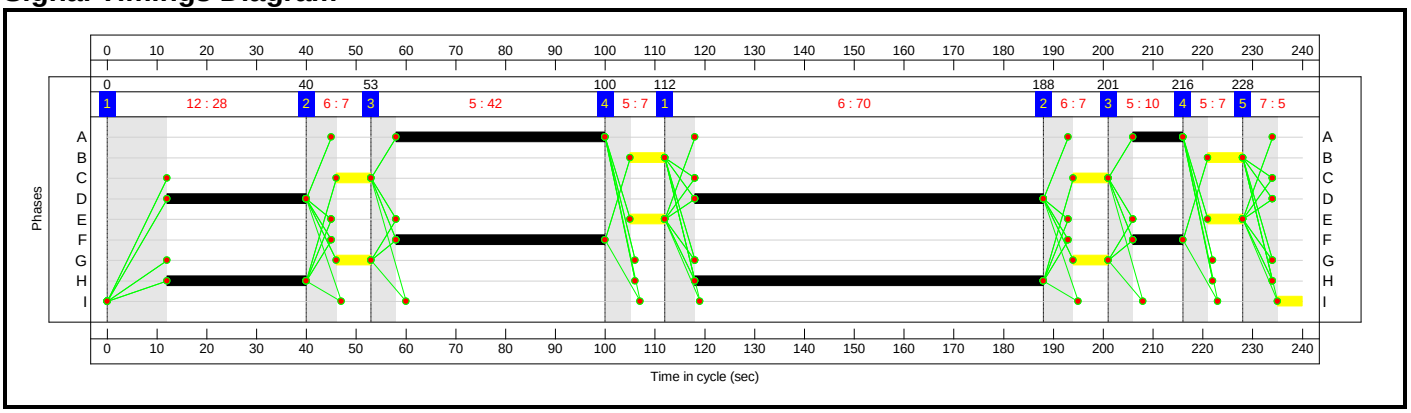
Stage Sequence Diagram



Stage Timings

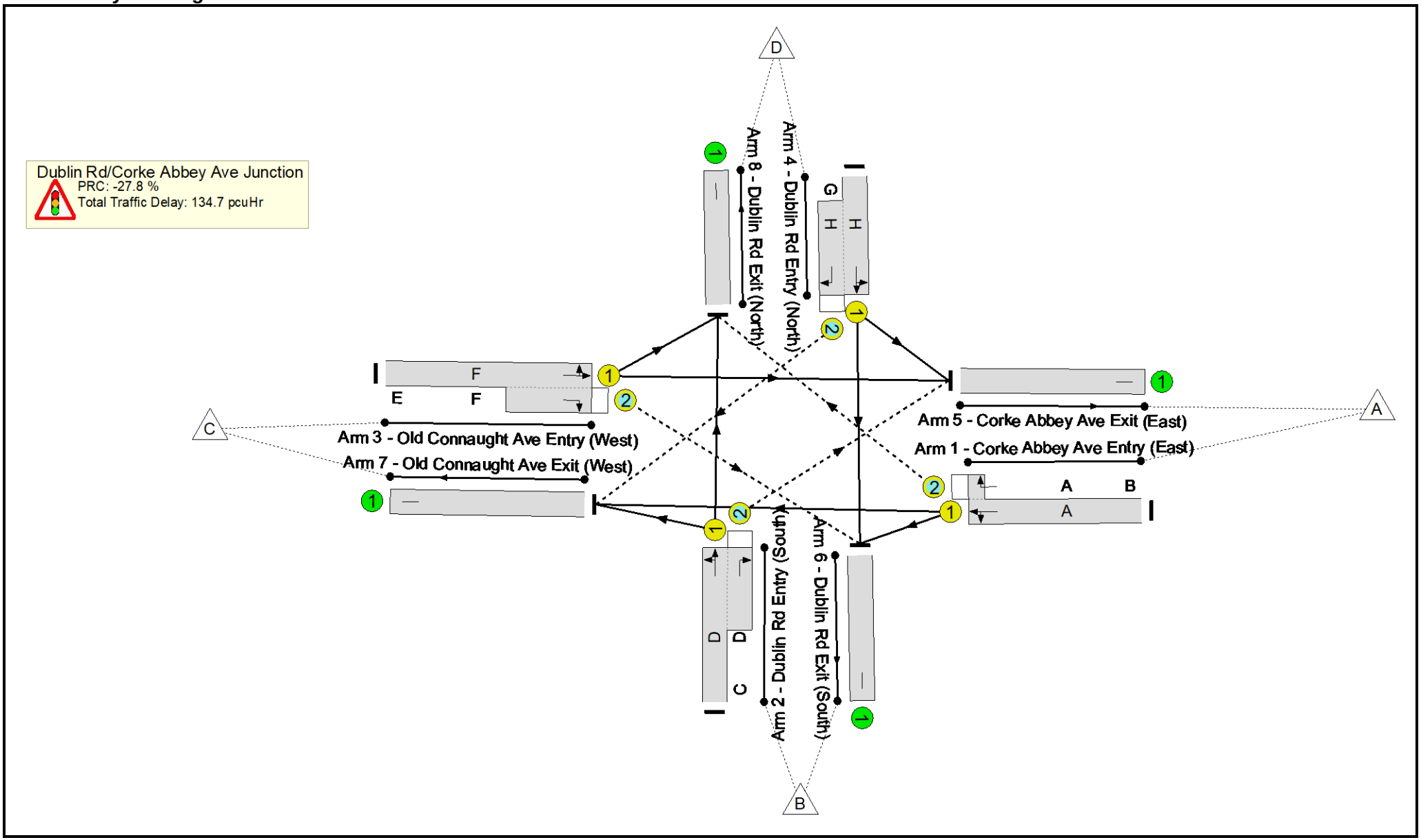
Stage	1	2	3	4	1	2	3	4	5
Duration	28	7	42	7	70	7	10	7	5
Change Point	0	40	53	100	112	188	201	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.0%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.0%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	52:66	14	332	3439:1806	294	113.1%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	98:112	14	926	1903:1685	805	115.0%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	52:66	14	354	1695:1827	500	70.9%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	98:112	14	577	3795:1709	839	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	197	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1143	Inf	Inf	0.0%

Full Input Data And Results

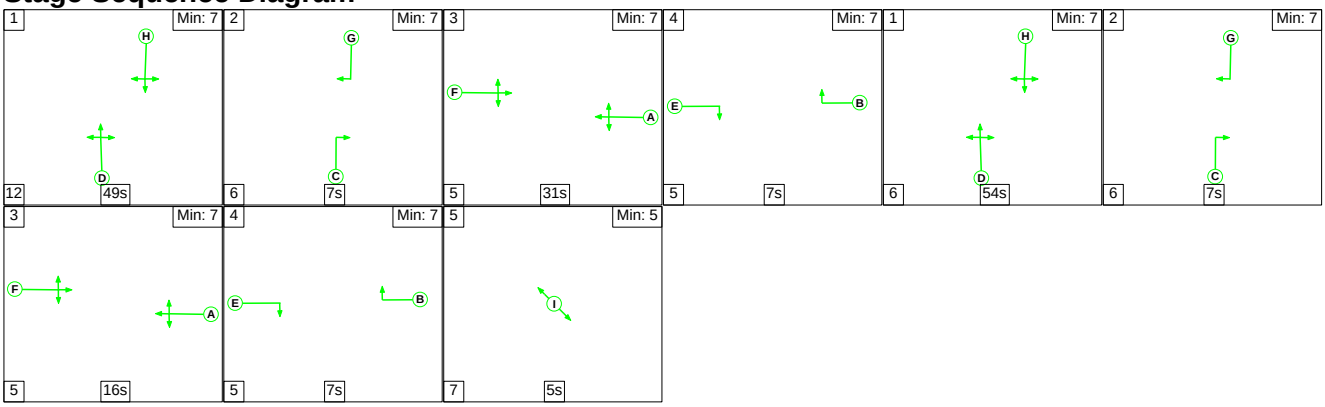
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**297**	**120**	**52**	**45.0**	**89.1**	**0.6**	**134.7**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**297**	**120**	**52**	**45.0**	**89.1**	**0.6**	**134.7**	**-**	**-**	**-**	**-**
1/1+1/2	332	294	137	12	20	12.3	22.8	0.2	35.3	383.2	21.9	22.8	44.7
2/1+2/2	926	805	41	13	0	24.2	63.9	0.0	88.1	342.5	54.8	63.9	118.8
3/1+3/2	354	354	120	27	1	4.3	1.2	0.0	5.5	56.1	8.4	1.2	9.6
4/1+4/2	577	577	0	68	31	4.3	1.1	0.4	5.8	36.0	11.7	1.1	12.8
5/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1020	1020	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -27.8 Total Delay for Signalled Lanes (pcuHr): 134.73 Cycle Time (s): 240
PRC Over All Lanes (%): -27.8 Total Delay Over All Lanes(pcuHr): 134.73

Full Input Data And Results

Scenario 8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM' (FG8: 'DO_SO_OY_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

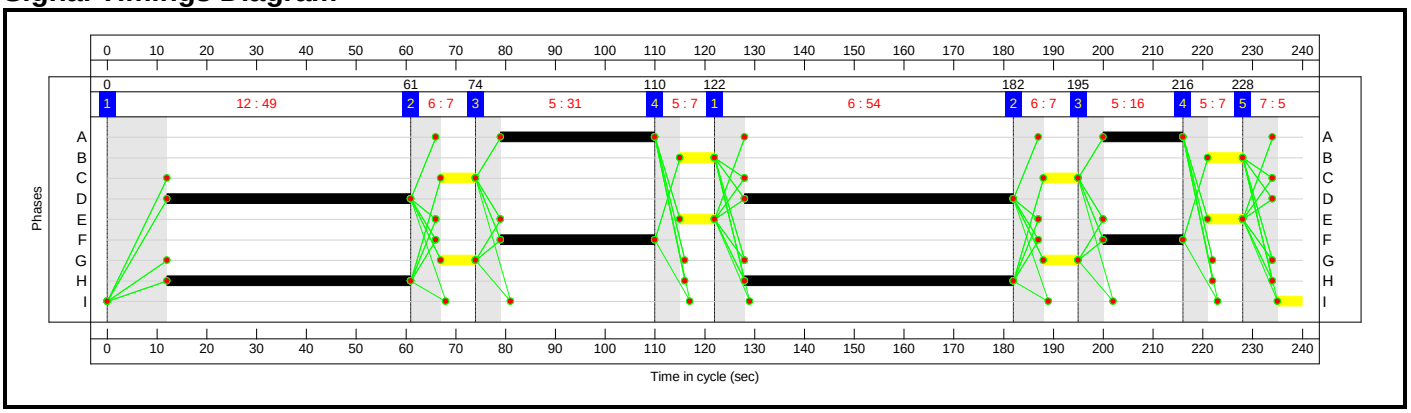
Stage Sequence Diagram



Stage Timings

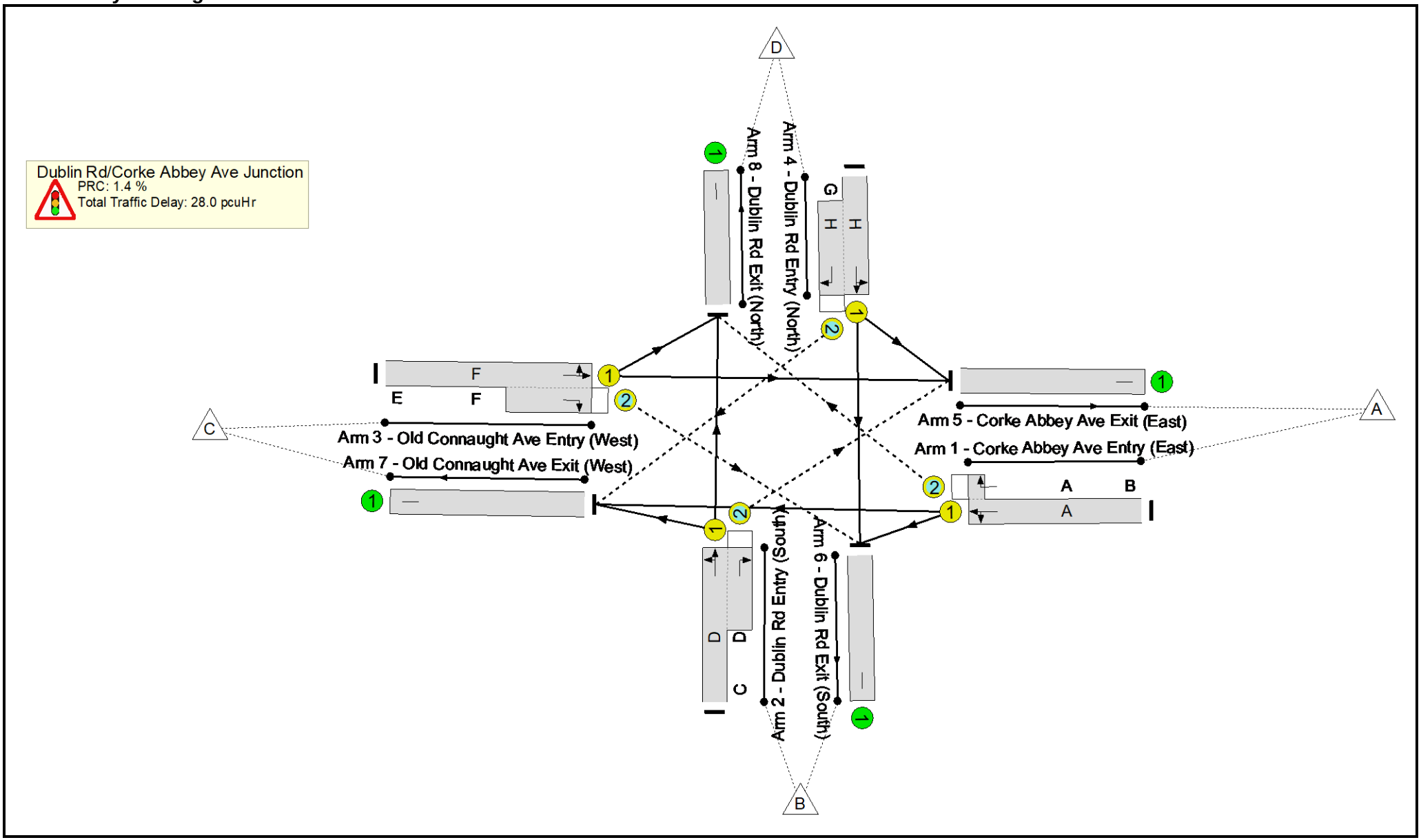
Stage	1	2	3	4	1	2	3	4	5
Duration	49	7	31	7	54	7	16	7	5
Change Point	0	61	74	110	122	182	195	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	219	3439:1806	247	88.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	754	1896:1685	850	88.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	387	1728:1827	506	76.6%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	679	3795:1709	1597	42.5%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	165	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%

Full Input Data And Results

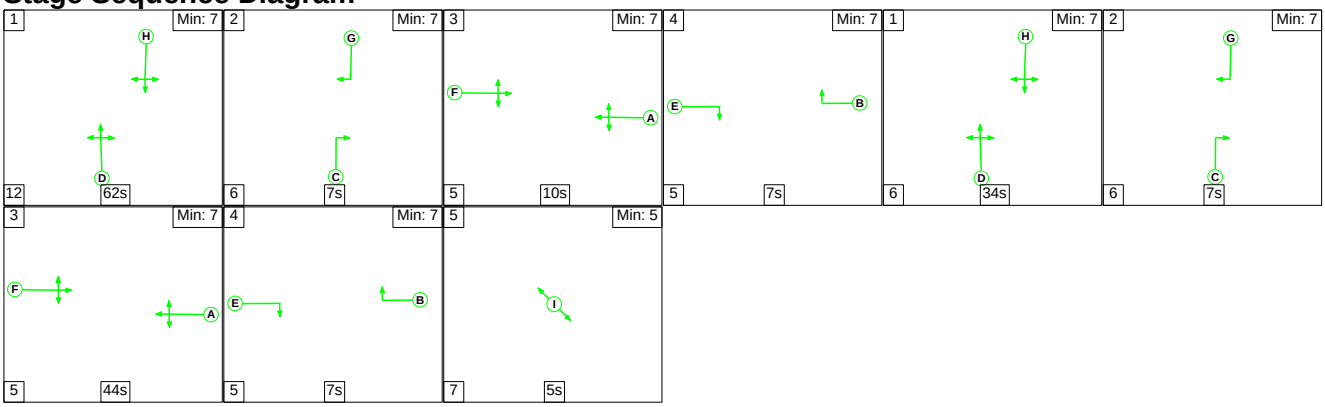
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**401**	**40**	**9**	**18.5**	**8.8**	**0.7**	**28.0**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**401**	**40**	**9**	**18.5**	**8.8**	**0.7**	**28.0**	**-**	**-**	**-**	**-**
1/1+1/2	219	219	102	8	5	4.0	3.2	0.2	7.4	121.0	9.9	3.2	13.1
2/1+2/2	754	754	93	10	1	6.1	3.7	0.1	9.9	47.1	22.7	3.7	26.3
3/1+3/2	387	387	163	17	2	4.2	1.6	0.1	5.8	54.1	8.1	1.6	9.7
4/1+4/2	679	679	43	5	2	4.2	0.4	0.4	4.9	26.2	14.5	0.4	14.9
5/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1.4 Total Delay for Signalled Lanes (pcuHr): 27.97 Cycle Time (s): 240
PRC Over All Lanes (%): 1.4 Total Delay Over All Lanes(pcuHr): 27.97

Full Input Data And Results

Scenario 9: 'DO_NO_OY+5_AM' (FG9: 'DO_NO_OY+5_AM', Plan 1: 'Network Control Plan 1')

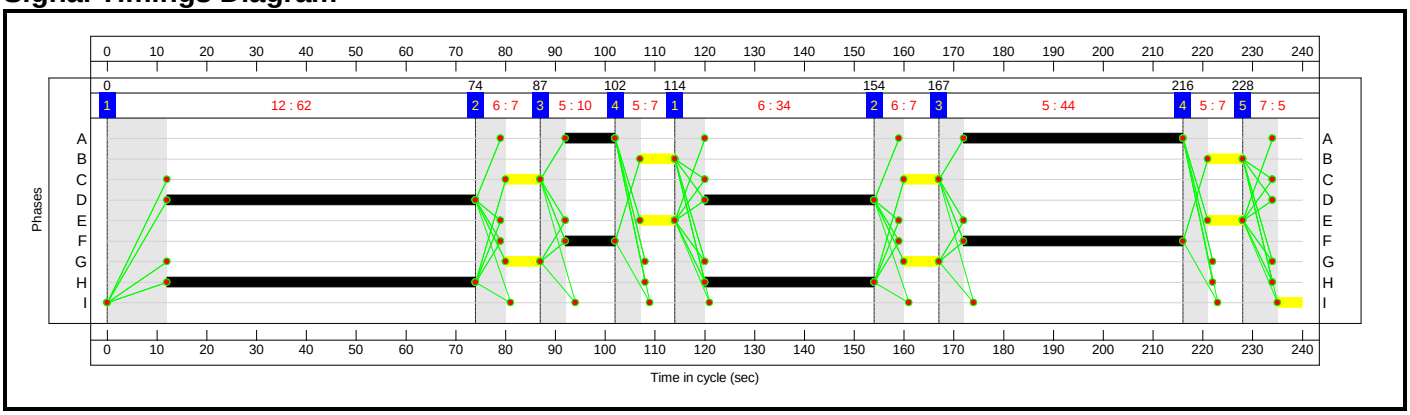
Stage Sequence Diagram



Stage Timings

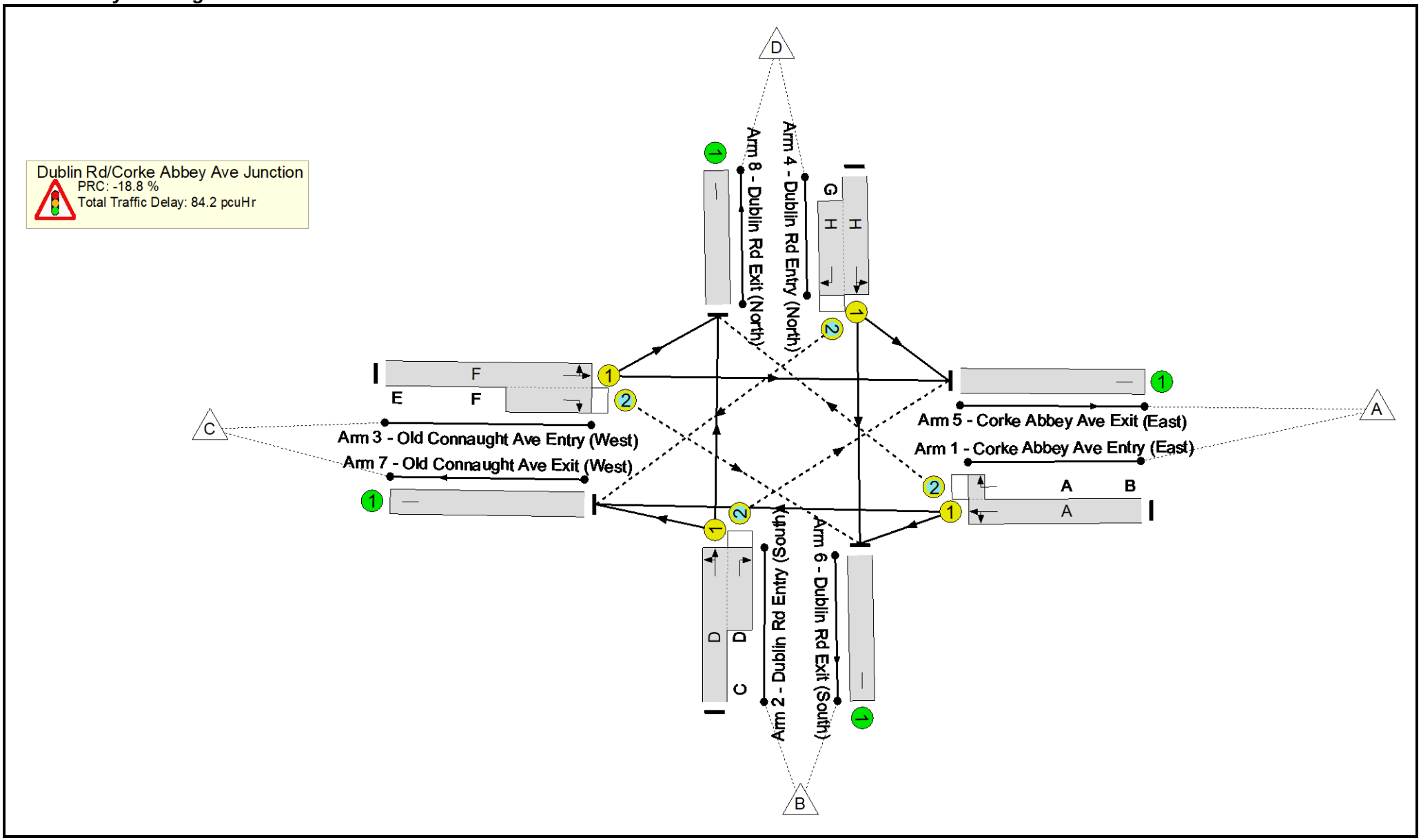
Stage	1	2	3	4	1	2	3	4	5
Duration	62	7	10	7	34	7	44	7	5
Change Point	0	74	87	102	114	154	167	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	54:68	14	325	3439:1806	309	105.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	96:110	14	844	1903:1685	790	106.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	54:68	14	346	1695:1827	508	68.1%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	96:110	14	554	3795:1709	805	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%

Full Input Data And Results

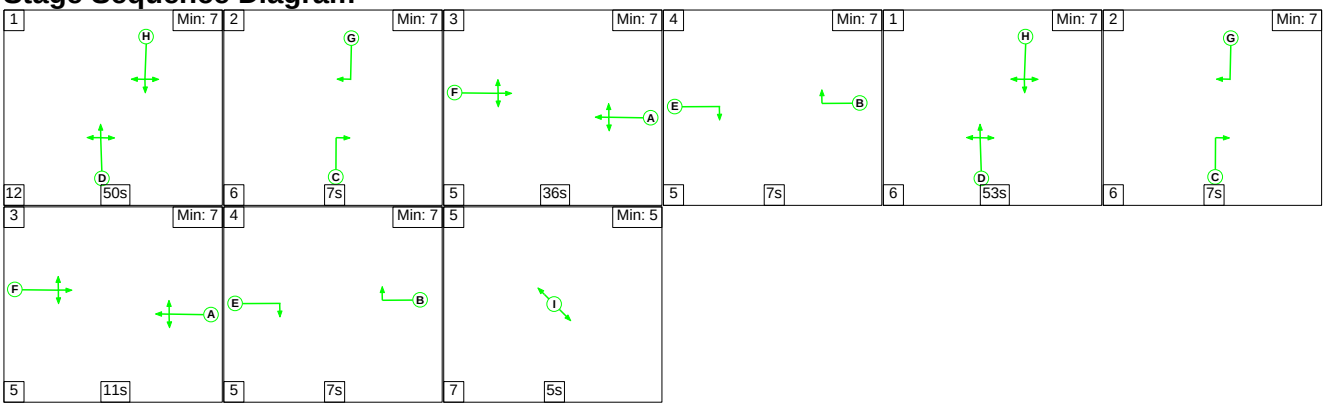
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
1/1+1/2	325	309	149	13	20	9.2	14.0	0.2	23.4	258.7	19.9	14.0	33.9
2/1+2/2	844	790	40	13	0	15.7	33.5	0.0	49.1	209.6	41.7	33.5	75.2
3/1+3/2	346	346	107	31	1	4.4	1.1	0.0	5.5	57.3	9.2	1.1	10.2
4/1+4/2	554	554	0	67	32	4.7	1.1	0.4	6.2	40.0	14.2	1.1	15.3
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -18.8 Total Delay for Signalled Lanes (pcuHr): 84.17 Cycle Time (s): 240
PRC Over All Lanes (%): -18.8 Total Delay Over All Lanes(pcuHr): 84.17

Full Input Data And Results

Scenario 10: 'DO_NO_OY+5_PM' (FG10: 'DO_NO_OY+5_PM', Plan 1: 'Network Control Plan 1')

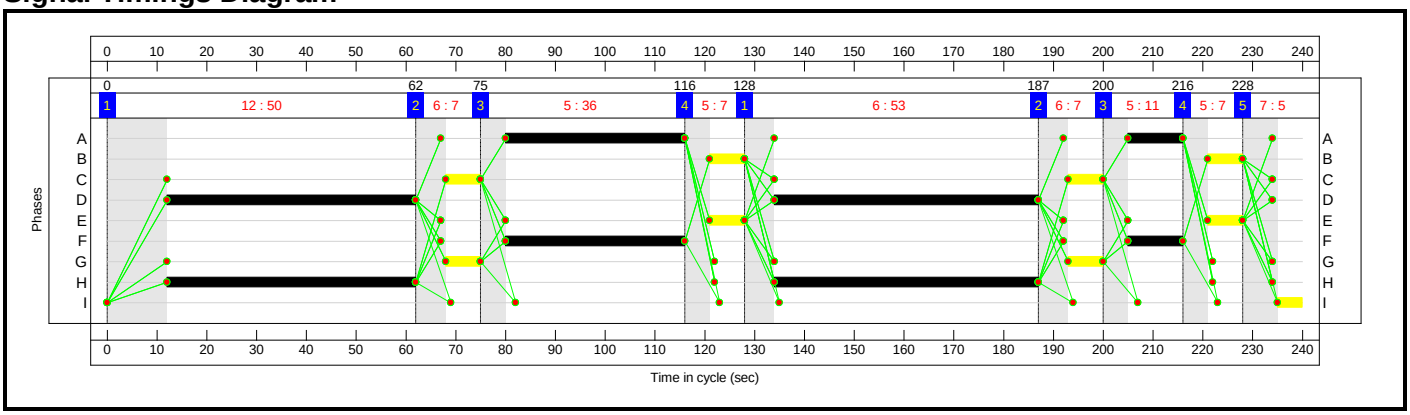
Stage Sequence Diagram



Stage Timings

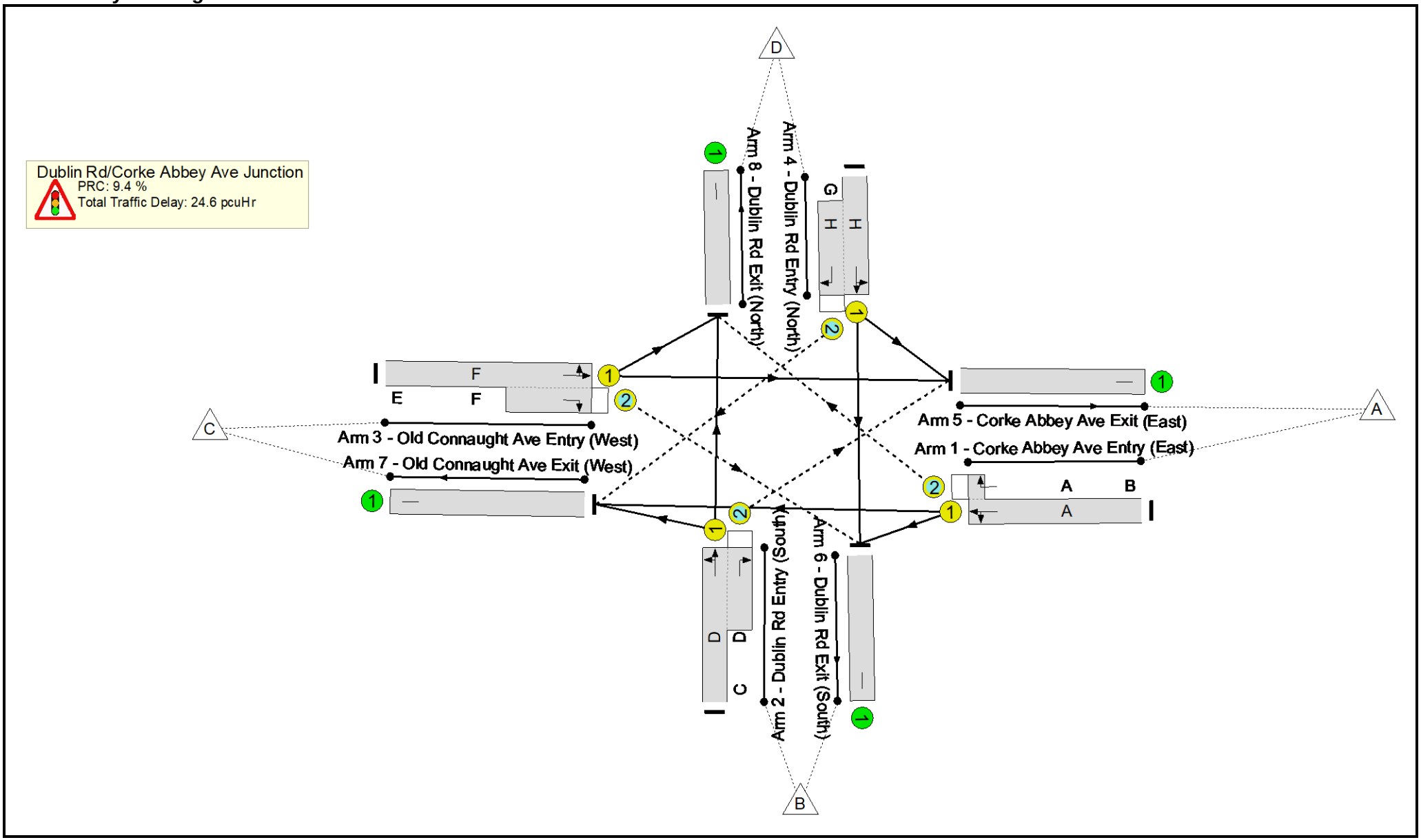
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	214	3439:1806	265	80.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	699	1896:1685	850	82.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	377	1728:1827	498	75.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	650	3795:1709	1595	40.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Full Input Data And Results

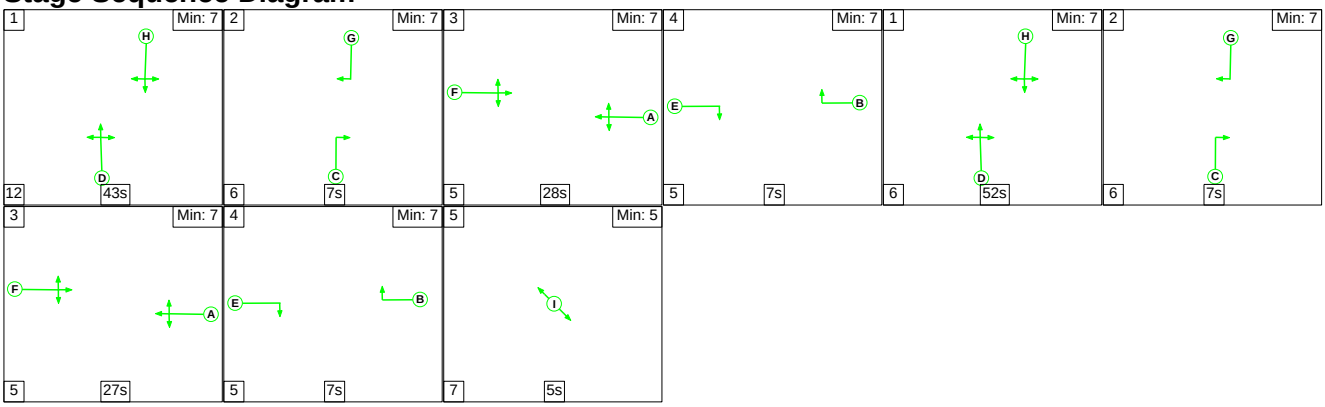
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
1/1+1/2	214	214	90	10	15	4.4	1.9	0.2	6.5	110.2	11.0	1.9	12.9
2/1+2/2	699	699	86	10	1	5.4	2.3	0.1	7.7	39.9	20.6	2.3	22.8
3/1+3/2	377	377	154	16	1	4.1	1.5	0.0	5.7	54.0	8.2	1.5	9.7
4/1+4/2	650	650	44	5	0	4.0	0.3	0.3	4.6	25.7	14.3	0.3	14.6
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 24.59 Cycle Time (s): 240
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 24.59

Full Input Data And Results

Scenario 11: 'DO_SO_OY+5_P1 (0.14) (NO)_AM' (FG11: 'DO_SO_OY+5_P1 (0.14) (NO)_AM', Plan 1: 'Network Control Plan 1')

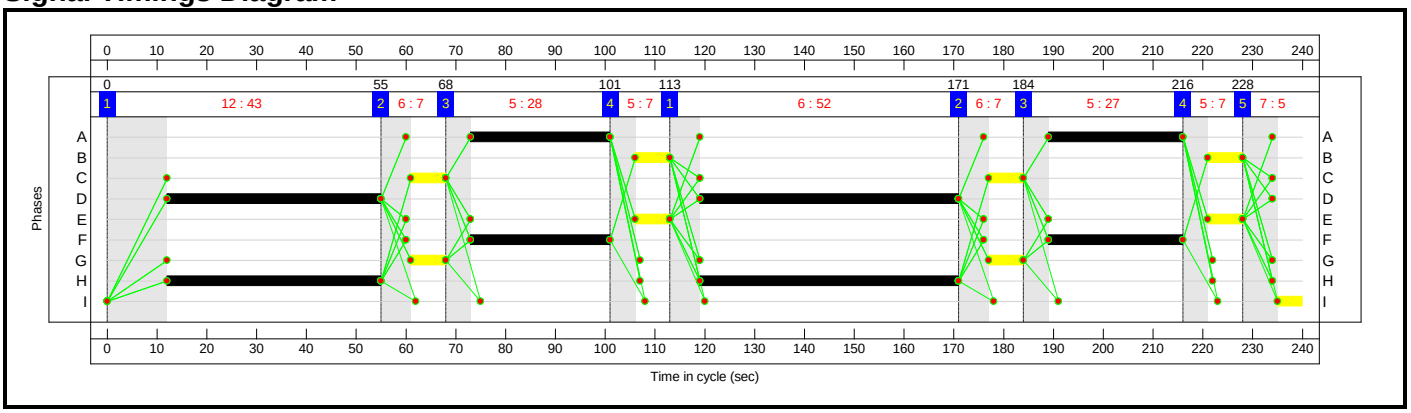
Stage Sequence Diagram



Stage Timings

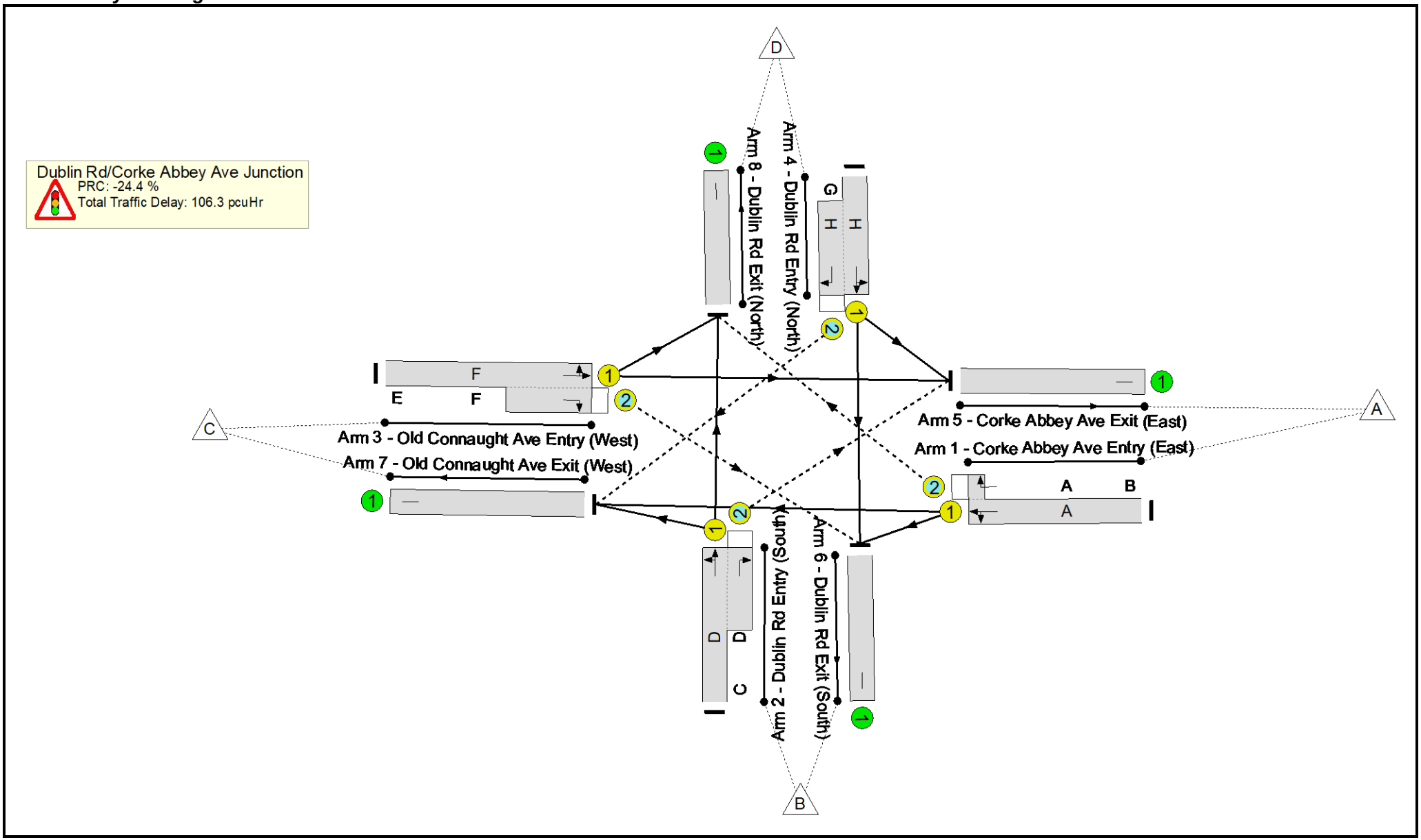
Stage	1	2	3	4	1	2	3	4	5
Duration	43	7	28	7	52	7	27	7	5
Change Point	0	55	68	101	113	171	184	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	55:69	14	326	3439:1806	300	108.8%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	95:109	14	875	1903:1685	782	111.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	55:69	14	347	1695:1827	516	67.3%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	95:109	14	557	3795:1709	810	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%

Full Input Data And Results

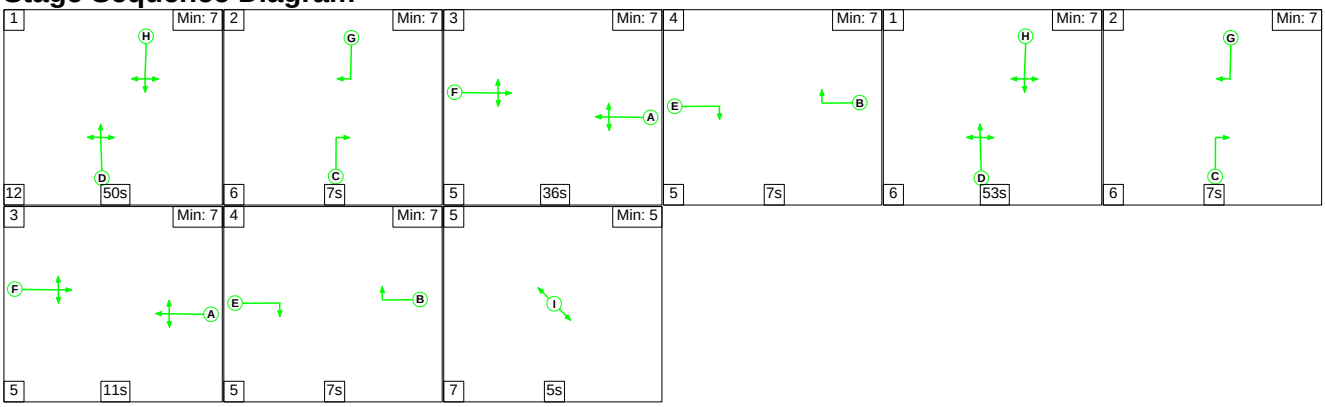
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**321**	**105**	**42**	**34.9**	**70.8**	**0.6**	**106.3**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**321**	**105**	**42**	**34.9**	**70.8**	**0.6**	**106.3**	**-**	**-**	**-**	**-**
1/1+1/2	326	300	155	11	10	7.3	17.8	0.2	25.2	278.8	13.8	17.8	31.5
2/1+2/2	875	782	40	13	0	20.0	50.9	0.0	70.9	291.7	41.5	50.9	92.3
3/1+3/2	347	347	127	13	1	3.4	1.0	0.0	4.5	46.6	7.1	1.0	8.2
4/1+4/2	557	557	0	68	31	4.2	1.1	0.4	5.7	36.7	11.4	1.1	12.5
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -24.4 Total Delay for Signalled Lanes (pcuHr): 106.32 Cycle Time (s): 240
PRC Over All Lanes (%): -24.4 Total Delay Over All Lanes(pcuHr): 106.32

Full Input Data And Results

Scenario 12: 'DO_SO_OY+5_P1 (0.14) (NO)_PM' (FG12: 'DO_SO_OY+5_P1 (0.14) (NO)_PM', Plan 1: 'Network Control Plan 1')

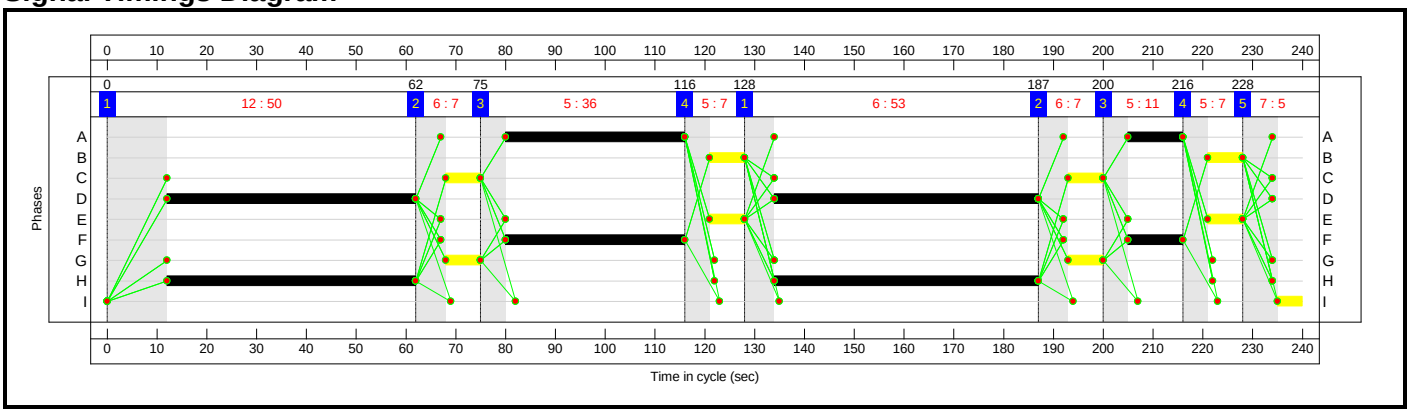
Stage Sequence Diagram



Stage Timings

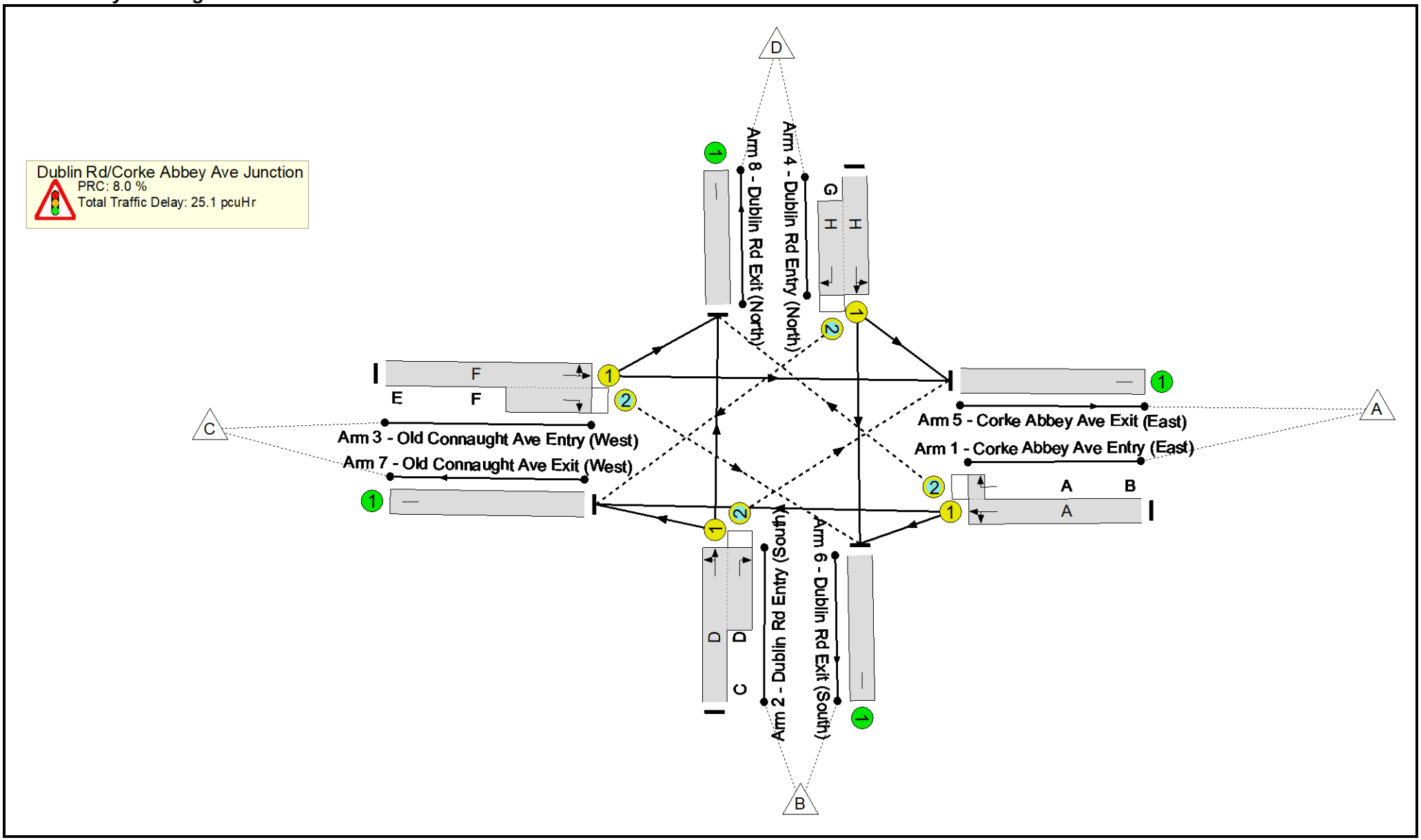
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	216	3439:1806	267	80.9%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	708	1896:1685	850	83.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	380	1728:1827	500	76.0%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	659	3795:1709	1596	41.3%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%

Full Input Data And Results

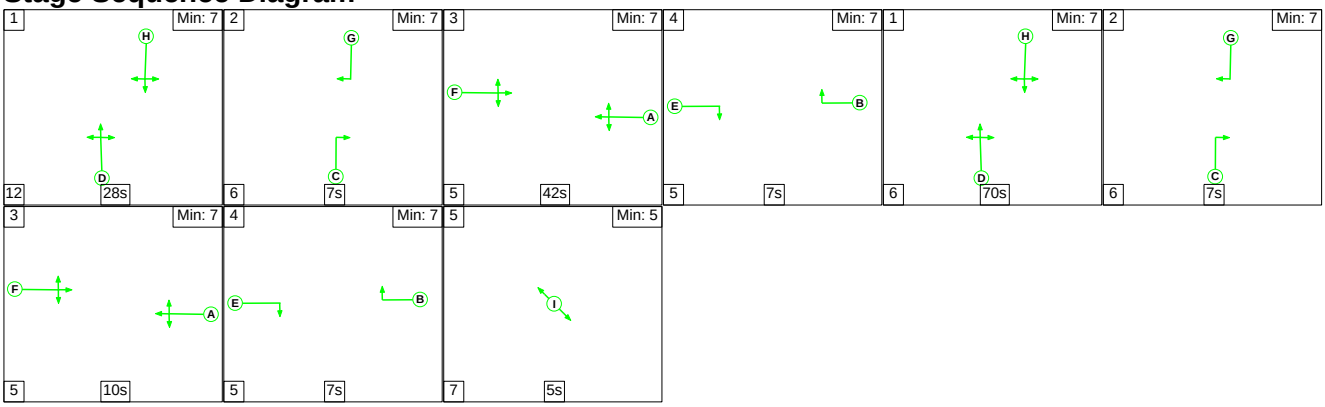
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**378**	**41**	**18**	**18.2**	**6.3**	**0.6**	**25.1**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**378**	**41**	**18**	**18.2**	**6.3**	**0.6**	**25.1**	**-**	**-**	**-**	**-**
1/1+1/2	216	216	90	10	15	4.5	2.0	0.2	6.6	110.4	11.1	2.0	13.1
2/1+2/2	708	708	87	10	1	5.5	2.4	0.1	8.0	40.8	20.8	2.4	23.2
3/1+3/2	380	380	156	16	1	4.1	1.5	0.0	5.7	54.1	8.2	1.5	9.8
4/1+4/2	659	659	44	5	0	4.0	0.4	0.3	4.7	25.8	14.5	0.4	14.8
5/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.0 Total Delay for Signalled Lanes (pcuHr): 25.08 Cycle Time (s): 240
PRC Over All Lanes (%): 8.0 Total Delay Over All Lanes(pcuHr): 25.08

Full Input Data And Results

Scenario 13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM' (FG13: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

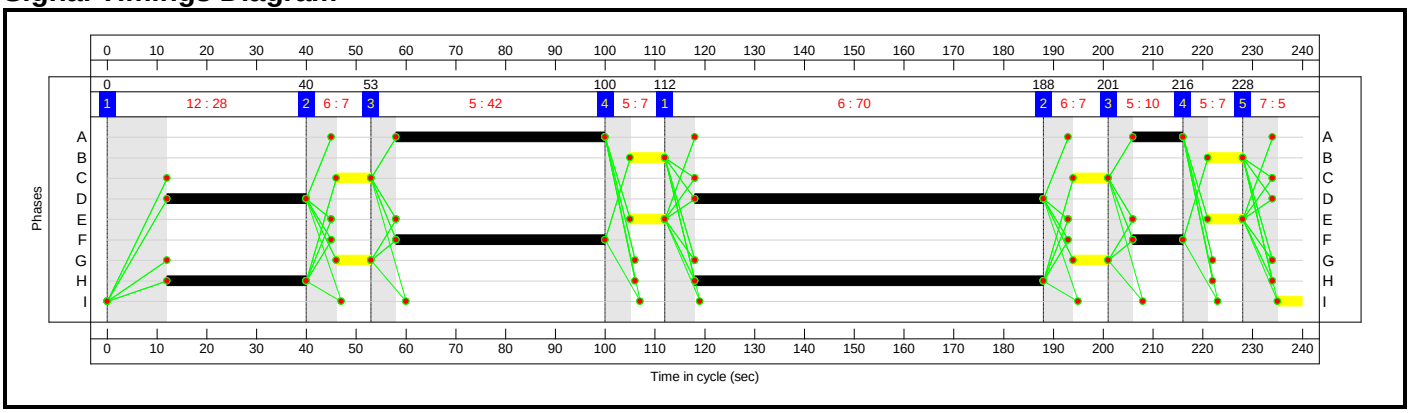
Stage Sequence Diagram



Stage Timings

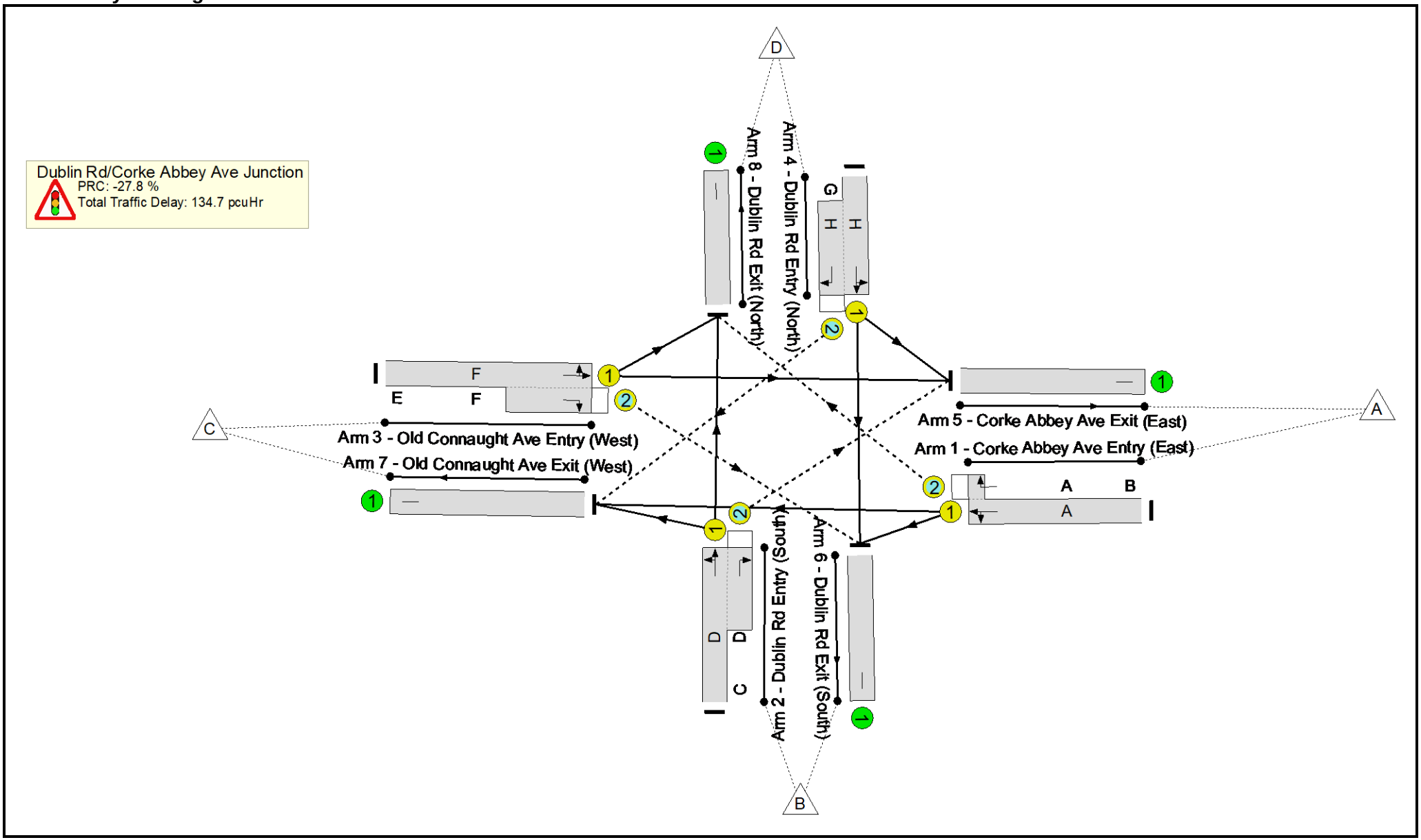
Stage	1	2	3	4	1	2	3	4	5
Duration	28	7	42	7	70	7	10	7	5
Change Point	0	40	53	100	112	188	201	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.0%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.0%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	52:66	14	332	3439:1806	294	113.1%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	98:112	14	926	1903:1685	805	115.0%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	52:66	14	354	1695:1827	500	70.9%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	98:112	14	577	3795:1709	839	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	197	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1143	Inf	Inf	0.0%

Full Input Data And Results

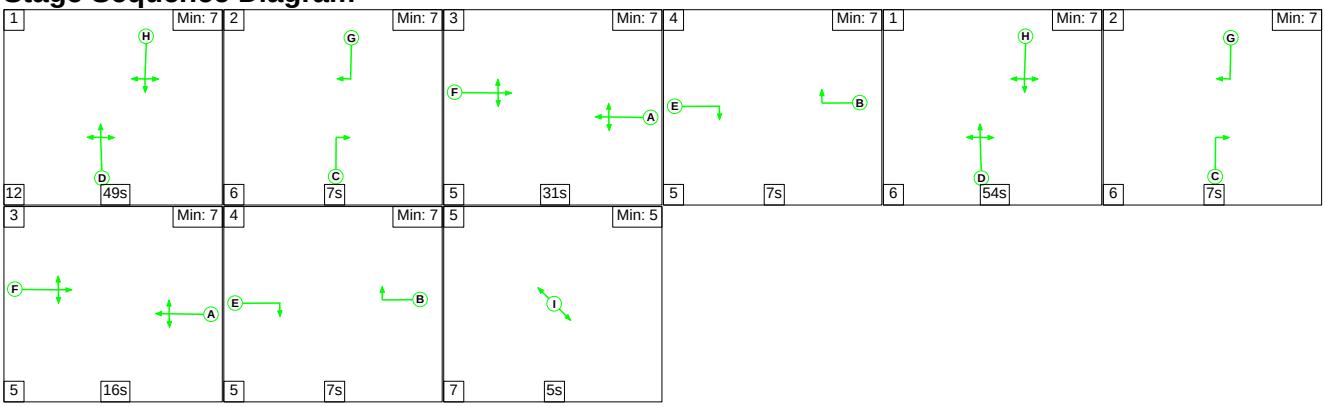
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**297**	**120**	**52**	**45.0**	**89.1**	**0.6**	**134.7**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**297**	**120**	**52**	**45.0**	**89.1**	**0.6**	**134.7**	**-**	**-**	**-**	**-**
1/1+1/2	332	294	137	12	20	12.3	22.8	0.2	35.3	383.2	21.9	22.8	44.7
2/1+2/2	926	805	41	13	0	24.2	63.9	0.0	88.1	342.5	54.8	63.9	118.8
3/1+3/2	354	354	120	27	1	4.3	1.2	0.0	5.5	56.1	8.4	1.2	9.6
4/1+4/2	577	577	0	68	31	4.3	1.1	0.4	5.8	36.0	11.7	1.1	12.8
5/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1020	1020	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -27.8 Total Delay for Signalled Lanes (pcuHr): 134.73 Cycle Time (s): 240
PRC Over All Lanes (%): -27.8 Total Delay Over All Lanes(pcuHr): 134.73

Full Input Data And Results

Scenario 14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM' (FG14: 'DO_SO_OY+5_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

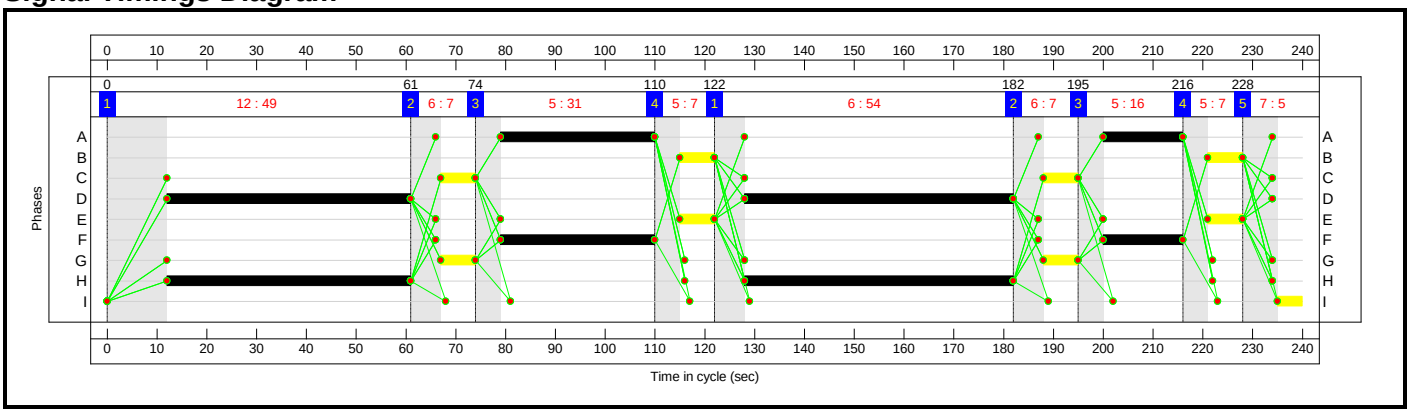
Stage Sequence Diagram



Stage Timings

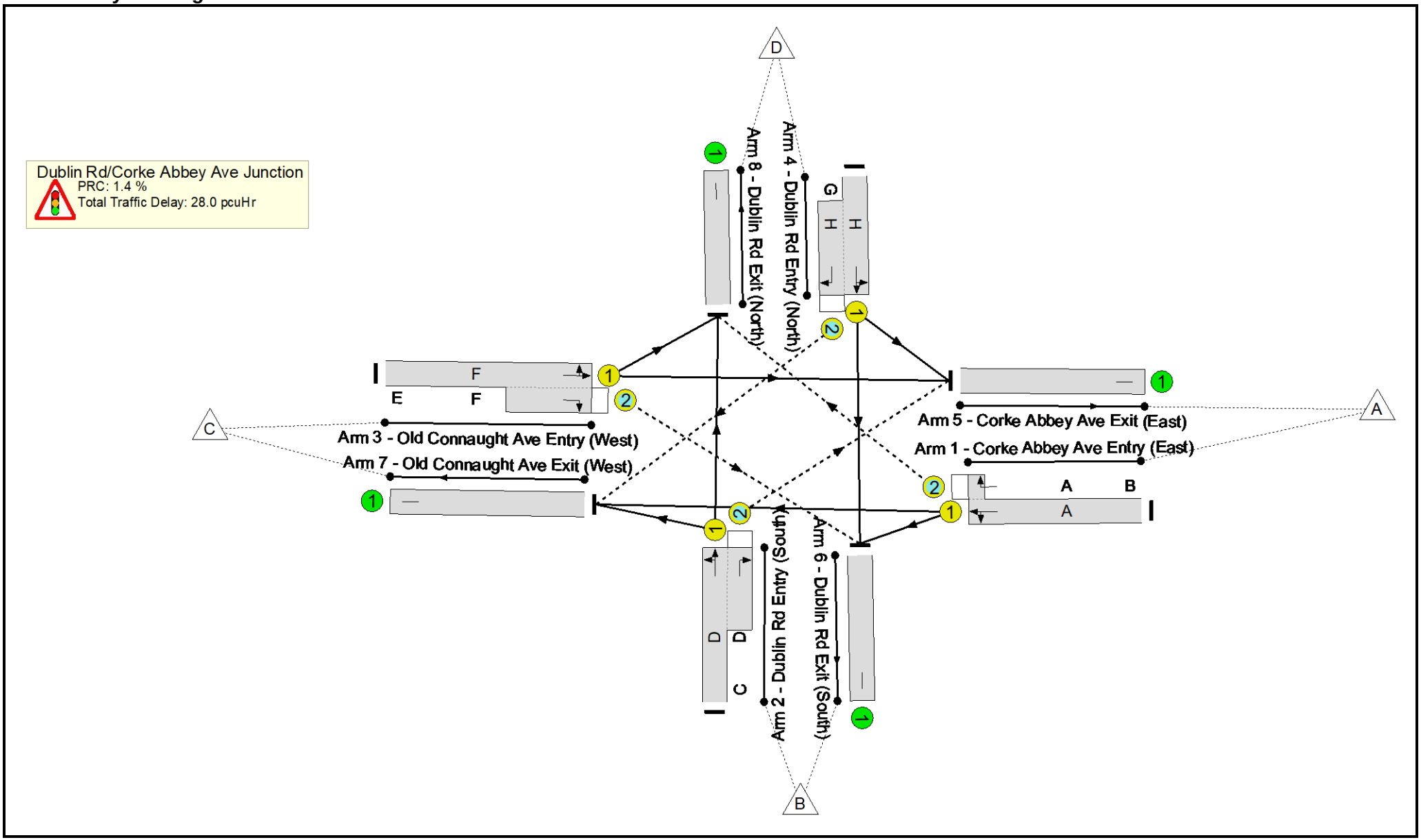
Stage	1	2	3	4	1	2	3	4	5
Duration	49	7	31	7	54	7	16	7	5
Change Point	0	61	74	110	122	182	195	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	219	3439:1806	247	88.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	754	1896:1685	850	88.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	387	1728:1827	506	76.6%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	679	3795:1709	1597	42.5%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	165	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%

Full Input Data And Results

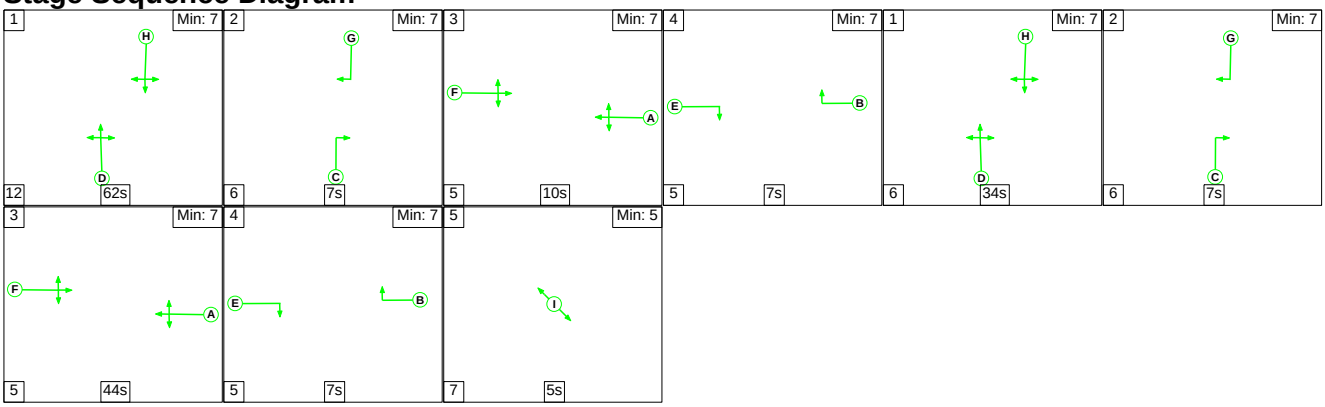
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**401**	**40**	**9**	**18.5**	**8.8**	**0.7**	**28.0**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**401**	**40**	**9**	**18.5**	**8.8**	**0.7**	**28.0**	**-**	**-**	**-**	**-**
1/1+1/2	219	219	102	8	5	4.0	3.2	0.2	7.4	121.0	9.9	3.2	13.1
2/1+2/2	754	754	93	10	1	6.1	3.7	0.1	9.9	47.1	22.7	3.7	26.3
3/1+3/2	387	387	163	17	2	4.2	1.6	0.1	5.8	54.1	8.1	1.6	9.7
4/1+4/2	679	679	43	5	2	4.2	0.4	0.4	4.9	26.2	14.5	0.4	14.9
5/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1.4 Total Delay for Signalled Lanes (pcuHr): 27.97 Cycle Time (s): 240
PRC Over All Lanes (%): 1.4 Total Delay Over All Lanes(pcuHr): 27.97

Full Input Data And Results

Scenario 15: 'DO_NO_OY+15_AM' (FG15: 'DO_NO_OY+15_AM', Plan 1: 'Network Control Plan 1')

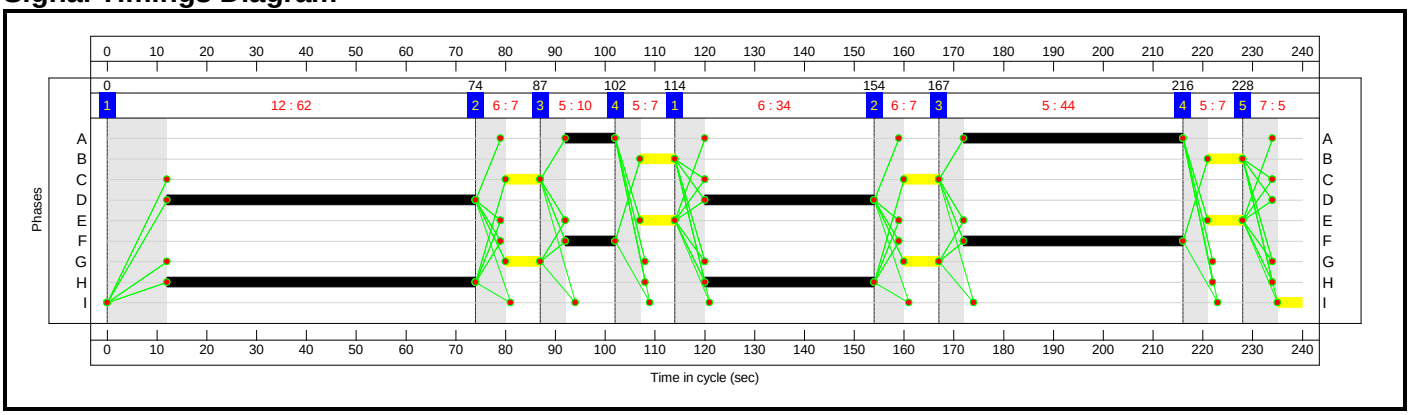
Stage Sequence Diagram



Stage Timings

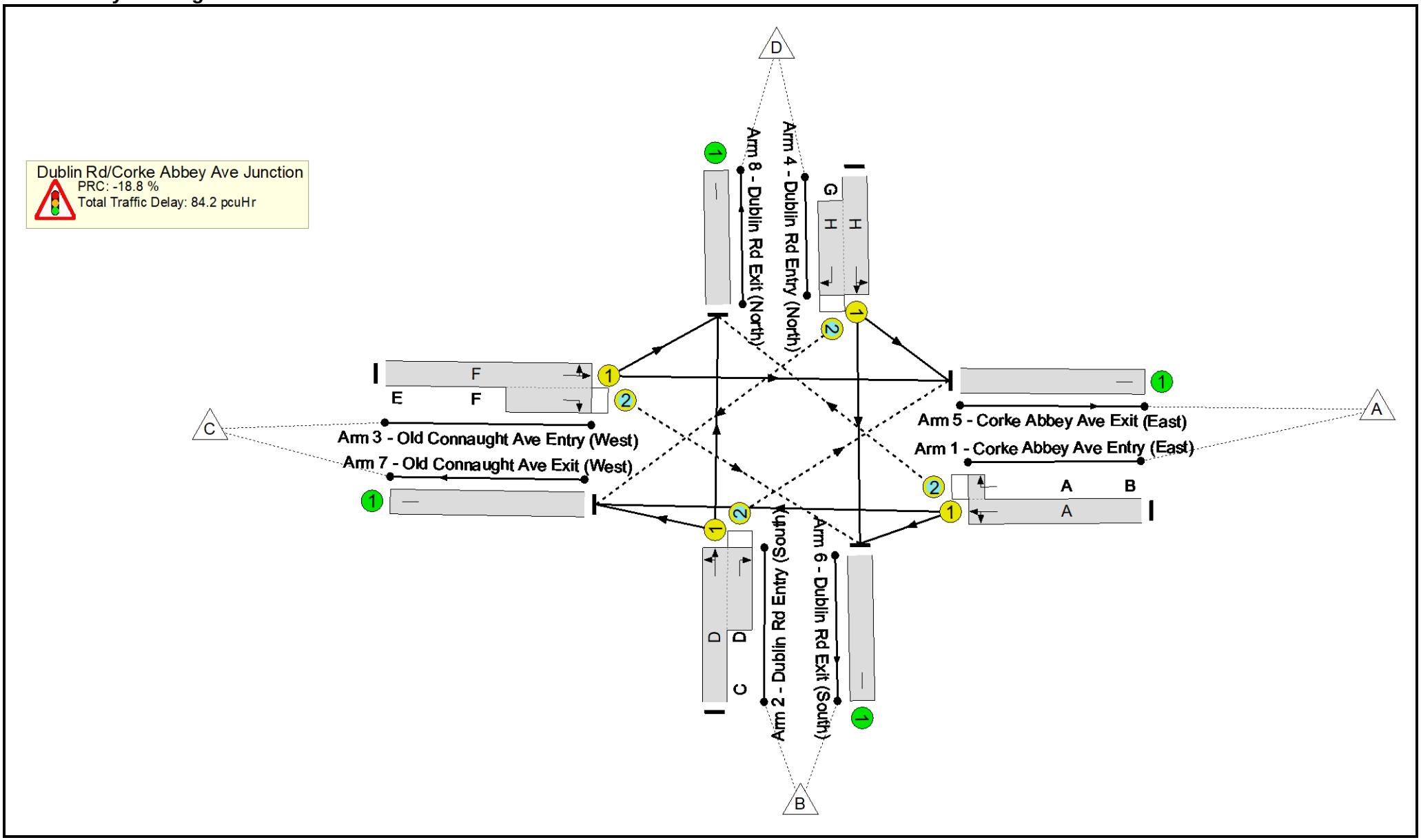
Stage	1	2	3	4	1	2	3	4	5
Duration	62	7	10	7	34	7	44	7	5
Change Point	0	74	87	102	114	154	167	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	54:68	14	325	3439:1806	309	105.3%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	96:110	14	844	1903:1685	790	106.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	54:68	14	346	1695:1827	508	68.1%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	96:110	14	554	3795:1709	805	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%

Full Input Data And Results

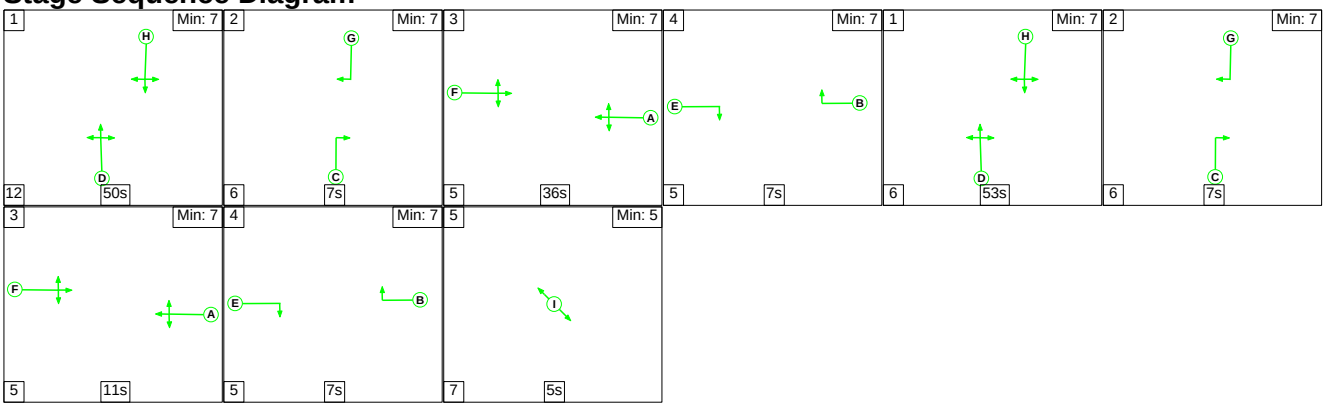
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**296**	**124**	**53**	**34.0**	**49.6**	**0.6**	**84.2**	**-**	**-**	**-**	**-**
1/1+1/2	325	309	149	13	20	9.2	14.0	0.2	23.4	258.7	19.9	14.0	33.9
2/1+2/2	844	790	40	13	0	15.7	33.5	0.0	49.1	209.6	41.7	33.5	75.2
3/1+3/2	346	346	107	31	1	4.4	1.1	0.0	5.5	57.3	9.2	1.1	10.2
4/1+4/2	554	554	0	67	32	4.7	1.1	0.4	6.2	40.0	14.2	1.1	15.3
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -18.8 Total Delay for Signalled Lanes (pcuHr): 84.17 Cycle Time (s): 240
PRC Over All Lanes (%): -18.8 Total Delay Over All Lanes(pcuHr): 84.17

Full Input Data And Results

Scenario 16: 'DO_NO_OY+15_PM' (FG16: 'DO_NO_OY+15_PM', Plan 1: 'Network Control Plan 1')

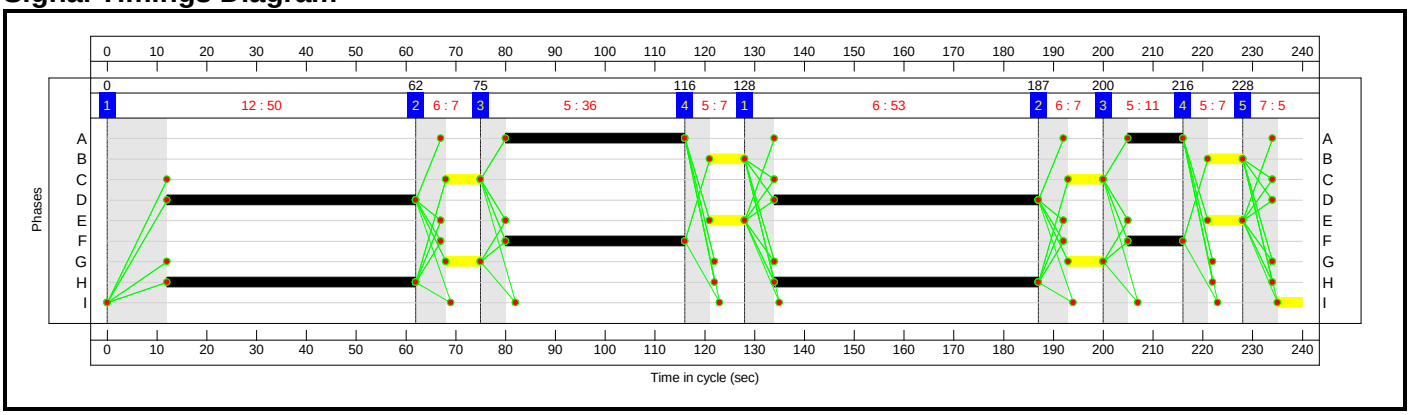
Stage Sequence Diagram



Stage Timings

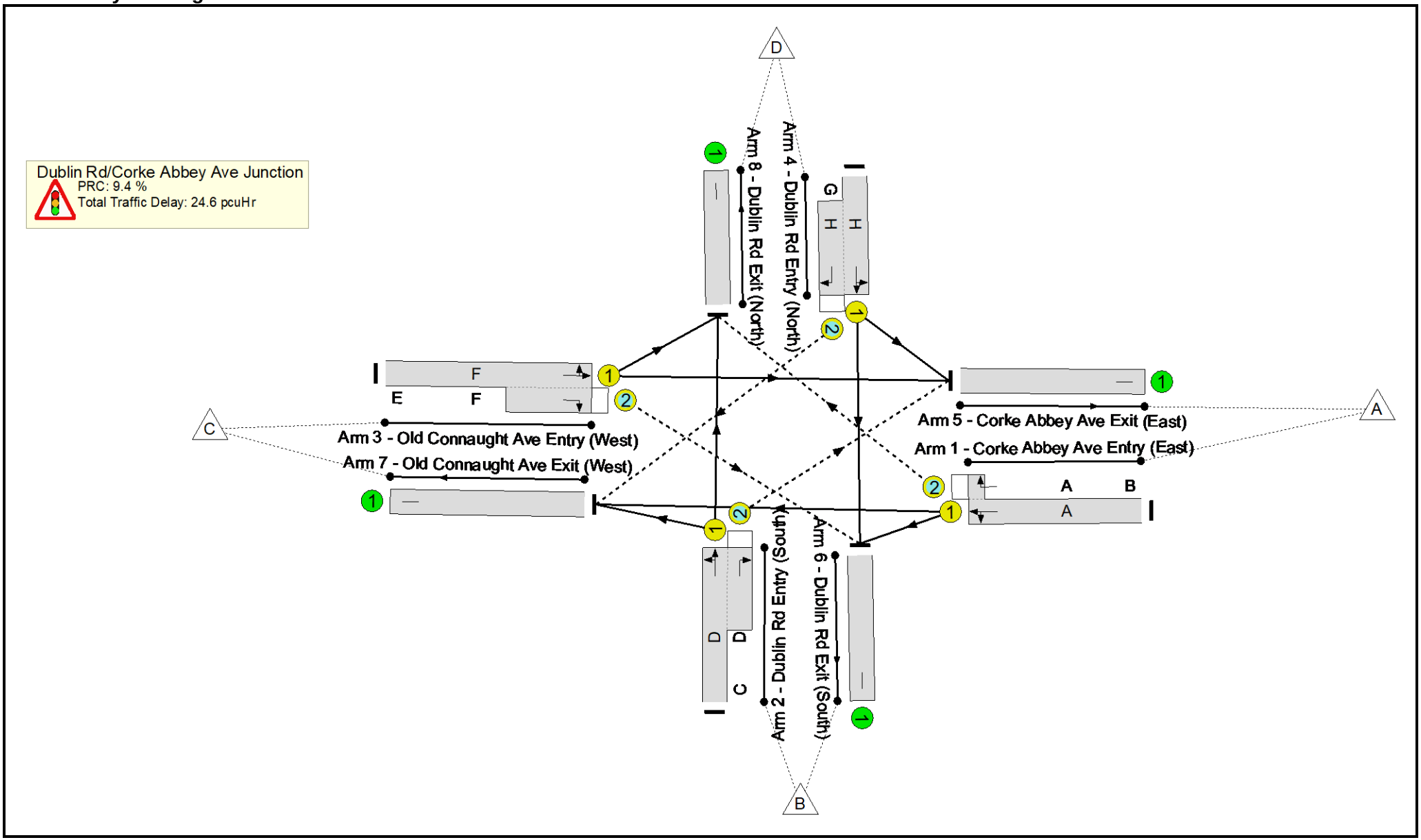
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	214	3439:1806	265	80.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	699	1896:1685	850	82.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	377	1728:1827	498	75.7%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	650	3795:1709	1595	40.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Full Input Data And Results

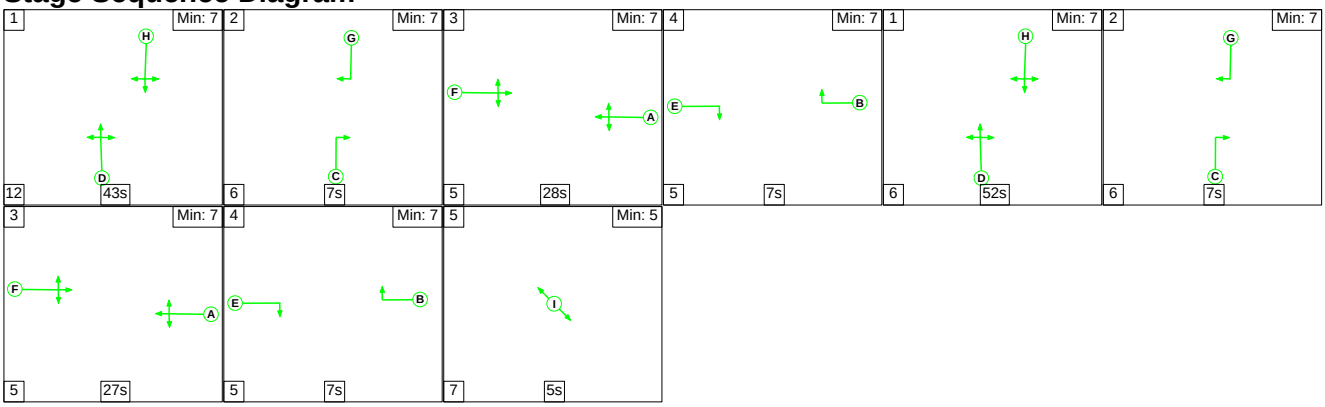
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**374**	**40**	**18**	**17.9**	**6.1**	**0.6**	**24.6**	**-**	**-**	**-**	**-**
1/1+1/2	214	214	90	10	15	4.4	1.9	0.2	6.5	110.2	11.0	1.9	12.9
2/1+2/2	699	699	86	10	1	5.4	2.3	0.1	7.7	39.9	20.6	2.3	22.8
3/1+3/2	377	377	154	16	1	4.1	1.5	0.0	5.7	54.0	8.2	1.5	9.7
4/1+4/2	650	650	44	5	0	4.0	0.3	0.3	4.6	25.7	14.3	0.3	14.6
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 24.59 Cycle Time (s): 240
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 24.59

Full Input Data And Results

Scenario 17: 'DO_SO_OY+15_P1 (0.14) (NO)_AM' (FG17: 'DO_SO_OY+15_P1 (0.14) (NO)_AM', Plan 1: 'Network Control Plan 1')

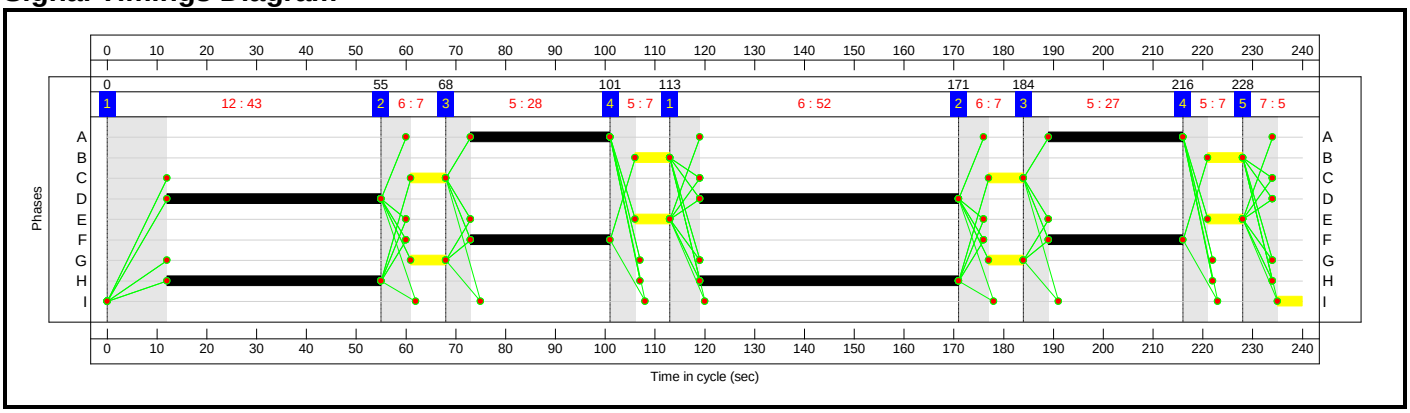
Stage Sequence Diagram



Stage Timings

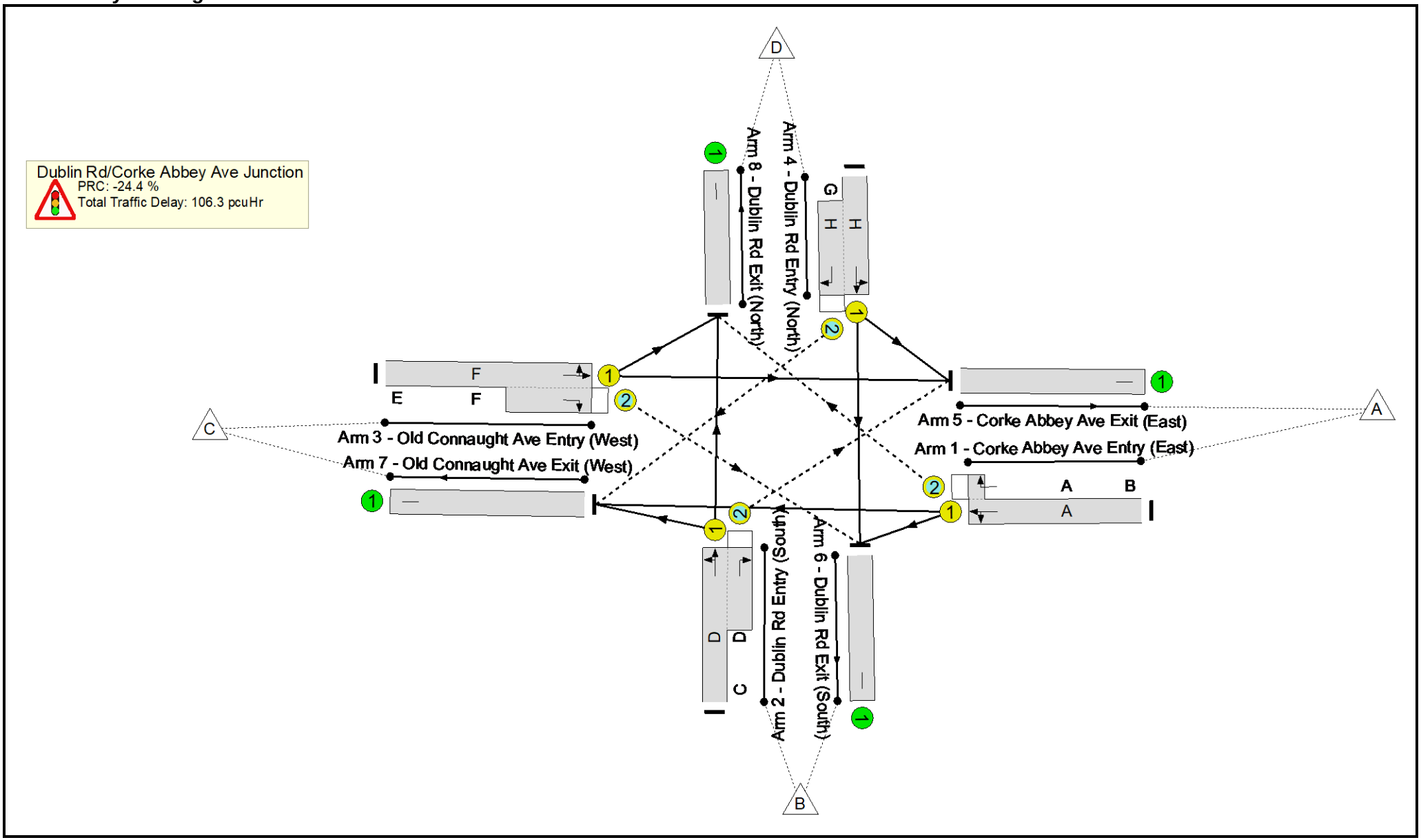
Stage	1	2	3	4	1	2	3	4	5
Duration	43	7	28	7	52	7	27	7	5
Change Point	0	55	68	101	113	171	184	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.9%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.9%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	55:69	14	326	3439:1806	300	108.8%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	95:109	14	875	1903:1685	782	111.9%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	55:69	14	347	1695:1827	516	67.3%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	95:109	14	557	3795:1709	810	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%

Full Input Data And Results

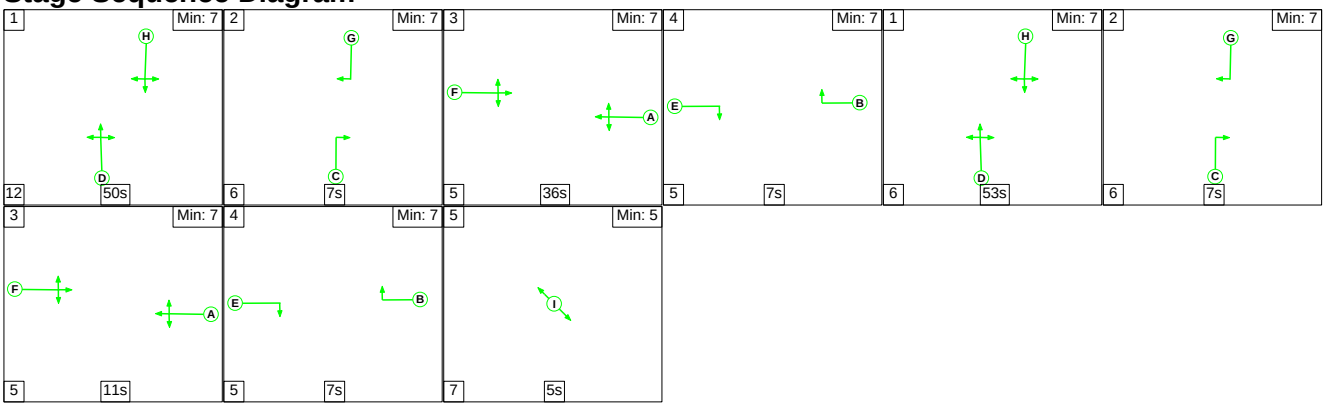
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**321**	**105**	**42**	**34.9**	**70.8**	**0.6**	**106.3**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**321**	**105**	**42**	**34.9**	**70.8**	**0.6**	**106.3**	**-**	**-**	**-**	**-**
1/1+1/2	326	300	155	11	10	7.3	17.8	0.2	25.2	278.8	13.8	17.8	31.5
2/1+2/2	875	782	40	13	0	20.0	50.9	0.0	70.9	291.7	41.5	50.9	92.3
3/1+3/2	347	347	127	13	1	3.4	1.0	0.0	4.5	46.6	7.1	1.0	8.2
4/1+4/2	557	557	0	68	31	4.2	1.1	0.4	5.7	36.7	11.4	1.1	12.5
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -24.4 Total Delay for Signalled Lanes (pcuHr): 106.32 Cycle Time (s): 240
PRC Over All Lanes (%): -24.4 Total Delay Over All Lanes(pcuHr): 106.32

Full Input Data And Results

Scenario 18: 'DO_SO_OY+15_P1 (0.14) (NO)_PM' (FG18: 'DO_SO_OY+15_P1 (0.14) (NO)_PM', Plan 1: 'Network Control Plan 1')

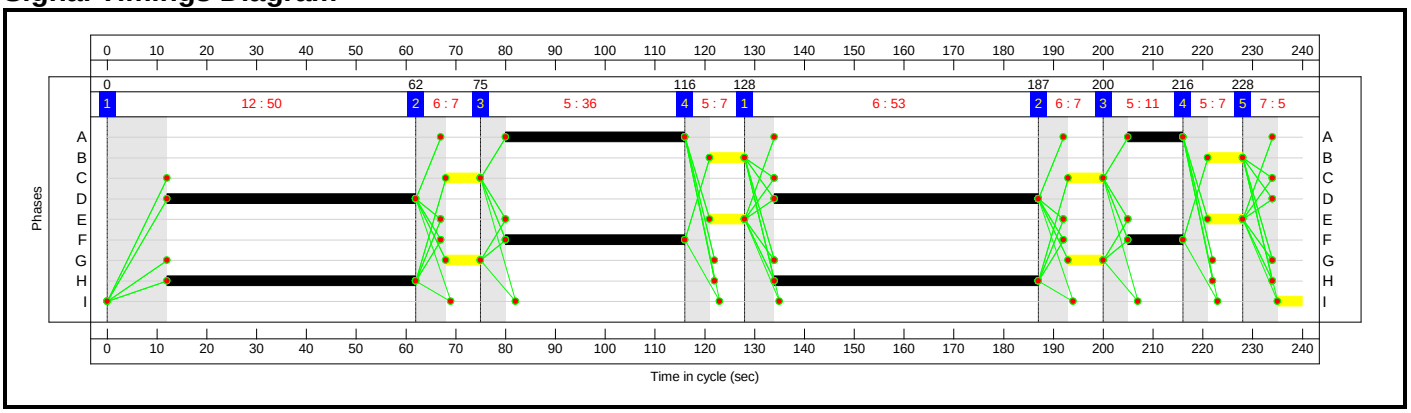
Stage Sequence Diagram



Stage Timings

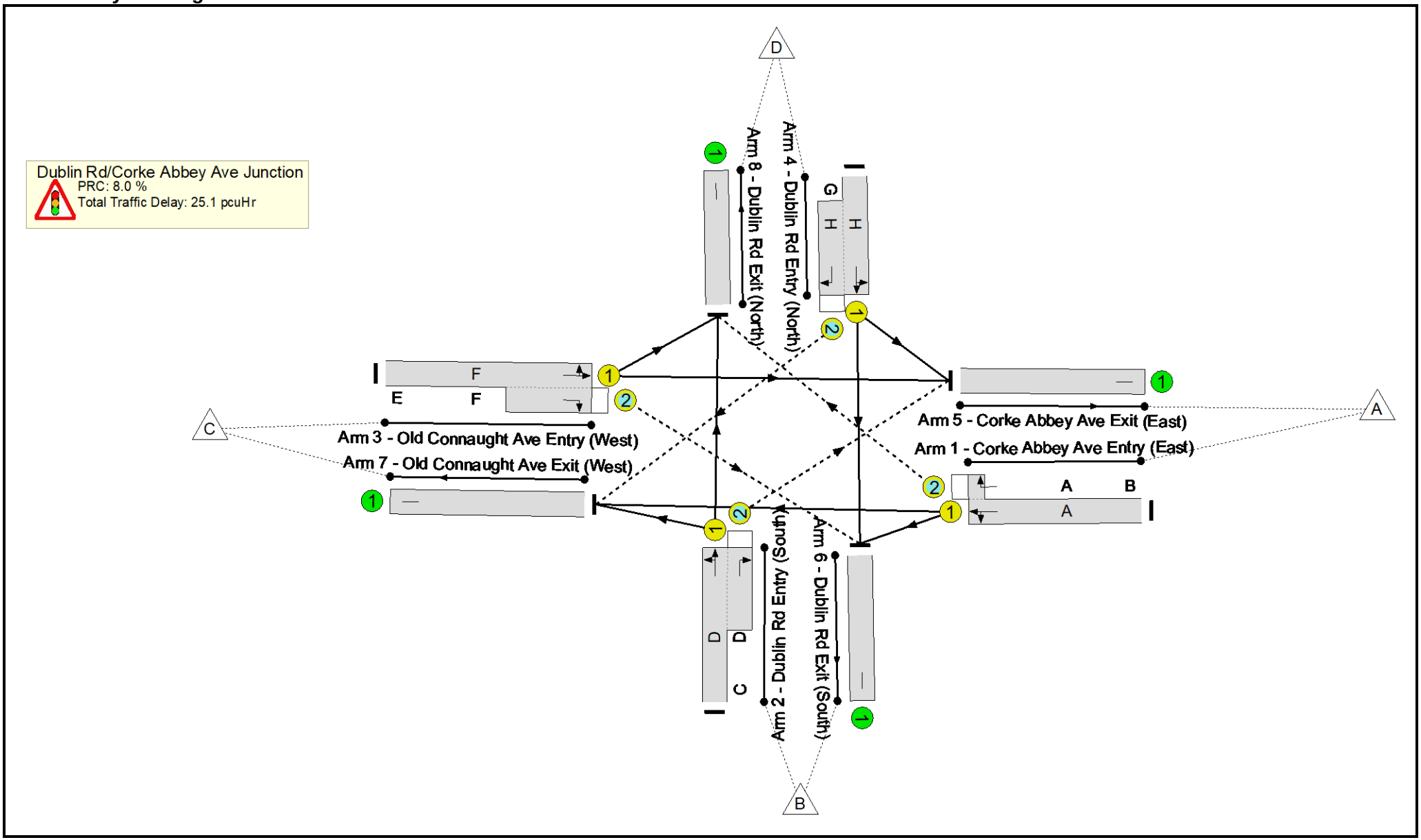
Stage	1	2	3	4	1	2	3	4	5
Duration	50	7	36	7	53	7	11	7	5
Change Point	0	62	75	116	128	187	200	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	216	3439:1806	267	80.9%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	708	1896:1685	850	83.3%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	380	1728:1827	500	76.0%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	659	3795:1709	1596	41.3%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%

Full Input Data And Results

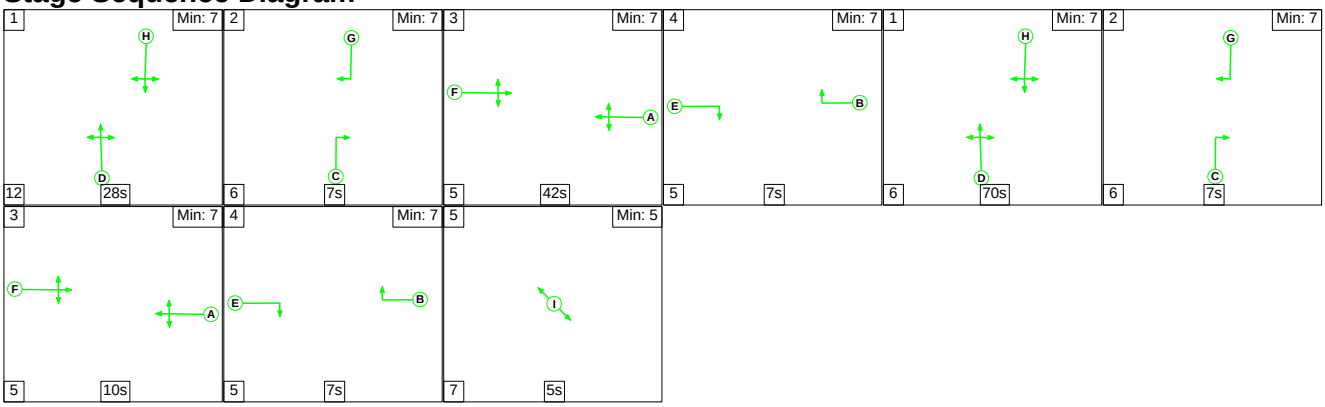
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**378**	**41**	**18**	**18.2**	**6.3**	**0.6**	**25.1**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**378**	**41**	**18**	**18.2**	**6.3**	**0.6**	**25.1**	**-**	**-**	**-**	**-**
1/1+1/2	216	216	90	10	15	4.5	2.0	0.2	6.6	110.4	11.1	2.0	13.1
2/1+2/2	708	708	87	10	1	5.5	2.4	0.1	8.0	40.8	20.8	2.4	23.2
3/1+3/2	380	380	156	16	1	4.1	1.5	0.0	5.7	54.1	8.2	1.5	9.8
4/1+4/2	659	659	44	5	0	4.0	0.4	0.3	4.7	25.8	14.5	0.4	14.8
5/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.0 Total Delay for Signalled Lanes (pcuHr): 25.08 Cycle Time (s): 240
PRC Over All Lanes (%): 8.0 Total Delay Over All Lanes(pcuHr): 25.08

Full Input Data And Results

Scenario 19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM' (FG19: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_AM', Plan 1: 'Network Control Plan 1')

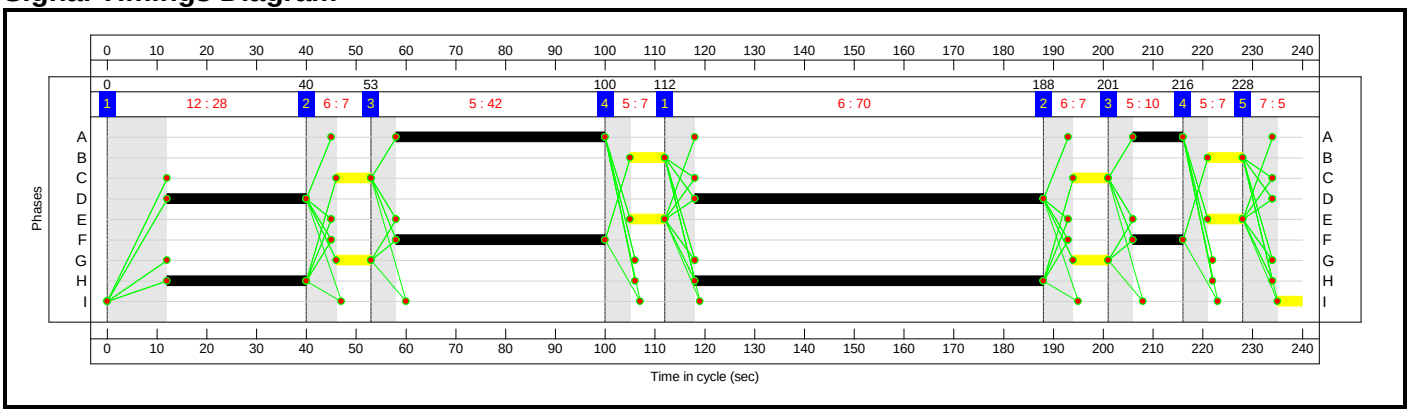
Stage Sequence Diagram



Stage Timings

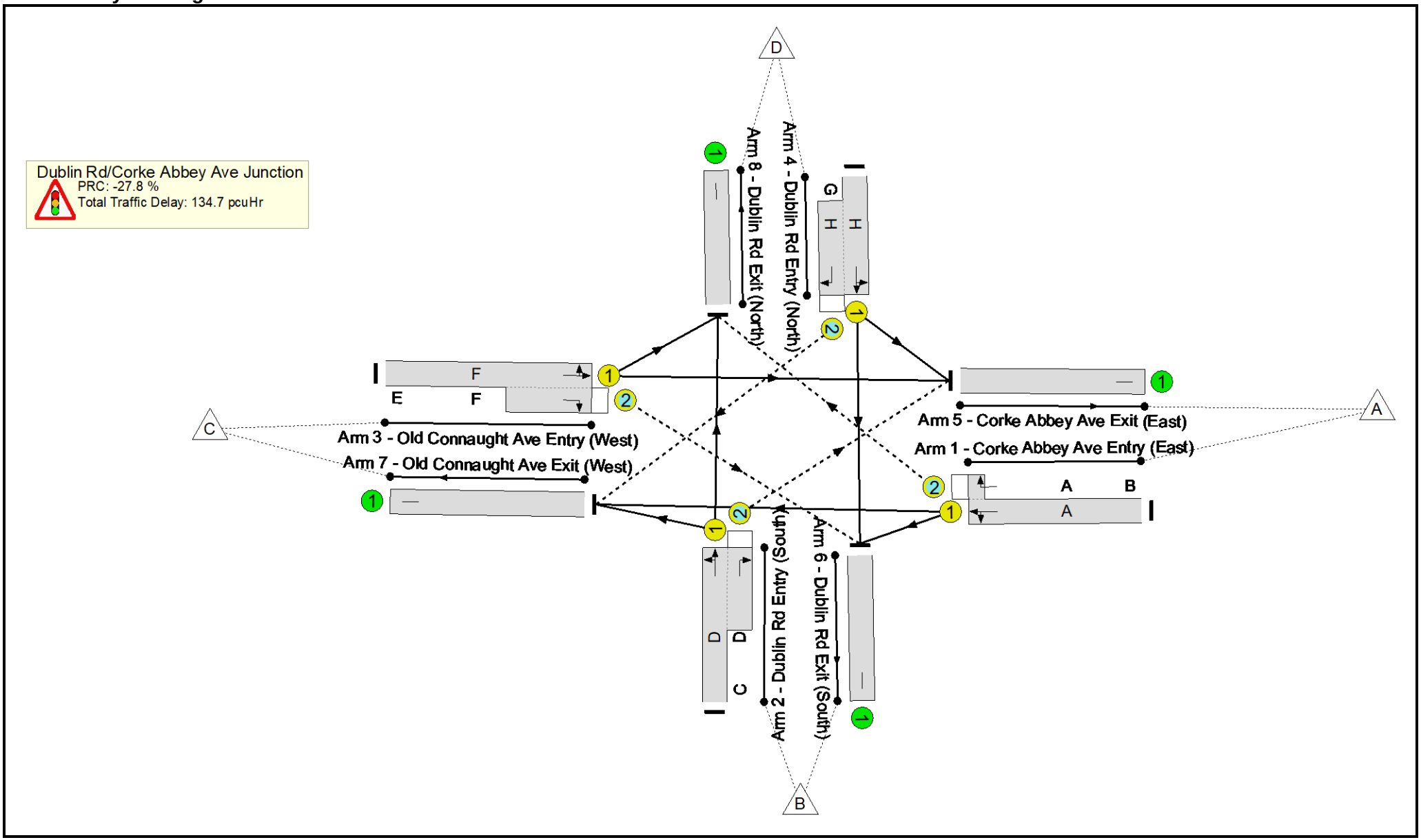
Stage	1	2	3	4	1	2	3	4	5
Duration	28	7	42	7	70	7	10	7	5
Change Point	0	40	53	100	112	188	201	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.0%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.0%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	52:66	14	332	3439:1806	294	113.1%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	98:112	14	926	1903:1685	805	115.0%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	52:66	14	354	1695:1827	500	70.9%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	98:112	14	577	3795:1709	839	68.8%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	197	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	1143	Inf	Inf	0.0%

Full Input Data And Results

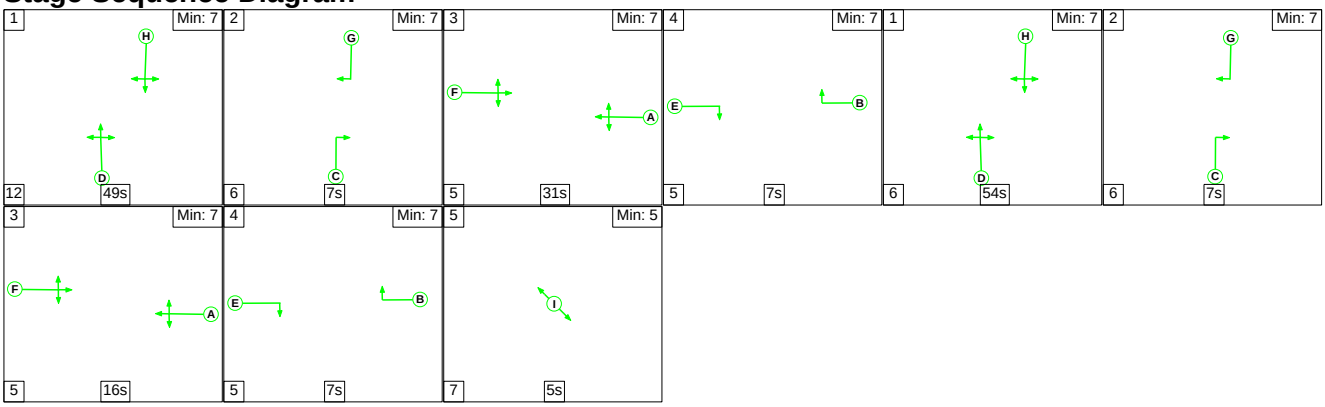
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**297**	**120**	**52**	**45.0**	**89.1**	**0.6**	**134.7**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**297**	**120**	**52**	**45.0**	**89.1**	**0.6**	**134.7**	**-**	**-**	**-**	**-**
1/1+1/2	332	294	137	12	20	12.3	22.8	0.2	35.3	383.2	21.9	22.8	44.7
2/1+2/2	926	805	41	13	0	24.2	63.9	0.0	88.1	342.5	54.8	63.9	118.8
3/1+3/2	354	354	120	27	1	4.3	1.2	0.0	5.5	56.1	8.4	1.2	9.6
4/1+4/2	577	577	0	68	31	4.3	1.1	0.4	5.8	36.0	11.7	1.1	12.8
5/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1020	1020	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -27.8 Total Delay for Signalled Lanes (pcuHr): 134.73 Cycle Time (s): 240
PRC Over All Lanes (%): -27.8 Total Delay Over All Lanes(pcuHr): 134.73

Full Input Data And Results

Scenario 20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM' (FG20: 'DO_SO_OY+15_P1+P2 (0.14) (SC)_PM', Plan 1: 'Network Control Plan 1')

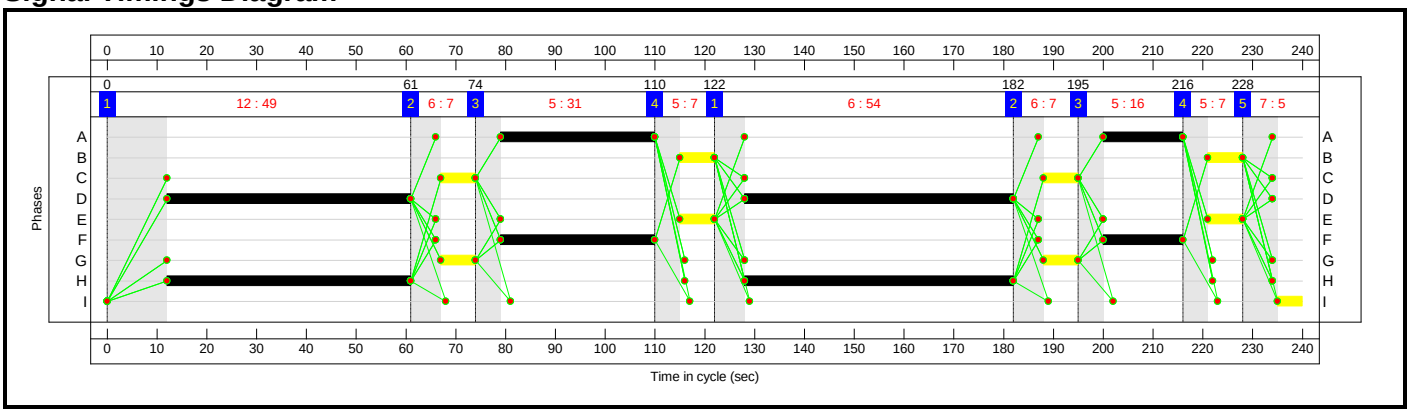
Stage Sequence Diagram



Stage Timings

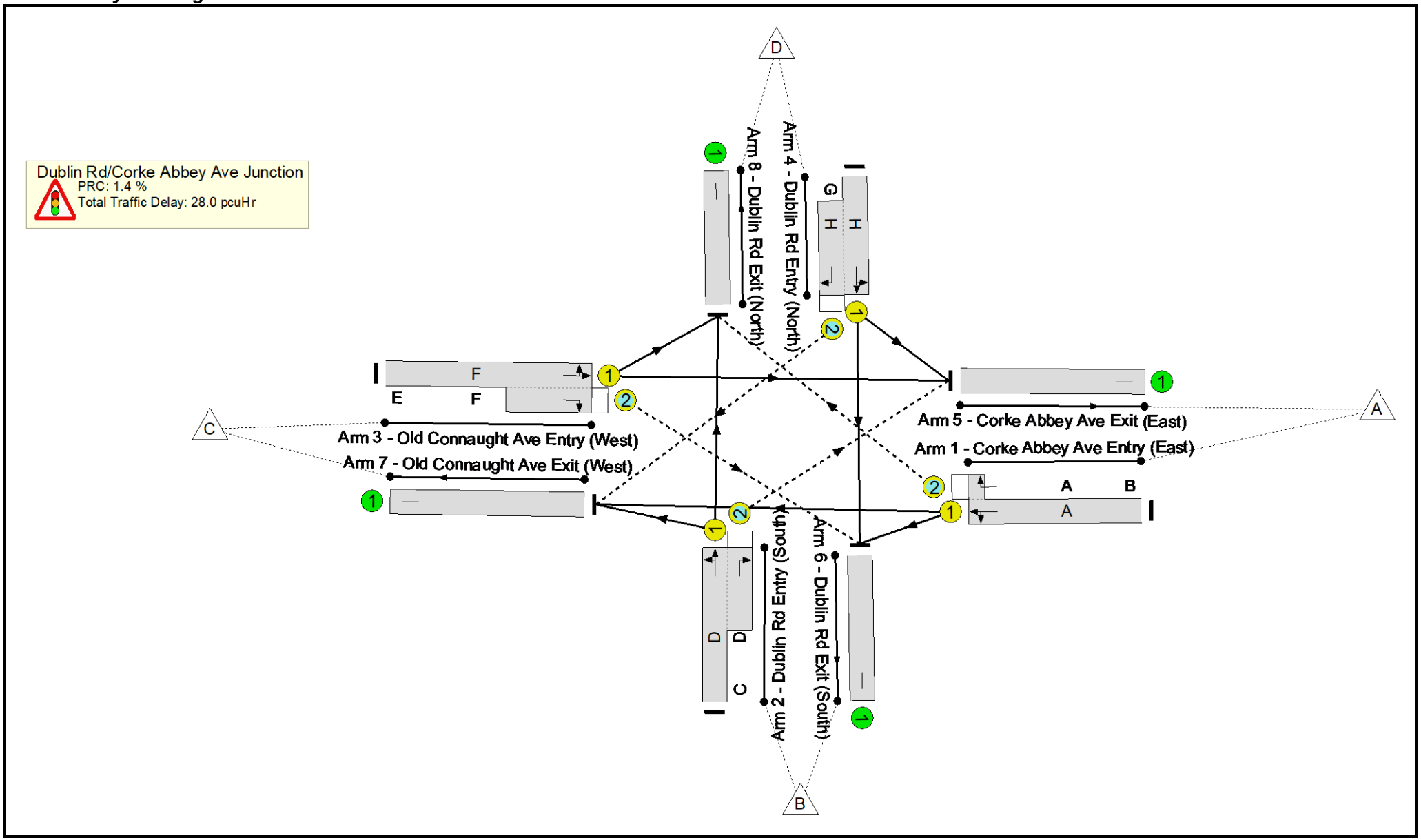
Stage	1	2	3	4	1	2	3	4	5
Duration	49	7	31	7	54	7	16	7	5
Change Point	0	61	74	110	122	182	195	216	228

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
1/1+1/2	Corke Abbey Ave Entry (East) Left Ahead Right	U+O	N/A	N/A	A	B	2:4	47:61	14	219	3439:1806	247	88.7%
2/1+2/2	Dublin Rd Entry (South) Right Left Ahead	U+O	N/A	N/A	D	C	2:4	103:117	14	754	1896:1685	850	88.7%
3/1+3/2	Old Connaught Ave Entry (West) Ahead Right Left	U+O	N/A	N/A	F	E	2:4	47:61	14	387	1728:1827	506	76.6%
4/1+4/2	Dublin Rd Entry (North) Left Ahead Right	U+O	N/A	N/A	H	G	2:4	103:117	14	679	3795:1709	1597	42.5%
5/1	Corke Abbey Ave Exit (East)	U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
6/1	Dublin Rd Exit (South)	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
7/1	Old Connaught Ave Exit (West)	U	N/A	N/A	-		-	-	-	165	Inf	Inf	0.0%
8/1	Dublin Rd Exit (North)	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**401**	**40**	**9**	**18.5**	**8.8**	**0.7**	**28.0**	**-**	**-**	**-**	**-**
Dublin Rd/Corke Abbey Ave Junction	**-**	**-**	**401**	**40**	**9**	**18.5**	**8.8**	**0.7**	**28.0**	**-**	**-**	**-**	**-**
1/1+1/2	219	219	102	8	5	4.0	3.2	0.2	7.4	121.0	9.9	3.2	13.1
2/1+2/2	754	754	93	10	1	6.1	3.7	0.1	9.9	47.1	22.7	3.7	26.3
3/1+3/2	387	387	163	17	2	4.2	1.6	0.1	5.8	54.1	8.1	1.6	9.7
4/1+4/2	679	679	43	5	2	4.2	0.4	0.4	4.9	26.2	14.5	0.4	14.9
5/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1.4 Total Delay for Signalled Lanes (pcuHr): 27.97 Cycle Time (s): 240
PRC Over All Lanes (%): 1.4 Total Delay Over All Lanes(pcuHr): 27.97

Appendix F. Record of Consultation

The responses to the comments received from ABP, DLRCC and WCC outlined in the table below are in respect to the pre-application consultation ref ABP-308291-20 on part of the subject site for the permitted development for 234 no. residential units, a childcare facility, café and retail unit ref ABP-311181-21. These responses in respect to this new planning application remain relevant and have been fully addressed as part of this planning submission comprising of 586 no. residential units in a mix of apartments, duplexes and houses within the same site boundary

Responses to Traffic and Transportation Items Raised by ABP, WCC and DLRCC at Pre-Planning

Ref	Opinion ABP 308291-20	Ref	Reports on ABP 308291-20 (including Inspectors, WCC and DLRCC Reports)	Ref	Record of Meeting ABP-308291-20	Comment
7	Further consideration of the documents as they related to access and emergency access to the site. Clarity is to be provided concerning who is to deliver the proposed road network; the status of any planning and other consents required to deliver the infrastructure; the timelines involved in the delivery of the required infrastructure in the context of the proposed strategic housing development. Further consideration of the concerns raised in the report of Dun Laoghaire	6.1	Clarification of the existing access to the site and legal right of way / ownership of the surrounding road network.	ABP 6.1	Clarification of the proposed access to the site, when the road was constructed, its intended purpose and the ownership of the private road.	Existing access configuration to the site is to be retained for the coastal quarter. All legal right of way to be retained as per existing road alignments. Roads are in the ownership of the Applicant. Refer to TTA section 4.1.1, 4.1.2 and 4.1.3.
		6.2	Clarification on the operation of the pedestrian / cycle link via the underpass to the east of the site.	ABP 2.8 & ABP 6.5	The linkages within and through the site are noted, in particular the underpass to the east of the site, which provides a link to Bray Harbour Clarify if the underpass is for pedestrian / cyclist movements only.	The underpass will be exclusively for pedestrians and cyclists. The proposed development roads terminate before reaching the underpass in the proposed plans. Further information regarding operation and license agreements is contained with Section 2.1 of this TTA.

	Rathdown County Councils Transportation Planning Section dated 13th October 2020 and concerns raised in the report of Wicklow County Councils Roads Section dated 15th October 2020.	**6.3**	Consideration of future public transport infrastructure within the vicinity of the site and ensure that the proposed development does not impede development.	**ABP 6.4**	The proposed development should facilitate and not impinge of the proposed public transport bridge and the potential future Luas Line	The proposed development does not impede the public transport bridge or any future Luas alignment. Close consultation with Wicklow County Council has taken place so as to ensure that the proposed development facilitates the public transport bridge over the River Dargle. This is the only fixed point planned in terms of any future Luas alignment. Beyond this point the alignment of the Luas line is unknown and is subject to future studies. The masterplan of the proposed development will accommodate any future planned Luas alignment and infrastructure.
		6.4	Consideration of the impact of traffic generated by the development on the surrounding road network and ensure the information provided in the traffic assessment is robust.	**ABP 6.3**	Further details are required regarding the impact of the development on the junctions with Dublin Road	A traffic assessment has been undertaken on all relevant junctions on Dublin Road (including both existing & future development access junctions). The assessment includes a sensitivity analysis for varying modal distribution as well as the closure of the Ravenswell Rd access (if required). All junctions are expected to perform at an acceptable LOS for all future scenarios. Refer to Chapter 9 within this TTA for further detailed information.

		6.5	Consideration of the objectives outlined in the Bray and Environs Transport Study			The assessment includes all objectives outlined in the transport study. Please refer to Section 1.4.3 within this TTA.
		6.6	Consideration of the cumulative impact of the proposed development and the overall masterplan area.			The cumulative impact of the overall Harbour Point Masterplan is included in the assessment. This assessment includes the ultimate roads configuration which includes the new link road as well as the closure of Ravenswell Road. Refer to chapter 10 within this TTA for further detailed information.
		6.7	Consideration of access for emergency vehicles			Emergency access routes are provided for within the proposed development which includes proposed internal routes as well as the access routes. Refer to Section 7.1 within this TTA for further detailed information.
		6.8	Rationale for the proposed level of car parking having regard to the proximity to existing and proposed public transport infrastructure and the potential negative impact of surface level car parking on the public realm, in particular the surface car park proposed at 'The Orchard' along the southern site boundary	**ABP 6.6**	A car parking strategy is required to justify the proposed level of car parking	The car parking proposal is below the maximum requirements of both the DLRCC and Wicklow Development Plans and the 'Design Standards for New Apartments' guidelines. The requirements are in accordance with both councils' policies to promote the reduction of car use in new developments in close proximity to public transport services and proximity to Town Centre. Refer to Chapter 5 within

						this TTA for further detailed information. Information on the Orchard car park can be obtained within Section 5.3. The design of the site layout has been undertaken by a multi-disciplinary design team in a holistic manner in line with the principles of DMURS. Refer to architects design report regarding surface level car parking impact on public realm.
9	Submission of a Traffic and Transport Assessment, including a quality audit of the junctions and road network between the proposed entrance and Castle Street / Dublin Road. The audit should include details of the capacity of the surrounding road network and the impact of the proposed development, details of available sightlines, pedestrian and cycle facilities and recommendations for potential improvements to the public road, if require	**WCC 4**	Objective R09 seeks to provide a greenway along the northern side of the River Dargle, linking to the Harbour via an underpass. This is provided for within the scheme.	**ABP 6.2**	A detailed and robust Traffic Assessment is required to fully assess the impact of the proposed development on the capacity of the surrounding road network.	The proposed development is maintaining the existing greenway route along the River Dargle which links through the broader masterplan lands.
		WCC 5	The impact of the development on junctions and capacity of the road network needs consideration. The assessment should include the overall masterplan area and indicate how the scheme is consistent with the measures outlined in the Bray Transport Plan.			A traffic assessment has been undertaken on all relevant junctions on Dublin Road (including both existing & future development access junctions). The assessment includes a sensitivity analysis for varying modal distribution as well as the closure of the Ravenswell Rd access (if required). All junctions are expected to perform at an acceptable LOS for all future scenarios. Refer to Chapter 9 within this TTA for further detailed information.

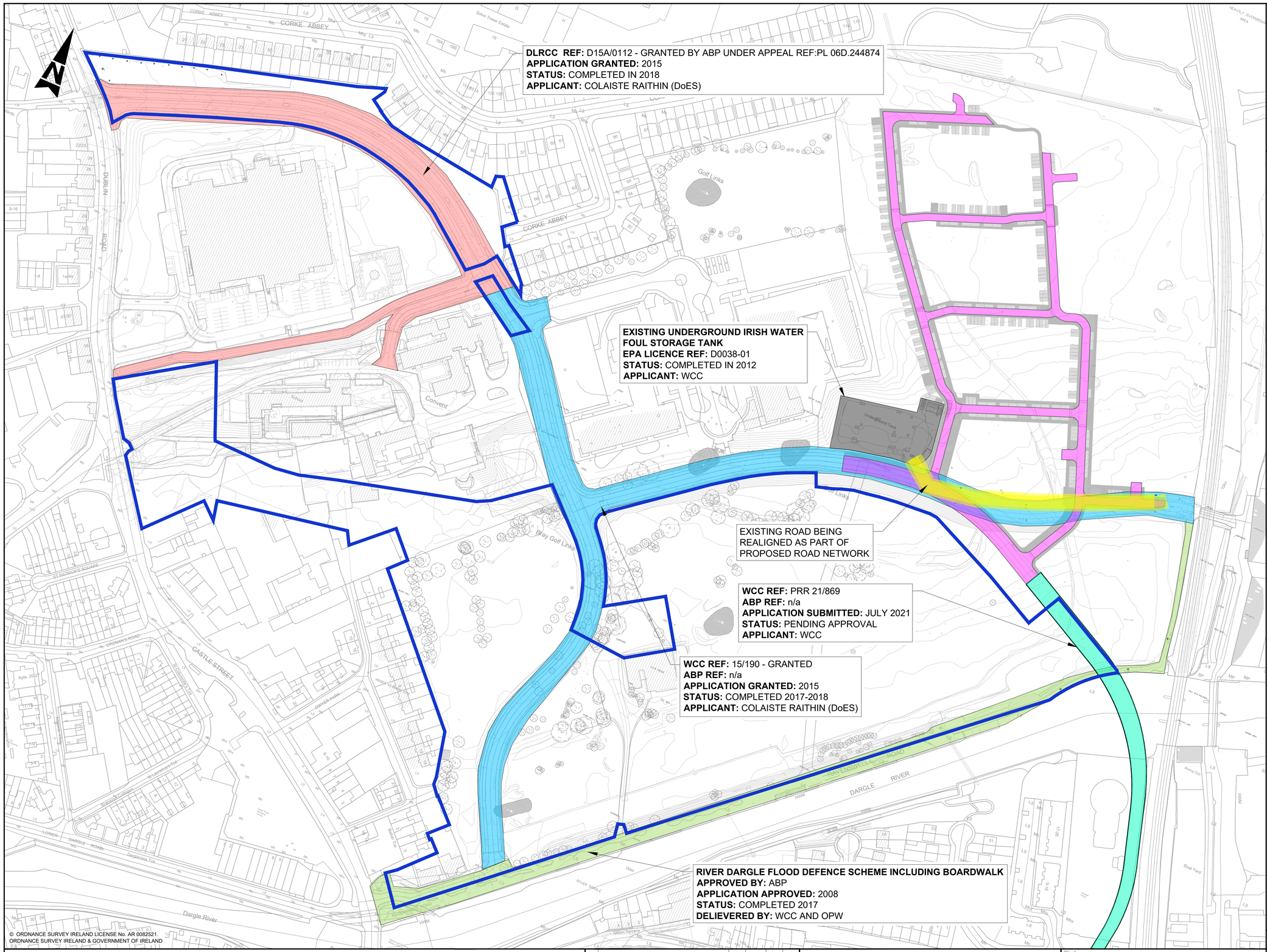
						The cumulative impact of the overall Harbour Point Masterplan is included in the assessment. This assessment includes the ultimate roads configuration which includes the new link road as well as the closure of Ravenswell Road. Refer to chapter 10 within this TTA for further detailed information.
		WCC 6	The vehicular access from Ravensdale Road was considered temporary at the time that permission was granted for the schools (adjoining site). It was not envisioned that this road would serve a major development.			The Ravensdale Road access is only to be retained for the first phase of development. The access is to be closed with the subsequent full buildout of the overall Harbour Point Masterplan. There are no proposed upgrade works to this junction.
		WCC 8	Car parking proposals are not in accordance with development plan standards. It is noted that the plan does allow for relaxation of standards at locations where public transport and parking restrictions are available.			The car parking proposal is below the maximum requirements of both the DLRCC and Wicklow Development Plans and the 'Design Standards for New Apartments' guidelines. The requirements are in accordance with both councils' policies to promote the reduction of car use in new developments in close proximity to public transport services and proximity to Town Centre. Refer to Chapter 5 within this TTA for further detailed information.

		WCC 12	Transportation: There are a number of issues of concern, including car parking provision; EV infrastructure; bicycle provision and typology; capacity of surrounding road network; provisions of the Bray Transportation Study; pedestrian and cycle links; road alignment with reference to DMURS; refuse vehicular movements; mobility management; and construction management details. The applicant is advised to review the contents of the Transportation Planning and that details of all finished surface of all routes should be provided.			All of these issues have been addressed in the comprehensive Coastal Quarter TTA & associated engineering drawings.

Appendix G. Existing and Proposed Infrastructure

A1

DO NOT SCALE



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GENERAL NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR

LEGEND:

- EXISTING ROAD NETWORK 1
- EXISTING ROAD NETWORK 2
- EXISTING RIVER FLOOD DEFENCE
- EXISTING UNDERGROUND IRISH WATER FOUL STORAGE TANK
- PROPOSED ROAD NETWORK
- PROPOSED IRISH WATER FOULWATER PIPES WAYLEAVE
- PART 8 BRAY SUSTAINABLE TRANSPORT BRIDGE
- OWNERSHIP BOUNDARY

Rev	Description	By	Date	Chk'd	Auth
P01	ISSUED FOR PLANNING	AK	09.09.22	CF	KB
-	ISSUED FOR PLANNING	AK	02.09.22	CF	KB

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Client: SHANKILL PROPERTY INVESTMENTS LTD

Project: COASTAL QUARTER SHD 2

Purpose:

Title: BRAY GOLF COURSE LANDS SCHEMES

Original Scale	Design/Drawn	Checked	Authorised
1:1000 at A1 1:2000 at A3	AK Date 02.09.22	CF Date 02.09.22	KB Date 02.09.22

Status	Drawing Number	Rev
P	5214419-ATK-00-ZZ-SK-CE-2001	P01

File: 5214419-ATK-00-ZZ-SK-CE-2001.dwg
Date: Sep 09, 2022 - 3:16pm Plotted by: AKorytkoitsev

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