

Traffic and Transport Assessment

Proposed Large-scale Residential Development Planning Application-no. 1 at Flemington Lane, Balbriggan, Co. Dublin.

August 2026

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Client Name:	Lagan Homes Balbriggan Ltd.
Document Reference:	25-107r.004 Traffic and Transport Assessment
Project Number:	25-107

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015)

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Content

1. Introduction 1

1.1 Context 1
1.2 Scope 1
1.3 Standards 2
1.4 Threshold for Transport Assessment 2
1.5 Site Location 2
1.6 Programme 3
1.7 Assessment Years 3
1.8 Documents Consulted 3
1.9 Study Methodology 4
1.10 Contents of the Transport Assessment 5

2. Policy Framework 6

2.1 National Policies and Strategies 6
2.1.1 National Planning Framework 6
2.1.2 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) 6
2.1.3 National Sustainability Mobility Policy 6
2.1.4 Cycle Design Manual (2026) 7
2.1.5 Design Manual for Urban Roads & Streets (DMURS) 7
2.2 Regional Policies and Strategies 8
2.2.1 Eastern and Midland Regional Spatial and Economic Strategy (RSES) 2019-2031 8
2.2.2 Greater Dublin Area Transport Strategy 2022-2042 9
2.2.3 Greater Dublin Area Cycle Network Plan (2022) 9
2.3 Local Plans and Strategies 10
2.3.1 Fingal Development Plan (2023 – 2029) 10
2.3.2 Flemington Local Area Plan 2024 14

3. Receiving Environment 18

3.1 Land use 18
3.2 Site Location and Description 18
3.3 Local Road Network 19
3.3.1 Roads 19
3.3.2 Junctions 20
3.4 Existing Traffic Condition 21
3.5 Multi-modal access to the site 22
3.5.1 Pedestrian Infrastructure and Walking Accessibility 22

3.5.2 Cycle Infrastructure and Cycling Accessibility 24
3.5.3 Bus Network 26
3.5.4 Rail Network 28
4. Transportation Improvements 30
4.1 DART+ Coastal North 30
4.2 GDA Cycle Network Plan – NTA, 2022 30
4.3 Local Network Improvements 31
4.3.1 Road Proposal on northern boundary of Flemington LAP lands 31
4.3.2 Balbriggan Ring Road 31
4.3.3 R122 / Boulevard Road Junction Upgrade 33
5. Proposed Development 35
5.1 Development Description 35
5.2 Site Access Points and Internal Layout 35
5.3 Cycle Facilities and Pedestrian Crossings 38
5.4 Access to Refuse Vehicle 39
5.5 DMURS Statement of Consistency 39
5.6 Mobility Management Plan 39
6. Existing Travel Patterns – Census 2022 40
6.1 Statistical Small Area 40
6.1 Mode Share, Modal Split and Car Ownership 40
7. Trip Generation and Distribution 41
7.1 TRICS Car Trip Rates 41
7.2 Trip Generation 42
7.2.1 Subject Development 42
7.2.2 Committed and Potential Future Developments 42
7.3 Trip Distribution Scenarios 45
7.4 Traffic Flows for Scenario A 46
7.4.1 Base Traffic Flows 46
7.4.2 Subject Site 47
7.4.3 Flemington South LRD 48
7.4.4 Ladywell Development 48
7.4.5 Flemington Local Area Plan 49
7.5 Traffic Flows for Scenario B 50
7.5.1 Redistributed Base Traffic Flows 50
7.5.2 Subject Site 51
7.5.3 Flemington South LRD 52

7.5.4 Ladywell Development 53
7.5.5 Flemington Local Area Plan 53
7.6 Traffic Growth rates 54
8. Junction Assessment 56
8.1 Assessed Junctions 56
8.2 Cumulative Impact 57
8.3 Modelling Background 59
8.4 Assessed Scenarios 60
8.5 Assessment Results – Scenario A 62
8.5.1 Junction 1 (L1130 (Bridgefoot Road) (N) / Flemington Lane (E) / L1130 (Bridgefoot Road) (S)) 62
8.5.2 Junction 2 (Flemington Lane (E), Dun Saithne Road (S) / Flemington Lane (W)) 63
8.5.3 Junction 3 (R132 (N) / Access to future clubhouse (E) / R132 (S) / Flemington Lane (W)) 64
8.5.4 Junction A (Access Road to Subject Site (N) / Flemington Lane (E) / Flemington Lane (W)) 66
8.5.5 Junction B (R132 (N) / R132 (S) / Access Road to future Flemington LAP (W)) 67
8.6 Assessment Results – Scenario B 68
8.6.1 Junction 1 (L1130 (Bridgefoot Road) (N) / Flemington Lane (E) / L1130 (Bridgefoot Road) (S)) 68
8.6.2 Junction 2 (Flemington Lane (E), Dun Saithne Road (S) / Flemington Lane (W)) 69
8.6.3 Junction 3 (R132 (N) / Access to future clubhouse (E) / R132 (S) / Flemington Lane (W)) 70
8.6.4 Junction A (Access Road to Subject Site (N) / Flemington Lane (E) / Flemington Lane (W)) 71
8.6.5 Junction B (R132 (N) / R132 (S) / Access Road to future Flemington LAP (W)) 72
8.7 Summary of Assessment Results 74
9. Parking Strategy 75
9.1 Car Parking 75
9.1.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) 75
9.1.2 Sustainable Urban Housing: Design Standards for New Apartments (2025) 77
9.1.3 Fingal Development Plan 2023 – 2029 Standards 77
9.1.4 Car parking proposed 78
9.2 Cycle Parking 79
9.2.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) 79

9.2.2 Sustainable Urban Housing: Design Standards for New Apartments (2025) 80
9.2.3 Fingal Development Plan 2023 – 2029 Standards 80
9.2.4 Cycle parking proposed 81
10. Conclusion 82
10.1 Summary 82
10.2 Conclusion 82

Figures

Figure 1 | *Site location Map* 3
Figure 2 | *Flemington Local Area Plan - Character Areas* 15
Figure 3 | *Flemington Local Area Plan - Street Hierarchy* 16
Figure 4 | *Flemington Local Area Plan – Active Travel Linkages* 17
Figure 5 | *Site Location and Zoning* 18
Figure 6 | *Site Location* 19
Figure 7 | *Site Location and Surrounding Roads* 20
Figure 8 | *Local Road Network and Primary Local Junctions* 21
Figure 9 | *2026 Surveyed Flows* 22
Figure 10 | *Site Accessibility – Isochrone map indicating walking accessibility* 24
Figure 11 | *Existing Cycle facilities* 25
Figure 12 | *Site Accessibility – Isochrone map indicating cycling accessibility* 26
Figure 13 | *Bus Network – Walking distance from development to Bus Stops* 27
Figure 14 | *Location of Balbriggan Station and Routes from the Site* 29
Figure 15 | *Proposed Cycle Network – from GDA Cycle Network Plan, 2022* 31
Figure 16 | *Proposed Balbriggan Ring Road* 32
Figure 17 | *Proposed Balbriggan Ring Road* 33
Figure 18 | *R122 / Boulevard Road Junction Upgrade* 34
Figure 19 | *Proposed Site Layout* 35
Figure 15 | *Subject Site – Proposed Localised widening at the bend* 36
Figure 20 | *Proposed Road upgrade – Western Access Road* 37
Figure 21 | *Proposed Road upgrade – Western Access Road* 37
Figure 22 | *Proposed Cycle Track and Raised Tables* 39
Figure 23 | *Consulted Small Area – Census 2022* 40
Figure 24 | *Location of Nearby Permitted and Potential Future Developments* 43
Figure 25 | *Trip Distribution – Subject Site – Scenario A.1* 47
Figure 26 | *Trip Distribution – Subject Site – Scenario A.2* 48
Figure 27 | *Trip Distribution – Flemington Local Area Plan – Scenario A.2* 50
Figure 28 | *Trip Distribution – Subject Site – Scenario B.1* 51

Figure 29 | *Trip Distribution – Subject Site – Scenario B.2* 52
Figure 30 | *Trip Distribution – Flemington Local Area Plan – Scenario A.2* 54
Figure 31 | *Location of Surveyed Junctions* 57

Tables

Table 1 | *Schedule of Accommodation* 1
Table 2 | *Ideal Walking Distances* 23
Table 3 | *Local Bus Routes and Frequencies* 28
Table 4 | *Irish Rail Frequencies* 29
Table 5 | *TRICS – Vehicle Trip Rates – Proposed Development* 41
Table 6 | *TRICS – Vehicle Trip Rates – Flemington LAP* 42
Table 7 | *Trip Generation – Subject Development* 42
Table 8 | *Developments within the Flemington Local Area Plan – Maximum number of units and floorspaces per typology* 44
Table 9 | *Trip Generation – Flemington Local Area Plan* 45
Table 10 | *Assessed Road Network Scenarios* 46
Table 11 | *Surveyed Two-way Traffic and Expected Traffic Increase – Scenario A* 58
Table 12 | *Surveyed Two-way Traffic and Expected Traffic Increase – Scenario B* 59
Table 13 | *Junction Modelling Results – Scenario A – Junction 1* 63
Table 14 | *Junction Modelling Results – Scenario A – Junction 2* 64
Table 15 | *Junction Modelling Results – Scenario A – Junction 3* 65
Table 16 | *Junction Modelling Results – Scenario A – Junction A* 67
Table 17 | *Junction Modelling Results – Scenario A – Junction B* 68
Table 18 | *Junction Modelling Results – Scenario B – Junction 1* 69
Table 19 | *Junction Modelling Results – Scenario B – Junction 2* 70
Table 20 | *Junction Modelling Results – Scenario B – Junction 3* 71
Table 21 | *Junction Modelling Results – Scenario B – Junction A* 72
Table 22 | *Junction Modelling Results – Scenario B – Junction B* 73
Table 23 | *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) – Maximum Car Parking Spaces* 77
Table 24 | *Fingal Development Plan 2023 - 2029 - Car Parking Standards* 77
Table 25 | *Fingal Development Plan 2023 - 2029 – Maximum Car Parking Spaces* 78
Table 26 | *Car Parking Spaces Proposed* 78
Table 27 | *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities – Cycle Parking Spaces Required* 79
Table 28 | *Fingal Development Plan 2017 - 2023 - Cycle Parking Standards* 80
Table 29 | *Fingal Development Plan 2023 - 2029 – Minimum Cycle Parking Spaces* 80
Table 30 | *Cycle Parking Spaces – Proposed* 81

Appendices

A. Traffic Survey
B. Census 2022
C. TRICS data results
D. Traffic Flow Diagrams
E. Modelling Output Reports – Scenario A
F. Modelling Output Reports – Scenario B

1. Introduction

1.1 Context

This Traffic and Transport Assessment (TTA) has been prepared by Waterman Moylan as part of the planning documentation for a proposed residential development at Flemington, Balbriggan, Co. Dublin.

The proposed large scale residential development (LRD) consists of 146no. dwellings in the form of 120no. houses and 26no. apartments in the following mix – 13no. 1-bed, 29no. 2-bed, 91no. 3-bed and 13no. 4-bed dwellings, and a single-storey childcare facility with play space, car parking and drop off area on Flemington Lane. All housing will be one or two-storey in height. The apartment buildings will be three-storey in height.

Three new vehicular accesses off Flemington Lane are proposed to serve the development. The proposal also provides for public open space including a Multi-Use Games Area (MUGA), communal open space associated with apartments, landscaping, boundary treatments, public lighting, car parking, motorcycle parking and bicycle parking and structures including an active travel hub and cycle route, bin storage structures, works to Flemington Lane itself including two pedestrian crossing points, undergrounding of ESB overhead lines, 2no. ESB substations, infrastructure services and all other associated site development works.

The schedule of accommodation is shown in the table below:

Typology	1 Bed	2 Bed	3 Bed	4 Bed	Total	GFA
House		16	91	13	**120**	
Duplex	13	13			**26**	
Crèche						**382**
Total	**13**	**29**	**91**	**13**	**146**	**382**

Table 1 | *Schedule of Accommodation*

The proposed development is part of the Flemington LAP lands, as detailed in **Section 2.3.2** below.

1.2 Scope

This TTA is a comprehensive review of the potential traffic impacts associated with the proposed and nearby assessed developments, including a detailed assessment of the transportation systems provided and the cumulative impact on the surrounding road network.

In addition, this report also discusses the accessibility of the site for vehicles, pedestrian, cyclist, and local public transport to achieve the sustainable travel targets.

Furthermore, this report addresses the LRD opinion report to the documents submitted with LRD Meeting Request No. LRD0081/S2, received on 4 June 2026. Detailed responses to each of the comments received are provided in Waterman Moylan Consulting Engineers Report No. *25-107r.009 LRD Opinion Responses,* which is included within the document package under separate cover.

1.3 Standards

This Traffic and Transport Assessment has been prepared in accordance with Section 14.17.4 (Objective DMSO113) of the Fingal Development Plan 2023 – 2029 and in accordance with the Traffic and Transport Assessment Guidelines published by Transport for Ireland (TII) / National Roads Authority (NRA) in May 2014.

1.4 Threshold for Transport Assessment

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

1- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.

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

3- Residential development in excess of 200 dwellings.

4- Retail and leisure development in excess of 1,000sqm.

5- Office, education, and hospital development in excess of 2,500sqm.

6- Industrial development in excess of 5,000sqm.

7- Distribution and warehousing in excess of 10,000sqm.

The proposed development comprises a total of 146 no. residential units and Threshold No. 3 is not met. However, given that the proposed development forms part of a wider strategic development area, this report evaluates the impact of the subject site on the capacity of the surrounding transport network, as well as the effects on future traffic flows, considering all committed and potential future development in the area.

1.5 Site Location

The subject site is located within the Flemington LAP lands in Balbriggan. The Flemington LAP lands are presently comprised of a number of parcels of agricultural land measuring a total area of c.17.4 hectares. The subject site has gross site area of 4.1 hectares.

The town of Balbriggan is located c.18 km north of Swords, with good access off the M1 Motorway. It is also served by the main Dublin to Belfast rail line and commuter services to Dublin City. Dublin Airport is situated c. a 20-minute drive from Balbriggan.

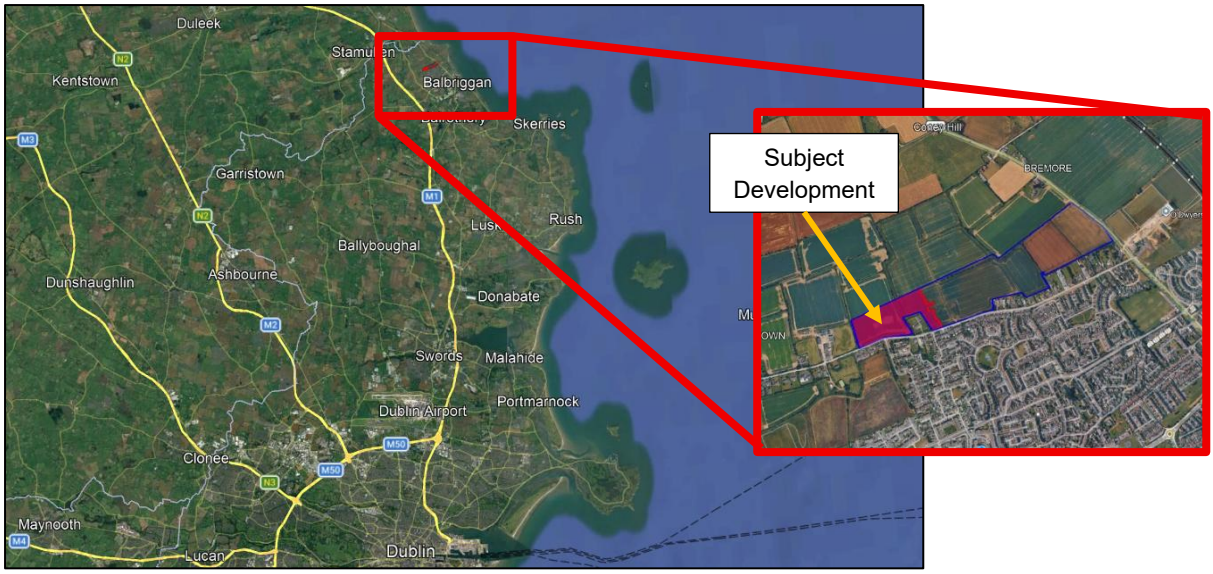


Figure 1 | *Site location Map*

1.6 Programme

For the purposes of the traffic assessment, it is assumed that the proposed site will be constructed and fully occupied by 2030.

Furthermore, it is assumed that the entire Flemington LAP will be completed within the Opening Year and Opening Year + 5 assessment scenarios.

The assessment years may lag pending approval of the planning application and may differ from the programme.

1.7 Assessment Years

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

Base Year.....2026

Opening Year (With / Without Development).....2030

Opening Year + 5 Years Forecast (With / Without Development).....2035

Opening Year + 15 Years Forecast (With / Without Development).....2045

1.8 Documents Consulted

The following documents have been consulted in the preparation of this Traffic and Transport Assessment:

- Cycle Design Manual
  https://www.nationaltransport.ie/wp-content/uploads/2026/08/Cycle-Design-Manual_v1.1-August_2026_AAA_Accessible.pdf
- Eastern and Midland Regional Spatial and Economic Strategy 2019-2031
  https://emra.ie/dubh/wp-content/uploads/2020/05/EMRA_RSES_1.4.5web.pdf
- Fingal Development Plan 2023 – 2029
  https://www.fingal.ie/development-plan-2023-2029
- Greater Dublin Area Transport Strategy (2022 – 2042) Standards

https://www.nationaltransport.ie/wp-content/uploads/2023/01/Greater-Dublin-Area-Transport-Strategy-2022-42-1.pdf

- Greater Dublin Area – Cycle Network Plan
  https://www.nationaltransport.ie/wp-content/uploads/2023/01/2022-GDA-Cycle-Network.pdf
- National Planning Framework – Project Ireland 2040
  www.gov.ie/pdf/?file=https://assets.gov.ie/246231/39baaa8c-48dc-4f24-83bd-84bbcf8ff328.pdf#page=null
- Design Manual for Urban Roads and Streets.
  https://www.roadguidelines.ie/design-manuals-for-urban-roads-and-street/guidelines/
- National Sustainability Policy
  https://assets.gov.ie/static/documents/sustainable-mobility-policy.pdf
- Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections. PE-PAG-02017
  https://www.tiipublications.ie/library/PE-PAG-02017-03.pdf
- Traffic and Transport Assessment Guidelines. PE-PDV-02045
  https://www.tiipublications.ie/library/PE-PDV-02045-01.pdf
- Chapter 11 – Environmental Impact Assessment Report ACP.06F_LRD0048S3E
  https://www.pleanala.ie/publicaccess/EIAR-NIS/321437/06F_LRD0048%20S3E_EIAR%20Volume%20II-Main%20Report-Part2.pdf?r=145483919964
- Traffic and Transportation Assessment Main Report Reg. Ref. LRD0069/S3E
  https://planningapi.agileapplications.ie/api/application/document/FG/SB6XY5JCGJPTL8B9ESL4KFDVP6N4AZCW2FSS5CA647CTYHV6YVUB8PW4MHJ3FLGLU77UKUSP88XDS48BVEPEG3Q
- Traffic and Transportation Assessment Reg. Ref. LRD0048/S3E
  SB6XY5JCGJ5HNBWGBRSBB8HMH59PQENYPLPPJTY8L7ZPERHW7BEPCRYVSUWE2BY5DN2BRJEU5D8C2BFGYH9V33A
- Spatial Planning and National Roads: Guidelines for Planning Authorities
  https://www.gov.ie/pdf/?file=https://assets.gov.ie/111220/ef2d43a4-d3a0-418a-b0ba-03340e6d083a.pdf#page=null
- Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities.
  www.gov.ie/pdf/?file=https://assets.gov.ie/280882/af1b1694-6ff4-4a14-b2c6-f104347ffb53.pdf#page=null
- Sustainable Urban Housing: Design Standards for New Apartments (2025).
  www.gov.ie/pdf/?file=https://assets.gov.ie/243715/d60aaacd-0b2b-4422-ab91-d511a4720132.pdf#page=null

1.9 Study Methodology

The study area for this report is the transport network and junction immediately surrounding the site which will be affected as part of the Proposed Developments. The junctions chosen for assessment are outlined in **Section 3.3.2** below and have been selected based on professional judgement and observed vehicle behaviour within the local road network.

In line with best practice, the following methodology has been adopted for this assessment:

- A review of relevant available information was undertaken, as detailed in **Section 1.8** above. This includes the Fingal Development Plan 2023-2029 (including variation No. 1 & No. 2), existing traffic information, traffic and transport assessments submitted with planning applications for committed and potential future developments, as well as other pertinent studies, standards and guidelines.

- An initial desktop study was conducted of the area surrounding the development site, identifying the existing transport links and road junctions with the potential to be affected by the Proposed Developments.
- The Traffic section of this “Traffic Transport Assessment” is prepared with the following detail:
  - Obtain data on existing traffic flow conditions.
  - Determine trips to be generated by the Proposed Development and the committed and potential future developments in the surrounding area.
  - Determinate trip distribution for each development.
  - Assess the percentage impact of traffic generated by the site in relation to existing traffic flows at local junctions. Determine if this exceeds 5% at congested junctions or 10% at non-congested junctions.
  - Model the junctions with a high impact, if necessary, based on the thresholds indicated above.
  - Identify, if necessary, mitigation measures.

1.10 Contents of the Transport Assessment

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

- **Policy Framework:** Latest Development Plans and Land Area Plans to guide the delivery and management of a package of integrated initiatives which ultimately seek to encourage sustainable travel practices of all residents and visitors travelling to/from the proposed development.
- **Site Assessment:** A description of the proposed development, description of the existing and proposed traffic/transportation conditions including information on the current traffic, critical junctions, pedestrians, cycle, and public transport facilities.
- **Travel Characteristics:** Review of existing local travel characteristics and modal split.
- **Transport Improvements:** Description of proposed transportation improvements to local roads, junctions, public transport, cycle, and pedestrian facilities.
- **Transportation Infrastructure:** Assessment of all potential impacts on transport infrastructure (road cycling, walking public transport), based on construction proposals and demand forecasts. The development impact upon any committed transport schemes should also be appraised. Design details should be incorporated where a proposal may have a direct impact upon transport infrastructure.
- **Trip Assignments and Distribution:** The traffic and transportation implications of the development including consideration of trip generation/attraction, mode choice and trip distribution; as well as an analysis of under construction, permitted and future developments in the area.
- **Cumulative Impact:** The impact of the development on the surrounding road network including analysis of junction’s capacity.
- **Parking Strategy:** Description of car and cycle parking requirements and provisions.

2. Policy Framework

2.1 National Policies and Strategies

2.1.1 National Planning Framework

The National Planning Framework (NPF) was published in December 2020 and last updated on 8th April 2025. It is the Government's strategic plan for shaping future growth and development in the country. To deliver the NPF vision and the ten National Strategic Outcomes, it is critical to integrate land use and transport planning and promote sustainable transport.

Over a period of 20 years, the National Planning Framework (NPF) provides a central planning policy strategy that guides future development and investment decisions and informs regional strategies and county development plans. The NPF adopts a strategic approach that promotes sustainable land use and transport strategies in both urban and rural areas. The aim of this approach is to reduce emissions, address the necessity of adapting to climate change, and protect the environment and its amenities.

The NPF aims to alleviate the environmental pressure caused by urban sprawl and its negative impact on key infrastructures and facilities. It encourages the development of compact, higher density infill and brownfield sites that are well-served by existing facilities, amenities, and public transport services.

Facilitating smart and sustainable growth within existing settlements can improve the liveability of urban areas. The physical format of urban development affects the public realm, traffic and parking, access to amenities, and public transport.

2.1.2 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The Guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. They are accompanied by a companion non-statutory Design Manual that illustrates best practice examples of how the policies and objectives of the Guidelines can be applied.

These Guidelines replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities issued as Ministerial guidelines under Section 28 of the Act in 2009, which in turn replaced the Residential Density Guidelines issued in 1999.

They build on and update previous guidance to take account of current Government policy and economic, social, and environmental considerations. There is a renewed focus in the Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth.

The policies and objectives set out in the Guidelines are intended as a tool to guide the appropriate scale of development at different locations, rather than as a prescriptive methodology. Flexibility is offered so that planning authorities can operate a plan led approach and take the circumstances of a plan area or a site into account as part of the decision-making process.

2.1.3 National Sustainability Mobility Policy

The purpose of this policy is to set out a strategic framework to 2030 for active travel and public transport to support Ireland’s overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade. It targets to deliver at least 500,000 additional daily active travel and public transport

journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030 in line with metrics for transport set out in the Climate Action Plan 2021.

The Policy aims to improve the Delivery of Sustainable Mobility by:

- Implementing the accompanying action plan to 2025 and a reviewed and updated action plan for 2026 to 2030.
- Establishing a Leadership Group to oversee and drive implementation of the Policy and delivery of the action plan and agree a programme of "pathfinder" projects at local level.
- Introducing a new annual National Household Travel Survey to measure progress against the Policy's targets.
- Convening a new National Sustainable Mobility Forum to provide a platform for collaborative engagement with national, regional and local stakeholders.
- Increasing public engagement around the benefits of sustainable mobility and raising awareness of the availability of alternative options to the private car.
- Establishing a new National Transport Authority Advisory Council to engage with the NTA around the discharge of its functions.
- Developing a transport research network to support existing research programmes and draw on the sustainable mobility expertise available across academia and industry, both in Ireland and internationally.

2.1.4 Cycle Design Manual (2026)

The updated Cycle Design Manual (CDM) was prepared by the National Transport Authority (NTA) and published in August 2026.

The CDM draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.

The new manual places more emphasis on the range of cycles that cycle infrastructure will have to accommodate and the recommendations focus on segregating cyclists from traffic where speeds and volumes make roads unsuitable for sharing. There is also a general presumption towards segregating pedestrians and cyclists where possible.

The CDM includes a number of new types of infrastructure such as protected junctions, Dutch style cycle-friendly roundabouts, and parallel crossings which are commonly used in other countries and will now become an option for cycle infrastructure in Ireland. It should be noted that some newer features will require amendments to supporting Regulations and the Traffic Sign Manual so designers should consult with the relevant approving authority prior to installing any of the newer features to ensure applicability of designs/solutions.

It is intended that manual will be a live document which will be updated and expanded as required to reflect emerging best practice and feedback from user experience of the manual. For this reason, the latest version of the guidance should always be accessed through the NTA website.

2.1.5 Design Manual for Urban Roads & Streets (DMURS)

The Design Manual for Urban Roads and Streets (DMURS) is Ireland's national guidance document for designing urban roads and streets. Developed by a multidisciplinary team and launched in 2013, DMURS aims to shift the focus from car-centric infrastructure to streets that prioritize people, place-

making, and sustainable transport. It is mandatory for all road authorities in Ireland when designing or upgrading urban roads.

DMURS promotes streets as vibrant public spaces that support walking, cycling, and public transport, contributing to healthier lifestyles and reduced emissions. It encourages collaborative design among planners, engineers, architects, and other professionals to create safe, attractive, and inclusive environments for all users.

DMURS is structured into five main chapters, each addressing a key aspect of urban street design. According to the official publication:

- **Introduction**: Sets the context for DMURS, emphasizing a shift in design philosophy. It outlines the policy background and the manual's application across urban areas.
- **Re-examining the Street**: Discusses the need for change in street design, highlighting the negative impacts of car dominance and advocating for a balanced approach that considers both movement and place. It introduces user priorities and the concept of streets as social spaces 2.
- **Street Networks**: Focuses on creating integrated, permeable, and legible street networks. It covers movement functions, place contexts, block sizes, retrofitting, and traffic management strategies including congestion, bus services, and pollution control.
- **Street Design**: Provides detailed guidance on designing individual streets. Topics include speed management, streetscape elements (trees, signage, furniture), pedestrian and cyclist infrastructure, and carriageway conditions. It also addresses historic contexts and materials selection 2.
- **Design Process** provides a structured approach for implementing the principles and standards outlined in the previous chapters. This chapter is essential for ensuring that street design is not only technically sound but also context-sensitive and inclusive.

2.2 Regional Policies and Strategies

2.2.1 Eastern and Midland Regional Spatial and Economic Strategy (RSES) 2019-2031

The elected members of the Eastern and Midland Regional Assembly (EMRA) agreed to make the Regional Spatial and Economic Strategy (RSES) 2019-2031, on June 28th, 2019.

The RSES is a strategic plan which identifies regional assets, opportunities and pressures and provides appropriate policy responses in the form of Regional Policy Objectives. At this strategic level it provides a framework for investment to better manage spatial planning and economic development to sustainably grow the Region to 2031 and beyond. The RSES provides a:

- **Spatial Strategy**: to manage future growth and ensure the creation of healthy and attractive places to live, work, study, visit and invest in.
- **Economic Strategy**: that builds on our strengths to sustain a strong economy and support the creation of quality jobs that ensure a good living standard for all.
- **Metropolitan Plan**: to ensure a supply of strategic development areas for the sustainable growth and continued success and competitiveness of the Dublin Metropolitan Area.
- **Investment Framework**: to prioritise the delivery of key enabling infrastructure and services by government and state agencies.
- **Climate Action Strategy**: to accelerate climate action, ensure a clean and healthy environment and to promote sustainable transport and strategic green infrastructure.

The principal statutory purpose of the RSES is to support the implementation of Project Ireland 2040 – National Planning Framework and National Development Plan 2019-2027 and the economic policies of the Government by providing a long-term strategic planning and economic framework for the development of the Regions.

The RSES will be implemented by way of a review by local authorities of all development plans and Local Economic and Community Plans (LECPs). Key state agencies and sectoral bodies will also consider their strategies and investment plans, post adoption of RSES, to support the achievement of National and Regional Strategic Outcomes set out in the NPF and RSES.

2.2.2 Greater Dublin Area Transport Strategy 2022-2042

The National Transport Authority has prepared and published the Transport Strategy for the Greater Dublin Area, 2022-2042 in accordance with Section 12 of the Dublin Transport Authority Act, 2008.

The strategy details the transportation development across the region, including Dublin, Meath, Wicklow, and Kildare, over the strategy period. It has received approval from the Minister for Transport in accordance with relevant legislation.

The strategy addresses challenges related to population growth, urbanization, and climate change. It presents four objectives: promoting walking, cycling, and public transport as alternatives to private car use for sustainable mobility; developing seamless connections between different transport modes for integrated networks; prioritizing low-carbon and environmentally friendly solutions for climate action; and aligning transport development with land-use planning for spatial planning and accessibility.

The strategy proposes measures to ensure equitable access to transport services. These measures include enhancing public transport services (bus, tram, rail), expanding cycling infrastructure and bike-sharing programs, improving pedestrian facilities, upgrading roads, and developing park-and-ride facilities, and implementing smart mobility solutions.

The strategy acknowledges the significance of land use and transport planning in shaping people's travel choices. It advocates the use of local land use planning principles, such as promoting walking, cycling, and public transport by maximizing high-density residential development near local amenities, schools, and public transport.

In addition, the strategy sets out the requirements for new developments to prioritise walking, cycling and public transport and discourage the use of the private car. Maximum parking standards should be set for all new developments based on the level of public transport accessibility. The strategy therefore recommends that walking and cycling facilities should be easily accessible and retrofitted where practical.

2.2.3 Greater Dublin Area Cycle Network Plan (2022)

The Greater Dublin Area Cycle Network Plan sets out a strategy to expand the urban cycle network, links cities and towns of over 5,000 people with a safe, connected and inviting cycle network. The proposed cycle network of approximately 3,500km will connect over 200 settlements and 2.8 million people. The network will consist of primary routes (serving the highest demand), secondary and feeder routes (Forecast to have lower demand) as well as Greenway routes (through parks, along waterways etc.)

The Plan will provide many benefits for cyclists and communities across Ireland, including:

- Ensuring delivery of a high-quality cycle network which will promote safety, comfort, and increased participation in cycling.
- Improving sustainable connectivity nationally and providing links with other networks such as CycleConnects, EuroVelo and Northern Ireland networks.
- Supporting both urban and rural economies through increased leisure and tourism cycling.
- Improving public health through well documented benefits of active travel.
- Guiding how local authorities prioritise exchequer-funded investments in cycle infrastructure.
- Making use of existing infrastructure wherever possible including greenways, road infrastructure, and declassified roads where safe and inviting cycle experiences can be provided.

2.3 Local Plans and Strategies

2.3.1 Fingal Development Plan (2023 – 2029)

The Fingal Development Plan (2023 – 2029) sets out the authority's policies and objectives for the development of the County for the period of 2023 to 2029. The Plan seeks to develop and improve in a sustainable manner the social, economic, cultural and environments assets of the county. In the context of the subject development site and the proposed residential scheme a number of most relevant policies and objectives include:

(1) The Role of Transportation Policy in Addressing Climate Change

"Policy CMP1 – Decarbonisation of Motorised Transport: Support the decarbonisation of motorised transport and facilitate modal shift to walking, cycling and public transport and taking account of National and Regional policy and guidance, while supporting an efficient and effective transport system."

"Objective CMO1 – Transition to Sustainable Modes: Work with the NTA, TII and other transport agencies in facilitating the integrated set of transport objectives for the County as set out in this Plan, in line with National and Regional policy including the NTA's GDA Transport Strategy and any subsequent plan to encourage modal shift towards more sustainable modes of transport and patterns of commuting to reduce reliance on the private car."

"Objective CMO2 – Modal Shift: Work with the NTA to develop mode share targets for the County to achieve and monitor a transition to more sustainable modes including walking, cycling and public transport, during the lifetime of this Plan. This includes providing targeted infrastructure in the most appropriate locations and prioritising development at the most accessible locations in order to achieve the appropriate levels of integration and sustainable transport provision."

(2) Integrated Land Use and Transportation

"***Policy CMP3 – Integrated Land-Use and Transport Approach:*** *Provide for an integrated approach to land-use and transportation aimed at minimising the demand for travel and prioritising sustainable modes of transport including walking, cycling and public transport."*

*"**Objective CMO3 – Integration of Public Transport and Development:** Support and facilitate high-density, mixed-use development and trip intensive uses along public transport corridors and to ensure the integration of high-quality permeability links and public realm in conjunction with the delivery of public transport services through plan frameworks to generate and reinforce sustainable patterns of compact growth and development in the County."*

(3) Mobility Management

*"**Policy CMP5 – Mobility Management and Travel Planning:** Promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for developments focussed on prioritising sustainable modes of travel including walking, cycling and public transport."*

(4) A Sustainable and Integrated Transport Network

*"**Policy CMP6 – Integrated Transport Network:** Support and facilitate sustainable mobility objectives set out in the NPF, RSES, Smarter Travel and the NTA's GDA Transport Strategy and any subsequent plan to ensure the creation of a high-quality and integrated transport network to serves the needs of the County and the wider region."*

(5) Walking and Cycling

***"Policy CMP7 – Pedestrian and Cycling Network:** Secure the development of a high-quality, connected and inclusive pedestrian and cycling network and provision of supporting facilities / infrastructure across the County, including the upgrade of the existing network and support the integration of walking, cycling and physical activity with placemaking including public realm improvements, in collaboration with the NTA, other relevant stakeholders, local communities and adjoining Local Authorities in the context of the impact of development schemes with cross boundary impacts and opportunities where appropriate. Routes within the network shall have regard to NTA and TII national standards and policies."*

*"**Policy CMP8 – Greenway Network:** Secure the development of an expanded Greenway network in collaboration with relevant stakeholders including the NTA, adjoining landowners, local communities and adjoining Local Authorities where appropriate and encourage and facilitate opportunities for enhanced linkage and connectivity to adjoining towns and villages and their services, amenities, attractions and public transport nodes and to cross-County, Regional and National Greenway projects."*

*"**Policy CMP9 – Prioritisation of Pedestrians and Cyclists:** Support the prioritisation of pedestrians and cyclists and the provision of improved public realm to make walking and cycling safer, healthier, quicker, more direct and more attractive."*

*"**Policy CMP10 – Bicycle Infrastructure:** Improve bicycle priority measures and cycle parking infrastructure throughout the County in accordance with best accessibility practice."*

***"Objective CMO6 – Improvements to the Pedestrian and Cyclist Environment:** Maintain and improve the pedestrian and cyclist environment and promote the development of a network of pedestrian/cycle routes which link residential areas with schools, employment, recreational destinations, and public transport stops to create a pedestrian/cyclist environment that is safe, accessible to all in accordance with best accessibility practice. "*

***"Objective CMO7 – Integration of Active Travel with Public Transport:** Work with the relevant transport providers, agencies, and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all. "*

*"**Objective CMO8 – Active Travel Strategy:** Prepare an Active Travel Strategy to encourage active travel and modal shift to sustainable transport modes. "*

*"**Objective CMO9 – Active Travel Audits:** Carry out active travel audits in towns and villages in collaboration with local communities and other relevant stakeholders to inform improvements to the public realm and the pedestrian and cycling network. "*

*"**Objective CMO10 – Bicycle Parking:** Provide publicly accessible high-quality cycle parking spaces, both standard bicycle spaces and nonstandard for adapted and cargo bikes, in town and village centres and key destinations and near the entrance to all publicly accessible buildings as required. "*

***"Objective CMO11 – Walking and Cycling Infrastructure:** Support the provision of walking and cycling infrastructure, including bike parking, bike repair and support services, to increase footfall and economic activity in town and village centres while reducing emissions and improving quality of life. "*

*"**Objective CMO12 – Walking and Cycling and Green Infrastructure Network:** Ensure that new walking and cycling routes are designed, insofar as possible, to function as links in the County's green infrastructure network and that adequate replacement and additional planting of native species and pollinators is provided and that SuDS approaches are used to treat surface water run-off. "*

*"**Objective CMO13 – Walking and Cycling Network and Tourist Trail:** Support the formulation and delivery of integrated pedestrian/cycle network plans which connect adjacent communities providing linkages to all modes of transport which will provide links to all destinations of the County creating the nucleus of a slow tourist trail. "*

(6) Public Transport

*"**Policy CMP18 – Public Transport:** Support the provision of a high-quality public transportation system that is accessible to all to serve the needs of the County and to enable a significant shift from car-based travel to public transport. "*

*"**Objective CMO23 – Enabling Public Transport Projects:** Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders. "*

*"**Objective CMO24 – NTA Strategy:** Support NTA and other stakeholders in implementing the NTA Strategy including MetroLink, BusConnects, DART +, LUAS and the GDA Cycle Network. "*

*"**Objective CMO25 – Level Crossings and Public Transport Schemes:** Ensure that appropriate measures are put in place to mitigate the impacts of level crossing closures on the Maynooth rail line including protection measures for public transport and increased priority for cycling and walking."*

*"**Objective CMO26 – Orbital Public Transport:** Undertake a feasibility study for the progression of an orbital public transport route linking the Dublin–Belfast rail line, Swords, Dublin Airport, Finglas, Blanchardstown and surrounding areas along the route, during the lifetime of the Plan in consultation with the NTA and other stakeholders."*

*"**Objective CMO27 – Public Transport Routes:** Work with the NTA and other relevant national transport agencies to establish future public transport routes that will support the County's medium to long term development, including orbital routes to provide connectivity between key urban centres and outer suburban areas."*

*"**Objective CMO28 – Bus Connectivity:** Work with relevant national transport agencies to create bus connectivity between Dublin 15, including the Blanchardstown Centre and Dublin Airport/Swords."*

*"**Objective CMO29 – Integration of Public Transport Services and Development:** Work with the NTA, TII and other relevant national transport agencies to optimise accessibility to public transport, increase catchment and maximise permeability through the creation of high-quality walking and cycling routes linking to public transport stops."*

*"**Objective CMO30 – Cycling and Walking Links:** Avail of the opportunities provided by any public transport infrastructure works to improve and provide new cycling and walking links, including crossings of motorways and major roads which currently represent major permeability barriers to active travel especially in South Fingal."*

*"**Objective CMO31 – South Fingal Transport Study:** Implement the recommendations of the South Fingal Transport Study 2019 in consultation with the relevant stakeholders."*

(7) Park and ride

***"Policy CMP21 – Park and Ride:** Support the provision of Park and Ride facilities in conjunction with supporting ancillary infrastructure to accommodate the transition to sustainable mobility modes at suitable locations in accordance with the large-scale transportation projects being delivered under the NTA Strategy."*

(8) Parking

*"**Policy CMP25 – Car Parking Management:** Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities."*

*"**Objective CMO32 – Car Parking Standards:** Implement appropriate car parking standards for a range of land-use types, where provision is based on factors such as site location, level of public transport accessibility and impact of parking provision on local amenity."*

*"**Objective CMO33 – Accessible Car Parking:** Promote appropriate parking arrangements for specific user requirements in town and district centres, public transport nodes and other destinations."*

(9) Roads and Street Design

*"**Policy CMP34 – Road and Street Design:** Ensure that roads and streets within the County are designed to balance the needs of all road users, including children and other vulnerable road users and promote road safety, place-making and sustainable movement, providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated."*

*"**Objective CMO45 – Design Manual for Urban Roads and Streets:** Design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within DMURS.*

- *Junctions will be designed with corner radii that reduce pedestrian crossing distances to the minimum allowable by DMURS wherever possible.*
- *The narrowest carriageway widths allowable by DMURS will be the default standard in Fingal wherever possible."*

*"**Objective CMO46 – Speed Limits and Traffic Calmed Areas:** Expand the 30kph speed limits and traffic calmed areas at appropriate locations throughout the County including in towns and village areas where appropriate and to all residential developments and at schools."*

*"**Objective CMO47 – Road Safety and Rural Roads:** Prioritise safety on rural roads and junctions, while having regard to the protection of biodiversity, Green Infrastructure and rural character present in roadside trees, hedgerows and banks."*

*"**Objective CMO48 – Roads and Streets and Green Infrastructure:** New roads and streets to incorporate green Infrastructure elements such as sustainable drainage infrastructure, planting of native*

trees, hedgerows and pollinator species in medians and on roadside verges, as appropriate to the location."

2.3.2 Flemington Local Area Plan 2024

The Local Area Plan is based off Flemington Lane in north Balbriggan, comprising agricultural lands measuring a total area of c.17.4 hectares (gross). The lands are located adjacent and north of Flemington Lane and adjacent and west of the R132 Route. South of the LAP lands are established residential areas while to the west and north there are Greenbelt zoned lands and lands zoned for rural development objectives.

The principal aim of the LAP is to facilitate the co-ordinated and sustainable development of the LAP lands through the provision of a framework of specific LAP policies and development objectives alongside those contained within the Fingal Development Plan. The LAP is underpinned by a vision which is intended to guide the future growth of the lands as a new residential neighbourhood within the settlement of Balbriggan and to be consistent with its Residential Area (RA) zoning objective which seeks to "provide for new residential communities subject to the provision of the necessary social and physical infrastructure."

Strategic Objectives

The LAP is underpinned by the following strategic objectives emerging from the key themes that will deliver the vision and guide the future sustainable development of the LAP lands:

- *Homes for All*: Promote mixed typologies, tenures and sizes of residential development that will accommodate a diverse range of identified local housing requirements and assist with promoting balanced community development.
- *Creating Communities*: Support the provision of socially inclusive community development and associated infrastructure that will contribute to the growth and development of a new residential neighbourhood, thereby creating a sustainable community where residents will enjoy a good quality of life.
- *Active Travel*: Facilitate the use of active modes of travel through the delivery of physical infrastructure that promotes sustainable movement by walking and cycling modes within a connected, legible and accessible residential neighbourhood.
- *Green Spaces & Public Spaces*: Identify the appropriate locations within the LAP lands to facilitate a variety of high-quality green spaces and public spaces that appropriately complement the built form, and which provide attractive, safe and inclusive amenity areas for residents.
- *Character Area*: Implement a development approach for the future growth of the LAP lands that identifies individual character areas that will support a variety of residential, commercial and community development, public open space areas and active travel infrastructure to achieve balanced community development.
- *Environment*: Ensure the future growth of the LAP lands are undertaken in a manner that is sustainable over the long term, where new development proposals can assist with decarbonising the built environment while mitigating any significant impacts upon the natural green and blue environment.

Character Areas

The development strategy for the LAP lands is proposed through the creation of 4 no. character areas that will comprise a variety of residential typologies, open space areas, active travel routes, community uses and Active Travel Hubs. Gateway buildings are proposed at key locations to accommodate

increased building height and to enhance the visual quality of the urban environment. Each character area will respond specifically to its defined area within the LAP lands.

The figure below shows the character areas within the LAP lands.

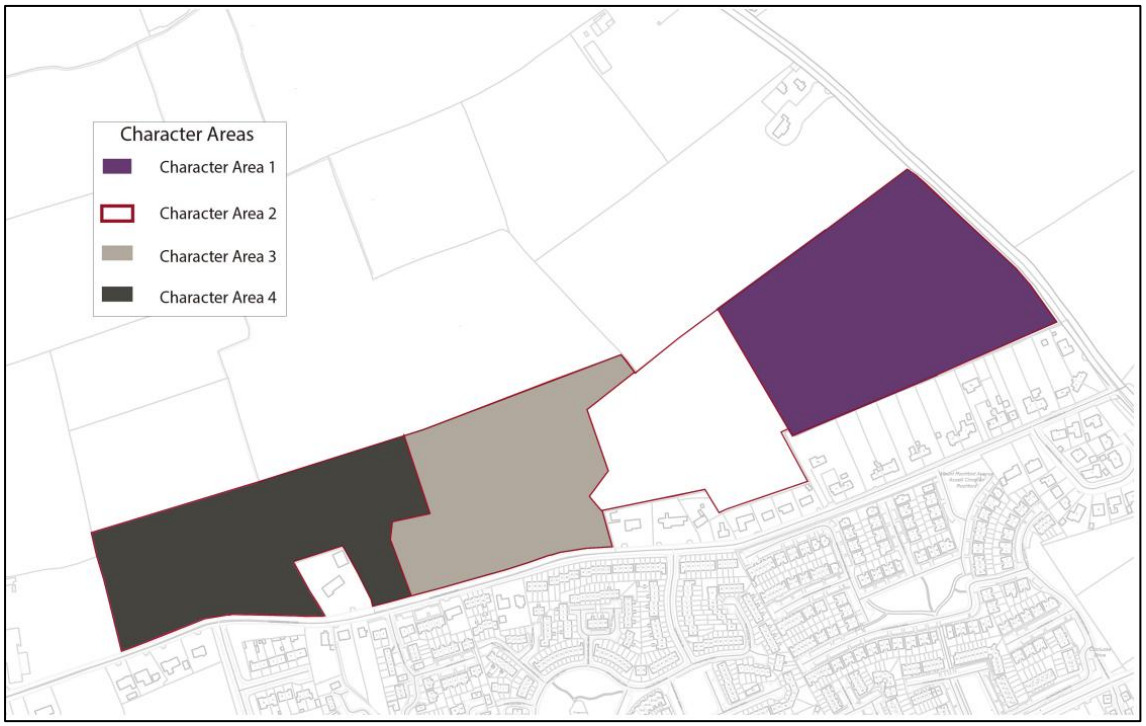


Figure 2 | *Flemington Local Area Plan - Character Areas*

Character Area 1: Character Area 1 (CA1) comprises a gross development area of approximately 5.6 hectares. The area has an indicative residential density of approximately 37–45 dph, which is expected to accommodate approximately 162–197 residential units. CA1 will incorporate a range of supporting infrastructure, including approximately 0.35 hectares of public open space and approximately 0.55 hectares of active travel routes. The area will also include approximately 1,000–1,100 sqm of commercial floorspace and approximately 700–800 sqm of community floorspace. Additional infrastructure elements comprise the eastern section of the new link street, a plaza area, playground, SuDS garden, an active travel hub, and ancillary car parking.

Character Area 2: Character Area 2 (CA2) comprises a gross development area of approximately 3.2 hectares. The area has an indicative residential density of approximately 32–40 dph, which is expected to result in approximately 72–90 residential units. CA2 will incorporate a range of supporting infrastructure, including approximately 0.34 hectares of public open space and approximately 0.37 hectares of active travel routes. The proposed infrastructure also includes a section of new link street, community gardens, a designated teenage space, and a SuDS garden.

Character Area 3: Character Area 3 (CA3) comprises a gross development area of approximately 4.0 hectares. The area has an indicative residential density of approximately 39–50 dph, which is expected to deliver approximately 109–140 residential units. CA3 will include supporting infrastructure comprising approximately 0.69 hectares of public open space and approximately 0.32 hectares of active travel routes. Additional

infrastructure provisions include approximately 1,500 - 1600 sqm of community floorspace, continuation of the new link street, community park, and a SuDS garden.

Character Area 4: Character Area 4 (CA4) comprises a gross development area of approximately 4.57 hectares. The area has an indicative residential density of approximately 37–47 dph, which is expected to accommodate approximately 121–154 residential units. CA4 will incorporate a range of supporting infrastructure, including approximately 0.47 hectares of public open space and approximately 0.36 hectares of active travel routes. Additional infrastructure elements include approximately 4,000 sqm of community floorspace, a section of new link street, a SuDS garden, and a school.

The Flemington Local Area Plan includes an internal road network comprising local streets, shared surfaces, and link streets. This network connects with the existing road network and provides good accessibility and connectivity for residents across the overall site. **Figure 3** illustrates the proposed road network and the accessibility available to residents from Flemington Lane to the south and the R132 to the east.



Figure 3 | *Flemington Local Area Plan - Street Hierarchy*

In addition, the internal linkages of the LAP lands proposed a good permeability for pedestrians and cyclists. Pedestrian and cyclist facilities are provided along the street network and a central active travel spine that will connect the LAP lands from west to east (see **Figure 4** below). In addition, filtered permeability for cyclists and pedestrians will be provided between the different character areas.

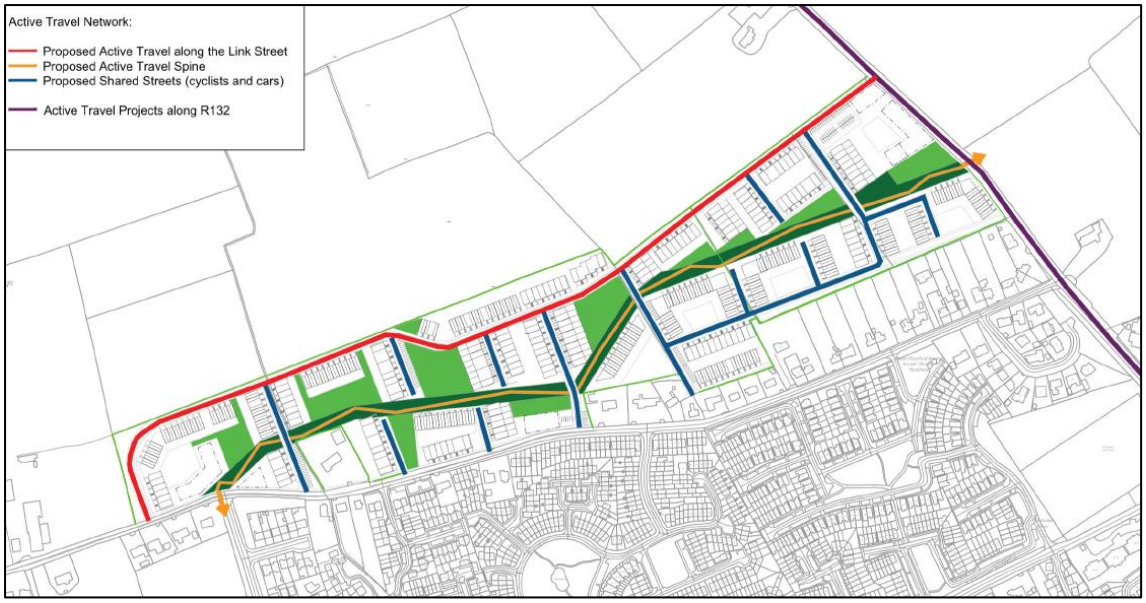


Figure 4 | *Flemington Local Area Plan – Active Travel Linkages*

3. Receiving Environment

3.1 Land use

According to the Fingal Development Plan 2023–2029 (FDP), the subject development is located within an area zoned with the objective "RA – Residential Area: to provide for new residential communities, subject to the provision of the necessary social and physical infrastructure". In addition, the Plan indicates that further detail should be obtained from the relevant Local Area Plan. **Figure 5** below is taken from Balbriggan - Sheet No. 4 of the Fingal Development Plan 2023 - 2029.

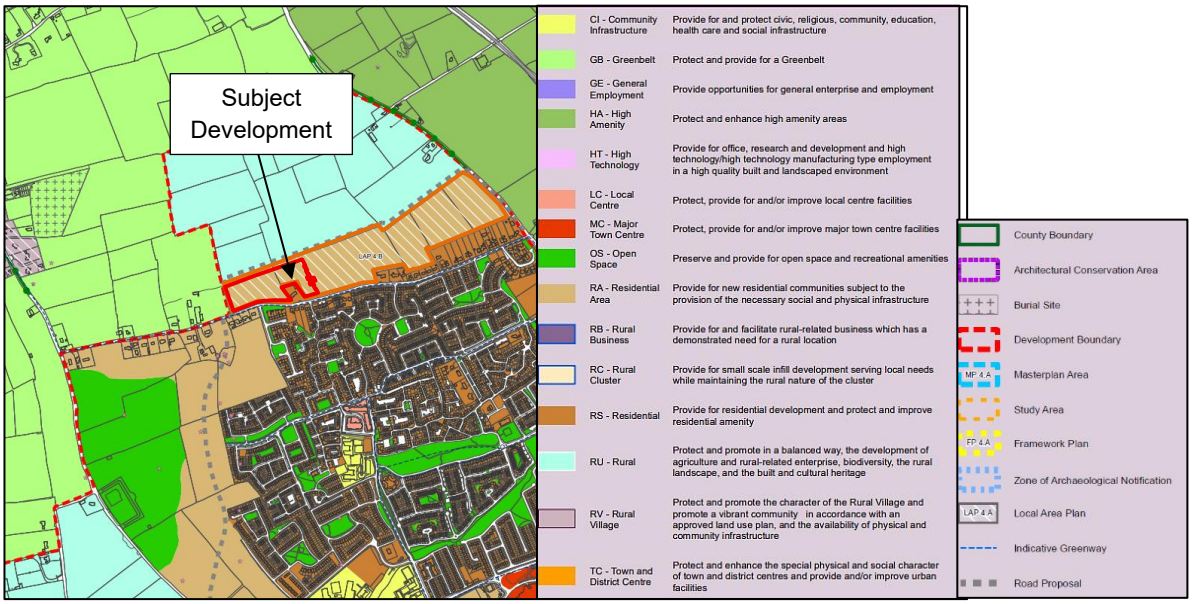


Figure 5 | *Site Location and Zoning*
(Source: Sheet No. 4 of the FDP 2023-2029)

3.2 Site Location and Description

The subject site is bounded to the south by Flemington Lane, to the east by the balance of the Flemington LAP lands, and to the north and west by open greenfield lands.

The location of the subject development is shown in the **Figure 6** below.

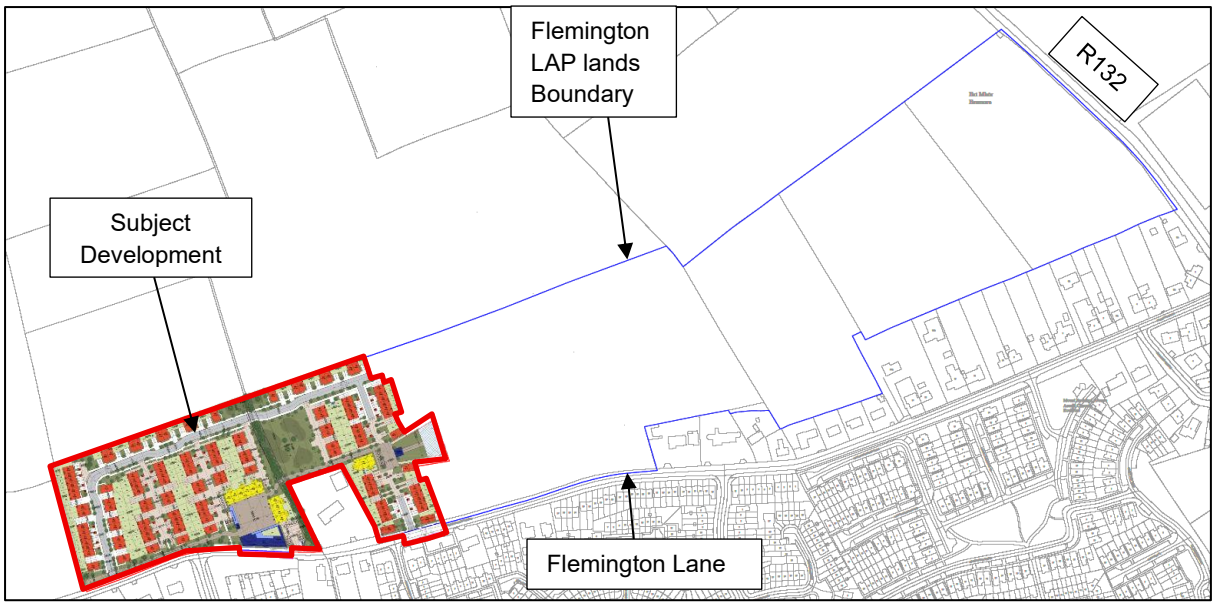


Figure 6 | *Site Location*

3.3 Local Road Network

3.3.1 Roads

The Subject Site has road access off Flemington Lane to the south of the development.

Flemington Lane is a single carriageway road that runs in an east-west direction and forming a part of the southern boundary of the subject site. Pedestrian facilities are located along the southern side of the road between Flemington Park and the R132. There is pedestrian facility along the northern side along 400 metres from the R132. Flemington Lane is subject to a speed limit of 50 km/h between the R132 and Flemington Park.

Clonard Rd. / Bridgefoot Road (L1130) is characterised as a rural access road. It extends from its junction with the R122 Regional Road (Harry Reynolds Road) and runs through the Flemington residential area, serving local housing developments and connecting with a network of internal estate roads.

The **R132** is situated east of the Subject Site. The R132 is a regional distributor road and forms the spine of Balbriggan Town Centre. It travels from Dundalk in the north to Dublin City in the south. The R132 is subject to a speed limit of 50 km/h in Balbriggan Twon Centre area.

The **R122** is a regional Road in Balbriggan serving the western and southern parts of the town. It facilitates connectivity towards Naul to the south and links with other strategic routes, including access towards the M1 Motorway. The road is typically characterised by a two-lane carriageway with footpaths and, in places, cycle facilities.

Hamlet Lane is a two-way road that runs in an east-west alignment from the R132 through a residential neighbourhood. It runs for ca. 1.6 kilometres in length and connects to the R132 via a priority-controlled junction. Its carriageway width is c.6 metres. Footpaths and cycle tracks are provided on both sides of the carriageway. A 50 km/ h speed limit is in operation on this road and public street lighting is present.

The **M1 Motorway** provides key road access to Dublin City and Belfast, as well as several other large settlements located along Dublin – Belfast Economic Corridor.

The figure shows the main roads around the subject development.

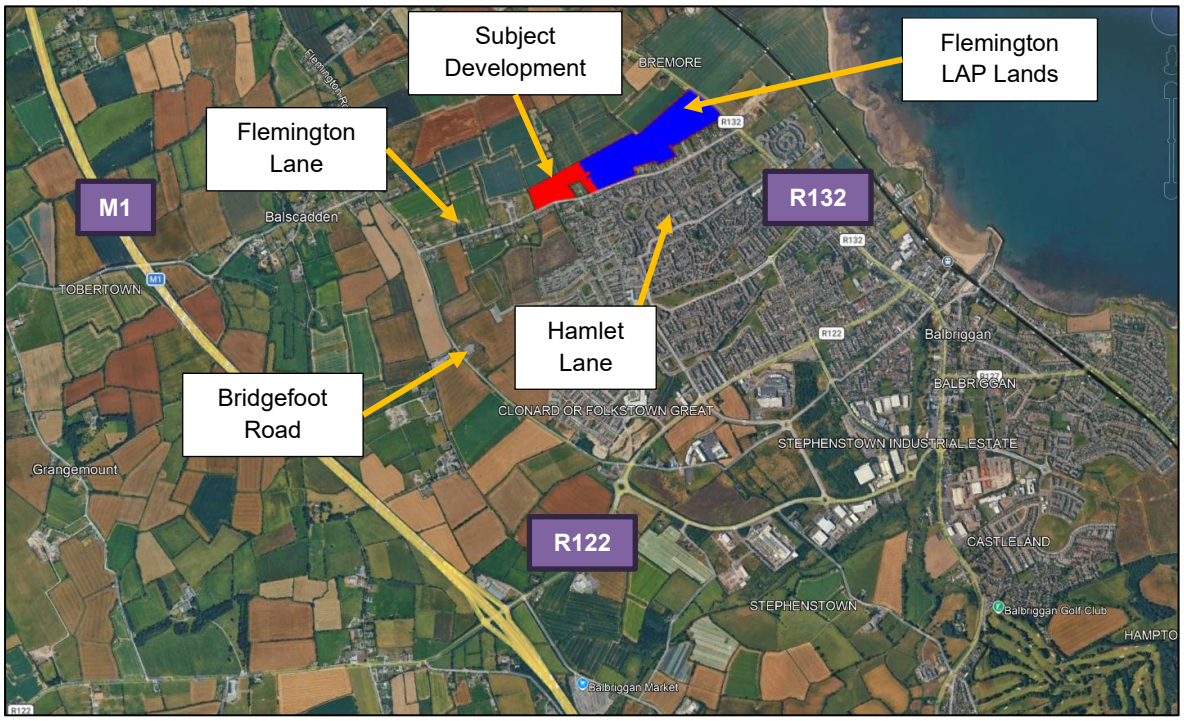


Figure 7 | *Site Location and Surrounding Roads*

3.3.2 Junctions

The primary junctions in the vicinity of the subject development site that are considered relevant to the subject assessment are the following:

- **Junction 1** is an existing priority-controlled T-Junction located at the intersection of Flemington Lane and Bridgefoot Road.
- **Junction 2** is an existing priority-controlled T-Junction located at the intersection of Flemington Lane and Dun Saithne Road.
- **Junction 3** is a priority-controlled staggered cross-junction located at the intersection of Flemington Lane, R132 and the access to the future clubhouse.
- **Junction 4** is an existing signal-controlled four-arm junction at the intersection of Hamlet Lane, R132 and Cardy Rock Road.
- **Junction 5** is an existing signal-controlled T-Junction located at the intersection of R132 and Harry Reynolds Road.
- **Junction 6** is an existing priority-controlled staggered cross-junction at the intersection of Hamlet Lane, Barons Hall Rise and Trimleston.
- **Junction 7** is an existing priority-controlled four-arm roundabout at the intersection of Naul Road (R122), Balbriggan Outer Relief Road and Clonard Road (R122).
- **Junction 8** is an existing priority-controlled four-arm junction at the intersection of Bridgefoot Road, Clonard Road (R122) and White Hart Road.
- **Junction 9** is an existing signal-controlled four-arm junction located at the intersection of Clonard Road (R122), Castlemill Road and Stephenstown Link Road.

- **Junction 10** is an existing signal-controlled four-arm junction located at the intersection of Harry Reynolds Road / Chapel Street (R122).
- **Junction 11** is an existing signal-controlled three-arm junction located at the intersection of the R132 and the R122.

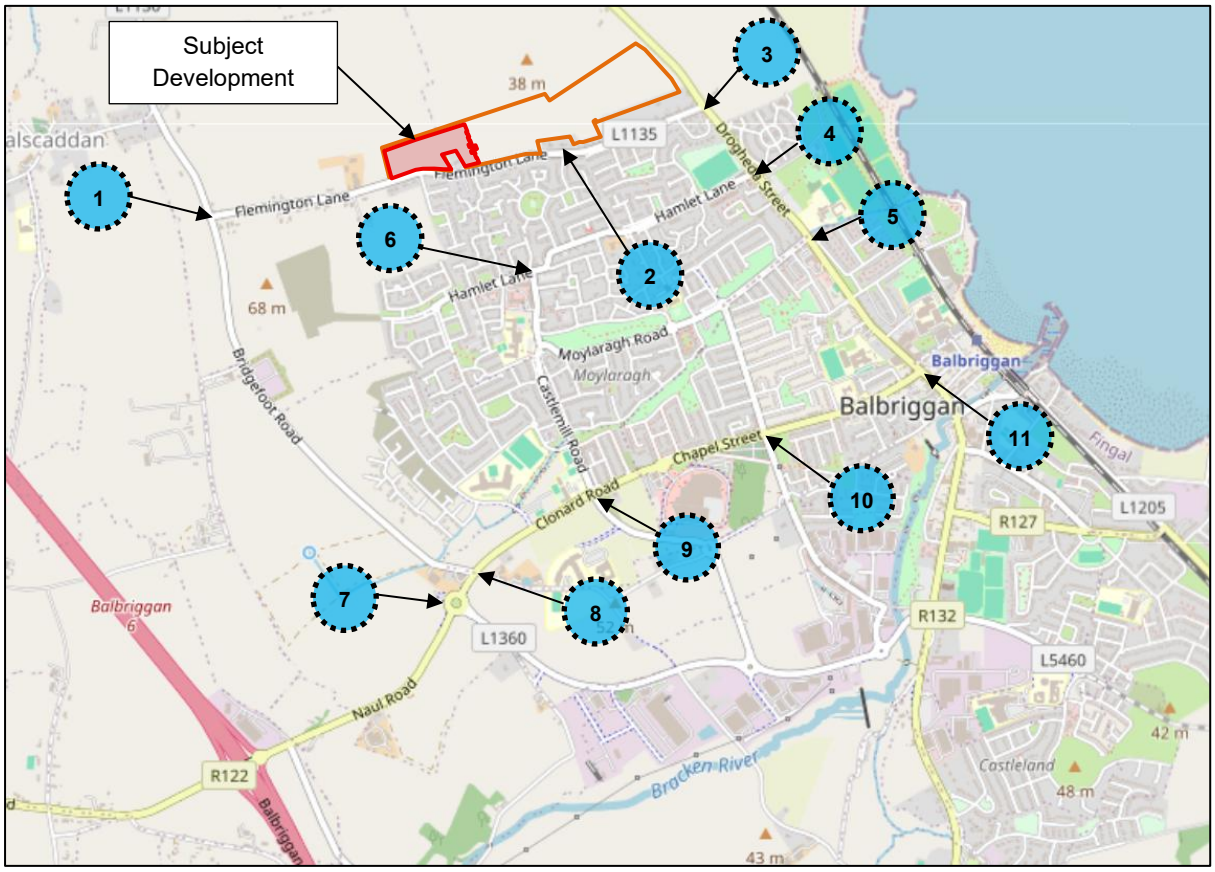


Figure 8 | *Local Road Network and Primary Local Junctions*

3.4 Existing Traffic Condition

To quantify the volumes of traffic movements at the above key junctions, traffic surveys were commissioned by the applicant and carried out by IDASO on Thursday 26th March 2026, Tuesday 14th April 2026 and on Tuesday 19th May 2026, for the period of 12 hours between 07:00 and 19:00 hours.

The surveys were carried out on the above date to ensure that the flows were representative of a normal term and therefore not affected by school holidays or other public holidays or events. As such, they provide a reasonable representation of a neutral month during a period of normal school and work activity. The surveys are designed to provide representative values covering morning and evening periods during normal traffic conditions.

Based on the traffic survey results, the peak traffic hours at each junction are as follows:

- **Junction 1:** Morning peak hour is from 8:15 to 9:15 and evening peak hour is from 14:45 to 15:45.
- **Junction 2:** Morning peak hour is from 8:15 to 9:15 and evening peak hour is from 17:00 to 18:00.
- **Junction 3**: Morning peak hour is from 7:45 to 8:45 and evening peak hour is from 18:00 to 19:00.
- **Junction 4:** Morning peak hour is from 7:45 to 8:45 and evening peak hour is from 17:15 to 18:15.

- **Junction 5:** Morning peak hour is from 8:00 to 9:00 and evening peak hour is from 17:15 to 18:15.
- **Junction 6:** Morning peak hour is from 8:00 to 9:00 and evening peak hour is from 17:00 to 18:00.
- **Junction 7:** Morning peak hour is from 7:45 to 8:45 and evening peak hour is from 17:00 to 18:00.
- **Junction 8**: Morning peak hour is from 8:00 to 9:00 and evening peak hour is from 17:00 to 18:00.
- **Junction 9:** Morning peak hour is from 8:00 to 9:00 and evening peak hour is from 17:00 to 18:00.
- **Junction 10:** Morning peak hour is from 8:15 to 9:15 and evening peak hour is from 17:00 to 18:00.
- **Junction 11:** Morning peak hour is from 8:30 to 9:30 and evening peak hour is from 16:00 to 17:00.

To ensure a robust assessment, it is assumed that the AM peak hour at all junctions occurs between 08:00 and 09:00, and the PM peak hour occurs between 17:00 and 18:00.

The AM and PM peak hour traffic flows are presented in **Figure 9** below and in **Appendix D – Figure A**.

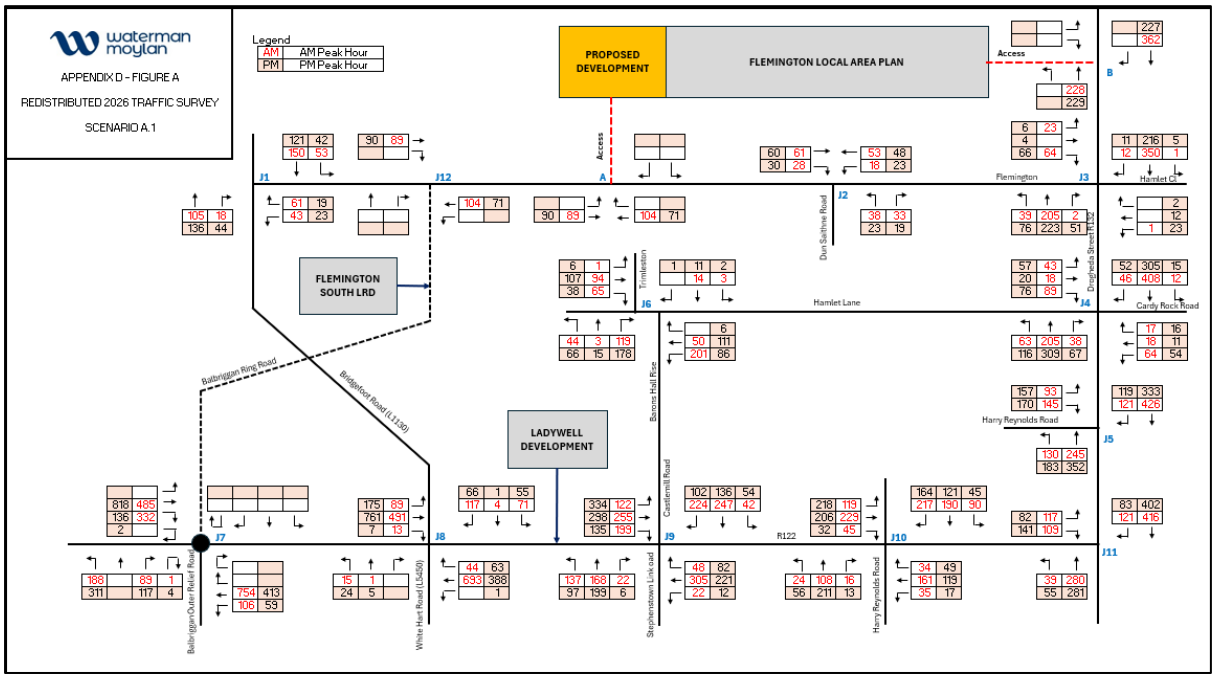


Figure 9 | *2026 Surveyed Flows*

The number of vehicles indicated in the figure above and the Figures in **Appendices E** are expressed in PCU. PCU represents the acronym for "Passenger Car Unit.". 1 PCU is equivalent to 1 passenger car or light goods vehicle (LGV), 1.5 PCUs to 1 medium heavy goods vehicle (Medium HGV), 2 PCUs to 1 bus, and 2 PCUs to 1 large heavy goods vehicle (Large HGV). 1 PCU is equivalent to 5.75 meters.

3.5 Multi-modal access to the site

3.5.1 Pedestrian Infrastructure and Walking Accessibility

The footpaths along Flemington Lane near, Dún Saithne View, Bremore Cottages towards the R132 are sporadically laid out and various parts of the road have differing levels of infrastructure provision. Pinch points cut into the available space on these footpaths including overgrown hedgerows, lamp posts, and worn pavement, along Flemington Lane towards Bridgefoot Road (L1130).

The key to pedestrian accessibility is the provision of short, convenient, and safe routes. Walking is the most common mode of transport. Almost all journeys involve some walking, so improvements to pedestrian facilities can have a wide impact.

To provide an indication of the catchment areas associated with the Subject Site, reference from the "*Guidelines for Providing for Journeys on Foot*" published by the *Institution of Highways & Transportation* in 2000 have been taken. This guideline indicates that the acceptable walking distances vary between individuals and circumstances. These include an individual's fitness, physical ability, and personal motivation; the size of the city itself and the quality of the surrounding footpath network. Furthermore, the document proposes walking distances and times based on an average walking speed of 1.4 metres per second (approximately 400 metres in five minutes). **Table 2** below provides a summary of these suggestions.

	Town Centre	Commuting / School / Site Seeing	Elsewhere
Desirable	200m (2.5-mintues)	500m (6-minutes)	400m (5-minutes)
Acceptable	400m (5-minutes)	1,000m (12-minutes)	800m (12-minutes)
Preferred Maximum	800m (10-minutes)	2,000m (24-minutes)	1,200 (15-minutes)

Table 2 | *Ideal Walking Distances*

(Source: Guidelines for Providing for Journeys on Foot - Institute of Highways and Transportation)

Figure 10 below illustrates the considerable extent of the pedestrian catchment areas accessible from the subject development, for different walking times: 10 minutes, 15 minutes, and 25 minutes.

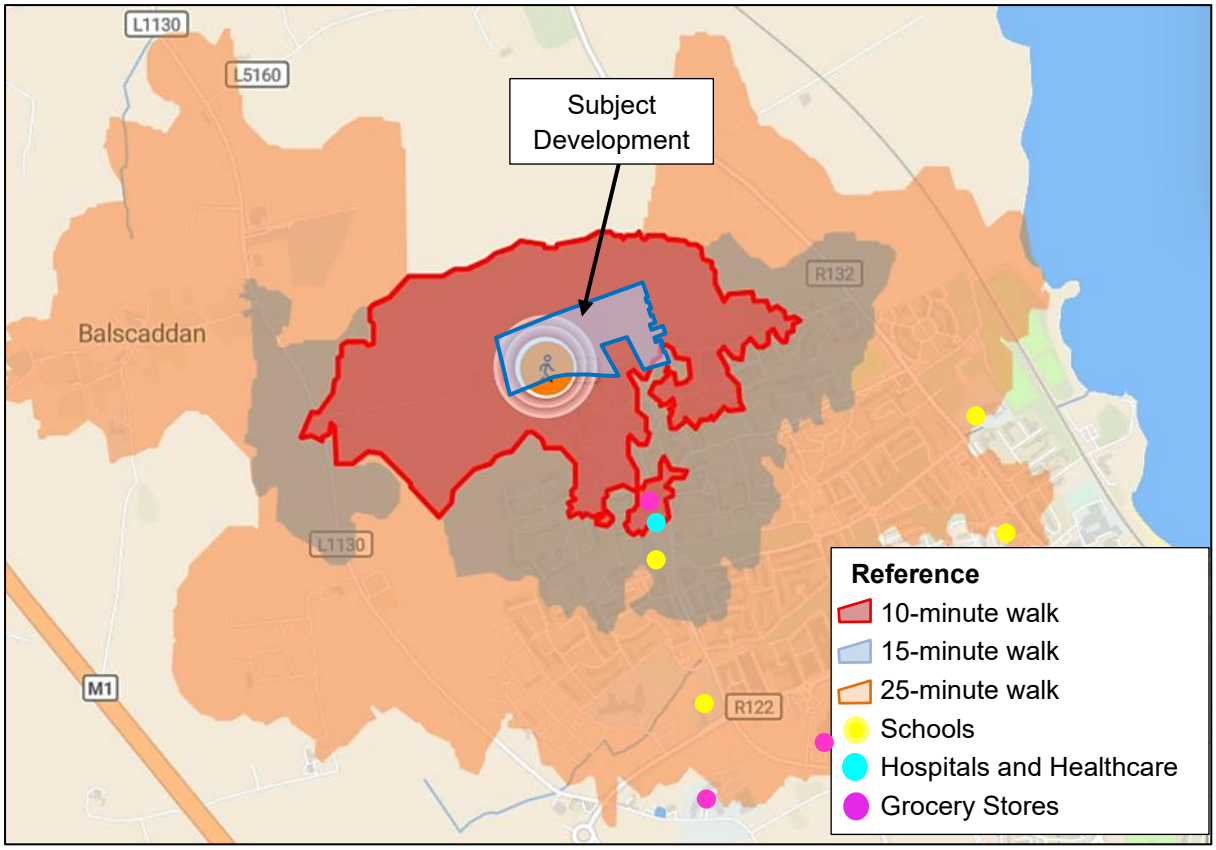


Figure 10 | *Site Accessibility – Isochrone map indicating walking accessibility* (Source: Travel Time)

As presented in **Figure 10** above, within a 25-minute walking catchment, the subject development benefits from close proximity to schools such as St. Mologa's National School and St. George's National School, as well as medical facilities including Castemill Family Medical Centre. Everyday needs are also well served by nearby shopping centres such as Castemill Shopping Centre and Millfield Shopping Centre, all located within the walkable catchment area.

3.5.2 Cycle Infrastructure and Cycling Accessibility

There is currently no cycle infrastructure located along Flemington Lane. A two-way segregated cycle track exists along the eastern side of the R132 route immediately south of the subject site. This cycle track is narrow and lacks continuity.

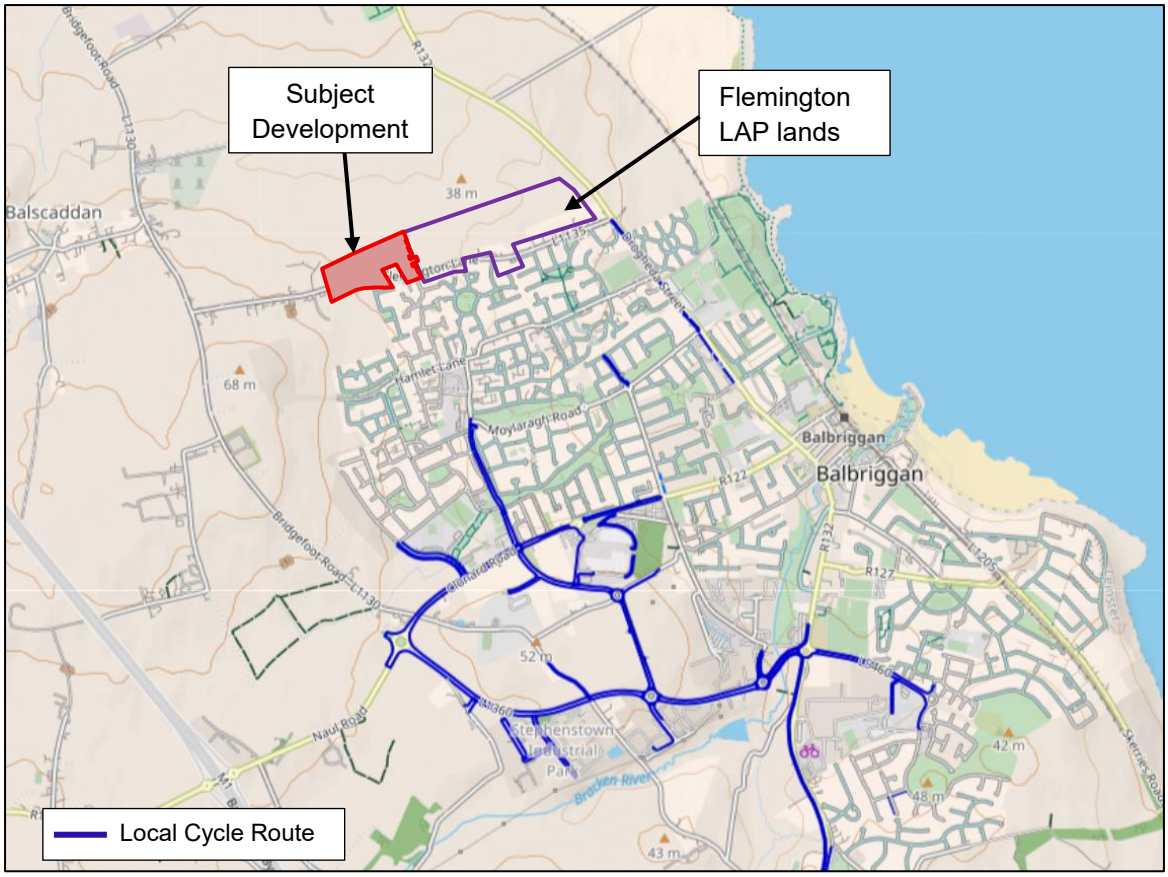


Figure 11 | *Existing Cycle facilities*
(Source: OpenStreetMap)

A similar catchment exercise has been conducted for the cycling mode of transport, in accordance with the methodology previously employed for walking. The average cycling speed was calculated to be 3.3m/s (equivalent to 15 kilometres per hour).

Figure 12 below illustrates the cycling catchment areas accessible from the subject development for 10 and 15-minute cycle times.

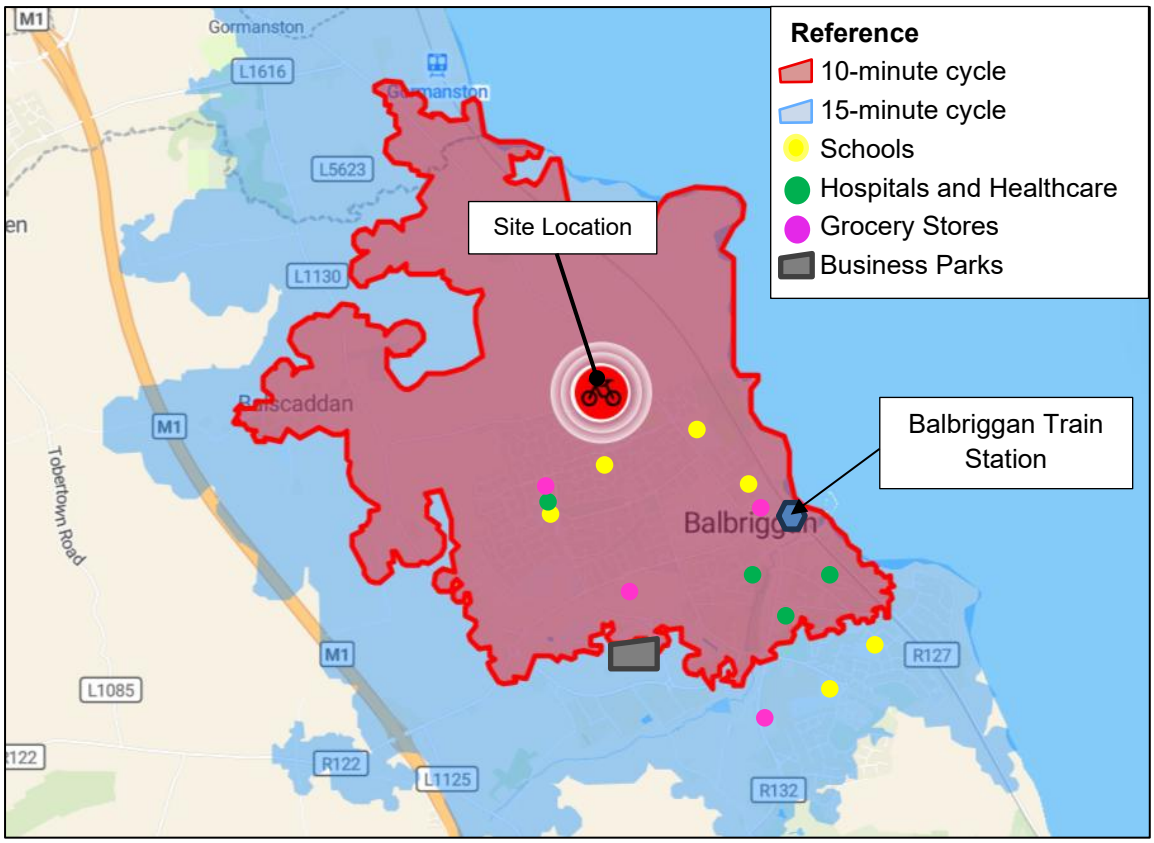


Figure 12 | *Site Accessibility – Isochrone map indicating cycling accessibility* (Source: Travel Time)

As presented in **Figure 12** above, the entirety of Balbriggan Town is reachable in a 15-minute cycle. Balbriggan Train Station is located within a 6 minute-cycle from the subject development.

The subject site benefits from close proximity to schools such as St. Mologa's National School, St. George's National School and Loreto Secondary School, as well as medical facilities including Castemill Family Medical Centre and Balbriggan Medical Centre.

Everyday needs are also well served by nearby shopping centres such as Castemill Shopping Centre and Millfield Shopping Centre, all located within the cycling catchment area. In addition, Stephenstown Industrial Estate is located within the 15-minute cycling catchment south of the subject site.

3.5.3 Bus Network

The nearest bus stop is located along the Hamlet Lane approximately 700 metres from the Subject Development (around a 10-minute walk) as shown in **Figure 13** below. The bus stop is served by the route B1.

In addition, approximately 1.3km from the Subject Development (around a 16-minute walk) there is a bus stop which is located at the junction of R132 and Flemington Lane. The bus routes served by this stop are 101 and 101X. Further south along the R132 at Balbriggan station, approximately 2.6km from the Subject Site (a 34-minute walk), the bus stop serves routes 191, 192, 195 and B1.

Route 191 is a coach hiring service by Carolan Coach Hire that runs between Dublin, Balbriggan and Stamullen.

A summary of the frequency of the remaining bus routes is given in **Table 3** below.

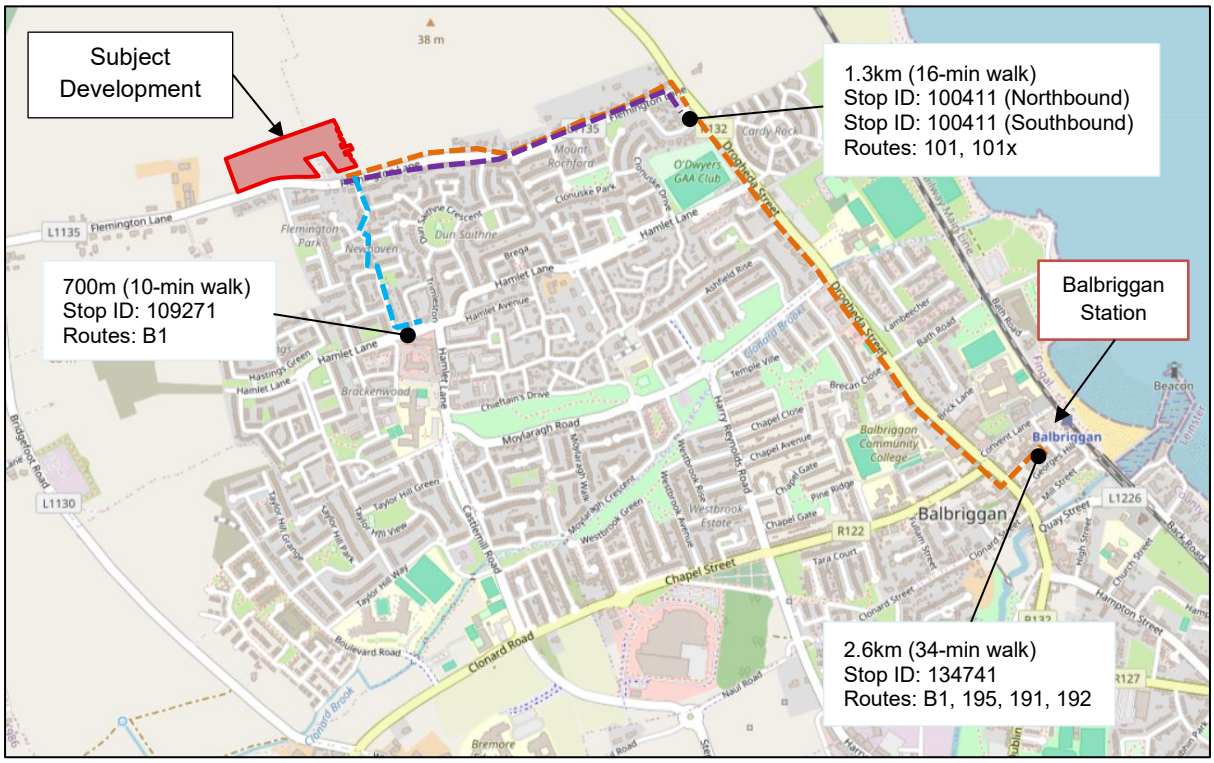


Figure 13 | *Bus Network – Walking distance from development to Bus Stops*

A summary of the frequency of these bus routes is shown in **Table 3** below, where the hours indicate the time when the buses pass at the mentioned bus stop.

Route	From	To	Weekday Frequency	Saturday Frequency	Sunday Frequency
101	Dublin	Drogheda	Every hour between 04:29 and 06:29 Every 20-30 minutes from 06:29 and 21:41 Every hour between 21:41 and 03:20	Every hour between 04:26 and 06:26 Every 20-30 minutes from 06:26 and 21:38 Every hour between 21:38 and 03:24	Every hour between 04:25 and 11:39 Every 30 minutes from 11:39 and 21:36 Every hour between 21:36 and 03:18
	Drogheda	Dublin	Every hour between 02:21 and 05:21 Every 20-30 minutes from 05:21 and 20:21 Every hour between 20:21 and 01:17	Every hour between 02:21 and 05:20 Every 20-30 minutes from 05:20 and 20:22 Every hour between 20:22 and 01:16	Every hour between 02:21 and 09:21 Every 30 minutes from 09:21 and 19:23 Every hour between 19:23 and 01:17
101x	Dublin	Drogheda	4 services 17:13, 17:53, 18:22, 18:42	No service	No service
	Drogheda	Dublin	5 services 06:17, 06:45, 07:06, 07:28, 07:43	No service	No service

B1	Hastings Green Roundabout	Millfield Shopping Centre	Every 30 minutes between 06:31 and 19:31 Every hour between 19:31 and 23:41	Every 30 minutes between 06:31 and 19:31 Every hour between 19:31 and 23:41	Every hour between 08:01 and 23:01
	Millfield Shopping Centre	Hastings Green Roundabout	Every 30 minutes between 06:47 and 20:18 Every hour between 20:18 and 23:17	Every 30 minutes between 06:46 and 20:17 Every hour between 20:17 and 23:16	Every hour between 07:43 and 23:43
192	Balbriggan	Swords	10 services Every 1 to 2 hours between 06:20 and 22:35	10 services Every 1 to 2 hours between 06:20 and 22:35	10 services Every 1 to 2 hours between 06:20 and 22:35
	Swords	Balbriggan	10 services Every 1 to 2 hours between 06:00 and 23:00	10 services Every 1 to 2 hours between 06:00 and 23:00	10 services Every 1 to 2 hours between 06:00 and 23:00
195	Ashbourne	Balbriggan	5 services Every 2 to 3 hours between 08:30 and 19:45	5 services Every 2 to 3 hours between 08:30 and 19:45	5 services Every 2 to 3 hours between 08:30 and 19:45
	Balbriggan	Ashbourne	5 services Every 2 to 3 hours between 08:45 and 20:25	5 services Every 2 to 3 hours between 08:45 and 20:25	5 services Every 2 to 3 hours between 08:45 and 20:25

Table 3 | *Local Bus Routes and Frequencies*
(Source: Transport for Ireland)

3.5.4 Rail Network

The nearest rail station to the subject site is the Balbriggan Station, located approximately 2.6km to the southeast of the site. This distance can be reached in 34-minute walking or c. 8-minute cycling. It is also possible to take the B1 Bus to Balbriggan Station, which is a 7-minute bus ride. This reduces travel time to the station.

The location of Balbriggan Station and the routes to the station are shown in the figure below.

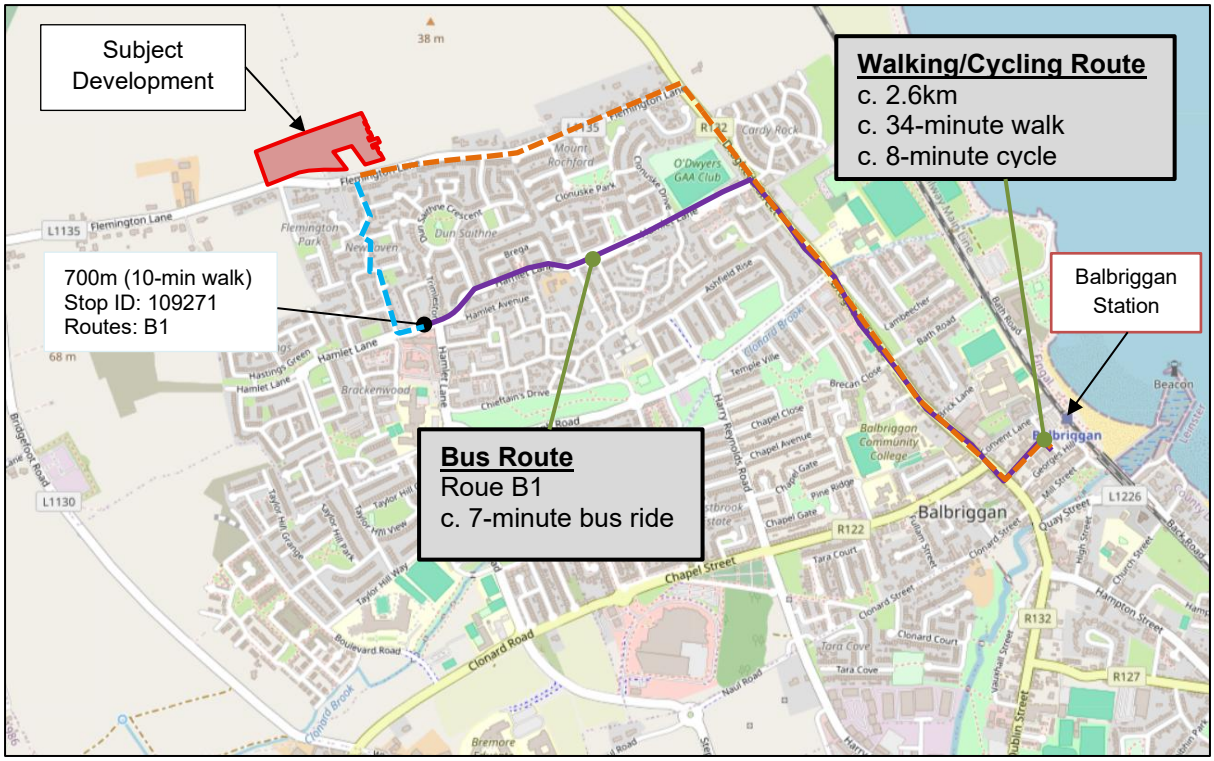


Figure 14 | *Location of Balbriggan Station and Routes from the Site*

This station provides access to several locations in the northern and southern regions.

The rail route serving Balbriggan Station is the Dublin - Dundalk Commuter. The frequency of the rail route is shown below.

Route Name	Frequency
Dublin - Dundalk Commuter	**Monday to Friday:** From 06:48 to 00:35, every 20-40 min (roughly every 10–20 minutes in peak periods) **Saturday:** From 08:01 to 00:33, every hour **Sunday:** From 09:56 to 00:30, every hour

Table 4 | *Irish Rail Frequencies*

(Source: Irish Rail)

4. Transportation Improvements

4.1 DART+ Coastal North

Balbriggan Station, located approximately 1.9km southeast of the proposed development site, is part of the coastal north route of the DART railway network.

The DART+ Programme aims to improve current rail services across Dublin City and Greater Dublin, by modernising and providing an electrified, more frequent and reliable rail service thus enhancing capacity on the rail corridors.

The following improvements – extracted from the DART+ website, are included as part of the DART+ Coastal North programme:

- "Increase peak passenger capacity and increase train frequency between Dublin City Centre and Drogheda MacBride Station – inclusive of Howth Branch – facilitating frequent and reliable transport to the surrounding communities.
- Enhance public transport opportunities for work, education, and leisure purposes.
- Facilitate the development and future growth of existing and new communities that will greatly benefit from the connectivity that the DART+ Coastal North project will deliver.
- Help alleviate road congestion.
- Build a sustainable and connected city region, supporting the transition to a low carbon and climate resilient society.
- Facilitate people to make sustainable travel choices by encouraging a move away from private cars to a reliable, efficient, and safer public transport network.
- Improve multi-modal transport connectivity through the development of the wider DART+ Programme.
- Improve journey time reliability."

The latest update on according to the Dart+ website is that An Coimisiún Pleanála approved the Railway Order application for DART+ Coastal North on 19th August 2025. The procurement process will now commence for design and build contractors. Once the contractors have been appointed, a period of detailed design will commence followed by construction. Subject to funding being allocated it is anticipated that construction will be in the region of three years.

4.2 GDA Cycle Network Plan – NTA, 2022

The NTA published a 2022 version of the updated GDA Cycle Network Plan which supersedes the 2013 version. The proposed development site lies within the Balbriggan and Skerries area as outlined in the 2022 Plan. An extract of the updated cycle network is reproduced in the figure below.

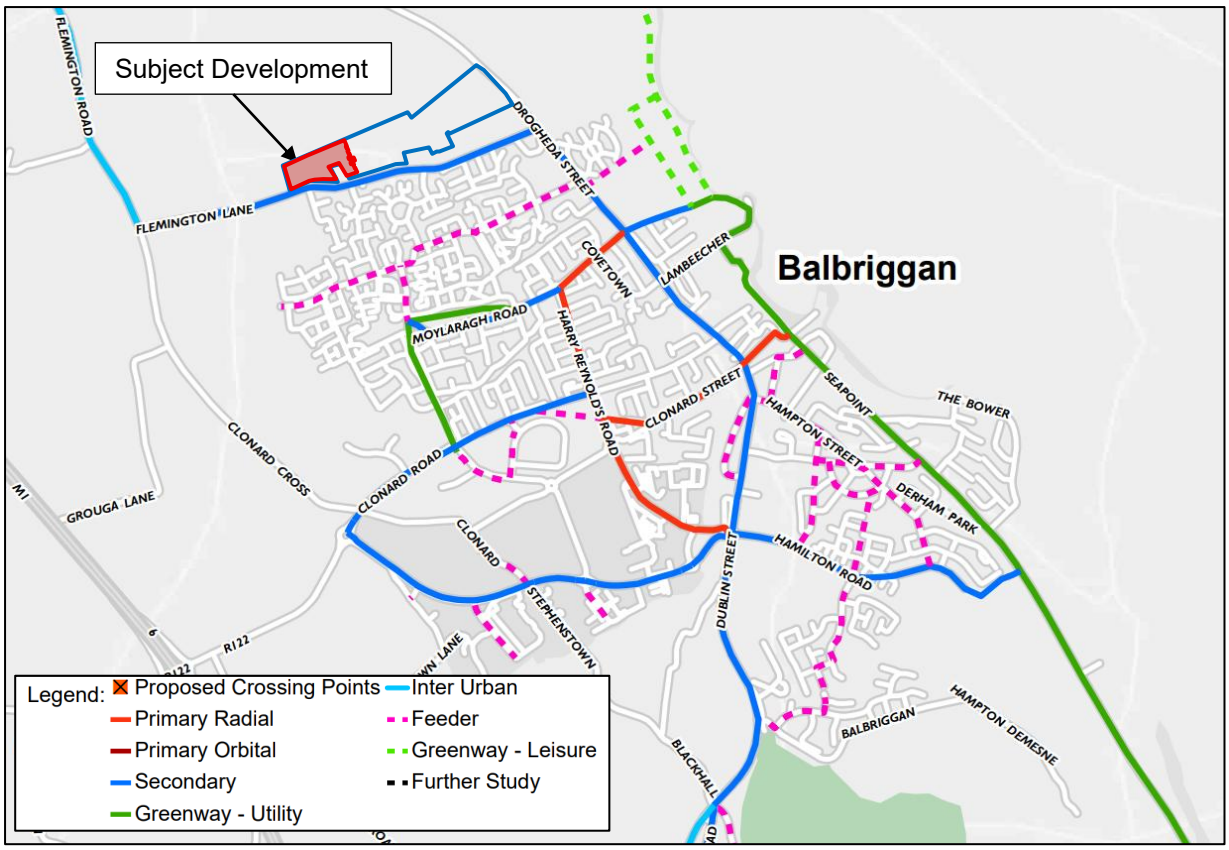


Figure 15 | *Proposed Cycle Network – from GDA Cycle Network Plan, 2022*

The future local cycle network as shown in **Figure 15** above, includes a secondary route along the Flemington Lane. A secondary route is also proposed along the R132. An inter Urban route is proposed along Flemington Road northbound towards Gormanston.

The cycle network also includes a greenway along Seapoint (R127) and several feeder routes in the surrounding neighbourhoods in the vicinity of the subject site.

4.3 Local Network Improvements

4.3.1 Road Proposal on northern boundary of Flemington LAP lands

The Fingal Development Plan includes an objective for a new road proposal indicatively located adjacent to the northern boundary of the Flemington LAP lands. The road proposal objective that commences at the roundabout in close proximity to the junction of Clonard Road and Naul Road to the south, then travelling northwards and linking with Flemington Lane (adjacent to the south west corner of the LAP lands), and continuing along the northern boundary of the LAP lands and tying in with the R132 Route to the east. The section of the road proposal objective within the LAP lands will provide the opportunity to deliver a new link street that will integrate with the internal street network.

4.3.2 Balbriggan Ring Road

The Balbriggan (North-Western) Relief Road, also referred to as the C-Ring Road, is a transport scheme proposed in the Fingal Development Plan 2023–2029. It is a single-carriageway distributor road

that will connect the existing R122 / Balbriggan (South-Western) Ring Road roundabout to the R132 in north Balbriggan.

The Balbriggan Ring Road commences at the R122 / L1360 roundabout and runs in a northerly direction to its intersection with Flemington Lane.

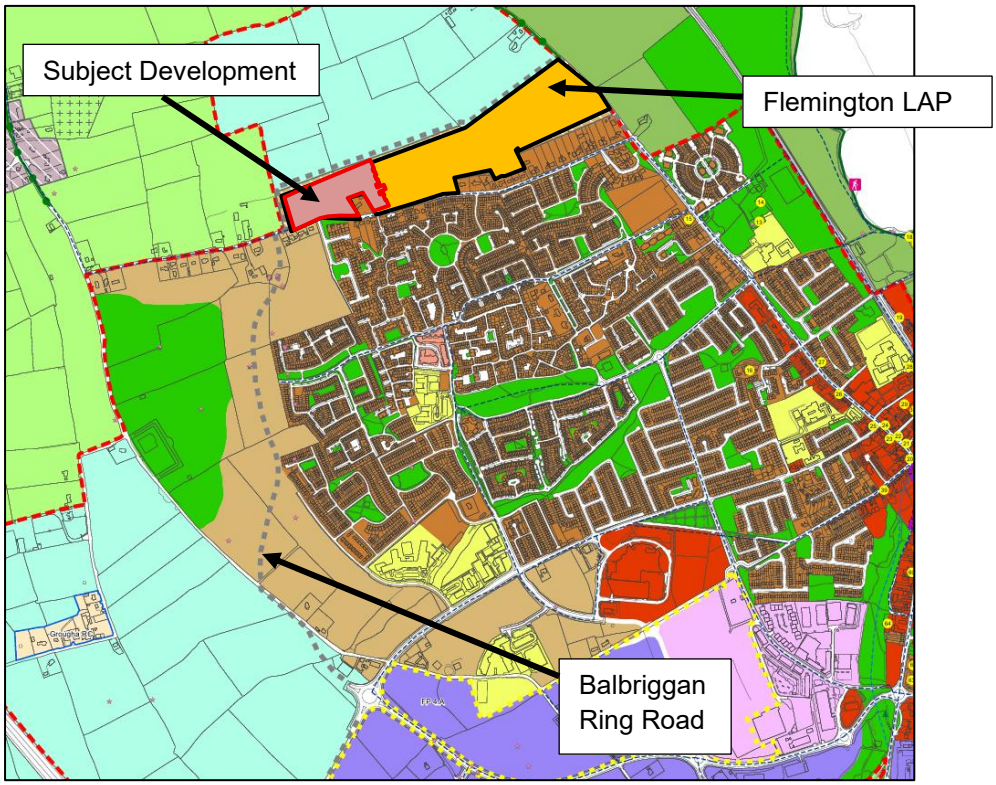


Figure 16 | *Proposed Balbriggan Ring Road*
(Source: Sheet No. 4 of the FDP 2023-2029)

As can be seen in figure above, the proposed road will bypass existing built-up and zoned lands within urban Balbriggan.

The section of the proposed scheme between the R122 / L1360 roundabout and Flemington Lane will be delivered as part of the potential future development at Flemington South LRD (Reg. Ref. LRD0069/S3E), as illustrated in **Figure 17** below. Further details in relation to the Flemington South LRD are provided in **Section 7.2.2** below.

It is noted that, following completion of the Flemington South LRD, Bridgefoot Road will be severed, with a new junction provided at its intersection with the Balbriggan C Ring Road. As a result, Bridgefoot Road will link Flemington Lane to the north with the Balbriggan C Ring Road to the south.

In addition, Boulevard Road will benefit from a new junction at its intersection with the Ring Road, thereby providing a potential secondary access for residents of the surrounding area.

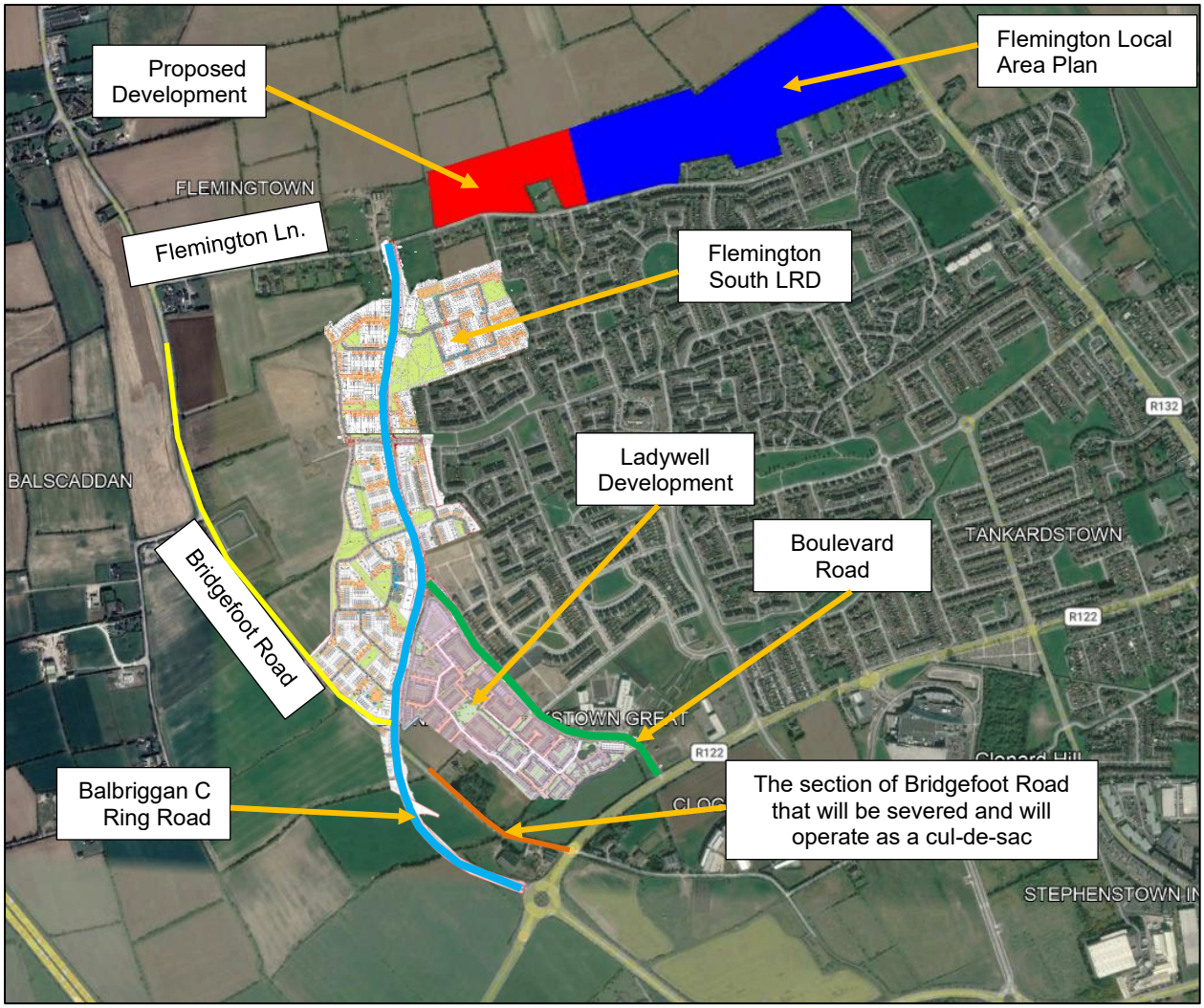


Figure 17 | *Proposed Balbriggan Ring Road*

(Source: Google Earth, Road Layout Sheet 1 to 3 Pln. Apl. Reg. Ref. No. LRD0069/S3E & Road Layout Pln. Apl. Reg. Ref. No. F21A/0055)

4.3.3 R122 / Boulevard Road Junction Upgrade

According to the Traffic and Transport Assessment report submitted as part of the planning application Reg Ref. ACP LH06F.321437, Boulevard Road Junction is in the process of being upgraded as part of Phase 4 Ladywell development. The junction upgrade should be delivered in the first phase of the development construction and will involve signalisation of the junction, as well as provision of flared two-lane approaches at all arms.

The upgrades will involve widening of the western and northern approaches to provide two approach lanes at each junction arm. In addition, the junction is to be fully signalised, with formal pedestrian and cyclist facilities being provided throughout.

The proposed layout is shown in the figure below.

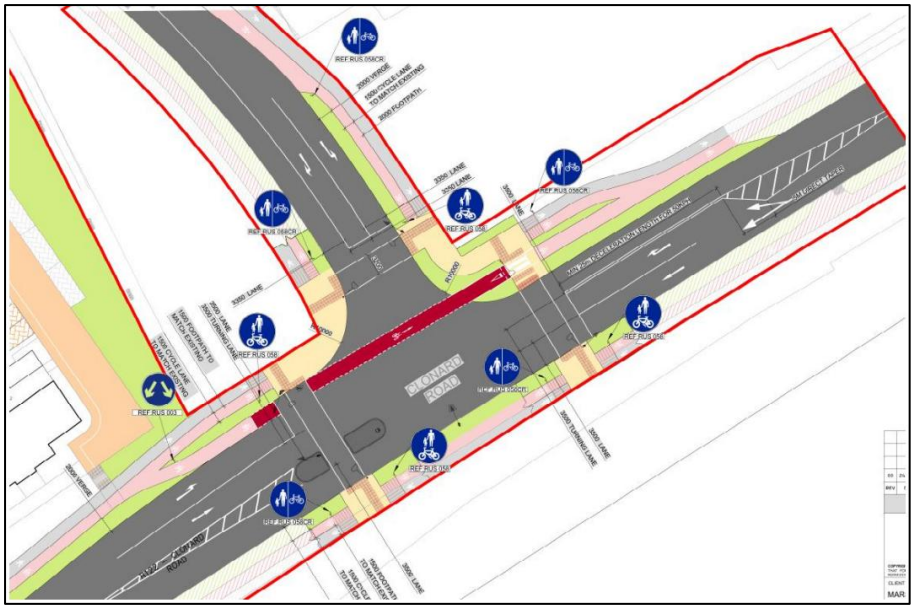


Figure 18 | *R122 / Boulevard Road Junction Upgrade*
(Source: TTA as part of planning application Reg Ref. ACP LH06F.321437)

5. Proposed Development

5.1 Development Description

The proposed large scale residential development (LRD) consists of 146no. dwellings in the form of 120no. houses and 26no. apartments in the following mix – 13no. 1-bed, 29no. 2-bed, 91no. 3-bed and 13no. 4-bed dwellings, and a single-storey childcare facility with play space, car parking and drop off area on Flemington Lane. All housing will be one or two-storey in height. The apartment buildings will be three-storey in height.

Three new vehicular accesses off Flemington Lane are proposed to serve the development. The proposal also provides for public open space including a Multi-Use Games Area (MUGA), communal open space associated with apartments, landscaping, boundary treatments, public lighting, car parking, motorcycle parking and bicycle parking and structures including an active travel hub and cycle route, bin storage structures, works to Flemington Lane itself including two pedestrian crossing points, undergrounding of ESB overhead lines, 2no. ESB substations, infrastructure services and all other associated site development works.

5.2 Site Access Points and Internal Layout

The site will be provided with three vehicular/pedestrian/cyclist accesses from Flemington Lane to the south of the proposed site. In addition, a shared pedestrian/cycle access point is proposed next to the Crèche from Flemington Lane, which also provide access from the proposed Active Travel Link.

The proposed access roads are shown in **Figure 19** below.

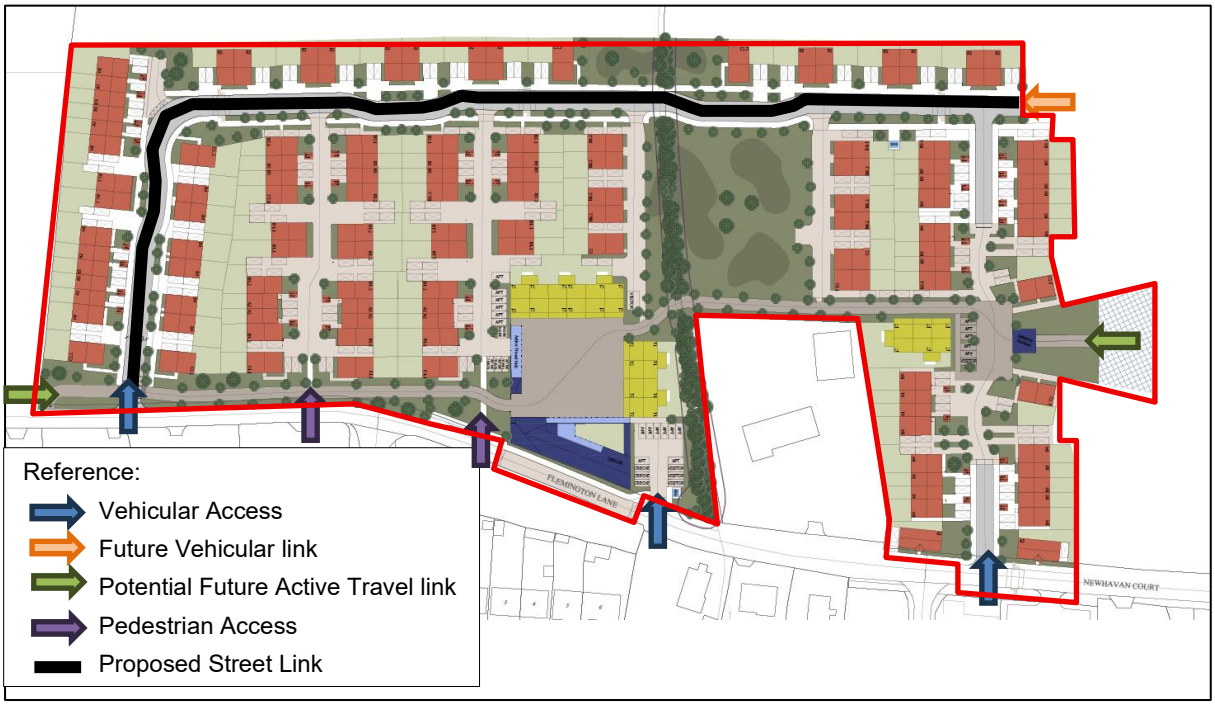


Figure 19 | *Proposed Site Layout*

A new Link Street is proposed from Flemington Lane to provide vehicular access, with a design speed of 30 km/h and a width of 6.5 metres. Internal local streets, designed as shared surface environments for pedestrians and vehicles, are proposed to provide access to residential properties. All internal roads

within the proposed development have been designed with a 30 km/h speed limit to promote safe operation. All internal junctions within the site are proposed as priority junctions with 3-metre junction radii.

The visibility splays of all junctions have been designed in accordance with the requirements set out in the DMURS, which recommends visibility splays of 23m x 2.4m on roads without bus routes and a speed limit of up to 30km/h, and 45m x 2.4m on roads with a speed limit of 50km/h. The proposed sightlines for subject site can be found in Waterman Moylan Drawing No. *FLE-WMC-CA4-ZZ-DR-C-P0115 Proposed Visibility Splays* & *FLE-WMC-CA4-ZZ-DR-C-P0120 - Visibility Splays on R132.*

The proposed Link Road has been assessed to ensure that it can accommodate any future public transport service. Accordingly, additional carriageway width has been provided through the bend to improve vehicle manoeuvrability and enhance road safety, as shown in **Figure 20** below.

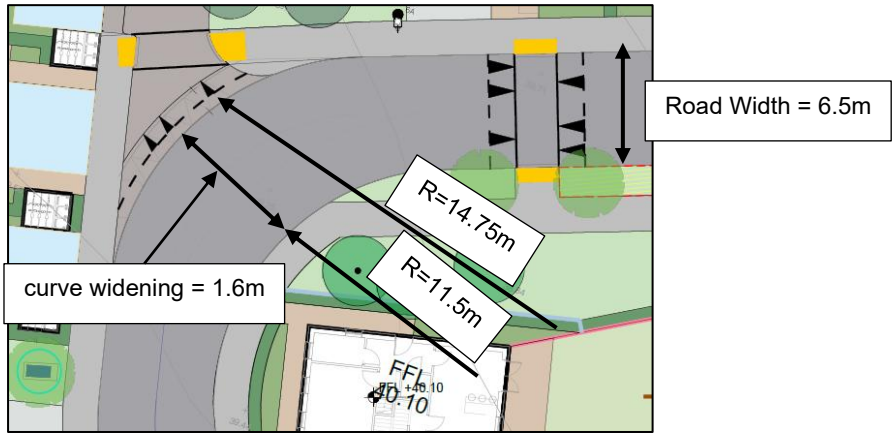


Figure 20 | *Subject Site – Proposed Localised widening at the bend*

The local streets have been designed primarily to meet the needs of pedestrians, cyclists, children and residents. In accordance with the recommendations of Section 4.3.4 of DMURS, these streets are proposed as shared surfaces, incorporating a vehicular ramp at each access point. The shared streets comprise a 6.0 m wide shared surface, consisting of a 4.8 m carriageway and a 1.2 m pedestrian refuge. A distinct paving material and finish will differentiate these streets from the Link Street. Fully embedded kerbs are also incorporated within the street surface.

Further details regarding the internal road layout can be found in Waterman Moylan Drawings No. *FLE-WMC-CA4-ZZ-DR-C-P0111-P0113 Proposed Levels & Kerbing Layout Sheets*.

The proposed development will be accessed via a priority-controlled T-junction between Flemington Lane and the new Link Street, as shown in the figure below. The junction will provide vehicular access to the proposed residential development.

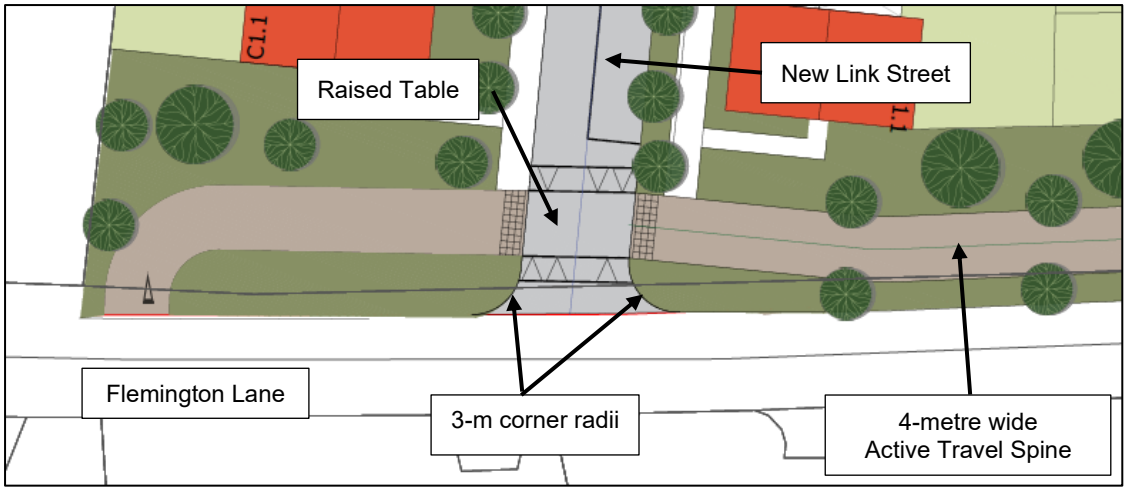


Figure 21 | *Proposed Road upgrade – Western Access Road*

In addition, the site layout has been specifically redesigned in response to the received LRD Opinion, which stated that the proposed Active Travel Spine should be relocated to provide additional space for the future widening of Flemington Lane.

Furthermore, the junction area has been designed to accommodate a future upgrade of the junction in accordance with the road hierarchy established under the Flemington LAP. The upgrade is intended to be delivered upon completion of the new Link Street, which will provide a connection between Flemington Lane and the R132. The upgraded junction will facilitate vehicular access to the Link Street in accordance with the Flemington LAP objectives, under which Flemington Lane is intended to function as a local access road only.

The junction has been designed to accommodate a future public transport service operating along the Link Street.

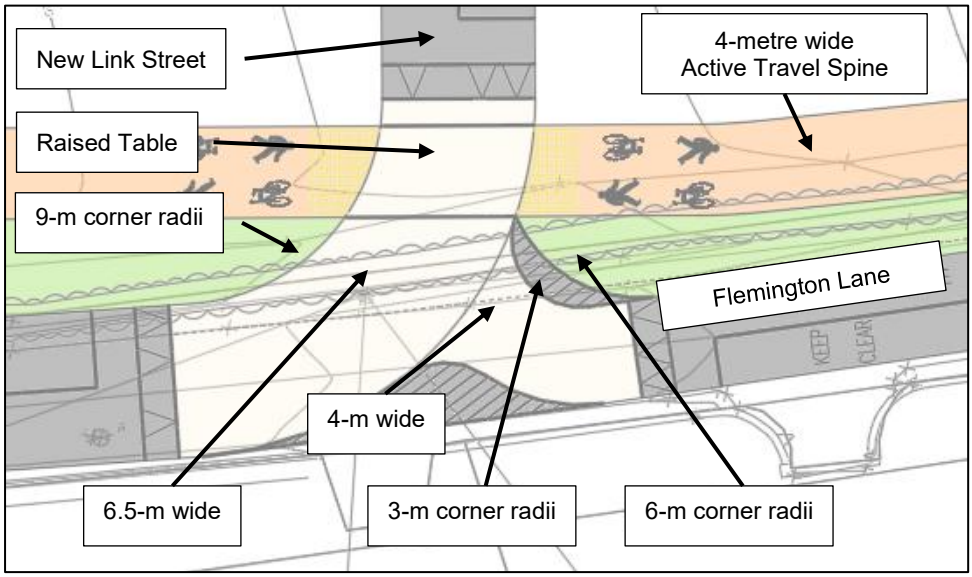


Figure 22 | *Proposed Road upgrade – Western Access Road*

As shown in the figure above, the corner radii have been increased to accommodate vehicular movements, and an extended raised table has been incorporated to reduce vehicle speeds. The eastern

access to Flemington Lane has been reduced to 4.0 m in width to limit vehicular use and reinforce its function as access streets for residents along its extension.

5.3 Cycle Facilities and Pedestrian Crossings

The proposed development has been designed to facilitate pedestrian and cyclist movement throughout the site.

The development includes a 4.0 m wide shared Active Travel Spine in accordance with the Flemington Local Area Plan (refer to **Figure 4** above). This facility begins at Flemington Lane, to the west of the Flemington Lane/New Link Street junction and extends across the site in a west-east direction. In line with the Flemington LAP, the Active Travel Spine will be extended towards the R132 with the future extension of the residential developments along the LAP, forming part of the principal pedestrian and cycle route through the LAP lands.

In addition, an Active Travel Hub is proposed which will enhance the public realm and serve as a focal point for both residents of the proposed development and the surrounding area.

The proposed development includes cycle parking facilities for both residents and visitors at multiple locations throughout the site.

Pedestrian footpaths are provided throughout the development on both sides of the Link Street, connecting all residential units to communal open spaces and the wider pedestrian network. These footpaths have been designed with a minimum width of 2.0 m in accordance with the principles set out in the Design Manual for Urban Roads and Streets (DMURS).

Several pedestrian crossing facilities are proposed along the Link Street at key desire-line locations to facilitate pedestrian movement throughout the site. These crossings are provided on raised tables, which will assist in maintaining low vehicle speeds and improving pedestrian safety.

Furthermore, in response to the LRD Opinion, which identified the need for improvements along Flemington Lane to enhance walking and cycling connectivity through the provision of controlled crossing facilities and appropriate traffic-calming measures, the proposed development includes raised tables at two locations along Flemington Lane: adjacent to the proposed crèche and close to the eastern access. These raised tables serve a dual function, acting as traffic-calming measures while also providing safe and convenient pedestrian crossing points.

Figure 23 below illustrates the Active Travel Spine, the Active Travel Hub, the pedestrian footpath network, and the proposed raised tables throughout the site.



Figure 23 | *Proposed Cycle Track and Raised Tables*

5.4 Access to Refuse Vehicle

The proposed site is accessible to refuse vehicles, and an AutoTrack analysis has been undertaken to confirm vehicle manoeuvrability. Details of the AutoTrack layouts are shown on the Waterman Moylan Drawing No *FLE-WMC-CA4-ZZ-DR-C-P0116 Swept Path Analysis Refuse Vehicle*, which are accompanying the documentation package.

5.5 DMURS Statement of Consistency

Waterman Moylan Consulting Engineers considers that the proposed development is consistent with the principles and guidance outlined in the Design Manual for Urban Roads and Streets (DMURS), details of the specific design features are set out in the Waterman Moylan Consulting Engineers Report No. *25-107r.008 DMURS Statement of Consistency,* which is included in the documentation package.

5.6 Mobility Management Plan

A Mobility Management Plan has been prepared by Waterman Moylan Consulting Engineers, which will be implemented and developed on an ongoing basis with the triple objectives of promoting sustainability, enhancing public transport, and reducing dependency on the use of the private car.

The Mobility Management Plan is designed to address the typical day-to-day operational requirements at the site. It will be implemented and managed by the Mobility Management Plan Coordinator, who will be responsible for overseeing the implementation and management of the Mobility Management Plan.

The Mobility Management Plan is detailed in the Waterman Moylan Consulting Engineers report No. *25-107r.007 Mobility Management Plan*, which is included in the documentation package.

6. Existing Travel Patterns – Census 2022

6.1 Statistical Small Area

Analysis of the expected modal split preferences for residents in the vicinity of the Subject Site was based on public data from 2022 census. The Central Statistical Office conducted this census on 3rd of April 2022, with data made available at a small-area level to facilitate localised analysis.

For the proposed development, a representative sample of these areas was chosen to derive an average value, which serves as a basis for predicting the potential travel behaviour of its future residents. This approach was adopted as the areas highlighted on **Figure 24**. below comprise residential developments with characteristics similar to the subject development therefore providing information on mode share that can be attributed to the proposed development.

The selected 2022 small areas are shown in the figure below.

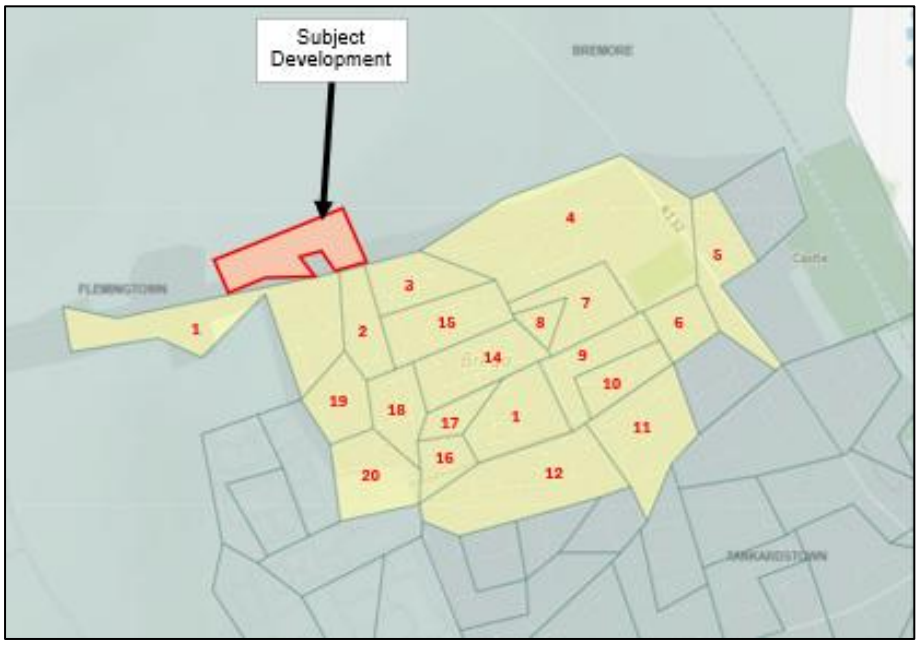


Figure 24 | *Consulted Small Area – Census 2022*

6.1 Mode Share, Modal Split and Car Ownership

The modal split in the selected Small Area was 57% by car, 17.4% by public transport (bus and train), 22.7% by walking, and 2.9% by cycling.

The survey found that the population of 7,177 people living in these areas had a car ownership of 2,576 vehicles, which equates to 1.13 cars per dwelling unit.

The results of the survey on car ownership in the small areas surveyed are presented in **Appendix B**.

7. Trip Generation and Distribution

7.1 TRICS Car Trip Rates

The potential traffic generation of the proposed development has been estimated using the TRICS software modelling database. TRICS is the national standard for trip generation and analysis in Ireland. The database system is based on surveyed traffic counts at various developments in both the UK and Ireland, which provides a reasonable indication of the potential traffic to/from the assessed developments.

Given that the TRICS software provides a substantial dataset of survey information across a wide range of development types, a selection of surveyed sites with similar characteristics was considered to ensure that the derived trip rates are representative of the Subject Development.

The key assumptions and principal results are summarised below for both the morning and evening peak hours. Full TRICS output results are provided in **Appendix C**. This report has been prepared using the TRICS database, Version 8.25.6.

The filter criteria applied to the Subject Site are summarised below:

- Residential sites with a total number of units ranging between 100 and 200.
- Sites where privately owned flats comprise no more than 20% of the total residential units.
- Dwellings located within Suburban Areas and at the Edge of Town.
- Nursery developments with a range of 200 to 300sqm were considered.

The morning and evening peak hour trip rates are displayed in the following table:

Land Use Category	AM Peak Hour		PM Peak Hour	
	Trip Rate IN	Trip Rate OUT	Trip Rate IN	Trip Rate OUT
Residential (Mixed Private Houses & Flats)	**0.149** per unit	**0.417** per unit	**0.387** per unit	**0.219** per unit
Education (Nursery)	**7.9** per 100 m^2	**7.4** per 100 m^2	**6.2** per 100 m^2	**9.1** per 100 m^2

Table 5 | *TRICS – Vehicle Trip Rates – Proposed Development*

In addition to the above, this TTA assesses the impact of surrounding potential future development. To this end, the Character Areas within the LAP (refer to **Section 2.3.2** above) are assessed. This comprises the total number of residential units together with the associated commercial and community floorspace. The filter criteria applied within the TRICS software are summarised below:

- **Residential (Mixed Houses and Privately Owned Flats):** Sites with a total number of units ranging between 100 and 200, with dwellings located within Suburban Areas and at the Edge of Town.
- **Community Centre:** Sites with a total gross floor area between 600 and 1,800 sqm, located within a Residential Zone and within Suburban Areas and at the Edge of Town.
- **Commercial Food Superstore:** Sites with a total GFA between 800 and 1,200 sqm, located within a Residential Zone and within Suburban Areas and at the Edge of Town.

The morning and evening peak hour trip rates are displayed in the following table:

Land Use Category	AM Peak Hour		PM Peak Hour	
	Trip Rate IN	Trip Rate OUT	Trip Rate IN	Trip Rate OUT
Mixed Houses and Privately Owned Flats	**0.161** per unit	**0.377** per unit	**0.374** per unit	**0.207** per unit
Commercial Food Superstore	**8.134** per 100 m^2	**8.234** per 100 m^2	**7.485** per 100 m^2	**7.186** per 100 m^2
Community Centre	**1.236** per 100 m^2	**0.846** per 100 m^2	**1.106** per 100 m^2	**1.106** per 100 m^2

Table 6 | *TRICS – Vehicle Trip Rates – Flemington LAP*

7.2 Trip Generation

7.2.1 Subject Development

Trip generation for the Subject Site has been assessed using the trip rates presented in **Table 5** above.

A review of existing childcare facilities within a 15-minute walking catchment indicates that facilities such as Snowdrops Crèche and Montessori, Cocoon Childcare, and The Children's Village adequately serve the established surrounding neighbourhoods. In addition, having regard to the location of the proposed crèche, it is anticipated that the majority of trips to and from the facility will be undertaken by residents of the Subject Development or from nearby areas. As such, these trips are not expected to have a material impact on the assessed junctions. Furthermore, drop-off trips are generally not primary trips, as they typically form part of existing trips across the road network. On this basis, and for the purposes of this assessment, it is assumed that only 20% of crèche-related trips generated by the Subject Development will impact the assessed junctions as new trips.

Potential inbound and outbound traffic flows during both peak hours are presented in **Table 7** below.

Land Use Category	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Residential units	22	61	57	32
Creche (20%)	7	6	5	7
Total	**29**	**67**	**62**	**39**

Table 7 | *Trip Generation – Subject Development*

It is estimated that the Subject Development will generate a total of 96 vehicle movements during the AM peak hour (29 arrivals and 67 departures) and 101 vehicle movements during the PM peak hour (62 arrivals and 39 departures).

7.2.2 Committed and Potential Future Developments

In order to conduct a comprehensive assessment of the junctions, the main committed and potential future developments in the surrounding area which likely will produce an impact at the assessed junction have been considered. To do that, the Planning Register Map Viewer and the documents submitted for each Planning Application were reviewed.

It is important to note that a new clubhouse is currently under construction to the east of Junction 3. However, trips to and from this approved development have not been included in this assessment, as the approved Engineering Services Report states that *"with the use of the new facilities being*

recreational, there will be no effect on the current peak hour traffic demand within the surrounding area." On this basis, the development currently under construction has not been included in the assessment.

The Committed and Potential Future Developments detected in the Planning Register Map Viewer are shown **Figure 25** below. A brief description of each of the of them is provided below:

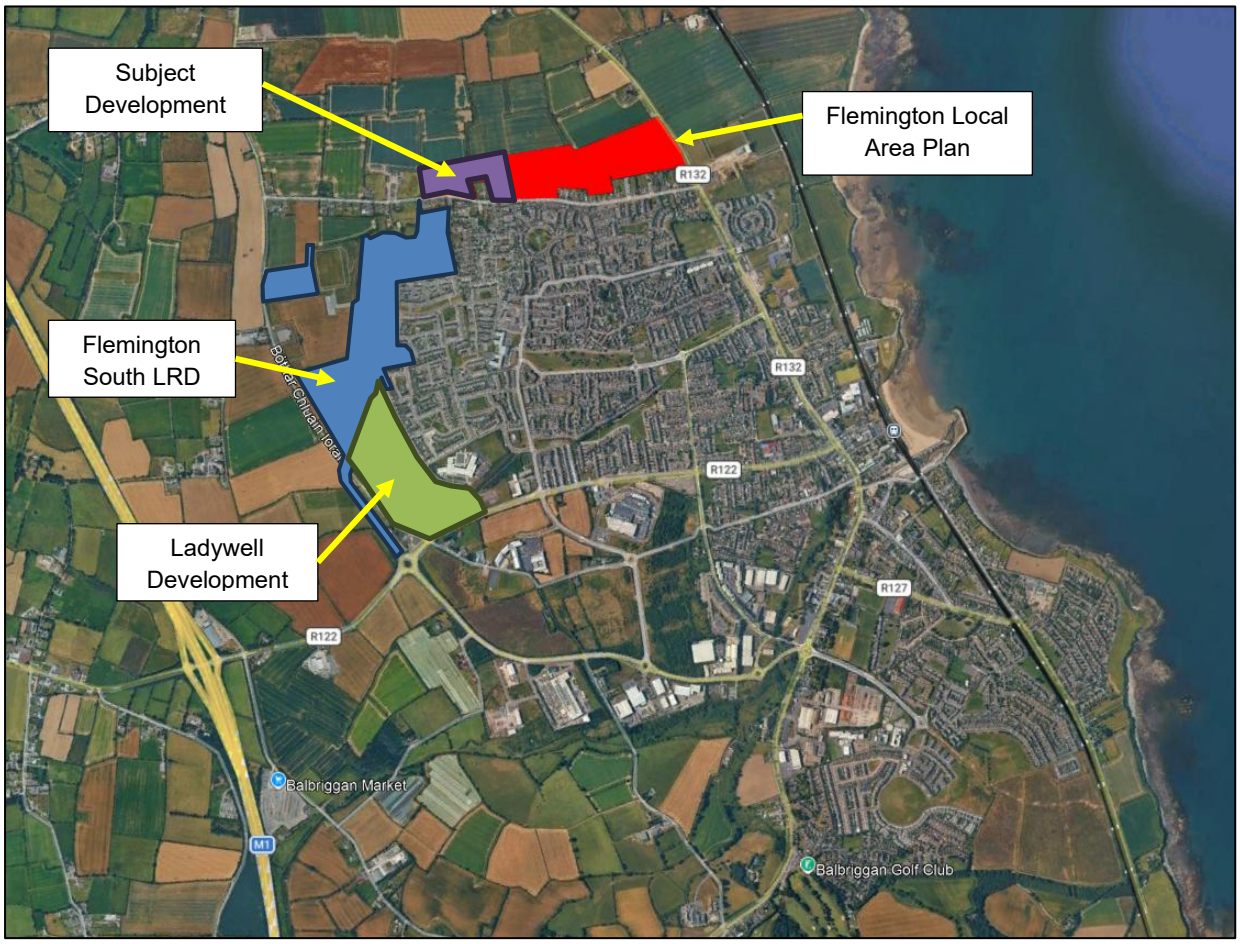


Figure 25 | *Location of Nearby Permitted and Potential Future Developments*

Flemington South LRD (Reg. Ref. LRD0069/S3E):

The planning application for the potential future development was submitted on 18th December 2025 and received grant permission on 30th July 2026 with a reduction in unit numbers. The overall proposed development comprises 815 no. residential units with ancillary creches and community use facilities.

Trip generation and distribution have been derived from the submitted Traffic and Transport Assessment Report prepared by Transport Insights. It has been estimated that the potential future development will generate 470 trips during the AM peak hour (110 arrivals and 360 departures) and 502 trips during the PM peak hour (314 arrivals and 188 departures).

According to the Traffic and Transport Assessment submitted as part of this planning application, it is estimated that this development will open in 2027.

Ladywell Development:

The overall Ladywell Development has been delivered in a number of phases. Phases 1 and 2 have been completed. Phase 3, which is currently under construction, has been submitted under separate

planning applications and comprises a total of 328 residential units. Phase 4 was granted permission on 27 March 2025 (Planning Application Reg. Ref. LRD0048/S3E; ABP-321437-24) and comprises 197 residential units.

It is worth noting that, in accordance with the approved Traffic and Transport Report prepared by Transport Insight, Phase 4 incorporates a number of residential units previously approved as part of Phase 3. As such, the combined total for Phases 3 and 4 is 434 units.

Traffic generated by the proposed Ladywell Development has been derived from the aforementioned Traffic and Transport Report. It is estimated that the potential future development will generate approximately 268 trips during the AM peak hour (63 arrivals and 205 departures) and 284 trips during the PM peak hour (177 arrivals and 107 departures).

According to the Traffic and Transport Assessment submitted as part of this planning application, is estimated that this development will open in 2028.

Flemington Local Area Plan:

The potential future developments located within the Flemington Local Area Plan have been described in **Section 2.3.2** above. Based on the information from the Flemington Local Area Plan, the following developments are expected:

Typology	Units	sqm	sqm
CA-1 Residential units	197		
CA-1 Commercial floorspace		1100	
CA-1 Community floorspace			800
CA-2 Residential units	90		
CA-3 Residential units	140		1600
Total	**427**	**1100**	**2400**

Table 8 | *Developments within the Flemington Local Area Plan – Maximum number of units and floorspaces per typology*

Trip generation for the overall Flemington Local Area Plan has been assessed using the trip rates presented in **Table 6** above.

With regard to the commercial and community floorspace, it has been assumed that the majority of trips to and from these land uses will be generated by residents living within the Flemington Local Area Plan (including the Subject Site) or from nearby areas. Therefore, these trips are not expected to have a material impact on the assessed junctions. On this basis, and for the purposes of this assessment, it is assumed that only 40% of trips to and from the commercial floorspace and 20% of trips to and from the community floorspace will have an impact at assessed junctions.

Potential inbound and outbound traffic flows during both peak hours are presented in **Table 7** below.

Land Use Category	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Residential units	69	161	160	88
Commercial floorspace	36	37	33	32
Community floorspace	6	5	6	6
Total	111	203	199	126

Table 9 | *Trip Generation – Flemington Local Area Plan*

It is estimated that the Flemington Local Area Plan will generate a total of 314 vehicle movements during the AM peak hour (111 arrivals and 203 departures) and 325 vehicle movements during the PM peak hour (199 arrivals and 126 departures).

It has been assumed that all development within the Flemington Local Area Plan will be fully constructed and fully operational by the 2035 assessment year.

7.3 Trip Distribution Scenarios

To assess the potential impact of the Subject Site on the existing and future road network, trip distributions have been undertaken under two scenarios: with and without the Balbriggan Ring Road. In addition, each scenario has been assessed both with and without the completion of the internal road network of the Flemington LAP.

Therefore, the scenarios are as follows:

Scenario A:

This scenario assesses the existing road network in which the Balbriggan Ring Road has not been completed.

In addition, the following sub-scenarios have been assumed:

- **Scenario A.1:** The Flemington LAP is not completed. This is considered for the baseline year and the 2030 assessed year (Opening Year).
- **Scenario A.2:** The developments within the Flemington LAP are completed, with the proposed New Street Link between Flemington Lane and the R132 open to traffic. Under this scenario, the section of Flemington Lane between the New Street Link and the R132 is downgraded to an access street intended for local use only. This scenario is considered for the 2035 assessment year (Opening Year + 5 years) and 2045 assessment scenario (Opening Year + 15 years).

Scenario B:

This scenario considers that the Balbriggan Ring Road is completed and open to traffic.

As well as for Scenario A, the following sub-scenarios have been assumed:

- **Scenario B.1:** The Flemington LAP is not completed. This is considered for the baseline year and the 2030 assessed year (Opening Year).
- **Scenario B.2:** The developments within the Flemington LAP are completed, with the proposed New Street Link between Flemington Lane and the R132 open to traffic. Under this

scenario, the section of Flemington Lane between the New Street Link and the R132 and the R132 is downgraded to an access street intended for local use only. This scenario is considered for the 2035 assessment year (Opening Year + 5 years) and 2045 assessment scenario (Opening Year + 15 years).

The table below summarises the trip distribution scenarios, together with the committed and potential developments considered in each case. The assessed year scenarios associated with each trip distribution scenario are presented at the bottom of the table. Further details about the assessed year scenarios are presented in **Section 8.4** below.

Assessment Scenarios	A		B	
	A.1	A.2	B.1	B.2
Existing Road Network	X		X	
Flemington Development Phase 1	X	X	X	X
Flemington Development Phase 2		X		X
Flemington Development Phase 3		X		X
Flemington New Link Street + Redistribution of Existing Traffic Flows		X		X
Balbriggan Ring Road + Redistribution of Existing Traffic Flows			X	X
Ladywell Development	X	X	X	X
Flemington South LRD			X	X
Assessed Years	**2030**	**2035 2045**	**2030**	**2035 2045**

Table 10 | *Assessed Road Network Scenarios*

7.4 Traffic Flows for Scenario A

This section presents the traffic flows considered for Assessment Scenario A, considering the assumptions set out in **Section 7.3** above.

7.4.1 Base Traffic Flows

Scenario A.1

Traffic Flows are presented in **Figure 9** above and in **Appendix D – Figure A.**

Scenario A.2

Trip distributions have been carried out on the basis that the Flemington LAP has been completed, including the delivery and opening to traffic of the internal link road between Flemington Lane and the R132, together with the downgrading of Flemington Lane to an access street intended for local access only.

Under this scenario, it is assumed that 60% of drivers who previously travelled along Flemington Lane will instead reroute via the internal link road of the Flemington LAP.

Traffic Flows are shown in **Appendix D – Figure B.**

7.4.2 Subject Site

Scenario A.1

Trip distribution has been proposed based on the location of the vehicular access points. The detailed trip distribution assumptions are outlined below:

- **Western Access Road (Junction A):** It is assumed that 80% of trips to and from the Proposed Site will utilise Junction A. At this junction, 50% of vehicles will travel west along Flemington Lane towards Junction 1, while 30% will travel east towards the R132. Vehicles travelling west will combine with the 10% traffic flow from the Eastern Access Road.
- **Junction 1 and 8**: it is assumed that 5% of vehicles will travel north towards Drogheda, with the remaining 55% travelling south along the L1130 towards Junction 8. At Junction 8, 45% of vehicles will travel west towards the M1, serving areas such as Swords and Dublin; 5% will travel south towards Millfield Shopping Centre; and the remaining 5% will travel east along the R122 before proceeding south along the R132 towards Balbriggan town centre.
- **Eastern Access Road:** It is assumed that 20% of overall trips to and from the Proposed Site will utilise the Eastern Access Road, with 50% of these trips travelling eastwards and 50% travelling westwards.
- **Junction 3:** At Junction 3, 20% of trips are assumed to travel north along the R132 towards Drogheda, while the remaining 20% will travel south towards Balbriggan town centre.
- Although some trips destined for Balbriggan town centre are likely to terminate along the R132, for the purposes of a robust assessment it has been assumed that all trips continue through each of the assessed junctions.

Traffic distribution is shown in **Figure 26** below and in **Appendix D – Figure C.** Traffic flows for the Scenario A.1 are shown in **Appendix D** – **Figure D**.

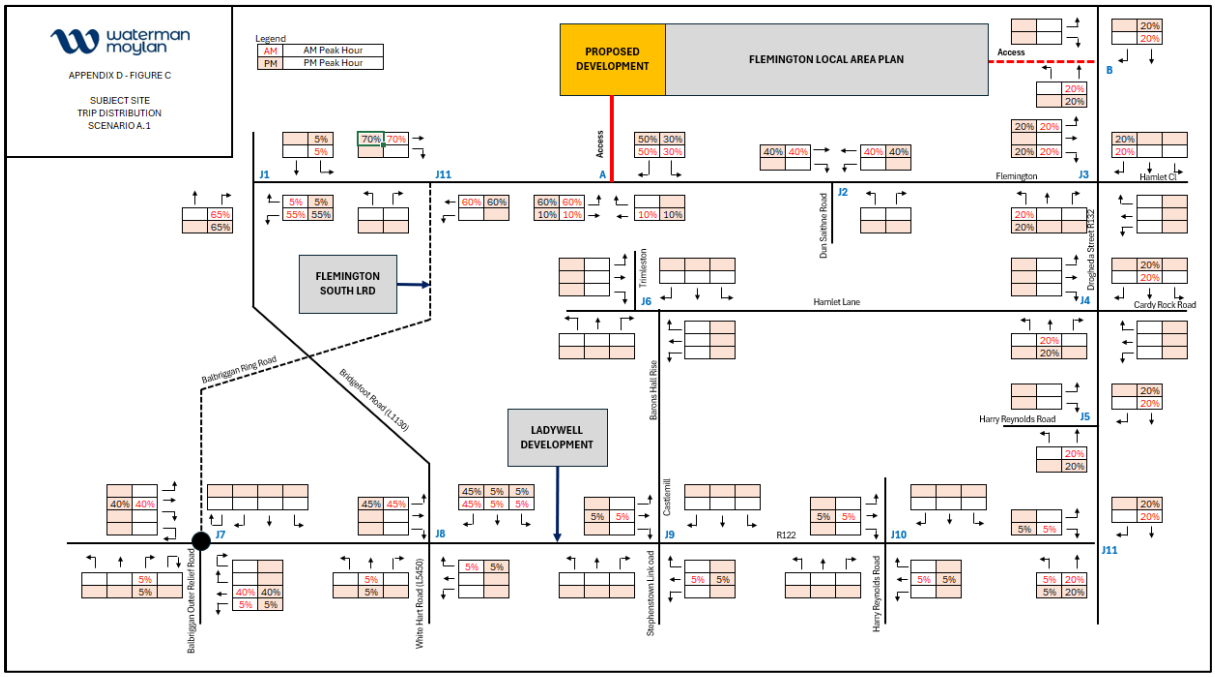


Figure 26 | *Trip Distribution – Subject Site – Scenario A.1*

Scenario A.2

Trip distribution has been developed on the assumption that the Flemington LAP has been completed, with the location of the vehicular access points defined accordingly. This includes the delivery and opening to traffic of the internal link road between Flemington Lane and the R132, together with the downgrading of Flemington Lane to an access street intended for local access only.

Under this scenario, it is assumed that drivers travelling to and from the Proposed Site via the Eastern Access Road will preferentially use the internal road network of the Flemington LAP, given that Flemington Lane has been downgraded to an access street.

Accordingly, it is assumed that 60% of trips to and from the Proposed Site will utilise the Western Access Road (Junction A) towards Junction 1, with the remaining 40% using the new link road towards the R132 via Junction B.

The remaining trip distribution assumptions remain consistent with those applied for Scenario A.1.

Traffic distribution is shown in **Figure 27** below and in **Appendix D – Figure E.** Traffic flows for the Scenario A.2 are shown in **Appendix D** – **Figure F**.

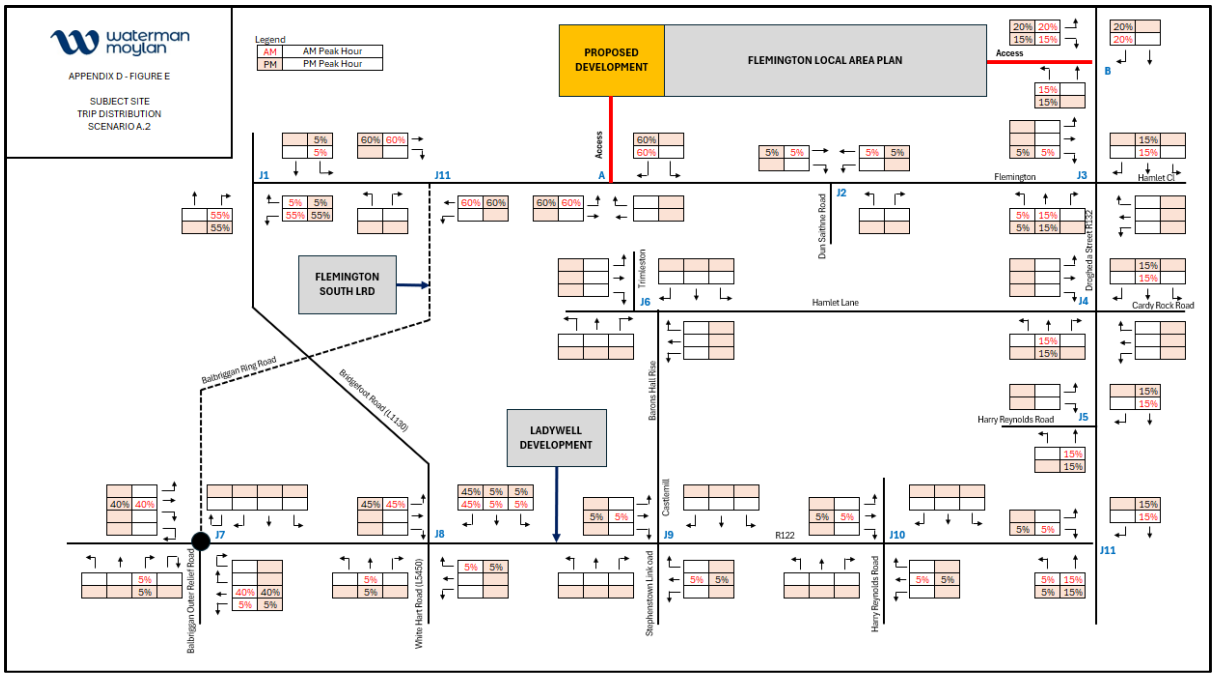


Figure 27 | *Trip Distribution – Subject Site – Scenario A.2*

7.4.3 Flemington South LRD

Under this scenario, the Flemington South LRD has not yet been constructed.

7.4.4 Ladywell Development

Trips to/from the committed development have been derived from the approved Traffic and Transport Report prepared by Transport Insight, submitted with the planning application. In addition, since the distribution derived from the approved planning application includes some of the junctions assessed in the current TTA, the remaining junctions have been distributed based on the patterns observed in the traffic survey results.

Traffic distribution is shown in **Appendix D – Figure G** and the Traffic flows are shown in **Appendix D – Figure H**.

7.4.5 Flemington Local Area Plan

As indicated in Section 7.3 above, Flemington LAP is assessed for the 2035 assessment year (Opening Year + 5 years) & 2045 assessment scenario (Opening Year + 15 years).

Trip distribution has been developed based on the potential locations of the vehicular access points. The detailed trip distribution assumptions are outlined below:

- **Western Access Road (Junction A):** It is assumed that 20% of trips to and from the Flemington LAP will utilise Junction A via the access road proposed as part of the Subject Site. In addition, a further 30% of trips associated with secondary access roads are assumed to pass through this junction via Flemington Lane towards Junction 1.

  Junction 1 & 8: It is assumed that 5% of vehicles will travel north towards Drogheda, with the remaining 45% travelling south along the L1130 towards Junction 8. At Junction 8, 25% of vehicles will travel west towards the M1, serving areas such as Swords and Dublin; 5% will travel south towards Millfield Shopping Centre; and the remaining 5% will travel east along the R122 before proceeding south along the R132 towards Balbriggan town centre.
- **Road Access off Flemington Lane:** The potential road layout for the Flemington LAP indicates that some residential units will have access solely via Flemington Lane. In addition, there are potential link roads linking the main road across Flemington LAP and Flemington Lane. Accordingly, it is assumed that approximately 30% of overall trips to and from the site will utilise Flemington Lane, travelling towards Junction 1 and Junction 3.
- **Road Access off the R132:** It is assumed that 50% of overall trips to and from the Flemington LAP will utilise the road access off the R132. Of these trips, 20% are assumed to turn left onto the R132 towards Drogheda, while the remaining 30% will turn right onto the R132 towards Junction 3.
- **Junction 3:** Junction 3 will accommodate trips arriving from both access routes, the access off Flemington Lane and the access off the R132. It is assumed that all such trips will continue southbound along the R132 towards Balbriggan town centre.
- Although some trips destined for Balbriggan town centre are likely to terminate along the R132, for the purposes of a robust assessment it has been assumed that all trips continue through each of the assessed junctions.

Traffic distribution is shown in **Figure 28** below and in **Appendix D – Figure I.** Traffic flows for the Scenario A.2 are shown in **Appendix D** – **Figure J**.

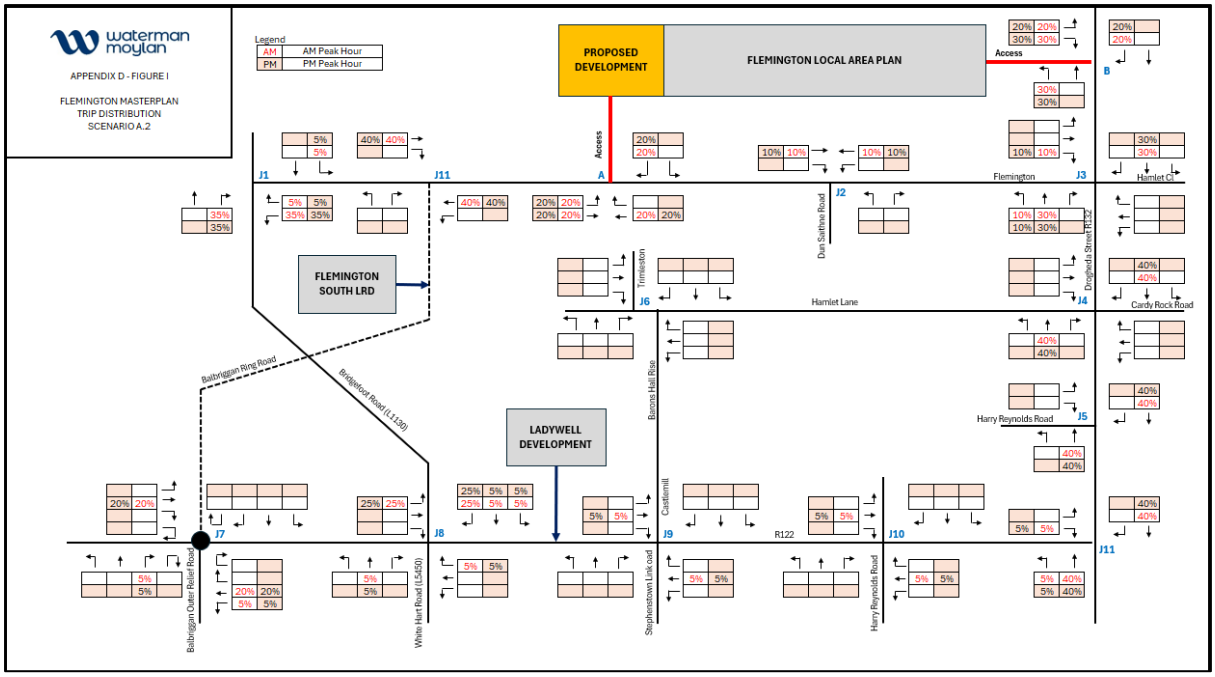


Figure 28 | *Trip Distribution – Flemington Local Area Plan – Scenario A.2*

7.5 Traffic Flows for Scenario B

This section presents the traffic flows considered for Assessment Scenario B, considering the assumptions set out in **Section 7.3** above.

7.5.1 Redistributed Base Traffic Flows

Scenario B.1

Scenario B assumes that the Balbriggan Ring Road has been completed and is open to traffic, providing a link between the R122 and Flemington Lane.

Accordingly, a redistribution of existing traffic flows has been undertaken. It is anticipated that drivers who previously used the L1130 will instead travel via the Balbriggan Ring Road to connect the R122 with Flemington Lane.

Traffic Flows are shown in **Appendix D – Figure K.**

Scenario B.2

Trip distribution has been developed on the assumption that the Flemington LAP has been completed, including the delivery and opening to traffic of the internal link road between Flemington Lane and the R132, together with the downgrading of Flemington Lane to an access street intended for local access only.

Under this scenario, it is assumed that 60% of drivers who previously travelled along Flemington Lane will instead reroute via the internal road network of the Flemington LAP.

Traffic Flows are shown in **Appendix D – Figure L.**

7.5.2 Subject Site

Scenario B.1

Trip distribution has been proposed based on the location of the vehicular access points. While the overall distribution follows that proposed for Scenario A, allowance has been made for traffic to route via the Balbriggan Ring Road. The detailed trip distribution assumptions are outlined below:

- **Western Access Road (Junction A):** It is assumed that 80% of trips to and from the Proposed Site will utilise Junction A. At this junction, 50% of vehicles will travel west along Flemington Lane towards Junction 12, while 30% will travel east towards the R132. Vehicles travelling west will combine with the 10% traffic flow from the Eastern Access Road.
- **Junction 1, 7 & 12**: At junction 12 it is assumed that 5% of vehicles will continuing straight ahead towards Junction 1 and then will travel north towards Drogheda. The remaining 55% travelling south along Balbriggan Ring Road towards Junction 7. At Junction 7, 40% of vehicles will travel west towards the M1, serving areas such as Swords and Dublin; 10% will travel south towards Millfield Shopping Centre; and the remaining 5% will travel east along the R122 before proceeding south along the R132 towards Balbriggan town centre.
- **Eastern Access Road:** It is assumed that 20% of overall trips to and from the Proposed Site will utilise the Eastern Access Road, with 50% of these trips travelling eastwards and 50% travelling westwards.
- **Junction 3:** At Junction 3, 20% of trips are assumed to travel north along the R132 towards Drogheda, while the remaining 20% will travel south towards Balbriggan town centre.
- Although some trips destined for Balbriggan town centre are likely to terminate along the R132, for the purposes of a robust assessment it has been assumed that all trips continue through each of the assessed junctions.

Traffic distribution is shown in **Figure 29** below and in **Appendix D – Figure M.** Traffic flows for the Scenario A.1 are shown in **Appendix D** – **Figure N**.

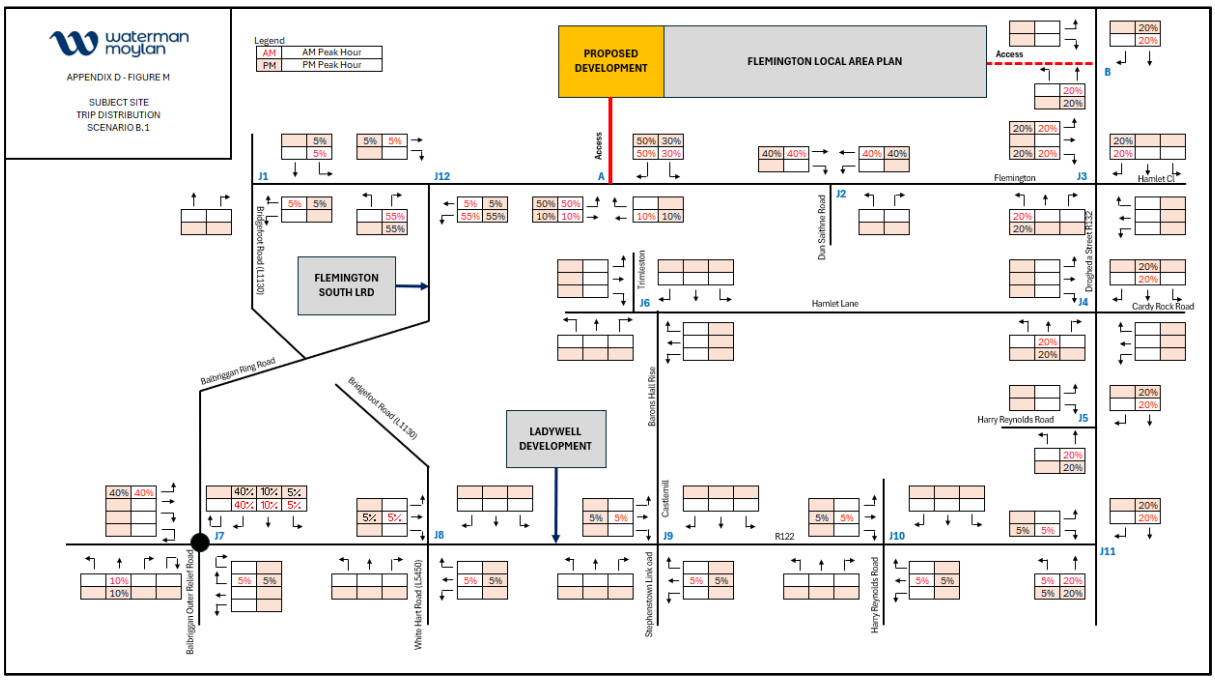


Figure 29 | *Trip Distribution – Subject Site – Scenario B.1*

Scenario B.2

Trip distribution has been developed on the assumption that the Flemington LAP has been completed, with the location of the vehicular access points defined accordingly. This includes the delivery and opening to traffic of the internal link road between Flemington Lane and the R132, together with the downgrading of Flemington Lane to an access street intended for local access only.

Under this scenario, it is assumed that drivers travelling to and from the Proposed Site via the Eastern Access Road will preferentially use the internal road network of the Flemington LAP, given that Flemington Lane has been downgraded to an access street.

Accordingly, it is assumed that 60% of trips to and from the Proposed Site will utilise the Western Access Road (Junction A) towards Junction 1, with the remaining 40% using the new link road towards the R132 via Junction B.

The remaining trip distribution assumptions remain consistent with those applied for Scenario B.1.

Traffic distribution is shown in **Figure 30** below and in **Appendix D – Figure O.** Traffic flows for the Scenario A.2 are shown in **Appendix D** – **Figure P**.

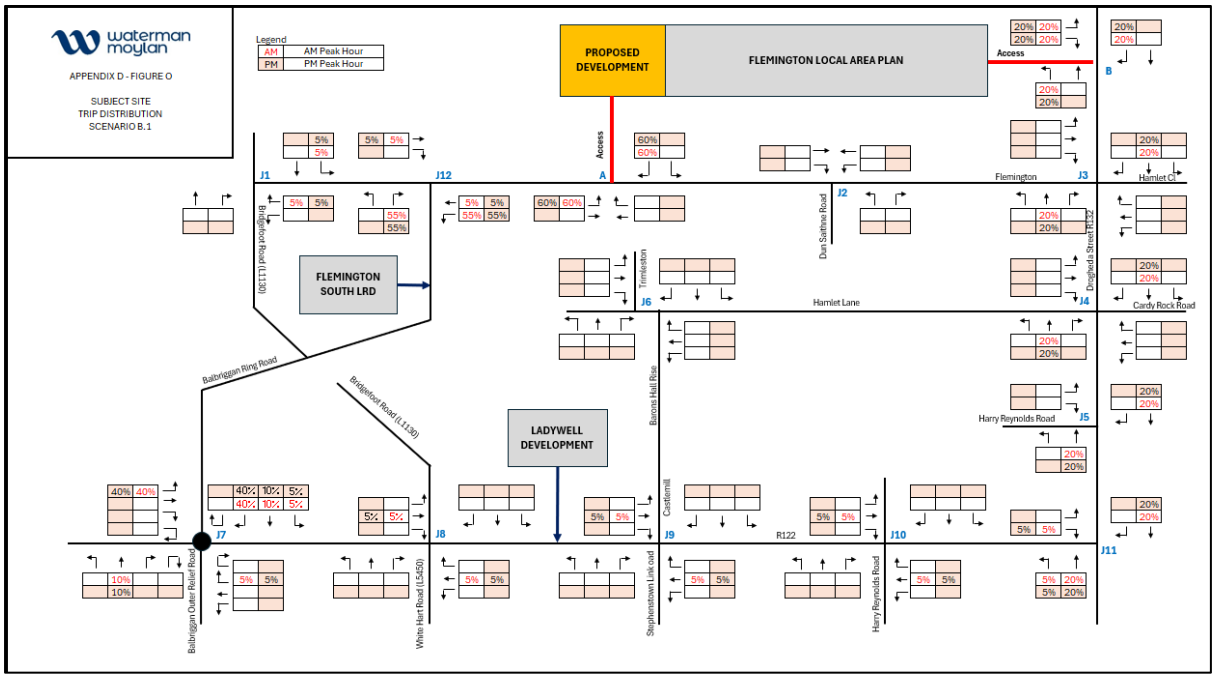


Figure 30 | *Trip Distribution – Subject Site – Scenario B.2*

7.5.3 Flemington South LRD

Scenario B.1

Trips to/from the potential future development have been derived from the submitted Traffic and Transport Assessment Report prepared by Transport Insights.

Traffic distribution is shown in **Appendix D – Figure Q** and the Traffic flows are shown in **Appendix D** – **Figure R**.

Scenario B.2

Trip distribution has been developed on the assumption that the Flemington LAP has been completed, including the delivery and opening to traffic of the internal link road between Flemington Lane and the R132, together with the downgrading of Flemington Lane to an access street intended for local access only.

Under this scenario, it is assumed that drivers who previously travelled along Flemington Lane will instead reroute via the internal road network of the Flemington LAP.

Traffic distribution is shown in **Appendix D – Figure S** and the Traffic flows are shown in **Appendix D – Figure T**.

7.5.4 Ladywell Development

Trips to/from the committed development have been derived from the approved Traffic and Transport Report prepared by Transport Insight, submitted with the planning application. In addition, since the distribution derived from the approved planning application includes some of the junctions assessed in the current TTA, the remaining junctions have been distributed based on the patterns observed in the traffic survey results.

Traffic distribution is shown in **Appendix D – Figure G** and the Traffic flows are shown in **Appendix D – Figure H**.

7.5.5 Flemington Local Area Plan

As indicated in Section 7.3 above, Flemington LAP is assessed for the 2035 assessment year (Opening Year + 5 years) & 2045 assessment scenario (Opening Year + 15 years).

Trip distribution has been developed based on the potential locations of the vehicular access points. While the overall distribution follows that proposed for Scenario A, allowance has been made for traffic to route via the Balbriggan Ring Road. The detailed trip distribution assumptions are set out below:

- **Western Access Road (Junction A):** It is assumed that 20% of trips to and from the Flemington LAP will utilise Junction A via the access road proposed as part of the Subject Site. In addition, a further 20% of trips associated with secondary access roads are assumed to pass through this junction via Flemington Lane towards Junction 1.
- **Junction 1, 7 & 11:** It is assumed that 5% of vehicles will travel north towards Drogheda at Junction 1, with the remaining 35% travelling south along the Balbriggan Ring Road at Junction 11. At Junction 7, 20% of vehicles will travel west towards the M1, serving areas such as Swords and Dublin; 10% will travel south towards Millfield Shopping Centre and southern facilities; and the remaining 5% will travel east along the R122 before proceeding south along the R132 towards Balbriggan town centre.
- **Road Access off Flemington Lane:** The potential road layout for the Flemington LAP indicates that some residential units will have access solely via Flemington Lane. In addition, there are potential link roads linking the main road across Flemington LAP and Flemington Lane. Accordingly, it is assumed that approximately 30% of overall trips to and from the site will utilise Flemington Lane, travelling towards Junction 1 and Junction 3.
- **Road Access off the R132:** It is assumed that 50% of overall trips to and from the Flemington LAP will utilise the road access off the R132. Of these trips, 20% are assumed to turn left onto the R132 towards Drogheda, while the remaining 30% will turn right onto the R132 towards Junction 3.

- **Junction 3:** Junction 3 will accommodate trips arriving from both access routes, the access off Flemington Lane and the access off the R132. It is assumed that all such trips will continue southbound along the R132 towards Balbriggan town centre.
- Although some trips destined for Balbriggan town centre are likely to terminate along the R132, for the purposes of a robust assessment it has been assumed that all trips continue through each of the assessed junctions.

Traffic distribution is shown in **Figure 31** below and in **Appendix D – Figure I.** Traffic flows for the Scenario A.2 are shown in **Appendix D** – **Figure J**.

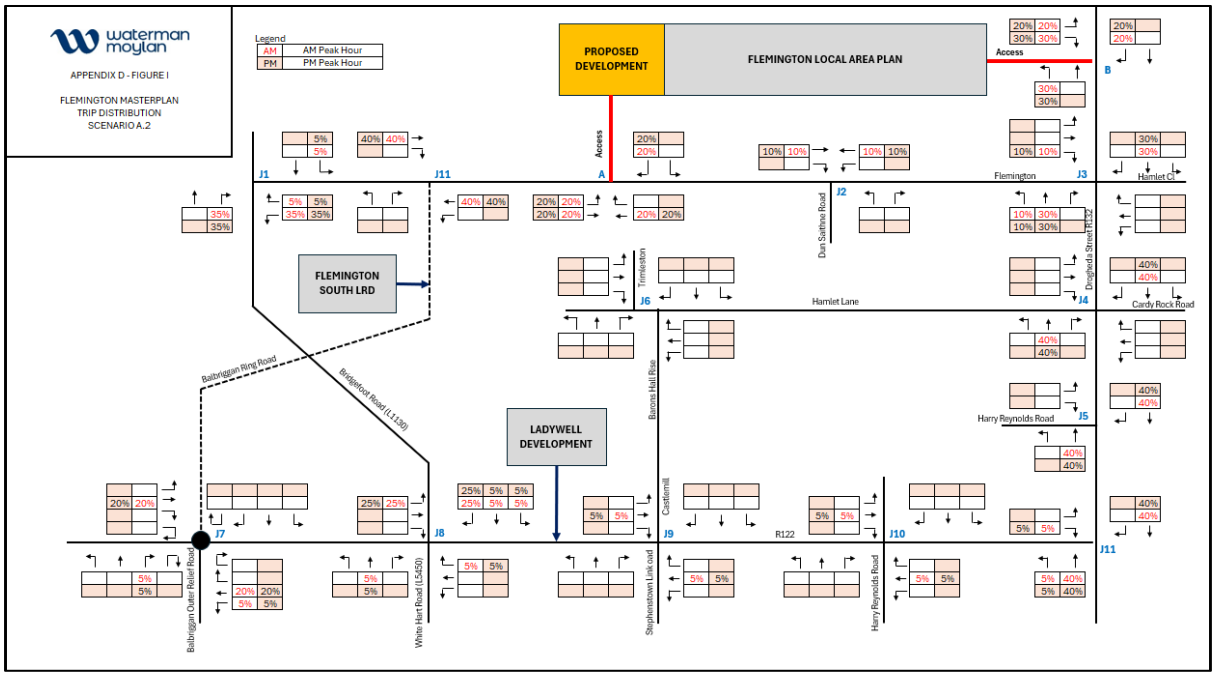


Figure 31 | *Trip Distribution – Flemington Local Area Plan – Scenario A.2*

7.6 Traffic Growth rates

It has been assumed within this TTA that the proposed development will be constructed with assumed year of opening is 2030.

As per methodology adopted in the 'Transport Assessment Guidelines (May 2014)', which the subject TTA is based on, the surveyed junctions were also assessed for the future design years of 2035 (Opening year + 5 years) and 2045 (opening year +15 years).

The traffic growth rate used to factor up the 2024 base year traffic movements (refer to ***Section 3.4*** above) is in accordance with *Table 6.2: Link-Based Growth Rates: County Annual Growth Rates (excluding Metropolitan Area)* within the *TII Publications – Project Appraisal Guidelines for National Roads, Unit 5.3 – Travel Demand Projections (October 2021)* and with the *Appendix 4* of the *Implementation Roadmap for the National Planning Framework (July 2018)* which defines the Dublin Metropolitan Area.

Based on the Traffic Survey, the urban growth area has been identified as the central area, where Light Vehicles are the predominant vehicle type.

The factors considered in the current assessment are shown below:

- Base line: 2026
- Opening year: 2030 = 1.074 (growth factor from 2026 to 2030)
- Opening year + 5: 2035 = 1.108 (growth factor from 2026 to 2035)
- Opening year + 15: 2045 = 1.171 (growth factor from 2026 to 2045)

8. Junction Assessment

8.1 Assessed Junctions

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

- **Junction 1** (existing priority-controlled T-Junction): L1130 (Bridgefoot Road) (N) / Flemington Lane (E) / L1130 (Bridgefoot Road) (S).
- **Junction 2** (existing priority-controlled T-Junction): Flemington Lane (E), Dun Saithne Road (S) / Flemington Lane (W).
- **Junction 3** (existing signal-controlled crossroad): R132 (N) / Access to future clubhouse (E) / R132 (S) / Flemington Lane (W).
- **Junction 4** (existing priority-controlled crossroad): R132 (N) / Cardy Rock Road (E) / R132 (S) / Hamlet Lane (S).
- **Junction 5** (existing signal-controlled T-Junction): R132 (N) / R132 (S) / Harry Reynolds Road (W).
- **Junction 6** (existing priority-controlled staggered cross-junction): Trimleston (N) / Hamlet Lane (E) / Barons Hall Rise (S) / Hamlet Lane (W).
- **Junction 7** (existing priority-controlled three-arm roundabout): R122 (E) / Balbriggan Outer Relief Road (S) / R122 (W).
  - **Junction 7** (Future priority-controlled four-arm roundabout) Balbriggan Ring Road (N) / R122 (E) / Balbriggan Outer Relief Road (S) / R122 (W).
- **Junction 8** (existing priority-controlled crossroad): Bridgefoot Road (N) / R122 (E) / White Hart Road (S) / R122 (W).
- **Junction 9** (existing signal-controlled crossroad): Castlemill Road (N) / R122 (E) / Stephenstown Link Road (S) / R122 (W).
- **Junction 10** (existing signal-controlled crossroad): Harry Reynolds Road (N) / R122 (E) / Harry Reynolds Road (S) / R122 (W).
- **Junction 11** (existing signal-controlled T-junction): R132 (N) / R132 (S) / R122 (W).
- **Junction 12** (future priority-controlled T-junction): Flemington Lane (E) / Balbriggan Ring Road (S) / Flemington Lane (W).
- **Junction A** (future priority-controlled T-junction): Access Road to Subject Site (N) / Flemington Lane (E) / Flemington Lane (W).
- **Junction B** (future signal-controlled T-junction): R132 (N) / R132 (S) / Access Road to future Flemington LAP (W).

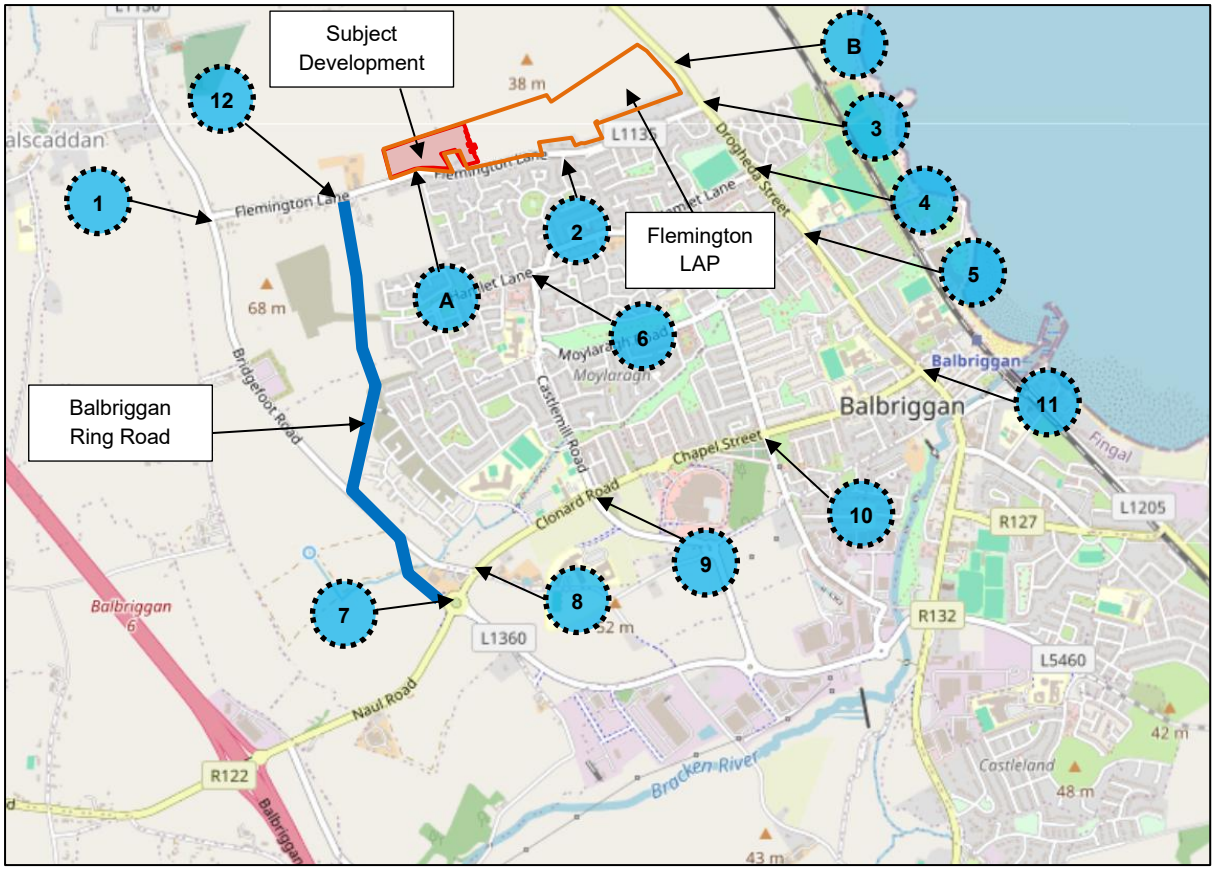


Figure 32 | *Location of Surveyed Junctions*

8.2 Cumulative Impact

The TII document *Traffic and Transport Assessment Guidelines (2014)* provides thresholds in relation to the impact of a proposed development on the local road network. These thresholds are introduced in **Section 1.5** of this TTA.

According to *Traffic and Transport Assessment Guidelines (2014)*, the impact of new developments is considered to be significant if the level of traffic generated by them exceeds the thresholds of 10% for normal operating networks and 5% for congested networks. When such levels of impact are generated, a more detailed assessment should be carried out to determine the specific impact on the operational performance of the network.

Therefore, an assessment was conducted to determine the potential level of impact on the junction in the local road network. This assessment was carried considering the traffic flows surveyed in 2026 (see **Figure 9** above) and the traffic flows generated by the subject development for each scenario under assessment.

The summary of the potential level of impact on the key junctions near the subject development is shown in the following tables with the following detail:

- **Table 11** summarises the junction assessment for Scenario A.
- **Table 12** shows the results of the junction assessment under Scenario B.

Junction	Junction Existing Flow - AM Peak Hour	Junction Existing Flow - PM Peak Hour	Additional Traffic Two-way Flow (AM)	Additional Traffic Two-way Flow (PM)	% Expected Increase (AM)	% Expected Increase (PM)
1	193	161	75	75	38.9%	46.6%
2	231	203	39	41	16.9%	20.2%
3	697	619	38	24	5.5%	3.9%
4	1021	1098	19	20	1.9%	1.8%
5	1695	1314	31	20	1.8%	1.5%
6	594	627	0	0	0.0%	0.0%
7	1955	1860	53	56	2.7%	3.0%
8	1538	1546	4	5	0.3%	0.3%
9	1791	1268	4	4	0.2%	0.3%
10	1268	1251	4	5	0.3%	0.4%
11	1082	1044	23	25	2.1%	2.4%
12						
A	193	161	75	75	38.9%	46.6%
B	590	456	19	20	3.2%	4.4%

Table 11 | *Surveyed Two-way Traffic and Expected Traffic Increase – Scenario A*

As shown in the table above, it is anticipated that under Scenario A.1, Junctions 1, 2, 3, & A will experience a two-way traffic increase of greater than 5% during both peak hours; therefore, further assessment is required. The remaining junctions are forecast to experience increases of less than 5%, and therefore, no further assessment is required.

Please note that under scenario A, Junction 12 is not applicable as the Balbriggan Ring Road does not exist in this scenario and therefore does not form a part of this analysis.

Junction	Junction Existing Flow - AM Peak Hour	Junction Existing Flow - PM Peak Hour	Additional Traffic Two-way Flow (AM)	Additional Traffic Two-way Flow (PM)	% Expected Increase (AM)	% Expected Increase (PM)
1	193	161	75	75	38.9%	46.6%
2	231	203	39	41	16.9%	20.2%
3	697	619	38	24	5.5%	3.9%
4	1021	1098	19	20	1.9%	1.8%
5	1695	1314	31	20	1.8%	1.5%
6	594	627	0	0	0.0%	0.0%
7	1955	1860	53	56	2.7%	3.0%
8	1538	1546	4	5	0.3%	0.3%
9	1791	1268	4	4	0.2%	0.3%
10	1268	1251	4	5	0.3%	0.4%
11	1082	1044	23	25	2.1%	2.4%

12	193	161	57	60	29.5%	37.3%
A	193	161	75	75	38.9%	46.6%
B	590	456	19	20	3.2%	4.4%

Table 12 | *Surveyed Two-way Traffic and Expected Traffic Increase – Scenario B*

As shown in the table above, it is anticipated that for Scenario B Junctions 1, 2, 3, 12 & A will experience a two-way traffic increase of greater than 5% during both peak hours; therefore, further assessment is required. The remaining junctions are forecast to experience increases of less than 5%, and therefore, no further assessment is required.

8.3 Modelling Background

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

ARCADY is a software for modelling roundabouts. This programme utilises roundabouts geometry and traffic flows input by the user to determine Ratio of Flow to Capacity (RFC) and queue length for each link on the roundabout.

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

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

The results of the model include the following:

- RFC/DOS: This is the ratio of demand flow to capacity. The practical capacity threshold is usually 0.85. An RFC below 0.85 represents a junction operating in an efficient and stable state. An RFC/DOS between 0.85 and 1 represents variable operation and can be said to be operating adequately if queuing and delay are considered acceptable. RFC/DOS values greater than 1 represent a congested condition. Typically, a junction is said to be working satisfactorily when the RFC of each link does not exceed 0.9. Acceptable RFC/DOS values are in the range of 0.8 to 1.0 with higher values indicating restrained movements.
- Max Queue Length: This represents the maximum queue length of vehicles waiting to enter the junction on each arm.
- Average Delay: This shows the average amount of traffic delay at the junction per vehicle over the peak hour period.
- PCU: Passenger Car Unit. 1 car / LGV equals 1 PCU, 1 Medium HGV equals 1.5 PCU, 1 Bus equals 2.0 PCU, 1 Large HGV equals 2.3 PCU. 1 PCU equals 5.75m.

8.4 Assessed Scenarios

The performance of the junctions has been analysed for the critical AM and PM peak hours (08h00 to 09h00 and 17h00 to 18h00), in line with the distributed scenarios descripted above, the assessed scenarios descripted below considers the following:

Scenario A:

This scenario assesses the existing road network under conditions where neither the Balbriggan Ring Road nor the Flemington LAP has been completed.

- **Scenario A.1:** The developments within the Flemington LAP are not completed. This is considered for the baseline year and the 2030 assessed year (Opening Year).
- **Scenario A.2:** The developments within the Flemington LAP are completed, with the proposed New Street Link between Flemington Lane and the R132 open to traffic. Under this scenario, the section of Flemington Lane between the New Street Link and the R132 is downgraded to an access street intended for local use only. This scenario is considered for the 2035 assessment year (Opening Year + 5 years) and 2045 assessment scenario (Opening Year + 15 years).

Scenario B:

This scenario considers that the Balbriggan Ring Road is completed and open to traffic.

As well as for Scenario A, the following sub-scenarios have been assumed:

- **Scenario B.1:** The Flemington LAP is not completed. This is considered for the baseline year and the 2030 assessed year (Opening Year).
- **Scenario B.2:** The developments within the Flemington LAP are completed, with the proposed New Street Link between Flemington Lane and the R132 open to traffic. Under this scenario, the section of Flemington Lane between the New Street Link and the R132 and the R132 is downgraded to an access street intended for local use only. This scenario is considered for the 2035 assessment year (Opening Year + 5 years) and 2045 assessment scenario (Opening Year + 15 years).

The performance of the junctions has been analysed for the critical AM and PM peak hours (08h00 to 09h00 and 17h00 to 18h00) for the following scenarios:

Scenario A:

- **BASE YEAR 2026**:

  This scenario assesses the existing road network under conditions where neither the Balbriggan Ring Road nor the Flemington LAP has been completed.

  Traffic flow results are derived from the 2026 surveyed flows (see **Figure 9**, **Appendix D – Figure A**).

- **DO NOTHING 2030 / A** (DN-2030 A): Opening year, without Subject Site

  This scenario assesses the existing road network under conditions where neither the Balbriggan Ring Road nor the New Street Link within the Flemington LAP has been completed.

  Traffic flow results are derived from 2026 Surveyed traffic flows (See **Appendix D – Figure A**) factored up (refer to **Section 7.6** above) + trips to/from the Ladywell committed developments (see **Appendix D – Figure H**). Traffic flows are shown in **Appendix D – Figure W**.

- **DO NOTHING 2035 / A** (DN-2035 A): Opening Year + 5 years, without Subject Site

This scenario assesses the existing road network considering that the remaining developments within the Flemington LAP are completed, and the New Street Link is open to traffic. In addition, the section of Flemington Lane between the proposed New Street Link and the R132 is downgraded to an access street intended for local use only.

Traffic flow results are derived from Redistributed 2026 traffic flows (See **Appendix D – Figure B**) factored up (refer to **Section 7.6** above) + trips to/from the Ladywell committed developments (see **Appendix D – Figure H**) + Trips to/from Remaining Developments within the Flemington LAP (see **Appendix D – Figure J**). Traffic flows are shown in **Appendix D – Figure X**.

- **DO NOTHING 2045 / A** (DN-2045 A): Opening year + 5 years, without Subject Site

  This scenario assesses the existing road network considering that the remaining developments within the Flemington LAP are completed, and the New Street Link is open to traffic. In addition, the section of Flemington Lane between the proposed New Street Link and the R132 is downgraded to an access street intended for local use only.

  Traffic flow results are derived from Redistributed 2026 traffic flows (See **Appendix D – Figure B**) factored up (refer to **Section 7.6** above) + trips to/from the Ladywell committed developments (see **Appendix D – Figure H**) + Trips to/from Remaining Developments within the Flemington LAP (see **Appendix D – Figure J**). Traffic flows are shown in **Appendix D – Figure Y**.

- **DO SOMETHING 2030 / A** (DS-2030 A): Opening year, with Subject Site

  This Scenario assesses the 2030 DO NOTHING / A scenario with the inclusion of the Subject Site.

  Traffic flow results are derived from DN-2030 A + trips to/from the subject development (see **Appendix D – Figure D**). Traffic flows are shown in **Appendix D – Figure Z**.

- **DO SOMETHING 2035 / Scenario A** (DS-2035 A): Opening year + 5 years, with Subject Site.

  This Scenario assesses the 2035 DO NOTHING / A scenario with the inclusion of the Subject Site.

  Traffic flow results are derived from DN-2035 A + trips to/from the subject development (see **Appendix D – Figure F**). Traffic flows are shown in **Appendix D – Figure AA**.

- **DO SOMETHING 2045 / Scenario A** (DS-2045 A)**:** Opening year + 15 years, with Subject Site.

  This Scenario assesses the 2045 DO NOTHING / A scenario with the inclusion of the Subject Site.

  Traffic flow results are derived from DN-2045 A Trips to and from the Subject Development (see **Appendix D – Figure F**). Traffic flows are shown in **Appendix D – Figure AB**.

Scenario B:

- **DO NOTHING 2030 / Scenario B** (DN-2030 B): Opening year, without Subject Site.

  This scenario considers that the Balbriggan Ring Road is completed and open to traffic, but the New Street Link within the Flemington LAP is not completed.

  Traffic flow results are derived from the redistributed 2026 traffic flows (see **Appendix D – Figure N**) factored up (refer to **Section 7.6** above) + traffic to/from the Ladywell committed developments (see **Appendix D – Figure H**) + Trips to/from Flemington South LRD (see **Appendix D – Figure R**). Traffic flows are shown in **Appendix D – Figure AC**.

- **DO NOTHING 2035 / Scenario B** (DN-2035 B): Opening year + 5 years, without Subject Site.

  This scenario considers that both the Balbriggan Ring Road and the New Street Link within the Flemington LAP are completed. The section of Flemington Lane between the proposed New Street Link and the R132 is downgraded to an access street intended for local use only.

Traffic flow results are derived from the redistributed 2026 traffic flows (see **Appendix D – Figure P**) factored up (refer to **Section 7.6** above) + traffic to/from the Ladywell committed developments (see **Appendix D – Figure H**) + Trips to/from Flemington South LRD (see **Appendix D – Figure T**). + Trips to/from Remaining Developments within the Flemington LAP (see **Appendix D – Figure V**). Traffic flows are shown in **Appendix D – Figure AD**.

- **DO NOTHING 2045 / Scenario B** (DN-2045 B): Opening year + 15 years, without Subject Site.

  This scenario considers that both the Balbriggan Ring Road and the Flemington LAP are completed. In addition, the internal road link between Flemington Lane and the R132 is open to traffic. The section of Flemington Lane between the western access to the Subject Site and the R132 is downgraded to an access street intended for local use only.

  Traffic flow results are derived from the redistributed 2026 traffic flows (see **Appendix D – Figure P**) factored up (refer to **Section 7.6** above) + traffic to/from the Ladywell committed developments (see **Appendix D – Figure H**) + Trips to/from Flemington South LRD (see **Appendix D – Figure T**). + Trips to/from Remaining Developments within the Flemington LAP (see **Appendix D – Figure V**). Traffic flows are shown in **Appendix D – Figure AE**.

- **DO SOMETHING 2030 / Scenario B** (DS-2030 B): Opening year, with Subject Site.

  This Scenario assesses the 2030 DO NOTHING / A scenario with the inclusion of the Subject Site.

  Traffic flow results are derived from DN-2030 B + traffic to/from the subject development (see **Appendix D – Figure N**). Traffic flows are shown in **Appendix D – Figure AF**.

- **DO SOMETHING 2035 / Scenario B** (DS-2035 B): Opening year + 5 years, with Subject Site.

  This Scenario assesses the 2035 DO NOTHING / A scenario with the inclusion of the Subject Site.

  Traffic flow results are derived from DN-2035 B + traffic to/from the subject development (see **Appendix D – Figure P**). Traffic flows are shown in **Appendix D – Figure AG**.

- **DO SOMETHING 2045 / Scenario B** (DS-2045 B): Opening year + 15 years, with Subject Site.

  This Scenario assesses the 2045 DO NOTHING / A scenario with the inclusion of the Subject Site.

  Traffic flow results are derived from DN-2045 B + traffic to/from the subject development (see **Appendix D – Figure P**). Traffic flows are shown in **Appendix D – Figure AH**.

8.5 Assessment Results – Scenario A

This section introduces the main results obtained from the junction modelling for the assessed Scenario A. A summary of the main outcomes from the junction modelling is presented below. Full junction modelling reports are provided in **Appendix D**.

8.5.1 Junction 1 (L1130 (Bridgefoot Road) (N) / Flemington Lane (E) / L1130 (Bridgefoot Road) (S))

Junction 1 is an existing priority-controlled T-junction located at the intersection of Flemington Lane and Bridgefoot Road.

This junction was modelled based on its current configuration and the PICADY analysis results are summarised below.

The arms of the junction were labelled as follows within the PICADY model:

- Arm A: Bridgefoot Road (N).
- Arm B: Flemington Lane (E).

- Arm C: Bridgefoot Road (S).

Arm	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Scenario A - 2026 BASE YEAR						
Stream B-C	0.1	6.8	0.08	0	5.92	0.04
Stream B-A	0.2	8.87	0.14	0	8.56	0.05
Stream C-AB	0	6.51	0.03	0.1	6.62	0.08
Scenario A - 2030 DO NOTHING (DN-2030 A)						
Stream B-C	0.1	6.8	0.08	0	5.92	0.04
Stream B-A	0.2	8.87	0.14	0	8.56	0.05
Stream C-AB	0	6.51	0.03	0.1	6.62	0.08
Scenario A - 2035 DO NOTHING (DN-2035 A)						
Stream B-C	0.1	6.98	0.09	0	6.03	0.05
Stream B-A	0.2	9.24	0.16	0.1	8.79	0.06
Stream C-AB	0	6.6	0.04	0.1	6.73	0.09
Scenario A - 2045 DO NOTHING (DN-2045 A)						
Stream B-C	0.1	7.09	0.1	0	6.07	0.05
Stream B-A	0.2	9.47	0.17	0.1	8.92	0.06
Stream C-AB	0	6.66	0.04	0.1	6.78	0.1
Scenario A - 2030 DO SOMETHING (DS-2030 A)						
Stream B-C	0.2	7.09	0.15	0.1	5.94	0.08
Stream B-A	0.2	10.01	0.17	0.1	9.64	0.06
Stream C-AB	0.1	6.78	0.07	0.2	7.17	0.16
Scenario A - 2035 DO SOMETHING (DS-2035 A)						
Stream B-C	0.2	7.15	0.15	0.1	5.98	0.08
Stream B-A	0.2	10.09	0.18	0.1	9.65	0.07
Stream C-AB	0.1	6.76	0.07	0.2	7.12	0.16
Scenario A - 2045 DO SOMETHING (DS-2045 A)						
Stream B-C	0.2	7.29	0.16	0.1	6.03	0.08
Stream B-A	0.2	10.33	0.19	0.1	9.78	0.07
Stream C-AB	0.1	6.83	0.07	0.2	7.17	0.16

Table 13 | *Junction Modelling Results – Scenario A – Junction 1*

The results indicate that the junction would operate within its capacity for the 2045 DO SOMETHING (DS-2045 A) scenario during both peak periods.

8.5.2 Junction 2 (Flemington Lane (E), Dun Saithne Road (S) / Flemington Lane (W))

Junction 2 is an existing priority-controlled T-junction located at the intersection of Flemington Lane and Dun Saithne Road.

This junction was modelled based on its current configuration and the PICADY analysis results are summarised below.

The arms of the junction were labelled as follows within the PICADY model:

- Arm A: Flemington Lane (E)
- Arm B: Dun Saithne Road (S).

- Arm C: Flemington Lane (W).

Arm	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Scenario A - 2026 BASE YEAR						
Stream B-C	0.1	5.68	0.06	0	5.92	0.04
Stream B-A	0.1	7.66	0.07	0	7.48	0.04
Stream C-AB	0.1	6.27	0.05	0.1	6.3	0.05
Scenario A - 2030 DO NOTHING (DN-2030 A)						
Stream B-C	0.1	5.74	0.07	0	5.97	0.04
Stream B-A	0.1	7.76	0.08	0	7.55	0.05
Stream C-AB	0.1	6.32	0.06	0.1	6.34	0.06
Scenario A - 2035 DO NOTHING (DN-2035 A)						
Stream B-C	0.1	6.16	0.07	0	5.91	0.04
Stream B-A	0.1	7.56	0.08	0	7.34	0.05
Stream C-AB	0.1	6.26	0.06	0.1	6.3	0.06
Scenario A - 2045 DO NOTHING (DN-2045 A)						
Stream B-C	0.1	5.69	0.07	0	5.93	0.05
Stream B-A	0.1	7.6	0.08	0.1	7.37	0.05
Stream C-AB	0.1	6.28	0.06	0.1	6.33	0.07
Scenario A - 2030 DO SOMETHING (DS-2030 A)						
Stream B-C	0.1	5.77	0.07	0	6.04	0.04
Stream B-A	0.1	7.89	0.08	0	7.7	0.05
Stream C-AB	0.1	6.34	0.06	0.1	6.4	0.06
Scenario A - 2035 DO SOMETHING (DS-2035 A)						
Stream B-C	0.1	6.16	0.07	0	5.91	0.04
Stream B-A	0.1	7.56	0.08	0	7.34	0.05
Stream C-AB	0.1	6.26	0.06	0.1	6.3	0.06
Scenario A - 2045 DO SOMETHING (DS-2045 A)						
Stream B-C	0.1	5.69	0.07	0	5.93	0.05
Stream B-A	0.1	7.6	0.08	0.1	7.37	0.05
Stream C-AB	0.1	6.28	0.06	0.1	6.33	0.07

Table 14 | *Junction Modelling Results – Scenario A – Junction 2*

The results indicate that the junction would operate within its capacity for the 2045 DO SOMETHING (DS-2045 A) scenario during both peak periods.

8.5.3 Junction 3 (R132 (N) / Access to future clubhouse (E) / R132 (S) / Flemington Lane (W))

Junction 3 is a staggered cross-junction located at the intersection of Flemington Lane, R132 and the Access to future clubhouse.

This junction was modelled based on its current configuration and the TRANSYT analysis results are summarised below.

The arms of the junction were labelled as follows within the PICADY model:

- Arm 1: R132 (N).
- Arm 2: Access to future clubhouse (E).
- Arm 3: R132 (S).
- Arm 4: Flemington Lane (W).

Arm	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	DOS	Delay (s)	Queue (PCU)	DOS	Delay (s)	Queue (PCU)
Scenario A - 2026 BASE YEAR						
Arm 1	22	7.45	2.63	31	8.21	3.96
Arm 2	54	52.37	2.39	48	49.05	2.01
Arm 3	32	8.32	4.21	20	7.35	2.41
Arm 4	1	37.88	0	23	41.56	0.89
Scenario A - 2030 DO NOTHING (DN-2030 A)						
Arm 1	27	7.87	3.35	36	8.7	4.85
Arm 2	59	54.99	2.65	52	51.05	2.23
Arm 3	36	8.68	4.82	24	7.6	2.86
Arm 4	1	37.95	0	26	42.1	0.99
Scenario A - 2035 DO NOTHING (DN-2035 A)						
Arm 1	25	7.74	3.16	32	8.38	4.29
Arm 2	26	42.1	0.99	24	41.83	0.94
Arm 3	36	8.72	4.88	24	7.61	2.89
Arm 4	1	37.95	0	27	42.38	1.05
Scenario A - 2045 DO NOTHING (DN-2045 A)						
Arm 1	26	7.84	3.32	34	8.54	4.63
Arm 2	30	43.21	1.18	26	42.1	0.99
Arm 3	38	8.93	5.28	25	7.7	3.11
Arm 4	12	39.32	0.44	28	42.71	1.1
Scenario A - 2030 DO SOMETHING (DS-2030 A)						
Arm 1	27	7.91	3.42	37	8.8	4.99
Arm 2	75	71.03	3.93	62	57.17	2.85
Arm 3	36	8.73	4.9	25	7.68	3.07
Arm 4	1	37.95	0	26	42.1	0.99
Scenario A - 2035 DO SOMETHING (DS-2035 A)						
Arm 1	26	7.79	3.23	34	8.48	4.43
Arm 2	29	42.87	1.13	24	41.83	0.94
Arm 3	37	8.84	5.16	24	7.66	3.05
Arm 4	11	39.23	0.42	27	42.38	1.05
Scenario A - 2045 DO SOMETHING (DS-2045 A)						
Arm 1	27	7.89	3.39	35	8.64	4.77
Arm 2	27	42.38	1.05	26	42.1	0.99
Arm 3	39	9.05	5.44	26	7.76	3.2
Arm 4	1	37.95	0	28	42.71	1.1

Table 15 | *Junction Modelling Results – Scenario A – Junction 3*

The results indicate that the junction would operate within its capacity for the 2045 DO SOMETHING (DS-2045 A) scenario during both peak periods.

8.5.4 Junction A (Access Road to Subject Site (N) / Flemington Lane (E) / Flemington Lane (W))

Junction A is a future priority-controlled T-junction located at the intersection of Access Road to Subject Site and Flemington Lane.

This junction was modelled based on its proposed configuration and the PICADY analysis results are summarised below. A pedestrian zebra crossing is proposed on Arm A, with an assumed pedestrian demand of 100 pedestrians per hour.

The arms of the junction were labelled as follows within the PICADY model:

- Arm A: Access Road to Subject Site (N)
- Arm B: Flemington Lane (E).
- Arm C: Flemington Lane (W).

Arm	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Scenario A - 2026 BASE YEAR						
Stream B-C	0.2	7.24	0.19	0.1	6.75	0.13
Stream B-A	0.2	7.21	0.16	0.2	7.23	0.17
Stream C-AB	0	0	0	0	0	0
Scenario A - 2030 DO NOTHING (DN-2030 A)						
Stream B-C	0.3	7.37	0.2	0.2	6.84	0.14
Stream B-A	0.2	7.32	0.18	0.2	7.34	0.18
Stream C-AB	0	0	0	0	0	0
Scenario A - 2035 DO NOTHING (DN-2035 A)						
Stream B-C	0.1	6.66	0.09	0.1	6.41	0.06
Stream B-A	0.1	6.68	0.08	0.1	6.61	0.08
Stream C-AB	0.1	2.56	0.05	0	2.52	0.03
Scenario A - 2045 DO NOTHING (DN-2045 A)						
Stream B-C	0.1	6.72	0.09	0.1	6.43	0.06
Stream B-A	0.1	6.72	0.08	0.1	6.65	0.08
Stream C-AB	0.1	2.56	0.05	0	2.52	0.04
Scenario A - 2030 DO SOMETHING (DS-2030 A)						
Stream B-C	0.3	7.59	0.21	0.2	7.01	0.15
Stream B-A	0.2	7.55	0.19	0.2	7.48	0.19
Stream C-AB	0	2.49	0.04	0	2.45	0.02
Scenario A - 2035 DO SOMETHING (DS-2035 A)						
Stream B-C	0.1	6.8	0.09	0.1	6.48	0.06
Stream B-A	0.1	6.79	0.08	0.1	6.65	0.08
Stream C-AB	0.1	2.64	0.08	0.1	2.56	0.05

Scenario A - 2045 DO SOMETHING (DS-2045 A)						
Stream B-C	0.1	6.86	0.09	0.1	6.51	0.06
Stream B-A	0.1	6.84	0.08	0.1	6.69	0.08
Stream C-AB	0.1	2.64	0.08	0.1	2.56	0.05

Table 16 | *Junction Modelling Results – Scenario A – Junction A*

The results indicate that the junction would operate within its capacity for the 2045 DO SOMETHING (DS-2045 A) scenario during both peak periods.

8.5.5 Junction B (R132 (N) / R132 (S) / Access Road to future Flemington LAP (W))

Junction B is a signal-controlled T-junction located at the intersection of Access Road to the future Developments within the Flemington LAP.

This junction was modelled based on a potential future configuration and the PICADY analysis results are summarised below. A pedestrian zebra crossing is proposed on Arm B, with an assumed pedestrian demand of 100 pedestrians per hour.

The arms of the junction were labelled as follows within the PICADY model:

- Arm A: R132 (S)
- Arm B: Access Road to future Flemington LAP (W).
- Arm C: R132 (N).

Arm	Traffic Stream	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
		DOS (%)	Delay (s)	Queue (PCU)	DOS (%)	Delay (s)	Queue (PCU)
Scenario A - 2026 BASE YEAR							
1	1	0	0	0	0	0	0
2	1	41	14.33	5.77	23	9.93	2.87
	2	0	0	0	0	0	0
3	1	0	0	0	0	0	0
	2	31	21.03	4.31	28	18.21	4.06
Scenario A - 2030 DO NOTHING (DN-2030 A)							
1	1	0	0	0	0	0	0
2	1	46	14.99	6.57	27	10.26	3.4
	2	0	0	0	0	0	0
3	1	0	0	0	0	0	0
	2	38	22.19	5.64	34	19.01	4.99
Scenario A - 2035 DO NOTHING (DN-2035 A)							
1	1	47	40.6	4.12	44	45.11	3.01
2	1	46	15.08	6.77	27	10.27	3.41
	2	22	46.54	0.83	29	47.07	1.27
3	1	8	18.23	1.02	14	16.48	1.78
	2	40	22.37	5.81	35	19.16	5.22
Scenario A - 2045 DO NOTHING (DN-2045 A)							
1	1	48	40.83	4.25	45	45.34	3.07
2	1	49	15.48	7.28 +	28	10.41	3.67
	2	22	46.7	0.86	30	47.23	1.3

3	1	8	18.24	1.04	14	16.51	1.83
	2	42	22.72	6.2	37	19.44	5.51
Scenario A - 2030 DO SOMETHING (DS-2035 A)							
1	1	0	0	0	0	0	0
2	1	46	15.1	6.79	28	10.38	3.63
	2	0	0	0	0	0	0
3	1	0	0	0	0	0	0
	2	40	22.49	5.91	35	19.16	5.22
Scenario A - 2035 DO SOMETHING (DS-2045 A)							
1	1	54	42.52	4.88	50	46.84	3.47
2	1	46	15.08	6.77	27	10.27	3.41
	2	26	47.52	1	36	49.13	1.64
3	1	9	18.3	1.09	15	16.58	1.93
	2	40	22.37	5.81	35	19.16	5.22
Scenario A - 2045 DO SOMETHING (DS-2045 A)							
1	1	54	42.8	4.97	51	47.11	3.53
2	1	49	15.48	7.28 +	28	10.41	3.67
	2	26	47.69	1.03	37	49.33	1.67
3	1	9	18.31	1.11	15	16.62	1.98
	2	42	22.72	6.2	37	19.44	5.51

Table 17 | *Junction Modelling Results – Scenario A – Junction B*

The results indicate that the junction would operate within its capacity for the 2045 DO SOMETHING (DS-2045 A) scenario during both peak periods.

8.6 Assessment Results – Scenario B

This section introduces the main results obtained from the junction modelling for the assessed Scenario B. A summary of the main outcomes from the junction modelling is presented below. Full junction modelling reports are provided in **Appendix F**.

8.6.1 Junction 1 (L1130 (Bridgefoot Road) (N) / Flemington Lane (E) / L1130 (Bridgefoot Road) (S))

Junction 1 is an existing priority-controlled T-junction located at the intersection of Flemington Lane and Bridgefoot Road.

This junction was modelled based on its current configuration and the PICADY analysis results are summarised below.

The arms of the junction were labelled as follows within the PICADY model:

- Arm A: Bridgefoot Road (N).
- Arm B: Flemington Lane (E).
- Arm C: Bridgefoot Road (S).

Arm	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Scenario B - 2030 DO NOTHING (DN-2030 B)						
Stream B-C	0	7.15	0.02	0	6.72	0.01
Stream B-A	0.2	8.37	0.16	0.1	7.39	0.06
Stream C-AB	0	6.47	0.02	0	6.31	0.01
Scenario B - 2035 DO NOTHING (DN-2035 B)						
Stream B-C	0.1	7.6	0.07	0.1	6.84	0.06
Stream B-A	0.3	10.11	0.24	0.1	8.97	0.13
Stream C-AB	0.1	6.91	0.07	0.1	6.71	0.06
Scenario B - 2045 DO NOTHING (DN-2045 B)						
Stream B-C	0.1	7.69	0.07	0.1	6.89	0.06
Stream B-A	0.3	10.34	0.25	0.1	9.07	0.13
Stream C-AB	0.1	6.95	0.07	0.1	6.74	0.06
Scenario B - 2030 DO SOMETHING (DS-2030 B)						
Stream B-C	0	7.18	0.02	0	6.74	0.01
Stream B-A	0.2	8.55	0.17	0.1	7.42	0.06
Stream C-AB	0	6.47	0.02	0	6.32	0.01
Scenario B - 2035 DO SOMETHING (DS-2035 B)						
Stream B-C	0.1	7.63	0.07	0.1	6.88	0.06
Stream B-A	0.3	10.19	0.25	0.2	9	0.13
Stream C-AB	0.1	6.91	0.07	0.1	6.72	0.06
Scenario B - 2045 DO SOMETHING (DS-2045 B)						
Stream B-C	0.1	7.72	0.07	0.1	6.93	0.06
Stream B-A	0.4	10.43	0.26	0.2	9.1	0.13
Stream C-AB	0.1	6.96	0.07	0.1	6.75	0.06

Table 18 | *Junction Modelling Results – Scenario B – Junction 1*

The results indicate that the junction would operate within its capacity for the 2045 DO SOMETHING (DS-2045 B) scenario during both peak periods.

8.6.2 Junction 2 (Flemington Lane (E), Dun Saithne Road (S) / Flemington Lane (W))

Junction 2 is an existing priority-controlled T-junction located at the intersection of Flemington Lane and Dun Saithne Road.

This junction was modelled based on its current configuration and the PICADY analysis results are summarised below.

The arms of the junction were labelled as follows within the PICADY model:

- Arm A: Flemington Lane (E)
- Arm B: Dun Saithne Road (S).
- Arm C: Flemington Lane (W).

Arm	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Scenario B - 2030 DO NOTHING (DN-2030 B)						
Stream B-C	0.1	5.76	0.07	0	6.02	0.04
Stream B-A	0.1	7.84	0.08	0	7.64	0.05
Stream C-AB	0.1	6.33	0.06	0.1	6.39	0.06
Scenario B - 2035 DO NOTHING (DN-2035 B)						
Stream B-C	0.1	6.19	0.11	0.1	5.95	0.08
Stream B-A	0.2	8.39	0.14	0.1	8.07	0.1
Stream C-AB	0.1	6.69	0.11	0.1	6.74	0.11
Scenario B - 2045 DO NOTHING (DN-2045 B)						
Stream B-C	0.1	6.23	0.12	0.1	5.97	0.09
Stream B-A	0.2	8.45	0.14	0.1	8.12	0.11
Stream C-AB	0.1	6.71	0.11	0.1	6.77	0.11
Scenario B - 2030 DO SOMETHING (DS-2030 B)						
Stream B-C	0.1	5.79	0.07	0	6.09	0.04
Stream B-A	0.1	7.97	0.08	0	7.8	0.05
Stream C-AB	0.1	6.34	0.06	0.1	6.44	0.06
Scenario B - 2035 DO SOMETHING (DS-2035 B)						
Stream B-C	0.1	6.19	0.11	0	5.91	0.04
Stream B-A	0.2	8.39	0.14	0	7.34	0.05
Stream C-AB	0.1	6.69	0.11	0.1	6.3	0.06
Scenario B - 2045 DO SOMETHING (DS-2045 B)						
Stream B-C	0.1	6.23	0.12	0.1	5.97	0.09
Stream B-A	0.2	8.45	0.14	0.1	8.12	0.11
Stream C-AB	0.1	6.71	0.11	0.1	6.77	0.11

Table 19 | *Junction Modelling Results – Scenario B – Junction 2*

The results indicate that the junction would operate within its capacity for the 2045 DO SOMETHING (DS-2045 B) scenario during both peak periods.

8.6.3 Junction 3 (R132 (N) / Access to future clubhouse (E) / R132 (S) / Flemington Lane (W))

Junction 3 is a staggered cross-junction located at the intersection of Flemington Lane, R132 and the Access to future clubhouse.

This junction was modelled based on its current configuration and the TRANSYT analysis results are summarised below.

The arms of the junction were labelled as follows within the PICADY model:

- Arm 1: R132 (N).
- Arm 2: Access to future clubhouse (E).
- Arm 3: R132 (S).
- Arm 4: Flemington Lane (W).

Arm	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	DOS	Delay (s)	Queue (PCU)	DOS	Delay (s)	Queue (PCU)
Scenario A - 2030 DO NOTHING (DN-2030 B)						
Arm 1	29	9.44	3.86	41	11.75	5.98
Arm 2	45	43.2	2.44	32	37.79	1.92
Arm 3	38	10.35	5.35	27	10.12	3.45
Arm 4	1	35.19	0	16	35.04	0.9
Scenario A - 2035 DO NOTHING (DN-2035 B)						
Arm 1	34	9.95	4.73	45	12.2	6.75
Arm 2	54	46.63	3.09	45	40.86	2.85
Arm 3	47	11.44	7.05	34	10.93	4.76
Arm 4	36	40.96	1.93	47	41.3	2.96
Scenario A - 2045 DO NOTHING (DN-2045 B)						
Arm 1	36	10.08	4.91	46	12.46	7.04
Arm 2	55	47.01	3.15	46	41.08	2.9
Arm 3	49	11.74	7.52	36	11.07	4.94
Arm 4	36	40.96	1.93	47	41.53	3.01
Scenario A - 2030 DO SOMETHING (DS-2030 B)						
Arm 1	30	9.5	3.93	42	11.9	6.28
Arm 2	56	47.62	3.25	38	39.11	2.34
Arm 3	39	10.41	5.44	28	10.24	3.68
Arm 4	1	35.19	0	16	35.04	0.9
Scenario A - 2035 DO SOMETHING (DS-2035 B)						
Arm 1	35	10.01	4.81	46	12.37	6.94
Arm 2	54	46.63	3.09	45	40.86	2.85
Arm 3	48	11.62	7.38	35	11.01	4.87
Arm 4	36	40.96	1.93	47	41.3	2.96
Scenario A - 2045 DO SOMETHING (DS-2045 B)						
Arm 1	36	10.14	4.99	48	12.64	7.37
Arm 2	55	47.01	3.15	46	41.08	2.9
Arm 3	50	11.92	7.87	36	11.16	5.16
Arm 4	36	40.96	1.93	47	41.53	3.01

Table 20 | *Junction Modelling Results – Scenario B – Junction 3*

The results indicate that the junction would operate within its capacity for the 2045 DO SOMETHING (DS-2045 B) scenario during both peak periods.

8.6.4 Junction A (Access Road to Subject Site (N) / Flemington Lane (E) / Flemington Lane (W))

Junction A is a future priority-controlled T-junction located at the intersection of Access Road to Subject Site and Flemington Lane.

This junction was modelled based on its proposed configuration and the PICADY analysis results are summarised below. A pedestrian zebra crossing is proposed on Arm A, with an assumed pedestrian demand of 100 pedestrians per hour.

The arms of the junction were labelled as follows within the PICADY model:

- Arm A: Access Road to Subject Site (N).
- Arm B: Flemington Lane (E).
- Arm C: Flemington Lane (W).

Arm	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Scenario B - 2030 DO NOTHING (DN-2030 B)						
Stream B-C	0.3	7.47	0.21	0.2	7.07	0.17
Stream B-A	0.3	7.63	0.21	0.2	7.51	0.2
Stream C-AB	0	0	0	0	0	0
Scenario B - 2035 DO NOTHING (DN-2035 B)						
Stream B-C	0.2	8.46	0.2	0.2	8.23	0.17
Stream B-A	0.1	7.14	0.13	0.1	7.11	0.13
Stream C-AB	0.1	2.65	0.09	0.1	2.62	0.08
Scenario B - 2045 DO NOTHING (DN-2045 B)						
Stream B-C	0.3	8.53	0.21	0.2	8.27	0.17
Stream B-A	0.2	7.19	0.13	0.2	7.15	0.13
Stream C-AB	0.1	2.66	0.09	0.1	2.63	0.08
Scenario B - 2030 DO SOMETHING (DS-2030 B)						
Stream B-C	0.3	7.7	0.22	0.2	7.26	0.18
Stream B-A	0.3	7.88	0.22	0.3	7.67	0.21
Stream C-AB	0	2.49	0.04	0	2.45	0.02
Scenario B - 2035 DO SOMETHING (DS-2035 B)						
Stream B-C	0.3	8.71	0.2	0.2	8.41	0.17
Stream B-A	0.2	7.26	0.13	0.2	7.13	0.13
Stream C-AB	0.1	2.74	0.12	0.1	2.67	0.1
Scenario B - 2045 DO SOMETHING (DS-2045 B)						
Stream B-C	0.3	8.79	0.21	0.2	8.45	0.18
Stream B-A	0.2	7.3	0.14	0.2	7.17	0.13
Stream C-AB	0.1	2.75	0.12	0.1	2.68	0.1

Table 21 | *Junction Modelling Results – Scenario B – Junction A*

The results indicate that the junction would operate within its capacity for the 2045 DO SOMETHING (DS-2045 B) scenario during both peak periods.

8.6.5 Junction B (R132 (N) / R132 (S) / Access Road to future Flemington LAP (W))

Junction B is a future signal-controlled T-junction located at the intersection of Access Road to the future Developments within the Flemington LAP.

This junction was modelled based on a potential future configuration and the PICADY analysis results are summarised below. A pedestrian zebra crossing is proposed on Arm B, with an assumed pedestrian demand of 100 pedestrians per hour.

The arms of the junction were labelled as follows within the PICADY model:

- Arm A: R132 (S)

- Arm B: Access road to future Flemington LAP (W).
- Arm C: R132 (N).

Arm	Traffic Stream	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
		DOS (%)	Delay (s)	Queue (PCU)	DOS (%)	Delay (s)	Queue (PCU)
Scenario B - 2030 DO NOTHING (DN-2030 B)							
1	1	0	0	0	0	0	0
2	1	46	15.1	6.79	29	10.94	3.77
	2	0	0	0	0	0	0
3	1	0	0	0	0	0	0
	2	41	22.6	6.01	36	19.93	5.35
Scenario B - 2035 DO NOTHING (DN-2035 B)							
1	1	52	42.15	4.71	45	44.21	3.27
2	1	46	15.08	6.77	28	10.77	3.56
	2	23	46.86	0.89	29	47.07	1.27
3	1	9	18.31	1.11	16	17.3	2.12
	2	40	22.37	5.81	36	19.89	5.31
Scenario B - 2045 DO NOTHING (DN-2045 B)							
1	1	53	42.42	4.85	46	44.42	3.33
2	1	49	15.48	7.28 +	29	10.93	3.75
	2	24	47.03	0.91	30	47.23	1.3
3	1	9	18.33	1.12	16	17.35	2.17
	2	42	22.72	6.2	38	20.18	5.68
Scenario B - 2030 DO SOMETHING (DS-2035 B)							
1	1	0	0	0	0	0	0
2	1	47	15.21	6.89	30	11.06	3.93
	2	0	0	0	0	0	0
3	1	0	0	0	0	0	0
	2	43	22.91	6.37	37	20.08	5.5
Scenario B - 2035 DO SOMETHING (DS-2045 B)							
1	1	60	44.79	5.62	51	46.02	3.79
2	1	46	15.08	6.77	28	10.77	3.56
	2	27	47.88	1.07	36	49.13	1.64
3	1	10	18.41	1.21	17	17.47	2.32
	2	40	22.37	5.81	36	19.89	5.31
Scenario B - 2045 DO SOMETHING (DS-2045 B)							
1	1	61	45.14	5.72	52	46.27	3.85
2	1	49	15.48	7.28 +	29	10.93	3.75
	2	28	48.08	1.1	37	49.33	1.67
3	1	10	18.42	1.23	18	17.52	2.37
	2	42	22.72	6.2	38	20.18	5.68

Table 22 | *Junction Modelling Results – Scenario B – Junction B*

The results indicate that thew junction would operate within its capacity for the 2045 DO SOMETHING (DS-2045 B) scenario during both peak periods.

8.7 Summary of Assessment Results

The results indicate that, for the 2045 DO SOMETHING (DS-2045) scenario, all junctions would operate within their capacity during both peak periods.

Under Scenario A, which represents the existing road network without the implementation of committed or planned schemes, the assessment results indicate that all junctions will operate within their capacity, both with and without the Subject Site in place.

In particular, the results for the **2030 Assessed Year** demonstrate that the Subject Site will have a low impact on the operation of the surrounding road network. In addition, while traffic flows increase in the 2035 and 2045 Assessed Years due to the application of traffic growth, the overall conclusions remain unchanged. Therefore, any congestion identified at the assessed junctions would occur with or without the Subject Site.

Consistent outcomes are recorded across remaining assessed years under Scenario A. For both the **2035 and 2045 Assessed Year**, where the future road link identified within the Flemington LAP—connecting Flemington Lane to the R132—is assumed to be in place, all assessed junctions are continue operating within their capacity, both with and without the Subject Site.

Similar results are obtained under Scenario B, which include the Balbriggan Ring Road complete and open to traffic. The results for the **2030 Assessed Year** demonstrate that the Subject Site will have a low impact on the operation of the surrounding future road network. In addition, while traffic flows increase in the 2035 and 2045 Assessed Years due to the application of traffic growth, the overall conclusions remain unchanged. Therefore, any congestion identified at the assessed junctions would occur with or without the Subject Site.

Furthermore, for both the **2035 and 2045 Assessed Year**, where the future road link identified within the Flemington LAP—connecting Flemington Lane to the R132—is assumed to be in place, all assessed junctions are continue operating within their capacity, both with and without the Subject Site.

9. Parking Strategy

To determine the appropriate amount of car and cycle parking for the proposed development, reference will be made to the following guidelines/policies:

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments (2025)
- Fingal Development Plan 2023 – 2029 Standards

9.1 Car Parking

9.1.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

The chapter 5.3.4 Car Parking – Quantum, Form and Location indicates three areas:

> (i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 of that document (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced, or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.
>
> (ii) In accessible locations, defined in Chapter 3 of that document (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.
>
> (iii) In intermediate and peripheral locations, defined in Chapter 3 of that document (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Table 3.1 of *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* define:

> **City – Centre:** The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods, are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dph to 300 dph (net) shall generally be applied in the centres of Dublin and Cork.
>
> **City - Urban Neighbourhoods**: The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations, (iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and

suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork.

City - Suburban/Urban Extension: Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80 dph (net) shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8).

Table 3.8 of *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* indicate:

High-Capacity Public Transport Node or Interchange: Lands within 1,000 metres (1km) walking distance of an existing or planned high-capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor'12 stop.

Accessible Location: Lands within 500 metres (i.e. up to 5–6-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services.

Intermediate Location: Lands within 500-1,000 metres (i.e. 10–12-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services; and Lands within 500 metres (i.e. 6-minute walk) of a reasonably frequent (minimum 15-minute peak hour frequency) urban bus service.

Peripheral: Lands that do not meet the proximity or accessibility criteria detailed above. This includes all lands in Small and Medium Sized Towns and in Rural Towns and Villages.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on–street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

Based on the above description and considering the information in **Chapters 3** of this Traffic and Transport Assessment, it can be concluded that the proposed development is situated at a ***Peripheral Location***.

According to **Section 3.5.3**, the closest bus stop serving the subject development is located 700 metres from the centre subject development (around a 10-minute walk). The bus stop is served by the routes 101 and 101x. Bus route 101 has a frequency of 20-30 minutes and bus route 101x operates 8 services each day.

Therefore, the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling. The table below shows the maximum number of car parking according with the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)*.

The following tables below summarises the maximum number of car parking spaces by this standard for the overall development.

Land Use	No. Units	Car Parking Spaces (Maximum)	
		Resident / Visitor Ratio	Resident / Visitor (maximum)
Houses	120	2	240
Duplexes	26	2	52
		Total car parking spaces	292

Table 23 | *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) – Maximum Car Parking Spaces*

9.1.2 Sustainable Urban Housing: Design Standards for New Apartments (2025)

The following extract from the *Sustainable Urban Housing: Design Standards for New Apartments (2025)*, summarises the car parking guidelines for new apartments:

> *Having regard to the types of location in cities and towns that may be suitable for apartment development, car parking ratios should be minimised, substantially reduced or wholly eliminated at locations that have good access to urban services and to public transport. Maximum car parking rates are set out in Section 5.25 (SPPR 3) of the SRDCSGs.*

9.1.3 Fingal Development Plan 2023 – 2029 Standards

Standards for car parking in new developments are set out in Table 14.19 of the *Fingal Development Plan 2023-2029*. The plan provides for the creation of two distinct parking zones to ensure adequate residential parking and to control destination parking. This approach also allows greater flexibility in the application of parking standards to sites in areas with varying levels of road and public transport provision. The areas defined by the Fingal Development Plan are:

- Zone 1: Relates to developments within 800m of Bus Connects spine route, or 1600m of an existing or planned Luas/Dart/Metro Rail station or within an area covered by a Section 49 scheme, or in lands zoned Major Town Centre.
- Zone 2: Relates to all other areas within the County.

The car parking ratios are set out in table below:

Land Use Category	Zone 1	Zone 2 (Norm)
Residential (1 – 2 Bedroom)	0.5 resident space per unit without visitor spaces **(Maximum)**	1 resident space per unit 1 visitor space per 5 units **(Norm)**
Residential (3 – 3+Bedroom)	1 resident space per unit without visitor spaces **(Maximum)**	2 resident space per unit 1 visitor space per 5 units **(Norm)**
Pre-school facilities/crèche	0.5 spaces per classroom **(Maximum)**	0.5 spaces per classroom **(Norm)**

Table 24 | *Fingal Development Plan 2023 - 2029 - Car Parking Standards*

Note that the table above includes all types of residential units, including traditional houses and multi-unit apartment schemes.

As set out in **Section 3** of this report, the proposed development is in Zone 2:

The table below outlines the maximum parking for the proposed development based on the Fingal Development Plan standards.

Land Use		No. Units	Car Parking Spaces (Maximum)			
			Resident Ratio	Visitor Ratio	Resident No.	Visitor No.
1-bed 2-bed	Apartments + Houses	42	1 resident space per unit	1 visitor space per 5 units	42	9
3-bed 4-bed	Houses	104	2 resident space per unit	1 visitor space per 5 units	208	21
				Total	250	30
Crèche		4 classrooms	**0.5 per classroom**		2	
				Total car parking spaces	**282**	

Table 25 | *Fingal Development Plan 2023 - 2029 – Maximum Car Parking Spaces*

In addition to the above, the current Fingal Development Plan also sets out the following with regards to car parking:

- **Accessible Car Parking:** a minimum 5% of car parking spaces provided should be set aside for disabled car parking in non-residential developments.
- **Motorcycle Parking:** Parking spaces should be provided based on one motorcycle parking bay per 10 car parking spaces provided for non-residential developments and apartment developments.
- **Electric Vehicle Parking:** All multi-unit residential developments shall incorporate EV charging points at 20% and of the proposed parking spaces and appropriate infrastructure (e.g. ducting) to allow for future fit out of a charging point at all parking spaces. Non-residential development shall be required to provide functioning EV charging points at a minimum of 10% of all spaces and all other spaces shall incorporate appropriate infrastructure (ducting) to allow for future fit out of a charging point at all spaces.

9.1.4 Car parking proposed

The table below shows the breakdown of car parking spaces.

Car Parking Provision		Amount
House Parking	1.5 spaces per 3B/4B House	156
	1 space per 2B House	16
Apartment Parking	0.7 spaces per apartment	19
	1 visitor space per 5 units	5
	Motorcycle	2
Creche Parking	Staff	3
	Drop-off	4
Active Travel Hub		3
Total Car Parking Spaces		**206**
Total Motorcycle Parking Spaces		**2**

Table 26 | *Car Parking Spaces Proposed*

A total of 206 no. car parking spaces are proposed to serve the Subject Site. This provision comprises 172 no. spaces allocated to the proposed houses, 24 no. spaces serving the apartment units, and 7 no.

spaces associated with the proposed crèche facility. 4 no. accessible car parking spaces are included as part of the parking places provided in accordance with applicable standards.

9.2 Cycle Parking

9.2.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

Section 5.3.5 Bicycle Parking and Storage indicates that in areas of high and medium accessibility, planning authorities must ensure that new residential developments have high-quality cycle parking and cycle storage facilities for both residents and visitors. Access to secure storage of bicycles is a key concern for residents in more compact housing developments.

It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors. The following requirements for cycle parking and storage are recommended:

(i) **Quantity** – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. 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. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.

(ii) **Design** – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.

For the bicycle parking proposal, the recommendations indicated above will be followed.

Therefore, required cycle storage for apartment and duplex units is presented in **Table 27** below.

Unit Type	No. Units	Cycle Parking Spaces Required			
		Ratio		Required	
		Resident	Visitor	Resident	Visitor
1-bed	13	1	0.5	13	6
2-bed	29	2	0.5	58	17
3-bed	91	3	0.5	273	46
4-bed	13	4	0.5	52	6
Total	**146**			**396**	**75**

Table 27 | *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities – Cycle Parking Spaces Required*

9.2.2 Sustainable Urban Housing: Design Standards for New Apartments (2025)

The following extract from the Sustainable Urban Housing: Design Standards for New Apartments (2025), summarises the bicycle parking guidelines for new apartments:

> *Requirements for the quantity and design of bicycle parking are set out in Section 5.25 (including SPPR 4) of the SRDCSGs.*

9.2.3 Fingal Development Plan 2023 – 2029 Standards

Standards for cycle parking in new developments are set out in Table 14.17 of the Fingal Development plan 2023-2029. The cycle parking standards relevant to the proposed development are listed in the table below.

Land Use	Cycle Parking Standard (Minimum)	
	Long-Stay	Short-Stay
Residential (1 – 2 Bedroom)	1 + 1 per bedroom	0.5 per unit (For apartment blocks only)
Residential (3 – 3+Bedroom)	2 + 1 per bedroom	0.5 per unit (For apartment blocks only)
Pre-school facilities/crèche	1 per classroom	5 per classroom

Table 28 | *Fingal Development Plan 2017 - 2023 - Cycle Parking Standards*

Table 29 below outlines the required cycle parking spaces for the proposed development based on FCC standards set out in the table above.

Land Use		No. Units	Cycle Parking Spaces Ratio		Cycle Parking Spaces Required	
			Long-Stay	Short-Stay	Long-Stay	Short-Stay
Houses						
2-bed	Houses	16	3	0	48	0
3-bed	Houses	91	5	0	455	0
4-bed	Houses	13	6	0	78	0
		Total			**581**	**0**
Apartments						
1-bed	Apartments	13	2	0.5	26	6
2-bed	Apartment	13	3	0.5	39	6
		Total			**65**	**12**
Crèche						
	Crèche	4 classrooms	1 per classroom	5 per classroom	4	20
Total cycle parking					**650**	**32**

Table 29 | *Fingal Development Plan 2023 - 2029 – Minimum Cycle Parking Spaces*

9.2.4 Cycle parking proposed

The table below shows the breakdown of the cycle parking proposed for the Subject Development.

Unit Type	No. Units	Cycle Parking Spaces Proposed			
		Ratio		Proposed	
		Resident	Visitor	Resident	Visitor
Houses					
2-bed	16	2	0	32	0
3-bed	91	3	0	273	0
4-bed	13	4	0	52	0
Apartments					
1-bed	13	1	0.5	13	6
2-bed	13	2	0.5	26	7
Crèche					
Creche	4 classrooms	1 per classroom	3.5 per classroom	4	14
Active Travel Hub					
Shared bicycles				14	
Bicycle Locker				5	
Short-stay				4	
Public					
Visitor parking				8	
Cargo				7	
Total				**465**	

Table 30 | *Cycle Parking Spaces – Proposed*

A total of 465 no. cycle parking spaces is proposed for subject development comprising of 409 no. residential cycle parking spaces, 18 no. creche cycle parking spaces and 38 no. public cycle parking spaces. An additional 15 creche scooter parking spaces have been provided.

It is considered that cycle parking provision is sufficient to meet the needs of the development and to promote cycling as a sustainable alternative mode of transport.

10. Conclusion

10.1 Summary

This Traffic and Transport Assessment (TTA) has been prepared by Waterman Moylan as part of the planning documentation for a proposed residential development on the Flemington, Balbriggan, Co. Dublin.

The proposed large scale residential development (LRD) consists of 146no. dwellings in the form of 120no. houses and 26no. apartments in the following mix – 13no. 1-bed, 29no. 2-bed, 91no. 3-bed and 13no. 4-bed dwellings, and a single-storey childcare facility with play space, car parking and drop off area on Flemington Lane. All housing will be one or two-storey in height. The apartment buildings will be three-storey in height.

The town of Balbriggan is located c.18 km north of Swords, with good access off the M1 Motorway. It is also served by the main Dublin to Belfast rail line and commuter services to Dublin City. Dublin Airport is situated c. a 20-minute drive from Balbriggan.

For the purposes of the traffic assessment, it is assumed that the proposed site will be constructed and fully occupied by 2030. Furthermore, it is assumed that the entire Flemington LAP will be completed within the Opening Year and Opening Year + 5 assessment scenarios.

The assessment years may lag pending approval of the planning application and may differ from the programme.

10.2 Conclusion

Based on a thorough investigation, the TTA indicates the following:

Road Network Assessment

The trip distributions have been carried out considering two possible scenarios:

Scenario A: The Balbriggan Ring Road is not completed and not open to traffic. It is assumed that the potential future development at Flemington South LRD (Reg. Ref. LRD0069/S3E) has not received planning permission, while the committed Ladywell Development is completed and fully occupied.

Existing traffic patterns have therefore been adopted for trip distribution. Under these conditions, the L1130 is assumed to accommodate traffic travelling between Flemington Lane and the R122.

In addition, the assessed developments have been further assessed under two sub-scenarios:

- **Scenario A.1:** The Flemington LAP is not completed.
- **Scenario A.2:** The Flemington LAP is completed, with the internal link between Flemington Lane and the R132 constructed and open to traffic, and Flemington Lane is downgraded to an access street intended for local access only.

Scenario B: The Balbriggan Ring Road is completed and open to traffic. It is assumed that both the potential future development at Flemington South LRD (Reg. Ref. LRD0069/S3E) and the committed Ladywell Development are completed and fully occupied.

A new link road is provided between Junction 7 (Naul Road / Balbriggan Outer Relief Road / R122) and the L1130. As a result of the implementation of the C-Ring Road connection to the south, the L1130 (Bridgefoot Road) will be severed, with access to the R122 instead provided via the Ring Road, and the northern arm of Junction 8 will become a cul-de-sac.

As well as for Scenario A, the assessed developments have been further assessed under two sub-scenarios:

- **Scenario B.1:** The Flemington LAP is not completed.
- **Scenario B.2:** The Flemington LAP is completed, with the internal link between Flemington Lane and the R132 constructed and open to traffic, and Flemington Lane is downgraded to an access street intended for local access only.

The following junctions were assessed as part of this TTA:

- **Junction 1** (existing priority-controlled T-Junction): L1130 (Bridgefoot Road) (N) / Flemington Lane (E) / L1130 (Bridgefoot Road) (S).
- **Junction 2** (existing priority-controlled T-Junction): Flemington Lane (E), Dun Saithne Road (S) / Flemington Lane (W).
- **Junction 3** (existing signal-controlled crossroad): R132 (N) / Access to future clubhouse (E) / R132 (S) / Flemington Lane (W).
- **Junction 4** (existing priority-controlled crossroad): R132 (N) / Cardy Rock Road (E) / R132 (S) / Hamlet Lane (S).
- **Junction 5** (existing signal-controlled T-Junction): R132 (N) / R132 (S) / Harry Reynolds Road (W).
- **Junction 6** (existing staggered cross-junction): Trimleston (N) / Hamlet Lane (W) / Barons Hall Rise (S).
- **Junction 7** (existing priority-controlled three-arm roundabout): R122 (E) / Balbriggan Outer Relief Road (S) / R122 (W).
  - **Junction 7** (Future priority-controlled four-arm roundabout) Balbriggan Ring Road (N) / R122 (E) / Balbriggan Outer Relief Road (S) / R122 (W).
- **Junction 8** (existing priority-controlled crossroad): Bridgefoot Road (N) / R122 (E) / Bridgefoot Road (S) / R122 (W).
- **Junction 9** (existing signal-controlled crossroad): Castlemill Road (N) / R122 (E) / Stephenstown Link Road (S) / R122 (W).
- **Junction 10** (existing signal-controlled crossroad): Harry Reynolds Road (N) / R122 (E) / Harry Reynolds Road (S) / R122 (W).
- **Junction 11** (existing signal-controlled T-junction): R132 (N) / R132 (S) / R122 (W).
- **Junction 12** (future priority-controlled T-junction): Flemington Lane (E) / Balbriggan Ring Road (S) / Flemington Lane (W).
- **Junction A** (future priority-controlled T-junction): Access Road to Subject Site (N) / Flemington Lane (E) / Flemington Lane (W).
- **Junction B** (future signal-controlled T-junction): R132 (N) / R132 (S) / Access Road to future Flemington LAP (W).

To quantify the volumes of traffic movements at the above key junctions, traffic surveys were commissioned by the applicant and carried out by IDASO on Thursday 26th March 2026 and on Tuesday 19th May 2026 for the period of 12 hours between 07:00 and 19:00 hours.

It is estimated that the Proposed Development will generate a total of 96 vehicle movements during the AM peak hour (29 arrivals and 67 departures) and 101 vehicle movements during the PM peak hour (62 arrivals and 39 departures).

To provide a robust assessment of local road network, the following committed and potential future developments have been assessed as part this report and included in the junction assessments. Trip distribution and traffic flows have been taken from the Traffic and Transport Assessment prepared for each planning application and have been adjusted where necessary to reflect the scenarios assessed as part of this application.

- Flemington South LRD (Reg. Ref. LRD0069/S3E).
- Ladywell Development (Planning Application Reg. Ref. LRD0048/S3E; ABP-321437-24).
- Flemington Local Area Plan.

In accordance with the Transport Assessment Guidelines (May 2014), the following assessment years were considered:

Scenario A:

- **BASE YEAR 2026**: with 2026 Surveyed Flows.
- **DO NOTHING 2030 / Scenario A**: 2026 Surveyed traffic flows factored up + trips to/from the Ladywell committed developments.
- **DO NOTHING 2035 / Scenario A**: Redistributed 2026 traffic flows factored up + trips to/from the Ladywell committed developments + trips to/from Flemington LAP Developments.
- **DO NOTHING 2045 / Scenario A**: Redistributed 2026 traffic flows factored up + trips to/from the Ladywell committed developments + trips to/from Flemington LAP Developments.
- **DO SOMETHING 2030 / Scenario A**: DO NOTHING 2030 / Scenario A + trips to/from the subject development.
- **DO SOMETHING 2035 / Scenario A**: DO NOTHING 2035 / Scenario A + trips to/from the subject development.
- **DO SOMETHING 2045 / Scenario A**: DO NOTHING 2045 / Scenario A + trips to/from the subject development.

Scenario B:

- **DO NOTHING 2030 / Scenario B**: Redistributed 2026 traffic flows factored up + traffic to/from the Ladywell committed developments + Trips to/from Flemington South LRD.
- **DO NOTHING 2035 / Scenario B**: Redistributed 2026 traffic flows factored up + traffic to/from the Ladywell committed developments + Trips to/from Flemington South LRD + trips to/from Flemington LAP Developments.
- **DO NOTHING 2045 / Scenario B**: Redistributed 2026 traffic flows factored up + traffic to/from the Ladywell committed developments + Trips to/from Flemington South LRD + trips to/from Flemington LAP Developments.
- **DO SOMETHING 2030 / Scenario B**: DO NOTHING 2030 / Scenario B + traffic to/from the subject development.
- **DO SOMETHING 2035 / Scenario B** (DS-2035 B): DO NOTHING 2035 / Scenario B + traffic to/from the subject development.
- **DO SOMETHING 2045 / Scenario B** (DS-2045 B): DO NOTHING 2045 / Scenario B + traffic to/from the subject development.

The modelling results show that for the 2045 DO SOMETHING (DS-2045A) scenario, all junctions would operate within their capacity during both peak periods.

Parking Assessment

To determine the appropriate amount of car and cycle parking for the proposed development, reference will be made to the following guidelines/policies:

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments (2025)
- Fingal Development Plan 2023 – 2029 Standards

A total of 206 no. car parking spaces are proposed to serve the Subject Site. This provision comprises 172 no. spaces allocated to the proposed houses, 24 no. spaces serving the apartment units, and 7 no. spaces associated with the proposed crèche facility. 4 no. accessible car parking spaces are included as part of the parking places provided in accordance with applicable standards.

Regarding the cycle parking spaces, a total of 465 no. cycle parking spaces is proposed for subject development comprising of 409 no. residential cycle parking spaces, 18 no. creche cycle parking spaces and 38 no. public cycle parking spaces. An additional 15 creche scooter parking spaces have been provided.

.

APPENDICES

A. Traffic Survey

IDASO
Innovative Data Solutions

Project Reference:

260332 - Flemington Balbriggan Fingal

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Ireland +353 (0)44 931 8019
Belgium +32 (0)334 606 35

Website: idaso.co
info@idasoltd.com

IDASO

Survey Name: 260332 - Flemington Balbriggan Fingal
Date: Thu 26 Mar 2026

Note: Site 6 was surveyed at an incorrect location during the original survey and is scheduled to be re-surveyed on 14/04/2026. However the data is included in this report as (Site 6 Wrong Location).





IDASO

Survey Name: 260332 - Flemington Balbriggan Fingal
Site: Site 1
Location: Flemington Lane/Bridgefoot Road
Date: Thu 26-Mar-2026
AM Peak: 08:15 — 09:15 **Total:** 422
PM Peak: 14:45 — 15:45 **Total:** 380
15 Min Peak: 08:45 — 09:00 **Total:** 148

Arm A - Flemington Lane
Arm B - Bridgefoot Road
Arm C - Bridgefoot Road

	A => A									A => B									A => C									B => A									B => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	1	13	2	0	0	0	16	15.4	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	9	1	2	0	0	12	13	0	0	4	0	1	0	0	5	5.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	35	4	2	0	0	42	42.4	0	0	8	0	1	0	0	9	9.5	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	1	1	0	0	0	2	2	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	1	4	0	1	0	0	6	5.9	0	0	5	0	0	0	0	5	5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	0	0	21	0	0	0	0	21	21	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12	0	0	29	0	0	0	0	29	29	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	39	5	1	0	0	46	45.9	0	0	56	1	0	0	0	57	57	0	0	17	5	0	0	0	22	22	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	6	0	0	0	0	6	6	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	7	8	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	5	0	0	0	0	5	5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	24	2	2	0	0	28	29	0	0	11	1	0	0	0	12	12	0	0	10	2	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	9	0	0	0	0	9	9	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	13	0	0	12	0	0	0	0	12	12	0	0	5	3	0	0	0	8	8	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	5	0	1	0	0	6	6.5	0	0	4	0	0	0	0	4	4	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	2	0	0	0	0	2	2	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	11	0	1	0	0	12	12.5	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	5	0	0	0	0	5	5	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	7	7.5	0	0	2	1	0	0	0	3	3	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	18	3	1	0	0	22	22.5	0	0	15	5	1	0	0	21	21.5	0	0	25	2	2	0	0	29	30	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	24	24	1	0	14	3	1	0	0	19	18.7	0	0	21	3	0	0	0	24	24	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	30	3	1	0	0	34	34.5	0	0	30	2	0	0	0	32	32	0	0	24	4	2	0	0	30	31	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	25	25	2	0	15	3	0	0	0	20	18.4	0	0	44	5	1	0	0	50	50.5	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	19	2	1	1	0	23	24.8	0	0	14	4	0	0	0	18	18	0	1	34	8	0	0	0	43	42.4	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	23	23	0	0	20	3	0	0	0	23	23	0	0	52	10	0	0	0	62	62	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25	25	2	0	19	2	0	0	0	23	21.4	0	1	51	5	1	0	0	58	57.9	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	0	2	284	25	8	1	0	320	324.1	5	0	225	24	4	0	0	258	256	0	2	299	49	7	0	0	357	359.3	0	0	0	0	0	0	0	0	0

	B => C									C => A									C => B									C => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	2	3	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	1	1	6	2	0	0	0	10	8.6	0	0	0	0	0	0	0	0	0
07:15	0	0	4	4	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	15	6	0	0	0	21	21	0	0	0	0	0	0	0	0	0
07:30	0	0	3	3	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	17	6	0	0	0	23	23	0	0	0	0	0	0	0	0	0
07:45	0	0	11	3	0	0	0	14	14	1	0	5	0	0	0	0	6	5.2	0	0	30	5	1	0	1	37	38.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	20	13	1	0	1	35	36.5	1	0	5	0	0	0	0	6	5.2	1	1	68	19	1	0	1	91	91.1	0	0	0	0	0	0	0	0	0
08:00	0	0	22	3	0	0	0	25	25	0	0	2	0	0	0	0	2	2	0	0	27	1	0	0	0	28	28	0	0	0	0	0	0	0	0	0
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08:45	0	0	31	3	2	1	1	38	41.3	0	0	16	0	0	0	0	16	16	0	0	40	5	0	1	2	48	51.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	91	10	2	1	1	105	108.3	0	0	34	2	0	0	0	36	36	0	1	118	8	0	1	2	130	132.7	0	0	0	0	0	0	0	0	0
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09:30	0	0	12	1	0	0	1	14	15	0	0	1	0	0	0	0	1	1	1	0	14	0	0	0	1	16	16.2	0	0	0	0	0	0	0	0	0
09:45	0	0	11	5	1	1	1	19	21.8	0	0	5	0	0	0	0	5	5	0	0	16	5	0	1	0	22	23.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	54	10	1	1	3	69	73.8	0	0	26	2	0	0	0	28	28	1	0	89	12	1	1	1	105	107	0	0	0	0	0	0	0	0	0
10:00	0	0	10	0	0	1	0	11	12.3	0	0	5	0	0	0	0	5	5	0	0	10	3	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0
10:15	0	0	13	4	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0	0	0	21	3	0	0	0	24	24	0	0	0	0	0	0	0	0	0
10:30	0	0	12	1	1	0	1	15	16.5	0	0	2	0	0	0	0	2	2	0	0	21	3	0	0	1	25	26	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	51	8	2	1	1	63	66.3	0	0	8	1	0	0	0	9	9	0	0	64	11	1	0	1	77	78.5	0	0	0	0	0	0	0	0	0
11:00	0	0	10	4	0	0	0	14	14	0	0	4	0	0	0	0	4	4	0	0	11	5	0	0	0	16	16	0	0	0	0	0	0	0	0	0
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11:30	0	0	20	1	0	0	1	22	23	0	0	3	0	0	0	0	3	3	0	0	18	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	60	8	2	1	1	72	75.3	0	0	13	0	0	0	0	13	13	0	0	54	9	0	1	0	64	65.3	0	0	0	0	0	0	0	0	0
12:00	0	0	11	1	0	0	0	12	12	0	0	5	0	0	0	0	5	5	0	0	23	0	1	0	1	25	26.5	0	0	0	0	0	0	0	0	0
12:15	1	0	9	4	1	0	0	15	14.7	1	0	2	3	0	0	0	6	5.2	0	0	16	3	0	0	1	20	21	0	0	0	0	0	0	0	0	0
12:30	0	0	15	4	0	0	0	19	19	0	0	10	1	0	0	0	11	11	0	0	19	1	0	1	0	21	22.3	0	0	0	0	0	0	0	0	0
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H/TOT	1	1	50	10	1	0	2	65	66.1	1	0	24	4	0	0	0	29	28.2	0	0	78	6	1	1	2	88	91.8	0	0	0	0	0	0	0	0	0
13:00	0	0	20	4	1	0	0	25	25.5	0	0	2	0	0	0	0	2	2	0	0	13	2	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0
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13:30	0	0	23	4	1	0	1	29	30.5	0	0	4	0	0	0	0	4	4	0	1	9	2	0	0	0	12	11.4	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	91	12	2	0	1	106	108	0	0	26	5	0	0	0	31	31	0	1	63	6	1	1	1	73	75.2	0	0	0	0	0	0	0	0	0
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14:15	0	0	24	3	0	0	0	27	27	1	0	5	0	0	0	0	6	5.2	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	86	16	2	0	1	105	107	1	0	43	2	1	0	0	47	46.7	1	0	88	8	3	0	1	101	102.7	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	123	17	3	0	2	145	148.5	0	0	23	2	0	0	0	25	25	1	0	78	14	3	0	1	97	98.7	0	0	0	0	0	0	0	0	0
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H/TOT	0	1	105	20	3	0	0	129	129.9	0	0	21	3	0	0	0	24	24	0	0	68	17	0	0	1	86	87	0	0	0	0	0	0	0	0	0
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17:15	1	0	35	3	0	1	1	41	42.5	0	0	3	0	0	0	0	3	3	0	0	22	4	0	0	0	26	26	0	0	0	0	0	0	0	0	0
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H/TOT	2	0	135	17	3	1	1	159	161.2	0	0	19	1	0	0	0	20	20	0	0	69	8	0	0	0	77	77	0	0	0	0	0	0	0	0	0
18:00	0	1	27	2	0	0	0	30	29.4	1	0	6	0	0	0	0	7	6.2	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0
18:15	0	0	18	3	0	0	0	21	21	0	0	0	1	0	0	0	1	1	0	0	12	1	1	1	0	15	16.8	0	0	0	0	0	0	0	0	0
18:30	0	0	32	0	0	0	0	32	32	0	0	6	1	0	0	0	7	7	0	0	11	3	0	0	1	15	16	0	0	0	0	0	0	0	0	0
18:45	1	0	20	0	0	0	0	21	20.2	0	0	4	0	0	0	0	4	4	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
H/TOT	1	1	97	5	0	0	0	104	102.6	1	0	16	2	0	0	0	19	18.2	0	0	48	6	1	1	1	57	59.8	0	0	0	0	0	0	0	0	0
12 TOT	4	3	963	146	22	5	14	1157	1183.5	4	0	258	24	1	0	0	287	284.3	4	3	885	124	12	6	12	1046	1066.8	0	0	0	0	0	0	0	0	0



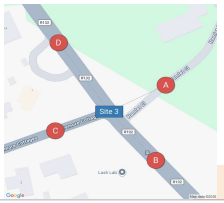
IDASO

Survey Name: 260332 - Flemington Balbriggan Fingal
Site: Site 2
Location: Flemington Lane/Dun Saithne Road
Date: Thu 26-Mar-2026
AM Peak: 08:15 — 09:15 **Total:** 231
PM Peak: 17:00 — 18:00 **Total:** 204
15 Min Peak: 08:30 — 08:45 **Total:** 71

Arm A - Flemington Lane
Arm B - Dun Saithne Road
Arm C - Flemington Lane

	A => A									A => B									A => C									B => A									B => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	9	2	0	0	0	11	11	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	7	1	0	0	0	8	8	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	9	0	2	0	0	11	12	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	26	3	2	0	0	31	32	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	12	0	0	0	0	12	12	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	1	4	0	1	0	0	6	5.9	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	17	0	0	0	0	17	17	1	0	15	0	0	0	0	16	15.2	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	14	2	0	0	0	16	16	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	1	47	2	1	0	0	51	50.9	1	0	33	0	0	0	0	34	33.2	0	0	1	0	0	0	0	1	1
09:00	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5	0	0	9	3	1	0	0	13	13.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	3	1	1	0	0	5	5.5	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	2	0	0	3	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	10	0	0	0	0	10	10	0	0	20	4	4	0	0	28	30	0	0	8	2	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	4	0	0	0	0	4	4	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	5	0	1	0	0	6	6.5	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	14	1	1	0	0	16	16.5	2	0	14	1	0	0	0	17	15.4	0	0	1	0	0	0	0	1	1
11:00	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	5	0	0	0	0	5	5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	4	0	0	0	0	4	4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	9	0	0	0	0	9	9	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	0	0	20	0	0	0	0	20	20	0	0	13	0	0	0	0	13	13	0	0	1	0	0	0	0	1	1
12:00	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	5	4.4	0	0	5	0	0	0	0	5	5	1	0	2	0	0	0	0	3	2.2	0	0	0	1	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	1	0	5	0	0	0	0	6	5.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	0	0	6	2	0	0	0	8	8	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	2	1	1	0	0	4	4.5	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	1	19	1	0	0	0	22	20.6	1	0	18	3	1	0	0	23	22.7	1	0	14	0	0	0	0	15	14.2	0	0	0	1	0	0	0	1	1
13:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	3	0	0	0	0	3	3	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	4	0	0	0	0	4	4	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	1	0	5	1	0	0	0	7	6.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	1	0	13	2	0	0	0	16	15.2	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	9	0	0	0	0	9	9	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	6	0	0	0	0	6	6	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	9	0	0	0	0	9	9	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	9	0	0	0	0	9	9	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	33	0	0	0	0	33	33	0	0	12	2	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	3	1	0	0	0	4	4	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	0	11	0	0	0	0	11	11	1	0	10	0	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	4	0	0	0	0	5	4.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	5	1	0	0	0	6	6	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	11	1	0	0	0	13	12.2	1	0	23	2	0	0	0	26	25.2	1	0	18	1	0	0	0	20	19.2	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	5	0	2	0	0	7	8	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	5	4.2	0	0	9	1	0	0	0	10	10	0	1	3	0	0	0	0	4	3.4	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	8	7.2	0	0	5	0	0	0	0	5	5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	7	2	0	1	0	10	11.3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	20	2	0	0	0	24	22.4	0	0	26	3	2	1	0	32	34.3	0	1	13	0	0	0	0	14	13.4	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	1	0	18	1	0	0	0	20	19.2	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	8	1	0	0	0	9	9	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	12	0	0	0	0	12	12	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	7	0	0	0	0	7	7	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	23	23	1	0	45	2	0	0	0	48	47.2	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	10	4	0	0	0	14	14	1	0	5	2	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	11	0	0	0	0	11	11	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	1	0	9	0	0	0	0	10	9.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	8	0	0	0	0	8	8	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24	24	1	0	38	4	0	0	0	43	42.2	1	0	21	2	0	0	0	24	23.2	0	0	0	0	0	0	0	0	0
12 TOT	0	0	1	0	0	0	0	1	1	4	1	183	15	0	0	0	203	199.2	5	1	323	26	11	1	0	367	369.2	6	1	188	13	2	0	0	210	205.6	0	0	3	1	0	0	0	4	4

	B => C								C => A								C => B								C => C							
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:45	0	0	3	1	0	0	0	4	4	0	0	7	1	0	0	0	8	8	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	1	0	0	0	6	6	0	0	17	2	0	0	0	19	19	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0
08:00	0	0	3	0	0	0	0	3	3	0	0	8	2	0	0	0	10	10	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
08:15	0	0	6	0	0	0	0	6	6	0	0	12	2	0	0	0	14	14	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
08:30	0	0	12	1	0	0	0	13	13	0	0	12	4	0	0	0	16	16	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
08:45	0	0	12	0	0	0	0	12	12	0	0	13	1	0	0	0	14	14	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
H/TOT	0	0	33	1	0	0	0	34	34	0	0	45	9	0	0	0	54	54	0	0	23	0	0	0	0	23	23	0	0	0	0	0	0	0	0	0
09:00	0	0	7	0	0	0	0	7	7	0	0	16	1	0	0	0	17	17	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
09:15	0	0	4	0	0	0	0	4	4	0	0	2	2	2	0	0	6	7	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0
09:30	0	0	2	1	0	0	0	3	3	0	0	1	1	0	0	0	2	2	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:45	0	0	4	0	0	0	0	4	4	0	0	5	1	0	0	0	6	6	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	17	1	0	0	0	18	18	0	0	24	5	2	0	0	31	32	0	0	17	1	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0
10:00	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:15	0	0	2	0	0	0	0	2	2	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	4	0	0	0	0	4	4	0	0	0	2	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
10:45	0	0	6	0	0	0	0	6	6	0	0	2	1	0	0	0	3	3	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	13	0	0	0	0	13	13	0	0	14	3	0	0	0	17	17	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
11:00	0	0	5	0	0	0	0	5	5	0	0	7	0	0	0	0	7	7	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
11:15	0	0	1	1	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
11:30	0	0	3	0	0	0	0	3	3	0	0	5	1	0	0	0	6	6	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
11:45	0	0	2	0	0	0	0	2	2	0	0	5	0	0	0	0	5	5	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	11	1	0	0	0	12	12	0	0	21	1	0	0	0	22	22	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0
12:00	0	0	2	0	0	0	0	2	2	0	0	7	0	0	0	0	7	7	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
12:15	0	0	2	1	0	0	0	3	3	0	0	5	1	0	0	0	6	6	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0
12:30	0	0	0	2	0	0	0	2	2	0	0	6	2	1	0	0	9	9.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
12:45	0	0	5	2	0	0	0	7	7	0	0	11	0	0	0	0	11	11	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	9	5	0	0	0	14	14	0	0	29	3	1	0	0	33	33.5	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0
13:00	0	0	6	1	0	0	0	7	7	1	0	5	0	0	0	0	6	5.2	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
13:15	0	0	4	0	0	0	0	4	4	0	0	7	1	0	0	0	8	8	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0
13:30	0	0	8	0	1	0	0	9	9.5	0	0	2	0	0	0	0	2	2	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
13:45	0	0	5	0	0	0	0	5	5	0	0	6	2	0	0	0	8	8	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	23	1	1	0	0	25	25.5	1	0	20	3	0	0	0	24	23.2	0	0	15	4	0	0	0	19	19	0	0	0	0	0	0	0	0	0
14:00	0	0	2	0	0	0	0	2	2	0	0	9	0	0	0	0	9	9	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
14:15	0	0	4	0	0	0	0	4	4	1	0	9	1	0	0	0	11	10.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:30	0	0	6	1	0	0	0	7	7	0	0	11	0	1	0	0	12	12.5	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
14:45	0	0	5	1	0	0	0	6	6	0	0	14	1	0	0	0	15	15	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	17	2	0	0	0	19	19	1	0	43	2	1	0	0	47	46.7	0	0	23	3	0	0	0	26	26	0	0	0	0	0	0	0	0	0
15:00	0	0	5	0	0	0	0	5	5	0	0	5	0	1	0	0	6	6.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
15:15	0	0	10	0	0	0	0	10	10	1	0	17	1	0	0	0	19	18.2	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
15:30	0	0	1	1	0	0	0	2	2	0	0	5	0	0	0	0	5	5	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
15:45	0	0	4	0	0	0	0	4	4	0	0	8	0	0	0	0	8	8	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	20	1	0	0	0	21	21	1	0	35	1	1	0	0	38	37.7	0	0	16	3	0	0	0	19	19	0	0	0	0	0	0	0	0	0
16:00	0	0	5	1	0	0	0	6	6	0	0	6	4	0	0	0	10	10	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
16:15	0	0	7	0	0	0	0	7	7	0	0	11	2	1	0	0	14	14.5	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
16:30	0	0	9	0	0	0	0	9	9	0	0	9	4	0	0	0	13	13	0	0	5	1	0	0	0	6	6	0	0	0	1	0	0	0	1	1
16:45	0	0	5	0	0	0	0	5	5	0	0	15	2	0	0	0	17	17	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	26	1	0	0	0	27	27	0	0	41	12	1	0	0	54	54.5	0	0	20	2	0	0	0	22	22	0	0	0	1	0	0	0	1	1
17:00	0	0	7	1	0	0	0	8	8	1	0	10	1	0	0	0	12	11.2	0	0	7	3	0	0	0	10	10	0	0	0	0	0	0	0	0	0
17:15	0	0	7	0	0	0	0	7	7	0	0	10	1	0	0	0	11	11	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0
17:30	0	0	3	1	0	0	0	4	4	0	0	16	2	0	0	0	18	18	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
17:45	0	0	4	0	0	0	0	4	4	1	0	18	1	0	0	0	20	19.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	21	2	0	0	0	23	23	2	0	54	5	0	0	0	61	59.4	0	0	26	4	0	0	0	30	30	0	0	0	0	0	0	0	0	0
18:00	0	0	4	0	0	0	0	4	4	0	1	7	1	0	0	0	9	8.4	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
18:15	0	0	1	0	0	0	0	1	1	0	0	10	1	0	0	0	11	11	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:30	0	0	1	0	0	0	0	1	1	0	0	11	0	0	0	0	11	11	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
18:45	0	0	7	0	0	0	0	7	7	0	0	13	0	1	0	0	14	14.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	13	0	0	0	0	13	13	0	1	41	2	1	0	0	45	44.9	0	0	18	2	0	0	0	20	20	0	0	0	0	0	0	0	0	0
12 TOT	0	0	208	16	1	0	0	225	225.5	5	1	384	48	7	0	0	445	443.9	0	0	201	24	1	0	0	226	226.5	0	0	0	1	0	0	0	1	1



IDASO

Survey Name: 260332 - Flemington Balbriggan Fingal
Site: Site 3
Location: R132/Flemington Lane/Hamlet Cl
Date: Thu 26-Mar-2026
AM Peak: 07:45 — 08:45 **Total:** 739
PM Peak: 17:15 — 18:15 **Total:** 799
15 Min Peak: 17:45 — 18:00 **Total:** 238

Arm A - Hamlet Cl
Arm B - R132
Arm C - Flemington Lane
Arm D - R132



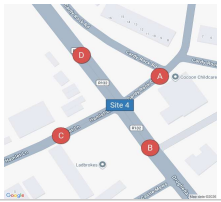
Note: Construction equipment was placed throughout the site for the entire survey period. Construction activities were observed to be ongoing between (07:48 to 17:05).

	A => A								A => B								A => C								A => D								B => A							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1.5	0	0	1	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1.5	0	0	2	0	2	0	0	4	5
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	3	4.8
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	5	7.3
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	1	1	0	0	0	0	2	0	0	0	2	3	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	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	1	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	4.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	7	9.8	0	0	0	0	2	0	0	0	2	3	0	0	0	0	1	0	0	1	1.5	0	0	0	1	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1.5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	1	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	5	6.8
11:15	0	0	0	0	1	0	0	1	1.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	1	1.5	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	0	2	0	0	0	0	2	2	0	0	0	0	3	0	0	0	3	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	0	1	1.5	0	0	3	2	0	0	0	5	5	0	0	0	0	5	0	0	0	5	7.5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	5	6.8
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
12:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	1	0	0	0	1	1.5	0	0	0	0	0	0	1	1	2.3	0	0	1	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	1	0	0	0	1	1.5	0	0	0	1	1	1	0	3	4.8	0	0	4	2	0	0	0	6	6
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5	0	0	4	0	1	0	0	5	5.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	5	0	0	5	1	1	0	0	7	7.5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1.5	0	0	0	1	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	5.5	0	0	0	1	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	5	6.3	0	0	0	0	1	0	0	0	1	1.5	0	0	0	1	4	0	0	5	7	0	0	1	2	0	1	0	4	5.3
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	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	2	0	0	0	0	2	2
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	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	1	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	3.5	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	1	0	2	3.8	0	0	3	0	0	0	0	3	3
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	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	0	0	0	0	0	0	1	1	0	0	2	2.5	0	0	1	0	0	0	0	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	1	0	0	0	0	1	1	0	0	2	3	1	0	0	6	6.5	0	0	13	0	1	0	0	14	14.5
17:00	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	0	1	0	0	0	0	0	1	1	0	0	1	2	0	0	0	3	3	0	0	14	1	0	0	0	15	15
17:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	13	0	0	0	0	13	13
17:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	23	0	0	0	0	23	23
17:45	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22	22	0	0	2	0	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	32	2	0	0	0	34	34
H/TOT	0	0	0	0	0	0	0	0	0	0	0	42	1	1	0	0	44	44.5	0	0	6	0	0	0	0	0	6	6	0	0	8	2	0	0	0	10	10	0	0	82	3	0	0	0	85	85
18:00	0	0	0	0	0	0	0	0	0	0	0	27	1	0	0	0	28	28	0	0	2	0	0	0	0	0	2	2	0	0	0	1	0	0	0	1	1	0	0	10	3	0	0	0	13	13
18:15	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
18:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	14	2	0	0	0	17	16.2
18:45	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25	25	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	30	1	0	0	0	31	31
H/TOT	0	0	0	0	0	0	0	0	0	1	0	56	1	0	0	0	58	57.2	0	0	5	0	0	0	0	0	5	5	0	0	1	1	0	0	0	2	2	1	0	58	6	0	0	0	65	64.2
12 TOT	0	0	0	0	1	0	0	1	1.5	1	0	116	12	6	2	0	137	141.8	0	0	11	2	10	0	0	23	28	0	0	11	10	11	2	0	34	42.1	1	0	171	18	8	3	0	201	208.1

	B => B								B => C								B => D								C => A								C => B							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	23	5	1	0	1	30	31.5	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
07:15	0	0	1	0	0	0	0	1	1	0	0	8	0	0	0	0	8	8	0	0	28	2	2	0	0	32	33	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10
07:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	30	6	0	0	2	38	40	0	0	1	0	0	0	0	1	1	0	0	10	2	0	0	0	12	12
07:45	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	6	7	0	0	36	7	1	1	4	49	54.8	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20	20
H/TOT	0	0	1	0	0	0	0	1	1	0	0	21	0	2	0	0	23	24	0	0	117	20	4	1	7	149	159.3	0	0	1	0	0	0	0	1	1	0	0	45	4	0	0	0	49	49
08:00	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	11	11.5	0	0	39	4	2	1	0	46	48.3	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	13
08:15	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	5	4.4	0	0	48	4	0	0	0	52	52	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18	18
08:30	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	48	5	2	1	1	57	60.3	0	0	0	0	0	0	0	0	0	1	0	23	2	0	0	0	26	25.2
08:45	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	1	0	49	2	3	2	1	58	62.3	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	27	27
H/TOT	0	0	0	0	0	0	0	0	0	0	1	41	0	1	0	0	43	42.9	1	0	184	15	7	4	2	213	222.9	0	0	0	0	0	0	0	0	0	1	0	75	8	0	0	0	84	83.2
09:00	0	0	0	0	0	0	0	0	0	0	0	13	1	1	0	0	15	15.5	0	0	22	1	0	0	0	23	23	0	0	0	0	1	0	0	0	1	1	0	0	19	0	0	0	0	19	19
09:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	32	2	1	0	0	35	35.5	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	5	5.5
09:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	28	3	1	1	2	35	38.8	0	0	0	0	0	1	0	0	1	1.5	0	0	2	0	0	0	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	1	0	21	3	2	2	0	29	31.8	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	25	2	1	0	0	28	28.5	1	0	103	9	4	3	2	122	129.1	0	0	0	0	1	1	0	0	2	2.5	0	0	30	3	1	0	0	34	34.5
10:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	30	2	2	0	1	35	37	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14
10:15	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	0	26	2	2	1	0	31	33.3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
10:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	32	5	2	0	0	40	40.2	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	6.5
10:45	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	0	27	4	1	1	2	35	38.8	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	9	7.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	18	0	2	0	0	20	21	1	0	115	13	7	2	3	141	149.3	0	0	0	0	0	0	0	0	0	0	0	28	3	1	0	0	34	32.9
11:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	33	5	0	0	0	38	38	0	0	1	0	1	0	0	2	2.5	0	0	8	0	0	0	0	8	8
11:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	37	6	2	1	1	47	50.3	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9
11:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	33	6	1	0	1	42	42.7	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
11:45	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	2	27	4	1	1	0	35	35.6	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	27	1	0	0	0	28	28	1	2	130	21	4	2	2	162	166.6	0	0	1	0	1	0	0	2	2.5	0	0	31	1	0	0	0	32	32
12:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	29	2	0	1	1	34	35.5	0	0	0	0	2	0	0	2	3	0	0	4	0	0	0	0	4	4
12:15	0	0	1	0	0	0	0	1	1	1	0	2	0	0	0	0	3	2.2	0	0	27	7	0	0	0	34	34	0	0	0	0	2	0	0	2	3	0	0	6	1	0	0	0	7	7
12:30	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	38	8	1	0	1	48	49.5	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	0	0	0	0	0	0	0	0	0	1	25	6	4	0	0	36	37.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3
H/TOT	0	0	1	0	1	0	0	2	2.5	1	0	8	0	0	0	0	9	8.2	1	1	119	23	5	1	2	152	156.4	0	0	0	0	4	0	0	4	6	0	0	10	1	0	1	0	12	13.3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	9	4	0	1	84	87	0	0	0	0	2	1	0	3	5.3	1	0	0	0	0	0	0	1	0.2
13:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.4	0	0	43	3	0	0	0	46	46	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	1	30	4	0	0	1	36	36.4	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	1	55	3	0	0	0	59	58.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.4	0	2	198	19	4	0	2	225	227.8	0	0	0	0	2	1	0	3	5.3	1	0	0	0	0	0	0	1	0.2
14:00	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	41	4	4	0	0	49	51	0	0	0	0	1	0	0	1	1	0	0	8	0	0	0	0	8	8
14:15	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	30	5	0	0	1	36	37	0	0	0	0	1	0	0	1	1	1	0	10	1	0	0	0	12	11.2
14:30	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	1	0	44	6	1	0	1	53	53.7	0	0	0	0	0	0	0	0	0	0	0	13	2	1	0	0	16	16.5
14:45	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0	49	7	0	0	1	57	58	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19
H/TOT	0	0	0	0	0	0	0	0	0	0	0	37	4	0	0	0	41	41	1	0	164	22	5	0	3	195	199.7	0	0	0	0	2	0	0	0	2	2	1	0	49	4	1	0	0	55	54.7
15:00	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	54	8	1	0	1	64	65.5	0	0	0	0	0	1	0	0	1	1.5	0	0	7	1	0	0	0	8	8
15:15	0	0	0	0	0	0	0	0	0	1	0	13	0	0	0	0	14	13.2	0	0	44	7	0	0	3	54	57	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12
15:30	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	0	0	45	12	1	1	0	59	60.8	0	0	0	0	0	0	0	0	0	1	0	12	0	0	0	0	13	12.2
15:45	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	58	8	2	1	1	70	73.3	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	2	0	33	1	0	0	0	36	34.4	0	0	201	35	4	2	5	247	256.6	0	0	0	0	1	0	0	1	1.5	1	0	40	2	0	0	0	43	42.2
16:00	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	72	8	1	0	0	81	81.5	0	0	0	0	1	0	0	1	1	0	0	4	2	0	0	0	6	6
16:15	0	0	0	0	0	0	0	0	0	1	0	12	1	0	0	0	14	13.2	0	1	69	12	1	1	3	87	91.2	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	9	9.5
16:30	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	11	10.2	0	0	43	12	1	0	1	57	58.5	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11
16:45	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	40	8	1	0	0	49	49.5	0	0	0	1	0	0	0	1	1	0	0	17	1	0	0	0	18	18
H/TOT	0	0	0	0	0	0	0	0	0	2	0	46	3	0	0	0	51	49.4	0	1	224	40	4	1	4	274	280.7	0	0	1	1	0	0	0	2	2	0	0	39	4	1	0	0	44	44.5
17:00	0	0	0	0	0	0	0	0	0	1	0	20	1	0	0	0	22	21.2	1	1	77	8	1	0	1	89	89.1	0	0	1	0	0	0	0	1	1	0	0	9	0	0	0	0	9	9
17:15	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	1	57	3	0	0	2	63	64.4	1	0	1	0	0	0	0	2	1.2	0	0	7	1	1	0	0	9	9.5
17:30	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	1	0	40	4	0	0	1	46	46.2	0	0	2	0	0	0	0	2	2	0	0	12	1	0	0	0	13	13
17:45	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0	53	7	1	0	2	63	65.5	0	0	2	1	0	0	0	3	3	0	0	23	0	0	0	0	23	23
H/TOT	0	0	0	0	0	0	0	0	0	1	0	64	4	0	0	0	69	68.2	2	2	227	22	2	0	6	261	265.2	1	0	6	1	0	0	0	8	7.2	0	0	51	2	1	0	0	54	54.5
18:00	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	0	49	3	0	0	1	53	54	0	0	1	0	0	0	0	1	1	1	1	10	3	0	0	0	15	13.6
18:15	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	1	0	56	3	1	0	1	62	62.7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
18:30	0	0	1	0	0	0	0	1	1	0	0	19	1	0	0	0	20	20	0	0	39	5	0	0	2	46	48	0	0	1	0	0	0	0	1	1	0	0	12	1	0	0	0	13	13
18:45	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	45	4	0	0	0	49	49	0	0	1	0	0	0	0	1	1	0	0	27	0	0	0	0	27	27
H/TOT	0	0	1	0	0	0	0	1	1	0	0	59	4	0	0	0	63	63	1	0	189	15	1	0	4	210	213.7	0	0	3	0	0	0	0	3	3	1	1	56	4	0	0	0	62	60.6
12 TOT	0	0	3	0	1	0	0	4	4.5	8	1	379	19	6	0	0	413	409	9	8	1971	254	51	16	42	2351	2427.3	1	0	12	5	9	1	0	28	33	7	1	454	36	5	1	0	504	501.6

	C => C								C => D								D => A								D => B								D => C							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	1	0	0	0	1	1	0	1	33	9	0	0	1	44	44.4	0	0	1	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	0	1	0	0	0	1	1	0	0	49	8	0	0	3	60	63	0	0	2	1	0	0	0	3	3
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	1	0	0	0	2	2	0	0	68	8	1	3	3	83	90.4	0	0	0	1	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	91	6	1	2	2	102	107.1	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	2	3	0	0	0	5	5	0	1	241	31	2	5	9	289	304.9	0	0	4	2	0	0	0	6	6
08:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	1	0	0	1	1.5	0	1	95	14	1	0	1	112	112.9	0	0	3	0	0	0	0	3	3
08:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	82	4	2	0	0	89	89.2	0	0	3	0	0	0	0	3	3
08:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	1	0	0	0	1	1	1	0	73	3	0	0	4	81	84.2	0	0	3	0	0	0	0	3	3
08:45	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	48	4	0	0	1	54	54.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	0	1	1	0	0	2	2.5	3	1	298	25	3	0	6	336	340.5	0	0	9	0	0	0	0	9	9
09:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	1	0	0	0	1	1	0	0	43	2	1	1	2	49	52.8	0	0	2	0	1	0	0	3	3.5
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	37	1	1	0	0	39	39.5	0	0	1	0	1	0	0	2	2.5
09:30	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	33	6	2	1	1	43	46.3	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	32	3	2	1	1	39	42.3	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	7	7.5	0	0	0	2	0	0	0	2	2	0	0	145	12	6	3	4	170	180.9	0	0	4	0	2	0	0	6	7
10:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	28	2	2	0	1	33	35	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	32	9	1	0	1	43	44.5	0	0	1	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	29	5	0	0	0	34	34	0	0	1	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	34	6	3	1	1	45	48.8	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	1	0	0	0	0	1	1	0	0	123	22	6	1	3	155	162.3	0	0	5	0	0	0	0	5	5
11:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	31	5	0	3	0	39	42.9	0	0	2	1	0	0	0	3	3
11:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	1	0	0	0	0	0	0	1	0.2	0	0	27	4	1	1	1	34	36.8	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	34	4	0	0	0	38	38	0	0	2	0	0	0	0	2	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	5	2	0	1	52	54	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	1	0	0	0	0	0	0	1	0.2	0	0	136	18	3	4	2	163	171.7	0	0	6	1	0	0	0	7	7
12:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	33	7	2	1	0	45	46.1	0	0	1	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	35	4	1	0	1	41	42.5	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	38	7	3	0	0	49	49.7	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	8	3	0	1	54	56.5	0	0	0	0	0	1	0	1	2.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	2	148	26	9	1	2	189	194.8	0	0	1	0	0	1	0	2	3.3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	1	39	6	2	0	0	48	48.4	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	0	0	1	0	37	5	1	0	1	45	45.7	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	0	0	0	0	38	8	2	0	0	48	49	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	1	0	0	1	1.5	1	0	49	10	0	0	1	61	61.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	1	0	0	1	1.5	2	1	163	29	5	0	2	202	204.3	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	1	0	0	0	1	1	0	0	24	2	0	0	1	27	28	0	0	1	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	51	10	0	0	1	62	63	0	0	1	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	1	1.5	0	0	46	4	1	2	1	54	58.1	0	0	1	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	3	0	0	3	4.5	0	0	28	4	0	1	0	33	34.3	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	1	5	0	0	6	8.5	0	0	149	20	1	3	3	176	183.4	0	0	4	0	0	0	0	4	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	33	6	0	0	0	39	39	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	42	8	0	0	0	51	50.4	0	0	1	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	58	4	1	0	1	66	65.9	0	0	1	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	47	2	0	1	2	52	55.3	0	0	4	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	6.5	0	0	2	0	0	0	0	2	2	2	1	180	20	1	1	3	208	210.6	0	0	6	1	0	0	0	7	7
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	45	3	2	0	2	52	55	0	0	1	0	1	0	0	2	2.5
16:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	1	0	0	1	1.5	0	1	41	7	0	0	1	50	50.4	0	0	3	1	0	1	0	5	6.3
16:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	64	10	2	0	1	78	79.2	0	0	1	0	1	0	0	2	2.5
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	1	1	0	0	3	3.5	0	0	63	4	1	0	0	68	68.5	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	1	1	2	0	0	4	5	1	1	213	24	5	0	4	248	253.1	0	0	8	1	2	1	0	12	14.3
17:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	1	0	36	3	1	0	1	42	42.7	0	0	1	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	1	0	56	5	1	0	1	64	64.7	0	0	2	0	1	0	0	3	3.5
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	56	6	0	0	1	63	64	0	0	3	0	0	0	0	3	3
17:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	1	57	2	2	0	0	62	62.4	0	0	5	1	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	3	0	0	0	0	3	3	2	1	205	16	4	0	3	231	233.8	0	0	11	1	1	0	0	13	13.5
18:00	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	51	3	0	0	0	54	54	0	0	5	2	0	0	0	7	7
18:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	46	5	0	0	0	51	51	0	0	2	0	0	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	38	2	1	0	1	42	43.5	0	0	1	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	4	0	0	0	0	4	4	0	0	38	2	0	0	1	41	42	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	2	1	0	0	9	9.5	0	0	7	0	0	0	0	7	7	0	0	173	12	1	0	2	188	190.5	0	0	10	2	0	0	0	12	12
12 TOT	0	0	0	0	0	0	0	0	0	0	0	79	8	3	1	0	91	93.8	1	0	16	8	9	0	0	34	37.7	11	8	2174	255	46	18	43	2555	2630.8	0	0	68	8	5	2	0	83	88.1

	D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	1	0	0	1	1.5
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	0	1	1.5
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	1	0	0	1	1.5



IDASO

Survey Name: 260332 - Flemington Balbriggan Fingal
Site: Site 4
Location: R132/Hamlet Lane
Date: Thu 26-Mar-2026
AM Peak: 07:45 — 08:45 **Total:** 988
PM Peak: 17:15 — 18:15 **Total:** 1099
15 Min Peak: 17:45 — 18:00 **Total:** 311

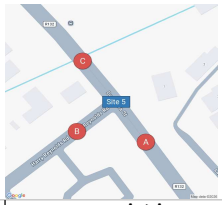
Arm A - Cardy Rock Cres
Arm B - R132
Arm C - Hamlet Lane
Arm D - R132

	A => A									A => B									A => C									A => D									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	3	0	0	0	0	3	3	0	0	2	0	1	0	0	3	3.5	0	0	5	0	0	0	0	5	5
07:30	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	7	7.5
07:45	0	0	0	0	0	0	0	0	0	1	0	13	3	1	0	0	18	17.7	0	0	4	0	0	0	0	4	4	0	0	3	1	1	0	0	5	5.5	0	0	10	2	0	0	0	12	12
H/TOT	0	0	0	0	0	0	0	0	0	2	0	37	4	1	0	0	44	42.9	0	0	11	0	0	0	0	11	11	0	0	6	1	2	0	0	9	10	0	0	22	2	1	0	0	25	25.5
08:00	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5
08:15	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	13	1	0	0	0	14	14
08:30	0	0	0	0	0	0	0	0	0	1	0	12	2	0	0	0	15	14.2	0	0	5	1	0	0	1	7	8	0	0	6	0	0	0	0	6	6	0	0	7	0	0	0	0	7	7
08:45	0	0	0	0	0	0	0	0	0	3	0	13	1	0	0	0	17	14.6	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	1	0	4	1	0	0	0	6	5.2
H/TOT	0	0	0	0	0	0	0	0	0	4	0	57	3	0	0	0	64	60.8	0	0	12	1	0	0	1	14	15	0	0	15	0	0	0	0	15	15	1	0	29	2	0	0	0	32	31.2
09:00	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4
09:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	9	10	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
09:30	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
09:45	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	10	10	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	39	3	0	0	1	43	44	0	0	7	0	0	0	0	7	7	0	0	2	0	0	0	0	2	2	0	0	18	0	0	0	0	18	18
10:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	2	1	0	0	0	3	3
10:15	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	0	0	1	0	0	0	0	1	1	0	0	2	0	1	0	0	3	3.5	0	0	3	0	0	0	0	3	3
10:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	1	0	3	2	0	0	0	6	5.2	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	2	0	17	3	0	0	0	22	20.4	0	0	4	0	0	0	0	4	4	0	0	6	1	1	0	0	8	8.5	0	0	10	2	0	0	0	12	12
11:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	6	1	0	0	0	7	7
11:15	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
11:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	7	1	0	0	0	8	8
11:45	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	9	8.2	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	1	0	26	2	0	0	0	29	28.2	0	0	5	1	0	0	0	6	6	0	0	4	0	0	0	0	4	4	0	0	18	2	0	0	0	20	20
12:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10
12:15	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	8	0	0	0	0	8	8
12:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	5	2	0	0	0	7	7
12:45	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	9	1	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25	25	0	0	7	1	0	0	0	8	8	0	0	4	0	0	0	0	4	4	0	0	30	5	0	0	0	35	35
13:00	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	3	1	0	0	1	5	6	0	0	1	1	0	0	0	2	2	0	0	6	2	0	0	1	9	10
13:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	3	1	0	0	0	4	4	1	0	0	0	0	0	0	1	0.2	0	0	9	1	0	0	0	10	10
13:30	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	11	11.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	6.5
13:45	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	32	2	1	0	0	35	35.5	0	0	8	2	0	0	1	11	12	1	0	1	1	0	0	0	3	2.2	0	0	25	5	1	0	1	32	33.5
14:00	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	3	0	0	0	1	4	5	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5
14:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2
14:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9
14:45	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	2	1	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	11	0	0	0	0	11	11
H/TOT	0	0	0	0	0	0	0	0	0	0	0	29	2	0	0	0	31	31	1	0	9	3	0	0	1	14	14.2	0	0	2	0	0	0	0	2	2	1	0	30	2	0	0	0	33	32.2
15:00	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	1	10	11	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	1	0	8	1	0	0	0	10	9.2
15:15	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	8	0	0	0	0	8	8
15:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	1	0	0	0	0	2	1.2	0	0	4	0	0	0	0	4	4	0	0	9	0	0	0	0	9	9
15:45	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	30	2	0	0	1	33	34	1	0	5	0	0	0	0	6	5.2	0	0	6	1	0	0	0	7	7	2	0	32	1	0	0	0	35	33.4
16:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
16:15	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	1	0	4	1	0	0	0	6	5.2	1	0	0	0	0	0	0	1	0.2	1	0	11	0	0	0	0	12	11.2
16:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	1	0	9	0	0	0	0	10	9.2
16:45	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	0	10	9.2	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	10	0	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	1	0	29	1	0	0	0	31	30.2	1	0	9	3	0	0	0	13	12.2	1	0	3	0	0	0	0	4	3.2	2	0	37	0	0	0	0	39	37.4
17:00	0	0	0	0	0	0	0	0	0	1	0	12	0	0	0	0	13	12.2	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	1	1.5	1	0	15	1	0	0	0	17	16.2
17:15	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	3	1	0	0	0	4	4	0	0	5	0	0	0	0	5	5	0	0	18	0	0	0	0	18	18
17:30	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	3	0	0	0	0	3	3	0	0	4	1	0	0	0	5	5	0	0	20	0	0	0	0	20	20
17:45	0	0	0	0	0	0	0	0	0	2	0	8	0	0	0	0	10	8.4	1	0	2	0	0	0	0	3	2.2	0	0	2	0	0	0	0	2	2	0	0	12	2	0	0	0	14	14
H/TOT	0	0	0	0	0	0	0	0	0	3	0	47	0	0	0	0	50	47.6	1	0	9	1	0	0	0	11	10.2	0	0	11	1	1	0	0	13	13.5	1	0	65	3	0	0	0	69	68.2
18:00	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	1	0	14	0	0	0	0	15	14.2
18:15	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	2	0	0	0	0	2	2	0	0	6	0	0	0	0	6	6	0	0	18	1	0	0	0	19	19
18:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	1	0	10	1	0	0	0	12	11.2
18:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	1	0	7	0	0	0	0	8	7.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	35	2	0	0	0	37	37	0	0	8	0	0	0	0	8	8	0	0	12	0	0	0	0	12	12	3	0	49	2	0	0	0	54	51.6
12 TOT	0	0	0	0	0	0	0	0	0	13	0	401	26	2	0	2	444	436.6	4	0	94	12	0	0	3	113	112.8	2	0	72	5	4	0	0	83	83.4	10	0	365	26	2	0	1	404	398

	B => B								B => C								B => D								C => A								C => B							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	8	8	0	0	17	4	1	0	1	23	24.5	0	0	0	0	0	0	0	0	0	3	0	12	1	0	0	1	17	15.6
07:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	27	1	2	0	0	30	31	0	0	1	0	1	0	0	2	2.5	0	0	6	1	0	0	0	7	7
07:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	31	6	0	0	2	39	41	0	0	3	1	0	0	0	4	4	0	0	13	3	0	0	1	17	18
07:45	0	0	0	0	0	0	0	0	0	0	0	13	3	1	0	0	17	17.5	0	0	30	3	3	0	3	39	43.5	0	0	2	1	0	0	0	3	3	1	0	13	2	0	0	1	17	17.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	25	7	1	0	0	33	33.5	0	0	105	14	6	0	6	131	140	0	0	6	2	1	0	0	9	9.5	4	0	44	7	0	0	3	58	57.8
08:00	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	13	13.5	0	0	41	3	3	1	0	48	50.8	0	0	4	1	0	0	0	5	5	0	0	23	2	0	0	1	26	27
08:15	0	0	0	0	0	0	0	0	0	0	0	13	2	2	0	1	18	20	0	1	43	2	0	0	0	46	45.4	0	0	3	0	0	0	0	3	3	0	0	16	2	0	0	0	18	18
08:30	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	51	4	2	2	1	60	64.6	0	0	6	1	0	0	0	7	7	1	0	21	2	1	0	1	26	26.7
08:45	0	0	0	0	0	0	0	0	0	0	0	27	1	0	0	0	28	28	1	0	46	2	3	2	1	55	59.3	0	0	1	0	0	0	0	1	1	4	0	32	0	0	0	0	36	32.8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	64	3	3	0	1	71	73.5	1	1	181	11	8	5	2	209	220.1	0	0	14	2	0	0	0	16	16	5	0	92	6	1	0	2	106	104.5
09:00	0	0	0	0	0	0	0	0	0	0	0	34	1	2	0	0	37	38	0	0	29	2	1	0	0	32	32.5	0	0	5	0	0	0	0	5	5	1	0	28	1	0	0	1	31	31.2
09:15	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	24	24	0	0	28	2	1	0	0	31	31.5	0	0	3	1	0	0	0	4	4	1	0	17	4	0	0	0	22	21.2
09:30	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	26	2	1	1	2	32	35.8	0	0	2	0	0	0	0	2	2	0	0	10	3	0	0	1	14	15
09:45	0	0	0	0	0	0	1	1	2	1	0	9	1	0	0	0	11	10.2	1	0	27	3	2	1	0	34	35.5	0	0	2	0	0	0	0	2	2	1	0	14	1	0	0	0	16	15.2
H/TOT	0	0	0	0	0	0	1	1	2	1	0	80	2	2	0	0	85	85.2	1	0	110	9	5	2	2	129	135.3	0	0	12	1	0	0	0	13	13	3	0	69	9	0	0	2	83	82.6
10:00	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	25	2	2	0	1	30	32	0	0	1	0	0	0	0	1	1	1	0	12	1	1	0	1	16	16.7
10:15	0	0	0	0	0	0	0	0	0	1	0	9	1	1	0	0	12	11.7	0	0	31	2	2	1	0	36	38.3	0	0	1	0	0	0	0	1	1	0	0	18	1	1	0	0	20	20.5
10:30	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	1	0	26	4	3	0	0	34	34.7	0	0	1	1	0	0	0	2	2	0	0	6	0	0	0	1	7	8
10:45	0	0	0	0	0	0	0	0	0	2	0	17	1	0	0	0	20	18.4	0	0	22	5	1	1	2	31	34.8	0	0	0	1	0	0	0	1	1	0	0	7	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	3	0	51	5	1	0	0	60	58.1	1	0	104	13	8	2	3	131	139.8	0	0	3	2	0	0	0	5	5	1	0	43	2	2	0	2	50	52.2
11:00	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	35	5	0	0	0	40	40	0	0	2	1	0	0	0	3	3	0	0	12	2	0	0	1	15	16
11:15	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	39	7	2	1	1	50	53.3	0	0	1	0	0	0	0	1	1	0	0	16	2	2	0	0	20	21
11:30	0	0	0	0	0	0	0	0	0	0	0	10	2	1	0	0	13	13.5	1	0	33	4	0	0	1	39	39.2	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	1	13	14
11:45	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	0	2	37	4	1	0	0	44	43.3	0	0	2	1	0	0	0	3	3	0	0	16	2	0	0	0	18	18
H/TOT	0	0	0	0	0	0	0	0	0	0	0	48	6	1	0	0	55	55.5	1	2	144	20	3	1	2	173	175.8	0	0	5	2	0	0	0	7	7	0	0	55	7	2	0	2	66	69
12:00	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24	24	2	0	33	3	0	1	1	40	40.7	0	0	3	0	0	0	0	3	3	1	0	11	0	1	0	1	14	14.7
12:15	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	0	0	35	9	0	0	0	44	44	0	0	2	0	0	0	0	2	2	1	1	9	1	0	0	0	12	10.6
12:30	0	0	0	0	0	0	0	0	0	1	0	14	4	1	0	0	20	19.7	0	0	28	5	1	0	1	35	36.5	1	0	2	0	0	0	0	3	2.2	0	0	15	2	0	0	1	18	19
12:45	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22	22	0	1	29	6	2	0	0	38	38.4	1	0	0	0	0	0	0	1	0.2	0	0	17	1	1	0	0	19	19.5
H/TOT	0	0	0	0	0	0	0	0	0	1	0	75	6	1	0	0	83	82.7	2	1	125	23	3	1	2	157	159.6	2	0	7	0	0	0	0	9	7.4	2	1	52	4	2	0	2	63	63.8
13:00	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	1	0	56	7	2	0	1	67	68.2	1	0	2	0	0	0	0	3	2.2	0	0	14	3	0	0	1	18	19
13:15	0	0	0	0	0	0	0	0	0	1	0	16	3	0	0	0	20	19.2	0	0	30	3	0	0	0	33	33	0	0	3	0	0	0	0	3	3	0	0	12	2	0	0	0	14	14
13:30	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	1	35	6	0	0	1	43	43.4	0	0	2	0	0	0	0	2	2	0	0	9	1	0	0	2	12	14
13:45	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	1	47	0	1	0	0	49	48.9	0	0	0	0	0	0	0	0	0	0	0	18	0	1	0	0	19	19.5
H/TOT	0	0	0	0	0	0	0	0	0	1	0	55	6	0	0	0	62	61.2	1	2	168	16	3	0	2	192	193.5	1	0	7	0	0	0	0	8	7.2	0	0	53	6	1	0	3	63	66.5
14:00	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	40	3	2	0	0	45	46	0	0	2	0	0	0	1	3	4	0	0	12	1	1	0	1	15	16.5
14:15	0	0	0	0	0	0	0	0	0	0	0	13	3	2	0	0	18	19	0	0	44	7	0	0	1	52	53	0	0	0	0	0	0	0	0	0	1	0	17	2	0	0	0	20	19.2
14:30	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20	20	1	0	36	7	1	0	2	47	48.7	0	0	4	1	0	0	0	5	5	1	0	19	0	1	0	2	23	24.7
14:45	0	0	1	0	0	0	0	1	1	5	0	40	0	0	0	0	45	41	0	0	48	7	0	0	0	55	55	0	0	2	0	0	0	0	2	2	0	0	20	1	0	0	0	21	21
H/TOT	0	0	1	0	0	0	0	1	1	5	0	85	5	2	0	0	97	94	1	0	168	24	3	0	3	199	202.7	0	0	8	1	0	0	1	10	11	2	0	68	4	2	0	3	79	81.4
15:00	0	0	0	0	0	0	0	0	0	1	0	24	2	0	0	0	27	26.2	0	0	51	8	1	0	1	61	62.5	0	0	3	0	0	0	1	4	5	0	0	9	0	0	0	2	11	13
15:15	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	1	0	52	5	0	0	3	61	63.2	0	0	1	0	0	0	0	1	1	0	0	10	1	3	0	0	14	15.5
15:30	0	0	0	0	0	0	0	0	0	0	0	12	1	0	1	0	14	15.3	1	0	35	8	1	1	0	46	47	1	0	0	0	0	0	0	1	0.2	0	0	18	0	0	0	2	20	22
15:45	0	0	0	0	0	0	0	0	0	1	0	22	2	0	0	0	25	24.2	0	0	51	7	2	0	1	61	63	0	0	3	1	0	0	0	4	4	0	0	18	0	0	0	0	18	18
H/TOT	0	0	0	0	0	0	0	0	0	2	0	75	5	0	1	0	83	82.7	2	0	189	28	4	1	5	229	235.7	1	0	7	1	0	0	1	10	10.2	0	0	55	1	3	0	4	63	68.5
16:00	0	0	0	0	0	0	0	0	0	2	0	21	2	0	0	0	25	23.4	0	0	82	7	1	0	0	90	90.5	0	0	1	0	0	0	0	1	1	0	0	16	2	0	0	1	19	20
16:15	0	0	0	0	0	0	0	0	0	0	0	25	0	1	0	0	26	26.5	0	1	62	15	1	1	3	83	87.2	2	0	2	0	0	0	0	4	2.4	1	0	15	1	0	0	0	17	16.2
16:30	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	1	0	47	9	1	0	1	59	59.7	1	0	4	0	0	0	0	5	4.2	1	0	8	1	0	0	1	11	11.2
16:45	0	0	0	0	0	0	0	0	0	1	0	9	2	0	0	0	12	11.2	0	0	60	7	1	0	0	68	68.5	0	0	3	1	0	0	0	4	4	2	0	17	1	0	0	0	20	18.4
H/TOT	0	0	0	0	0	0	0	0	0	3	0	66	4	1	0	0	74	72.1	1	1	251	38	4	1	4	300	305.9	3	0	10	1	0	0	0	14	11.6	4	0	56	5	0	0	2	67	65.8
17:00	0	0	0	0	0	0	0	0	0	0	0	26	2	0	0	0	28	28	2	1	90	8	0	0	1	102	100.8	0	0	5	1	0	0	0	6	6	0	0	20	3	0	0	1	24	25
17:15	0	0	0	0	0	0	0	0	0	0	0	25	3	0	0	0	28	28	0	1	67	3	0	0	2	73	74.4	0	0	4	0	0	0	0	4	4	2	0	17	2	0	0	0	21	19.4
17:30	0	0	0	1	0	0	0	1	1	3	0	28	1	0	0	0	32	29.6	1	0	68	3	0	0	1	73	73.2	0	0	7	1	0	0	0	8	8	0	0	10	0	0	0	1	11	12
17:45	0	0	0	0	0	0	0	0	0	1	0	24	0	0	0	0	25	24.2	0	0	76	9	0	0	2	87	89	0	0	6	0	0	0	0	6	6	5	0	28	0	1	0	0	34	30.5
H/TOT	0	0	0	1	0	0	0	1	1	4	0	103	6	0	0	0	113	109.8	3	2	301	23	0	0	6	335	337.4	0	0	22	2	0	0	0	24	24	7	0	75	5	1	0	2	90	86.9
18:00	0	0	0	0	0	0	0	0	0	2	0	32	1	0	0	0	35	33.4	0	0	62	8	0	0	1	71	72	0	0	1	1	0	0	0	2	2	0	0	12	0	0	0	1	13	14
18:15	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	31	31	1	0	60	4	1	0	1	67	67.7	0	0	5	0	0	0	0	5	5	0	0	17	0	0	0	0	17	17
18:30	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	1	0	60	8	0	0	2	71	72.2	0	0	4	2	0	0	0	6	6	0	0	20	1	0	0	1	22	23
18:45	0	0	0	0	0	0	0	0	0	2	0	22	2	0	0	0	26	24.4	0	0	77	3	0	0	0	80	80	0	0	0	0	0	0	0	0	0	0	0	27	3	0	0	0	30	30
H/TOT	0	0	0	0	0	0	0	0	0	4	0	103	5	0	0	0	112	108.8	2	0	259	23	1	0	4	289	291.9	0	0	10	3	0	0	0	13	13	0	0	76	4	0	0	2	82	84
12 TOT	0	0	1	1	0	0	1	3	4	24	0	830	60	12	1	1	928	917.1	16	9	2105	242	48	13	41	2474	2537.7	7	0	111	17	1	0	2	138	134.9	28	1	738	60	14	0	29	870	883

	C => C								C => D								D => A								D => B								D => C							
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	1	38	8	0	0	1	48	48.4	0	0	2	1	0	0	0	3	3
07:15	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	1	0	0	0	0	1	1	0	0	53	10	0	0	2	65	67	0	0	5	0	0	0	0	5	5
07:30	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	3	0	0	0	0	3	3	0	0	69	10	1	3	4	87	95.4	0	0	7	0	0	0	0	7	7
07:45	0	0	0	0	0	0	0	0	0	0	0	7	2	1	1	1	12	14.8	0	0	1	0	1	0	0	2	2.5	0	0	98	6	1	1	2	108	111.8	0	0	10	0	0	1	0	11	12.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	29	5	1	1	1	37	39.8	0	0	5	0	1	0	0	6	6.5	0	1	258	34	2	4	9	308	322.6	0	0	24	1	0	1	0	26	27.3
08:00	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	2	0	0	0	0	2	2	0	0	97	13	1	0	1	112	113.5	0	1	7	3	0	0	0	11	10.4
08:15	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12	0	0	4	1	0	0	0	5	5	1	0	86	5	2	0	0	94	94.2	0	0	12	1	0	0	0	13	13
08:30	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	8.5	0	0	2	0	0	0	0	2	2	1	0	75	5	0	0	4	85	88.2	0	0	10	0	0	0	0	10	10
08:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	3	0	0	0	0	3	3	2	0	71	4	0	0	1	78	77.4	0	0	7	1	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	29	4	1	0	0	34	34.5	0	0	11	1	0	0	0	12	12	4	0	329	27	3	0	6	369	373.3	0	1	36	5	0	0	0	42	41.4
09:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	58	2	0	1	2	63	66.3	0	0	2	0	1	0	0	3	3.5
09:15	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	38	2	1	0	0	41	41.5	0	0	2	1	0	0	0	3	3
09:30	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	35	6	2	1	1	45	48.3	0	0	3	0	1	0	0	4	4.5
09:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	5	6.3	0	0	1	0	0	0	0	1	1	0	0	34	5	2	1	1	43	46.3	0	0	2	1	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	17	4	0	1	0	22	23.3	0	0	3	0	0	0	0	3	3	0	0	165	15	5	3	4	192	202.4	0	0	9	2	2	0	0	13	14
10:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	2	0	0	0	2	2	0	0	38	1	2	0	1	42	44	0	0	4	0	0	0	0	4	4
10:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	2	0	1	0	0	3	3.5	0	0	28	7	0	0	1	36	37	0	0	5	1	1	0	0	7	7.5
10:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	33	6	0	0	0	39	39	0	0	2	1	0	0	0	3	3
10:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	2	0	35	6	2	1	1	47	48.7	0	0	2	0	1	0	0	3	3.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18	18	0	0	3	2	1	0	0	6	6.5	2	0	134	20	4	1	3	164	168.7	0	0	13	2	2	0	0	17	18
11:00	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	41	8	0	2	0	51	53.6	0	0	1	0	0	1	0	2	3.3
11:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	33	5	1	1	1	41	43.8	0	0	3	0	0	0	0	3	3
11:30	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	0	0	1	0	0	0	0	1	1	0	0	37	5	0	0	0	42	42	0	0	2	0	0	0	0	2	2
11:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	4	5.3	0	0	3	0	0	0	0	3	3	0	0	44	3	2	0	1	50	52	0	0	6	2	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	3	1	1	0	16	17.8	0	0	4	0	0	0	0	4	4	0	0	155	21	3	3	2	184	191.4	0	0	12	2	0	1	0	15	16.3
12:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	2	29	6	2	1	0	40	41.1	0	0	2	1	0	0	0	3	3
12:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	41	3	0	0	1	45	46	0	0	7	2	1	0	0	10	10.5
12:30	0	0	0	0	0	0	0	0	0	0	0	5	1	2	0	0	8	9	0	0	1	1	0	0	0	2	2	1	0	30	5	3	0	0	39	39.7	0	0	5	1	1	0	0	7	7.5
12:45	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	34	8	0	1	1	44	46.3	0	0	7	0	1	0	0	8	8.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	14	3	2	0	0	19	20	0	0	2	1	0	0	0	3	3	1	2	134	22	5	2	2	168	173.1	0	0	21	4	3	0	0	28	29.5
13:00	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	10	10.5	0	0	2	0	0	0	0	2	2	1	1	30	4	3	0	0	39	39.1	0	0	13	2	0	0	0	15	15
13:15	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	1	0	29	1	1	0	1	33	33.7	0	0	6	4	0	0	0	10	10
13:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	36	7	2	0	0	45	46	0	0	6	2	0	0	0	8	8
13:45	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	6.5	0	0	1	0	0	0	0	1	1	1	0	37	9	0	0	1	48	48.2	0	0	6	2	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	25	2	2	0	0	29	30	0	0	3	0	0	0	0	3	3	3	1	132	21	6	0	2	165	167	0	0	31	10	0	0	0	41	41
14:00	0	0	0	0	0	0	0	0	0	0	0	7	2	1	0	0	10	10.5	0	0	1	0	0	0	0	1	1	0	0	29	3	0	0	1	33	34	0	0	7	0	0	0	0	7	7
14:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	2	0	0	0	0	2	2	1	0	56	12	0	1	1	71	72.5	0	0	3	0	0	0	0	3	3
14:30	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	51	5	1	1	0	58	59.8	0	0	7	1	0	0	0	8	8
14:45	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	3	0	0	0	0	3	3	0	0	43	5	0	0	1	49	50	0	0	3	0	1	1	0	5	6.8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	32	5	1	0	0	38	38.5	0	0	6	0	0	0	0	6	6	1	0	179	25	1	2	3	211	216.3	0	0	20	1	1	1	0	23	24.8
15:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	2	1	0	0	0	3	3	0	0	33	6	0	0	0	39	39	0	0	7	0	0	0	0	7	7
15:15	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	3	0	0	0	0	3	3	0	0	38	6	0	0	0	44	44	0	1	12	3	0	0	0	16	15.4
15:30	0	0	0	0	0	0	0	0	0	0	0	19	3	0	0	0	22	22	1	0	2	0	0	0	0	3	2.2	2	0	59	3	1	0	1	66	65.9	0	0	9	2	0	0	0	11	11
15:45	0	0	0	0	0	0	0	0	0	0	0	12	1	0	1	0	14	15.3	0	0	1	0	0	0	0	1	1	0	0	48	2	0	1	2	53	56.3	0	0	9	0	0	0	0	9	9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	44	6	0	1	0	51	52.3	1	0	8	1	0	0	0	10	9.2	2	0	178	17	1	1	3	202	205.2	0	1	37	5	0	0	0	43	42.4
16:00	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	4	1	0	0	0	5	5	0	0	38	4	2	0	1	45	47	0	0	5	0	0	0	1	6	7
16:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	1	0	0	0	0	1	1	0	1	47	5	1	0	1	55	55.9	0	0	5	2	0	0	0	7	7
16:30	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13	13	0	0	5	0	0	0	0	5	5	1	0	57	11	2	0	1	72	73.2	0	0	10	0	0	0	0	10	10
16:45	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	3	0	0	0	0	3	3	0	0	69	2	1	0	0	72	72.5	0	0	10	1	0	0	0	11	11
H/TOT	0	0	0	0	0	0	0	0	0	0	0	37	6	0	0	0	43	43	0	0	13	1	0	0	0	14	14	1	1	211	22	6	0	3	244	248.6	0	0	30	3	0	0	1	34	35
17:00	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	3	0	1	0	0	4	4.5	1	0	42	3	1	0	1	48	48.7	0	0	8	1	0	0	0	9	9
17:15	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	3	1	0	0	0	4	4	1	0	56	6	2	0	1	66	67.2	0	0	9	0	0	0	0	9	9
17:30	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	4	1	0	0	0	5	5	0	0	65	4	0	0	1	70	71	0	0	11	1	0	0	0	12	12
17:45	0	0	0	0	0	0	0	0	0	0	0	23	1	1	0	0	25	25.5	0	0	2	0	0	0	0	2	2	0	0	86	3	2	0	0	91	92	0	0	11	1	0	0	0	12	12
H/TOT	0	0	0	0	0	0	0	0	0	0	0	55	4	1	0	0	60	60.5	0	0	12	2	1	0	0	15	15.5	2	0	249	16	5	0	3	275	278.9	0	0	39	3	0	0	0	42	42
18:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	1	0	3	0	0	0	0	4	3.2	0	2	69	5	0	0	0	76	74.8	0	0	17	2	0	0	0	19	19
18:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2	0	0	49	4	0	0	0	53	53	1	0	5	1	0	0	0	7	6.2
18:30	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	44	2	1	0	1	48	49.5	0	0	9	1	0	0	0	10	10
18:45	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	1	0	0	0	0	1	1	0	0	79	2	0	0	1	82	83	0	0	7	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	37	2	0	0	0	39	39	1	0	6	0	0	0	0	7	6.2	0	2	241	13	1	0	2	259	260.3	1	0	38	4	0	0	0	43	42.2
12 TOT	0	0	0	0	0	0	0	0	0	0	0	348	44	9	4	1	406	416.7	2	0	76	8	3	0	0	89	88.9	16	7	2365	253	42	16	42	2741	2807.8	1	2	310	42	8	3	1	367	373.9

	D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0



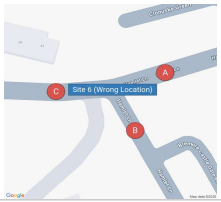
IDASO

Survey Name: 260332 - Flemington Balbriggan Fingal
Site: Site 5
Location: R132/Harry Reynolds Road
Date: Thu 26-Mar-2026
AM Peak: 08:00 — 09:00 **Total:** 1154
PM Peak: 17:15 — 18:15 **Total:** 1315
15 Min Peak: 17:45 — 18:00 **Total:** 361

Arm A - R132
Arm B - Harry Reynolds Road
Arm C - R132

	A => A									A => B									A => C									B => A									B => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	1	11	11.2	0	0	17	4	1	0	1	23	24.5	2	0	10	3	0	0	1	16	15.4	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	30	1	1	0	0	32	32.5	0	0	10	3	0	0	0	13	13	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	28	4	0	0	3	35	38	0	0	18	1	0	0	1	20	21	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	1	24	25	0	0	35	6	5	0	2	48	52.5	0	0	20	2	0	0	0	22	22	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	49	2	0	0	2	54	55.2	0	0	110	15	7	0	6	138	147.5	2	0	58	9	0	0	2	71	71.4	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	28	4	0	0	0	32	32	0	0	42	4	2	0	0	48	49	0	0	23	4	0	0	1	28	29	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	1	24	25	0	0	51	4	2	0	2	59	62	3	0	29	1	0	0	1	34	32.6	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	1	0	29	1	0	0	1	32	32.2	0	0	53	1	0	0	0	54	54	1	0	34	2	0	0	1	38	38.2	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	35	3	0	0	1	39	40	0	0	70	3	3	0	1	77	79.5	4	0	43	1	0	0	0	48	44.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	112	11	0	0	3	127	129.2	0	0	216	12	7	0	3	238	244.5	8	0	129	8	0	0	3	148	144.6	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	40	6	1	0	0	47	47.5	1	0	49	1	2	0	0	53	53.2	1	0	25	0	0	0	1	27	27.2	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	1	41	1	1	0	1	45	45.9	0	0	50	2	0	0	1	53	54	0	0	29	2	0	0	0	31	31	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23	23	0	0	31	2	0	0	1	34	35	0	0	24	3	0	0	1	28	29	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	1	19	20	1	0	30	1	2	0	0	34	34.2	0	0	24	2	0	0	0	26	26	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	119	10	2	0	2	134	136.4	2	0	160	6	4	0	2	174	176.4	1	0	102	7	0	0	2	112	113.2	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	21	3	0	0	1	25	26	0	0	38	3	2	0	1	44	46	0	0	28	1	0	0	1	30	31	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	32	4	1	0	0	37	37.5	1	0	18	1	0	0	0	20	19.2	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	1	21	22	0	0	28	5	2	0	0	35	36	0	0	18	1	0	0	1	20	21	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	19	3	0	0	0	22	22	0	0	35	7	1	0	2	45	47.5	0	0	18	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	67	9	0	0	2	78	80	0	0	133	19	6	0	3	161	167	1	0	82	3	0	0	2	88	89.2	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	1	20	21	0	0	46	7	0	0	0	53	53	0	0	17	0	1	0	1	19	20.5	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	17	5	1	0	0	23	23.5	0	0	48	4	2	0	1	55	57	1	0	31	1	0	0	0	33	32.2	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	1	18	19	1	0	46	4	1	0	1	53	53.7	1	0	22	2	0	0	1	26	26.2	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	1	0	20	3	0	0	0	24	23.2	0	2	52	5	1	0	0	60	59.3	0	0	22	2	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	71	10	1	0	2	85	86.7	1	2	192	20	4	0	2	221	223	2	0	92	5	2	0	2	103	104.4	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	21	1	1	0	0	23	23.5	2	0	52	5	0	0	1	60	59.4	1	0	22	3	0	0	1	27	27.2	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	1	24	25	0	0	49	5	0	0	0	54	54	0	0	21	1	0	0	0	22	22	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	30	30	0	0	34	7	2	0	1	44	46	1	0	19	1	1	0	1	23	23.7	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	21	2	2	0	1	26	28	0	1	42	4	1	0	0	48	47.9	1	0	17	8	0	0	0	26	25.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	92	6	3	0	2	103	106.5	2	1	177	21	3	0	2	206	207.3	3	0	79	13	1	0	2	98	98.1	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	28	3	0	0	0	31	31	0	0	53	7	1	0	2	63	65.5	0	0	16	2	0	0	1	19	20	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	1	21	22	0	0	29	4	0	0	0	33	33	0	0	27	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	26	2	0	0	1	29	30	0	1	43	5	0	0	1	50	50.4	0	0	22	1	1	0	1	25	26.5	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	27	3	1	0	1	32	33.5	0	0	54	3	0	0	0	57	57	0	0	31	0	0	0	0	31	31	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	99	10	1	0	3	113	116.5	0	1	179	19	1	0	3	203	205.9	0	0	96	6	1	0	2	105	107.5	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	26	3	1	0	0	30	30.5	0	0	48	6	2	0	0	56	57	1	0	23	0	0	0	1	25	25.2	1	0	0	0	0	0	0	1	0.2
14:15	0	0	0	0	0	0	0	0	0	0	0	26	2	0	1	1	30	32.3	0	0	48	9	1	0	1	59	60.5	0	0	22	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	19	1	1	0	0	21	21.5	0	0	51	6	0	0	1	58	59	1	0	21	2	1	0	1	26	26.7	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	31	1	0	0	2	34	36	2	0	53	5	0	0	0	60	58.4	0	1	28	1	0	0	0	30	29.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	102	7	2	1	3	115	120.3	2	0	200	26	3	0	2	233	234.9	2	1	94	5	1	0	2	105	105.3	1	0	0	0	0	0	0	1	0.2
15:00	0	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	26	26	0	0	64	8	0	0	0	72	72	0	0	27	1	0	0	1	29	30	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	22	2	1	0	1	26	27.5	3	0	52	5	0	1	1	62	61.9	0	0	27	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	14	5	0	0	0	19	19	1	0	44	4	1	0	0	50	49.7	0	0	25	1	1	0	1	28	29.5	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	1	0	30	1	2	0	1	35	36.2	1	0	59	8	1	0	1	70	70.7	0	0	31	3	0	0	1	35	36	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	90	10	3	0	2	106	108.7	5	0	219	25	2	1	2	254	254.3	0	0	110	8	1	0	3	122	125.5	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	1	0	44	2	0	0	1	48	48.2	1	0	84	10	0	1	0	96	96.5	1	0	17	1	1	0	1	21	21.7	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	35	1	1	0	1	38	39.5	2	0	80	4	1	0	3	90	91.9	0	0	20	2	0	0	0	22	22	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	30	3	0	0	0	34	33.2	1	0	49	5	0	0	1	56	56.2	2	0	25	3	0	0	1	31	30.4	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	1	0	30	5	0	0	1	37	37.2	1	0	61	6	1	0	0	69	68.7	6	0	34	4	0	0	0	44	39.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	3	0	139	11	1	0	3	157	158.1	5	0	274	25	2	1	4	311	313.3	9	0	96	10	1	0	2	118	113.3	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	37	5	0	0	0	42	42	3	0	81	5	0	0	1	90	88.6	2	0	26	1	0	0	1	30	29.4	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	1	0	36	3	0	0	1	41	41.2	0	0	72	3	0	0	1	76	77	0	0	34	4	0	0	0	38	38	0	0	0	0	0	0	0	0	0
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17:45	0	0	0	0	0	0	0	0	0	0	1	43	2	0	0	1	47	47.4	0	0	86	9	0	0	2	97	99	0	0	53	3	0	0	0	56	56	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	3	1	158	11	0	0	2	175	174	5	0	319	21	0	0	5	350	351	4	0	155	10	0	0	2	171	169.8	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	6	0	47	2	0	0	0	55	50.2	1	0	82	5	0	0	1	89	89.2	2	0	25	2	0	0	1	30	29.4	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	2	0	40	1	0	0	1	44	43.4	1	0	80	1	1	0	0	83	82.7	2	0	26	0	0	0	0	28	26.4	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	9	0	134	9	0	0	2	154	148.8	4	0	304	17	1	0	2	328	327.3	6	0	112	4	0	0	2	124	121.2	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	19	2	1232	106	13	1	28	1401	1420.4	26	4	2483	226	40	2	36	2817	2852.4	38	1	1205	88	7	0	26	1365	1363.5	1	0	0	0	0	0	0	1	0.2

	B => C								C => A								C => B								C => C							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	9	3	0	0	0	12	12	4	0	48	6	0	0	2	60	58.8	0	1	12	2	0	0	0	15	14.4	0	0	0	0	0	0	0	0	0
07:15	0	0	6	0	1	0	0	7	7.5	0	0	35	9	0	0	2	46	48	0	0	21	3	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0
07:30	0	0	18	2	1	0	0	21	21.5	0	0	63	7	1	1	5	77	83.8	0	0	27	6	0	0	0	33	33	0	0	0	0	0	0	0	0	0
07:45	0	0	14	0	0	0	0	14	14	2	0	77	7	1	0	2	89	89.9	0	0	55	6	0	0	0	61	61	0	0	0	0	0	0	0	0	0
H/TOT	0	0	47	5	2	0	0	54	55	6	0	223	29	2	1	11	272	280.5	0	1	115	17	1	0	0	134	133.9	0	0	0	0	0	0	0	0	0
08:00	0	0	19	0	1	0	0	20	20.5	0	0	103	10	2	0	3	118	122	1	0	30	4	1	0	0	36	35.7	0	0	0	0	0	0	0	0	0
08:15	0	0	19	1	1	0	0	21	21.5	1	0	80	6	1	0	0	88	87.7	0	0	31	2	1	0	0	34	34.5	0	0	0	0	0	0	0	0	0
08:30	2	0	18	1	1	1	0	23	23.2	4	0	92	3	1	0	5	105	107.3	0	0	22	4	0	0	0	26	26	0	0	0	0	0	0	0	0	0
08:45	10	0	21	2	0	1	0	34	27.3	6	0	99	6	0	0	1	112	108.2	0	0	22	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0
H/TOT	12	0	77	4	3	2	0	98	92.5	11	0	374	25	4	0	9	423	425.2	1	0	105	12	2	0	0	120	120.2	0	0	0	0	0	0	0	0	0
09:00	11	0	20	1	1	0	0	33	24.7	0	0	75	2	0	0	3	80	83	0	0	25	2	0	0	0	27	27	0	0	0	0	0	0	0	0	0
09:15	0	0	10	1	1	0	0	12	12.5	1	0	45	7	0	0	0	53	52.2	1	0	21	0	1	0	1	24	24.7	0	0	0	0	0	0	0	0	0
09:30	0	0	19	0	1	0	0	20	20.5	0	0	43	9	2	0	2	56	59	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
09:45	0	0	11	2	0	1	1	15	17.3	0	0	44	8	2	0	1	55	57	0	0	17	3	0	0	0	20	20	0	0	0	0	0	0	0	0	0
H/TOT	11	0	60	4	3	1	1	80	75	1	0	207	26	4	0	6	244	251.2	1	0	78	5	1	0	1	86	86.7	0	0	0	0	0	0	0	0	0
10:00	0	0	5	1	1	0	0	7	7.5	1	0	48	2	3	0	2	56	58.7	0	0	19	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0
10:15	0	0	17	0	1	0	0	18	18.5	1	0	44	8	1	0	1	55	55.7	0	0	10	1	0	0	1	12	13	0	0	0	0	0	0	0	0	0
10:30	0	0	4	0	2	0	0	6	7	1	0	37	5	0	0	1	44	44.2	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0
10:45	0	0	11	0	0	0	0	11	11	4	0	39	6	2	0	1	52	50.8	0	0	12	4	0	0	0	16	16	0	0	0	0	0	0	0	0	0
H/TOT	0	0	37	1	4	0	0	42	44	7	0	168	21	6	0	5	207	209.4	0	0	54	7	0	0	1	62	63	0	0	0	0	0	0	0	0	0
11:00	0	0	9	2	0	0	0	11	11	0	0	50	10	0	1	1	62	64.3	0	0	8	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0
11:15	0	0	12	3	0	0	0	15	15	0	0	42	5	3	0	0	50	51.5	0	0	9	2	0	1	0	12	13.3	0	0	0	0	0	0	0	0	0
11:30	0	0	9	1	0	0	0	10	10	0	0	47	6	0	0	2	55	57	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	42	6	0	0	0	48	48	0	0	196	24	4	1	4	229	236.3	0	0	44	5	2	1	0	52	54.3	0	0	0	0	0	0	0	0	0
12:00	0	0	16	4	0	0	0	20	20	1	0	34	6	1	0	1	43	43.7	0	2	18	2	0	1	0	23	23.1	0	0	0	0	0	0	0	0	0
12:15	0	0	13	4	0	0	0	17	17	0	0	46	6	0	0	0	52	52	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
12:30	1	0	9	2	0	0	0	12	11.2	1	0	41	7	2	0	2	53	55.2	0	0	16	2	2	0	0	20	21	0	0	0	0	0	0	0	0	0
12:45	0	0	20	2	0	0	0	22	22	0	0	39	6	1	0	0	46	46.5	0	0	18	2	0	1	0	21	22.3	0	0	0	0	0	0	0	0	0
H/TOT	1	0	58	12	0	0	0	71	70.2	2	0	160	25	4	0	3	194	197.4	0	2	64	6	2	2	0	76	78.4	0	0	0	0	0	0	0	0	0
13:00	0	0	24	4	1	0	0	29	29.5	1	0	42	6	2	0	2	53	55.2	0	1	14	0	1	1	0	17	18.2	0	0	0	0	0	0	0	0	0
13:15	0	0	23	2	0	0	0	25	25	1	0	37	5	1	0	1	45	45.7	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
13:30	0	1	11	1	1	0	0	14	13.9	0	0	43	7	1	0	1	52	53.5	0	0	14	3	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0
13:45	0	0	21	1	0	0	0	22	22	0	0	47	10	0	0	1	58	59	1	0	14	1	1	0	1	18	18.7	0	0	0	0	0	0	0	0	0
H/TOT	0	1	79	8	2	0	0	90	90.4	2	0	169	28	4	0	5	208	213.4	1	1	56	4	3	1	1	67	69.4	0	0	0	0	0	0	0	0	0
14:00	0	0	12	0	0	0	0	12	12	0	0	42	4	1	0	2	49	51.5	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
14:15	1	0	14	4	1	0	0	20	19.7	2	0	61	12	0	0	0	75	73.4	0	0	15	4	0	1	0	20	21.3	0	0	0	0	0	0	0	0	0
14:30	0	0	24	2	1	0	1	28	29.5	0	0	45	3	0	0	3	51	54	0	0	22	3	2	1	0	28	30.3	0	0	0	0	0	0	0	0	0
14:45	0	0	23	2	0	0	1	26	27	2	0	60	7	0	0	1	70	69.4	20	0	31	2	0	0	0	53	37	0	0	0	0	0	0	0	0	0
H/TOT	1	0	73	8	2	0	2	86	88.2	4	0	208	26	1	0	6	245	248.3	20	0	77	10	2	2	0	111	98.6	0	0	0	0	0	0	0	0	0
15:00	0	0	20	3	1	0	0	24	24.5	0	0	44	4	0	0	2	50	52	0	0	20	4	0	0	1	25	26	0	0	0	0	0	0	0	0	0
15:15	0	0	23	2	0	0	2	27	29	0	0	43	7	2	0	0	52	53	0	0	18	1	1	0	0	20	20.5	0	0	0	0	0	0	0	0	0
15:30	0	0	16	4	0	1	0	21	22.3	2	0	66	3	0	0	3	74	75.4	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	80	9	2	1	2	94	98.3	2	0	217	16	2	1	7	245	252.7	1	0	71	6	2	0	1	81	82.2	0	0	0	0	0	0	0	0	0
16:00	0	0	24	2	1	0	0	27	27.5	0	0	42	2	1	0	1	46	47.5	0	0	15	1	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0
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16:30	0	0	15	5	1	0	0	21	21.5	0	0	45	11	1	0	2	59	61.5	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0
16:45	0	0	28	2	0	0	0	30	30	0	0	82	3	1	0	0	86	86.5	0	0	23	2	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	88	11	3	0	0	102	103.5	0	1	225	21	3	0	4	254	258.9	0	0	75	8	2	0	1	86	88	0	0	0	0	0	0	0	0	0
17:00	0	1	44	4	0	0	0	49	48.4	3	0	56	6	1	0	2	68	68.1	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
17:15	1	1	43	2	0	0	1	48	47.6	1	0	63	3	1	0	1	69	69.7	1	0	25	2	1	0	0	29	28.7	0	0	0	0	0	0	0	0	0
17:30	1	0	42	3	1	0	0	47	46.7	0	0	64	5	0	0	2	71	73	0	0	25	1	0	0	0	26	26	0	0	0	0	0	0	0	0	0
17:45	0	0	25	1	0	0	0	26	26	2	0	101	2	0	0	0	105	103.4	0	0	27	0	3	0	0	30	31.5	0	0	0	0	0	0	0	0	0
H/TOT	2	2	154	10	1	0	1	170	168.7	6	0	284	16	2	0	5	313	314.2	1	0	91	3	4	0	0	99	100.2	0	0	0	0	0	0	0	0	0
18:00	2	0	31	5	0	0	0	38	36.4	0	1	78	6	0	0	1	86	86.4	0	0	31	1	0	0	0	32	32	0	0	0	0	0	0	0	0	0
18:15	0	0	27	5	0	0	1	33	34	0	0	57	0	0	0	0	57	57	0	0	20	5	0	0	0	25	25	0	0	0	0	0	0	0	0	0
18:30	1	0	29	2	0	0	1	33	33.2	0	0	54	4	1	0	2	61	63.5	0	0	20	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0
18:45	0	0	34	1	0	0	0	35	35	0	0	79	5	0	0	1	85	86	0	0	19	0	0	0	0	19	19	0	0	0	0	0	0	0	0	0
H/TOT	3	0	121	13	0	0	2	139	138.6	0	1	268	15	1	0	4	289	292.9	0	0	90	6	0	0	0	96	96	0	0	0	0	0	0	0	0	0
12 TOT	30	3	916	91	22	4	8	1074	1072.4	41	2	2699	272	37	3	69	3123	3180.4	25	4	920	89	21	6	5	1070	1070.9	0	0	0	0	0	0	0	0	0



IDASO

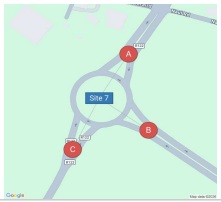
Survey Name: 260332 - Flemington Balbriggan Fingal
Site: Site 6 (Wrong Location)
Location: Hamlet Lane/Brega
Date: Thu 26-Mar-2026
AM Peak: 08:15 — 09:15 **Total:** 389
PM Peak: 17:00 — 18:00 **Total:** 384
15 Min Peak: 17:30 — 17:45 **Total:** 102

Arm A - Hamlet Lane
Arm B - Hamlet Lane
Arm C - Brega

Note: The site's data contains an incorrect location and is being repeated.

	A => A								A => B								A => C								B => A								B => B							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	7	3	0	0	0	10	10	0	0	1	0	0	0	0	1	1	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	12	2	0	0	0	14	14	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	17	2	0	0	0	19	19	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	1	0	31	5	0	0	0	37	36.2	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	0	1	0	0	14	14.5	1	0	67	12	0	0	0	80	79.2	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	1	19	1	1	0	0	22	21.9	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	40	3	1	0	0	44	44.5	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	25	3	0	0	2	30	32	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	1	0	7	2	0	0	0	10	9.2	0	0	34	1	0	0	0	35	35	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	23	2	0	0	0	26	25.2	0	1	118	8	2	0	2	131	133.4	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	33	1	2	0	0	36	37	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	25	1	0	0	0	26	26	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	15	0	1	0	0	16	16.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	12	1	0	1	0	15	15.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	0	1	0	0	16	16.5	1	0	85	3	3	1	0	93	95	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	13	1	0	0	0	14	14	0	0	3	0	0	0	0	3	3	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	12	2	0	0	0	14	14	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	3	0	0	0	0	3	3	0	0	15	2	1	0	0	18	18.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	0	0	57	6	1	0	0	64	64.5	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	10	1	1	0	0	12	12.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	18	1	0	0	0	19	19	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	14	1	0	0	0	15	15	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	0	8	1	0	0	0	9	9	0	0	17	3	0	0	0	20	20	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	59	6	1	0	0	66	66.5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	27	27	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	19	2	1	0	0	22	22.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	22	4	2	0	0	28	29	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	0	0	27	0	1	0	0	28	28.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	8.5	0	0	93	8	4	0	0	105	107	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
13:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	1	21	22	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	27	6	0	0	0	33	33	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	1	0	20	2	0	0	0	23	22.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	22	3	0	0	0	25	25	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	1	0	8	0	0	0	0	9	8.2	1	0	88	12	0	0	1	102	102.2	0	0	18	2	0	0	0	20	20	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	21	3	0	0	0	24	24	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	17	6	1	0	1	25	26.5	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	1	0	20	2	0	0	0	23	22.2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	1	0	35	2	0	0	0	38	37.2	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	2	0	93	13	1	0	1	110	109.9	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5	4	0	32	2	0	0	0	38	34.8	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	32	3	1	0	0	36	36.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	20	3	0	0	0	24	23.2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	1	0	25	2	1	0	0	29	28.7	2	0	2	0	0	0	0	4	2.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	8	1	1	0	0	11	10.7	6	0	109	10	2	0	0	127	123.2	2	0	10	0	0	0	0	12	10.4	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	1	0	27	5	0	1	1	35	36.5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	2	0	30	3	0	0	0	35	33.4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	22	1	1	0	0	24	24.5	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	14	2	0	0	0	16	16	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	3	0	93	11	1	1	1	110	110.4	0	0	20	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	27	3	0	0	0	30	30	0	0	2	0	0	0	0	2	2	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	41	3	0	0	0	44	44	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	30	1	0	0	0	32	31.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	30	1	0	0	0	32	31.2	1	0	3	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	2	0	128	8	0	0	0	138	136.4	1	0	13	0	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	40	3	0	0	0	45	43.4	1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	25	1	0	0	0	26	26	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	33	3	0	0	0	36	36	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	25	1	0	0	0	27	26.2	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	3	0	123	8	0	0	0	134	131.6	1	0	12	2	0	0	0	15	14.2	0	0	0	0	0	0	0	0	0
12 TOT	0	0	1	0	0	0	0	1	1	4	0	131	6	4	0	0	145	143.8	19	1	1113	105	15	2	5	1260	1259.3	4	0	134	9	0	0	0	147	143.8	0	0	0	0	0	0	0	0	0

	B => C								C => A								C => B								C => C							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	1	0	0	0	1	1	2	0	13	3	1	0	1	20	19.9	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	12	3	2	1	0	18	20.3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:30	0	0	2	0	0	0	0	2	2	0	0	19	5	1	0	1	26	27.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
07:45	0	0	1	1	0	0	0	2	2	2	0	13	2	0	0	2	19	19.4	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	2	0	0	0	5	5	4	0	57	13	4	1	4	83	87.1	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
08:00	0	0	2	0	0	0	0	2	2	0	0	26	4	0	0	1	31	32	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
08:15	0	0	4	0	0	0	0	4	4	1	0	24	4	1	0	0	30	29.7	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
08:30	0	0	5	0	0	0	0	5	5	1	0	36	2	0	0	1	40	40.2	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0
08:45	0	0	2	0	0	0	0	2	2	3	0	26	1	0	0	0	30	27.6	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0
H/TOT	0	0	13	0	0	0	0	13	13	5	0	112	11	1	0	2	131	129.5	0	0	44	0	0	0	0	44	44	0	0	0	0	0	0	0	0	0
09:00	0	0	7	0	0	0	0	7	7	0	0	26	4	0	0	1	31	32	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
09:15	0	0	3	0	0	0	0	3	3	1	0	19	7	0	0	0	27	26.2	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	18	1	0	0	1	20	21	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	1	0	0	1	1.5	1	0	21	1	0	0	0	23	22.2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	10	0	1	0	0	11	11.5	2	0	84	13	0	0	2	101	101.4	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0
10:00	0	0	2	0	0	0	0	2	2	0	0	12	0	3	0	1	16	18.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
10:15	0	0	4	0	0	0	0	4	4	0	0	14	1	0	0	0	15	15	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
10:30	0	0	3	0	0	0	0	3	3	0	0	9	1	0	0	1	11	12	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
10:45	0	0	2	0	0	0	0	2	2	0	0	9	1	0	0	0	10	10	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	11	0	0	0	0	11	11	0	0	44	3	3	0	2	52	55.5	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0
11:00	0	0	2	0	0	0	0	2	2	0	0	13	6	0	0	1	20	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	1	0	1	0	0	2	2.5	0	0	16	2	1	0	0	19	19.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
11:30	0	0	3	0	0	0	0	3	3	0	0	12	1	0	0	1	14	15	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
11:45	0	0	7	0	0	0	0	7	7	0	0	20	2	1	0	0	23	23.5	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	13	0	1	0	0	14	14.5	0	0	61	11	2	0	2	76	79	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0
12:00	0	0	4	0	0	0	0	4	4	0	0	14	0	0	0	1	15	16	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
12:15	0	0	2	0	0	0	0	2	2	0	1	15	1	2	0	0	19	19.4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
12:30	0	0	4	0	0	0	0	4	4	0	0	26	0	2	0	1	29	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	2	0	0	0	0	2	2	0	0	14	3	1	0	0	18	18.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	12	0	0	0	0	12	12	0	1	69	4	5	0	2	81	84.9	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
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13:15	0	0	1	0	0	0	0	1	1	0	0	18	2	1	0	0	21	21.5	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
13:30	0	0	4	0	1	0	0	5	5.5	0	0	17	1	0	0	2	20	22	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	18	0	3	0	0	21	22.5	1	0	80	7	2	0	3	93	96.2	0	0	19	1	1	0	0	21	21.5	0	0	0	0	0	0	0	0	0
14:00	0	0	6	0	0	0	0	6	6	0	0	19	3	1	0	2	25	27.5	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0
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14:30	0	0	5	0	0	0	0	5	5	1	0	35	4	0	0	2	42	43.2	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
14:45	0	0	8	0	0	0	0	8	8	0	0	31	3	1	0	0	35	35.5	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	24	0	0	0	0	24	24	2	0	101	11	2	0	4	120	123.4	0	0	26	2	0	0	0	28	28	0	0	0	0	0	0	0	0	0
15:00	0	0	7	0	0	0	0	7	7	0	0	18	2	1	0	3	24	27.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
15:15	0	0	4	0	0	0	0	4	4	0	0	27	4	1	0	0	32	32.5	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
15:30	1	0	3	0	0	0	0	4	3.2	0	0	27	3	0	0	2	32	34	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
15:45	2	0	8	0	0	0	0	10	8.4	0	0	33	3	0	0	0	36	36	1	0	5	0	0	0	0	6	5.2	0	0	0	0	0	0	0	0	0
H/TOT	3	0	22	0	0	0	0	25	22.6	0	0	105	12	2	0	5	124	130	1	0	23	1	0	0	0	25	24.2	0	0	0	0	0	0	0	0	0
16:00	0	0	6	0	0	0	0	6	6	0	0	26	3	0	0	1	30	31	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
16:15	0	0	4	0	0	0	0	4	4	3	0	28	1	0	0	0	32	29.6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:30	0	0	8	0	0	0	0	8	8	3	0	24	2	0	0	1	30	28.6	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
16:45	0	0	3	2	0	0	0	5	5	1	0	29	4	0	0	0	34	33.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	21	2	0	0	0	23	23	7	0	107	10	0	0	2	126	122.4	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0
17:00	0	0	9	0	0	0	0	9	9	0	0	39	5	0	0	1	45	46	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0
17:15	0	0	6	0	0	0	0	6	6	0	0	28	6	0	0	0	34	34	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
17:30	0	0	8	1	0	0	0	9	9	0	0	43	1	0	0	1	45	46	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
17:45	0	0	6	0	0	0	0	6	6	1	0	41	0	1	0	0	43	42.7	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	29	1	0	0	0	30	30	1	0	151	12	1	0	2	167	168.7	0	0	24	2	0	0	0	26	26	0	0	0	0	0	0	0	0	0
18:00	0	0	8	0	0	0	0	8	8	0	0	16	1	0	0	1	18	19	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
18:15	0	0	2	0	0	0	0	2	2	0	0	28	0	0	0	0	28	28	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
18:30	0	0	3	0	0	0	0	3	3	0	0	37	3	0	0	1	41	42	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
18:45	0	0	5	0	0	0	0	5	5	0	0	32	3	0	0	0	35	35	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	18	0	0	0	0	18	18	0	0	113	7	0	0	2	122	124	0	0	20	2	0	0	0	22	22	0	0	0	0	0	0	0	0	0
12 TOT	3	0	194	5	5	0	0	207	207.1	22	1	1084	114	22	1	32	1276	1302.1	1	0	233	11	1	0	0	246	245.7	0	0	0	0	0	0	0	0	0



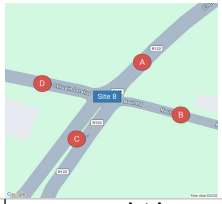
IDASO

Survey Name: 260332 - Flemington Balbriggan Fingal
Site: Site 7
Location: Naul Road/Balbriggan Outer Relief Road/R122
Date: Thu 26-Mar-2026
AM Peak: 07:45 — 08:45 **Total:** 1888
PM Peak: 17:00 — 18:00 **Total:** 1844
15 Min Peak: 08:00 — 08:15 **Total:** 507

Arm A - R122
Arm B - Balbriggan Outer Relief Road
Arm C - R122

	A => A									A => B									A => C									B => A									B => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	1	0	6	2	0	0	0	9	8.2	0	1	107	33	2	1	0	144	145.7	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	13	0	0	127	24	1	3	0	155	159.4	1	0	2	1	1	0	0	5	4.7	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	1	1	0	0	12	5	0	0	0	17	17	0	0	140	19	1	1	0	161	162.8	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	26	4	0	0	0	30	30	0	1	151	17	3	1	1	174	177.2	0	0	17	0	0	0	1	18	19	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	1	0	0	0	1	1	1	0	55	13	0	0	0	69	68.2	0	2	525	93	7	6	1	634	645.1	1	0	26	1	2	0	1	31	32.2	0	0	1	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	22	1	1	0	1	25	26.5	0	1	175	24	1	2	2	205	209.5	0	0	32	2	0	0	0	34	34	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	2	0	18	2	1	0	1	24	23.9	0	2	165	16	2	5	0	190	196.3	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	1	1	25	0	0	0	0	27	25.6	0	1	154	12	0	2	0	169	171	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0
08:45	0	0	1	0	0	0	0	1	1	1	0	31	4	0	0	0	36	35.2	0	0	110	13	2	0	3	128	132	0	0	20	1	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	4	1	96	7	2	0	2	112	111.2	0	4	604	65	5	9	5	692	708.8	0	0	86	5	1	0	0	92	92.5	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	31	1	0	0	0	32	32	0	0	124	16	6	2	0	148	153.6	0	0	19	2	1	0	0	22	22.5	0	0	1	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20	20	0	0	103	11	1	1	1	117	119.8	0	0	9	1	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	1	0	9	1	0	0	0	11	10.2	0	1	67	6	2	3	1	80	85.3	0	0	12	1	1	0	0	14	14.5	0	0	2	0	0	0	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	16	0	0	84	8	3	1	0	96	98.8	0	0	6	2	0	0	0	8	8	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	72	6	0	0	0	79	78.2	0	1	378	41	12	7	2	441	457.5	0	0	46	6	3	0	0	55	56.5	0	0	4	0	0	0	0	4	4
10:00	0	0	0	0	0	0	0	0	0	0	0	11	2	1	0	0	14	14.5	0	0	60	10	5	2	0	77	82.1	0	0	6	0	1	0	0	7	7.5	0	0	1	0	0	0	0	1	1
10:15	0	0	1	0	0	0	0	1	1	0	0	9	2	0	0	0	11	11	0	1	71	9	2	2	1	86	90	0	0	10	3	0	0	0	13	13	0	0	0	0	0	0	0	0	0
10:30	0	0	1	0	0	0	0	1	1	0	0	11	1	0	0	0	12	12	0	0	86	12	0	1	0	99	100.3	0	0	15	1	1	0	0	17	17.5	0	0	1	0	0	0	0	1	1
10:45	0	0	1	0	0	0	0	1	1	1	0	11	0	2	0	0	14	14.2	0	0	68	6	2	1	0	77	79.3	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	3	1	0	42	5	3	0	0	51	51.7	0	1	285	37	9	6	1	339	351.7	0	0	47	5	2	0	0	54	55	0	0	2	0	0	0	0	2	2
11:00	0	0	0	0	0	0	0	0	0	0	0	7	3	1	0	0	11	11.5	0	0	66	11	4	1	0	82	85.3	0	0	12	3	0	0	0	15	15	0	0	0	0	0	0	0	0	0
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11:30	0	0	1	0	0	0	0	1	1	0	0	14	0	1	0	0	15	15.5	0	0	67	7	3	2	0	79	83.1	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	67	8	2	4	1	82	89.2	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	1	0	0	0	2	2	0	0	40	3	2	0	0	45	46	1	0	260	37	17	9	1	325	345.4	0	0	50	4	2	0	0	56	57	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	67	9	1	1	0	78	79.8	0	0	9	1	1	1	0	12	13.8	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	66	6	2	1	1	76	79.3	1	0	15	1	0	0	0	17	16.2	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	39	0	0	0	0	39	39	0	0	287	37	5	7	1	337	349.6	1	1	52	5	1	1	2	63	65.4	0	0	1	0	0	0	0	1	1
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13:15	0	0	0	0	0	0	0	0	0	1	0	9	1	0	0	0	11	10.2	0	0	73	7	5	1	0	86	89.8	0	0	20	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	1	0	0	0	0	1	1	4	1	42	2	0	0	0	49	45.2	0	0	284	42	17	8	2	353	373.9	0	0	65	4	1	0	1	71	72.5	0	0	4	0	0	0	0	4	4
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14:30	0	0	0	0	0	0	0	0	0	0	0	21	2	1	0	0	24	24.5	0	0	83	10	4	3	0	100	105.9	1	0	13	1	1	0	0	16	15.7	0	0	1	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	34	1	1	0	0	36	36.5	0	0	104	6	4	2	1	117	122.6	0	0	14	3	1	0	0	18	18.5	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	86	7	2	0	0	96	96.2	0	0	334	34	12	12	1	393	415.6	1	0	59	6	2	0	1	69	70.2	0	0	2	0	0	0	0	2	2
15:00	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	0	0	103	8	3	2	0	116	120.1	0	0	31	2	1	0	0	34	34.5	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	22	0	1	0	0	23	23.5	0	0	105	9	3	0	0	117	118.5	1	0	46	2	0	0	0	49	48.2	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	20	4	0	0	1	25	26	0	0	119	21	2	1	3	146	151.3	0	0	24	1	0	0	0	25	25	0	0	3	0	0	0	0	3	3
15:45	0	0	1	0	0	0	0	1	1	0	0	8	3	0	0	0	11	11	0	0	99	14	7	1	1	122	127.8	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	68	9	1	0	1	79	80.5	0	0	426	52	15	4	4	501	517.7	1	0	118	7	1	0	0	127	126.7	0	0	3	0	0	0	0	3	3
16:00	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	1	108	23	3	4	0	139	145.1	1	0	20	0	2	0	0	23	23.2	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	0	1	1	0	0	17	0	0	0	0	17	17	0	0	112	22	1	1	2	138	141.8	0	0	19	3	1	0	0	23	23.5	0	0	1	0	0	0	0	1	1
16:30	0	0	1	1	0	0	0	2	2	0	0	9	2	0	0	0	11	11	0	0	114	16	2	0	0	132	133	0	0	21	5	0	0	0	26	26	0	0	0	0	0	0	0	0	0
16:45	0	0	1	0	0	0	0	1	1	0	0	7	3	0	0	0	10	10	0	0	86	11	1	1	0	99	100.8	2	0	12	4	0	0	0	18	16.4	0	0	2	0	0	0	0	2	2
H/TOT	0	0	3	1	0	0	0	4	4	0	0	44	6	0	0	0	50	50	0	1	420	72	7	6	2	508	520.7	3	0	72	12	3	0	0	90	89.1	0	0	3	0	0	0	0	3	3
17:00	0	0	1	0	0	0	0	1	1	0	0	8	1	0	0	0	9	9	0	0	93	9	2	1	0	105	107.3	0	0	25	4	0	0	0	29	29	0	0	0	2	0	0	0	2	2
17:15	0	0	0	0	0	0	0	0	0	1	0	16	1	0	0	0	18	17.2	0	0	81	16	0	1	0	98	99.3	0	0	30	0	0	0	0	30	30	0	0	1	0	0	0	0	1	1
17:30	0	0	3	2	0	0	0	5	5	0	0	17	3	0	0	0	20	20	0	0	101	8	2	0	1	112	114	1	0	21	6	1	0	0	29	28.7	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	79	13	0	0	0	92	92	0	0	26	3	0	0	0	29	29	0	0	1	0	0	0	0	1	1
H/TOT	0	0	4	2	0	0	0	6	6	1	0	52	6	0	0	0	59	58.2	0	0	354	46	4	2	1	407	412.6	1	0	102	13	1	0	0	117	116.7	0	0	2	2	0	0	0	4	4
18:00	0	0	1	0	0	0	0	1	1	0	0	10	1	0	0	0	11	11	0	1	92	7	3	0	0	103	103.9	0	1	28	1	1	0	0	31	30.9	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	10	10.5	0	0	93	4	0	2	0	99	101.6	0	0	21	4	0	0	0	25	25	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	79	5	0	0	0	84	84	2	0	15	0	0	0	0	17	15.4	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2	0	0	72	0	0	0	0	72	72	0	0	18	3	0	0	0	21	21	0	0	1	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	1	1	1	0	33	2	1	0	0	37	36.7	0	1	336	16	3	2	0	358	361.5	2	1	82	8	1	0	0	94	92.3	0	0	1	0	0	0	0	1	1
12 TOT	0	0	15	5	0	0	0	20	20	14	2	669	66	11	0	3	765	761.1	1	10	4493	572	113	78	21	5288	5460.1	10	2	805	76	20	1	5	919	926.1	0	0	23	2	0	0	0	25	25

	B => C								C => A								C => B								C => C							
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	17	2	0	0	0	19	19	0	0	32	15	0	2	0	49	51.6	0	0	20	10	1	0	0	31	31.5	0	0	0	0	0	0	0	0	0
07:15	0	0	19	2	1	2	0	24	27.1	0	0	53	9	3	3	0	68	73.4	0	0	33	10	0	3	0	46	49.9	0	0	0	0	0	0	0	0	0
07:30	0	0	21	5	3	1	0	30	32.8	0	0	49	11	2	1	1	64	67.3	0	0	42	11	1	3	1	58	63.4	0	0	0	0	0	0	0	0	0
07:45	0	0	32	2	1	1	1	37	39.8	0	0	78	12	1	3	3	97	104.4	0	0	77	8	0	1	0	86	87.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	89	11	5	4	1	110	118.7	0	0	212	47	6	9	4	278	296.7	0	0	172	39	2	7	1	221	232.1	0	0	0	0	0	0	0	0	0
08:00	0	0	37	2	2	1	0	42	44.3	0	1	107	13	1	1	1	124	126.2	0	0	63	12	0	2	0	77	79.6	0	0	0	0	0	0	0	0	0
08:15	0	0	34	8	3	6	0	51	60.3	0	0	102	10	4	2	1	119	124.6	0	0	63	6	4	1	0	74	77.3	0	0	0	0	0	0	0	0	0
08:30	0	0	30	5	4	1	0	40	43.3	0	0	108	12	3	2	0	125	129.1	0	0	63	15	2	2	1	83	87.6	0	0	0	0	0	0	0	0	0
08:45	0	0	24	6	3	2	0	35	39.1	0	0	97	5	4	1	1	108	112.3	0	0	63	6	1	2	1	73	77.1	0	0	1	0	0	0	0	1	1
H/TOT	0	0	125	21	12	10	0	168	187	0	1	414	40	12	6	3	476	492.2	0	0	252	39	7	7	2	307	321.6	0	0	1	0	0	0	0	1	1
09:00	0	0	33	10	2	2	1	48	52.6	0	0	66	14	4	3	0	87	92.9	0	0	51	13	2	5	0	71	78.5	0	0	0	0	0	0	0	0	0
09:15	0	0	25	2	3	3	0	33	38.4	0	0	45	7	1	1	1	55	57.8	0	0	44	6	5	0	0	55	57.5	0	0	0	0	0	0	0	0	0
09:30	0	0	17	7	2	1	0	27	29.3	0	0	71	11	2	2	1	87	91.6	0	0	25	5	2	0	0	32	33	0	0	0	0	0	0	0	0	0
09:45	0	0	22	4	2	2	0	30	33.6	0	0	61	11	1	2	0	75	78.1	0	0	25	8	0	0	0	33	33	0	0	0	0	0	0	0	0	0
H/TOT	0	0	97	23	9	8	1	138	153.9	0	0	243	43	8	8	2	304	320.4	0	0	145	32	9	5	0	191	202	0	0	0	0	0	0	0	0	0
10:00	2	0	29	8	0	1	0	40	39.7	0	0	48	10	1	2	0	61	64.1	0	0	18	8	1	7	0	34	43.6	0	0	0	0	0	0	0	0	0
10:15	5	0	25	9	1	4	0	44	45.7	0	0	55	11	3	0	0	69	70.5	0	0	26	4	4	2	0	36	40.6	0	0	0	0	0	0	0	0	0
10:30	0	0	18	5	1	4	0	28	33.7	0	0	50	13	2	3	1	69	74.9	0	0	18	5	2	1	0	26	28.3	0	0	0	0	0	0	0	0	0
10:45	0	0	17	2	0	0	0	19	19	0	0	65	9	3	1	0	78	80.8	0	0	23	6	0	0	0	29	29	0	0	1	0	0	0	0	1	1
H/TOT	7	0	89	24	2	9	0	131	138.1	0	0	218	43	9	6	1	277	290.3	0	0	85	23	7	10	0	125	141.5	0	0	1	0	0	0	0	1	1
11:00	1	0	26	7	1	1	0	36	37	0	0	48	10	6	1	0	65	69.3	0	0	18	6	1	2	0	27	30.1	0	0	1	0	0	0	0	1	1
11:15	0	0	14	9	0	1	0	24	25.3	0	1	50	13	1	2	1	68	71.5	0	0	14	5	1	6	0	26	34.3	0	0	0	0	0	0	0	0	0
11:30	0	0	19	3	1	4	0	27	32.7	0	0	47	8	1	2	0	58	61.1	0	0	18	4	1	3	1	27	32.4	0	0	1	0	0	0	0	1	1
11:45	0	0	16	5	0	0	0	21	21	0	0	61	11	3	2	0	77	81.1	0	0	12	3	0	0	0	15	15	0	0	0	0	0	0	0	0	0
H/TOT	1	0	75	24	2	6	0	108	116	0	1	206	42	11	7	1	268	283	0	0	62	18	3	11	1	95	111.8	0	0	2	0	0	0	0	2	2
12:00	0	1	20	5	2	2	0	30	33	0	0	69	10	2	1	0	82	84.3	0	0	18	3	0	0	0	21	21	0	0	0	0	0	0	0	0	0
12:15	0	0	18	6	4	2	0	30	34.6	0	0	55	11	1	4	0	71	76.7	0	0	14	7	4	1	0	26	29.3	0	0	0	0	0	0	0	0	0
12:30	0	0	25	3	0	2	0	30	32.6	0	0	77	10	2	4	0	93	99.2	0	0	20	4	0	1	2	27	30.3	0	0	0	0	0	0	0	0	0
12:45	0	0	30	2	3	4	1	40	47.7	0	0	69	6	6	1	0	82	86.3	0	0	18	3	2	0	0	23	24	0	0	0	0	0	0	0	0	0
H/TOT	0	1	93	16	9	10	1	130	147.9	0	0	270	37	11	10	0	328	346.5	0	0	70	17	6	2	2	97	104.6	0	0	0	0	0	0	0	0	0
13:00	0	0	36	5	2	1	0	44	46.3	0	0	80	15	6	0	0	101	104	0	0	23	4	2	2	0	31	34.6	0	0	0	0	0	0	0	0	0
13:15	0	0	27	4	3	2	0	36	40.1	0	0	68	7	4	0	0	79	81	0	0	25	4	2	2	0	33	36.6	0	0	0	0	0	0	0	0	0
13:30	1	0	27	4	1	2	0	35	37.3	0	0	94	11	4	2	1	112	117.6	0	0	21	10	1	2	0	34	37.1	0	0	0	0	0	0	0	0	0
13:45	0	0	35	6	4	2	0	47	51.6	0	0	99	10	4	3	1	117	123.9	0	0	18	4	6	3	0	31	37.9	0	0	0	0	0	0	0	0	0
H/TOT	1	0	125	19	10	7	0	162	175.3	0	0	341	43	18	5	2	409	426.5	0	0	87	22	11	9	0	129	146.2	0	0	0	0	0	0	0	0	0
14:00	0	0	23	3	2	2	0	30	33.6	0	0	93	11	1	3	0	108	112.4	0	0	18	5	1	5	0	29	36	0	0	0	0	0	0	0	0	0
14:15	0	0	35	6	2	3	1	47	52.9	0	0	92	19	2	3	1	117	122.9	0	0	22	5	0	3	0	30	33.9	0	0	0	0	0	0	0	0	0
14:30	0	0	27	7	1	3	0	38	42.4	0	0	101	14	3	1	2	121	125.8	0	0	31	7	1	1	0	40	41.8	0	0	0	0	0	0	0	0	0
14:45	0	0	20	10	1	4	0	35	40.7	0	0	90	11	3	2	1	107	112.1	0	0	21	4	3	2	0	30	34.1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	105	26	6	12	1	150	169.6	0	0	376	55	9	9	4	453	473.2	0	0	92	21	5	11	0	129	145.8	0	0	0	0	0	0	0	0	0
15:00	0	0	30	9	1	0	0	40	40.5	1	1	101	16	3	1	0	123	124.4	0	0	27	4	0	2	1	34	37.6	0	0	0	0	0	0	0	0	0
15:15	0	0	39	6	1	2	0	48	51.1	0	0	116	20	2	1	2	141	145.3	0	0	23	3	1	4	0	31	36.7	0	0	0	0	0	0	0	0	0
15:30	0	0	46	4	0	2	0	52	54.6	0	0	128	15	5	1	0	149	152.8	0	0	25	7	5	3	0	40	46.4	0	0	0	0	0	0	0	0	0
15:45	0	0	46	10	1	2	0	59	62.1	0	0	138	17	1	2	0	158	161.1	0	0	24	7	3	0	0	34	35.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	161	29	3	6	0	199	208.3	1	1	483	68	11	5	2	571	583.6	0	0	99	21	9	9	1	139	156.2	0	0	0	0	0	0	0	0	0
16:00	0	0	87	16	2	2	0	107	110.6	0	3	124	18	4	0	0	149	149.2	0	0	14	2	2	1	0	19	21.3	0	0	0	0	0	0	0	0	0
16:15	0	0	49	13	3	1	1	67	70.8	0	0	146	21	2	2	0	171	174.6	0	0	18	8	3	0	0	29	30.5	0	0	0	0	0	0	0	0	0
16:30	0	0	62	14	2	1	0	79	81.3	0	2	157	24	1	0	0	184	183.3	0	0	19	7	2	1	0	29	31.3	0	0	1	0	0	0	0	1	1
16:45	0	0	53	9	2	0	0	64	65	0	1	148	23	3	0	0	175	175.9	0	0	32	10	0	1	0	43	44.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	251	52	9	4	1	317	327.7	0	6	575	86	10	2	0	679	683	0	0	83	27	7	3	0	120	127.4	0	0	1	0	0	0	0	1	1
17:00	0	1	82	22	0	0	0	105	104.4	0	1	164	26	2	0	1	194	195.4	0	0	28	2	2	0	0	32	33	0	0	1	0	0	0	0	1	1
17:15	0	0	58	7	1	0	0	66	66.5	0	2	174	31	3	1	0	211	212.6	0	0	28	5	0	0	0	33	33	0	0	0	0	0	0	0	0	0
17:30	0	0	53	18	0	2	0	73	75.6	0	1	172	19	4	2	0	198	202	0	0	24	3	0	0	0	27	27	0	0	0	0	0	0	0	0	0
17:45	0	0	53	7	1	1	0	62	63.8	0	0	179	26	2	0	0	207	208	0	0	35	5	0	1	0	41	42.3	0	0	1	0	0	0	0	1	1
H/TOT	0	1	246	54	2	3	0	306	310.3	0	4	689	102	11	3	1	810	818	0	0	115	15	2	1	0	133	135.3	0	0	2	0	0	0	0	2	2
18:00	0	0	42	2	0	0	0	44	44	0	1	138	20	0	0	0	159	158.4	0	0	19	1	2	1	0	23	25.3	0	0	1	0	0	0	0	1	1
18:15	0	0	36	5	0	0	0	41	41	0	0	141	16	2	0	0	159	160	0	0	23	3	0	0	0	26	26	0	0	0	0	0	0	0	0	0
18:30	0	0	38	1	0	0	0	39	39	0	0	140	18	1	0	0	159	159.5	1	0	18	5	0	2	0	26	27.8	0	0	0	0	0	0	0	0	0
18:45	1	0	25	0	0	1	0	27	27.5	0	1	133	11	3	0	0	148	148.9	0	0	26	1	2	1	0	30	32.3	0	0	0	0	0	0	0	0	0
H/TOT	1	0	141	8	0	1	0	151	151.5	0	2	552	65	6	0	0	625	626.8	1	0	86	10	4	4	0	105	111.4	0	0	1	0	0	0	0	1	1
12 TOT	10	2	1597	307	69	80	5	2070	2204.3	1	15	4579	671	122	70	20	5478	5640.2	1	0	1348	284	72	79	7	1791	1935.9	0	0	8	0	0	0	0	8	8



IDASO

Survey Name: 260332 - Flemington Balbriggan Fingal
Site: Site 8
Location: Bridgefoot Road/Clonard Road/White Hart Road
Date: Thu 26-Mar-2026
AM Peak: 08:00 — 09:00 **Total:** 1497
PM Peak: 17:00 — 18:00 **Total:** 1529
15 Min Peak: 08:00 — 08:15 **Total:** 414

Arm A - Clonard Road
Arm B - White Hart Road
Arm C - Clonard Road
Arm D - Bridgefoot Road

	A => A									A => B									A => C									A => D									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	103	31	2	1	0	137	139.3	0	0	2	3	0	0	0	5	5	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	117	20	1	3	0	141	145.4	0	0	4	2	0	0	0	6	6	0	0	0	1	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	19	1	1	0	147	148.8	0	0	3	3	0	0	1	7	8	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	493	86	4	6	2	591	602.8	0	0	13	10	0	0	1	24	25	0	0	0	1	0	0	0	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	594	57	4	9	6	678	692.1	0	0	39	2	0	1	0	42	43.3	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	356	37	10	7	1	412	426.5	0	0	19	4	0	0	1	24	25	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	283	31	9	6	1	332	343.9	0	0	24	6	0	1	0	31	32.3	0	0	1	0	0	0	0	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	250	35	19	8	1	314	334.1	0	0	30	6	0	1	1	38	40.3	0	0	0	1	0	0	0	1	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	9	0	1	0	68	69.3	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	267	30	3	7	0	307	317.6	0	1	29	1	2	0	0	33	33.4	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	4	1	274	37	16	7	1	340	354.3	0	0	40	5	0	0	1	46	47	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	1	0	331	25	9	12	1	379	399.3	0	0	50	5	0	0	0	55	55	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	415	50	13	4	4	486	501.7	0	0	68	9	1	0	2	80	82.5	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	396	61	5	5	2	470	480.4	0	0	45	7	1	0	0	53	53.5	0	0	2	1	0	0	0	3	3
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	335	42	4	1	1	383	387.3	1	0	58	2	0	0	1	62	62.2	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	315	12	3	0	0	332	332.1	0	0	51	1	0	0	0	52	52	0	0	1	0	0	0	0	1	1
12 TOT	0	0	0	0	0	0	0	0	0	1	0	5	3	1	0	0	10	9.7	12	9	4309	503	99	72	20	5024	5172.1	1	1	466	58	4	3	7	540	551.5	0	0	4	3	0	0	0	7	7

	B => B								B => C								B => D								C => A								C => B							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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	0	0	0	0	32	14	0	2	0	48	50.6	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	45	7	3	3	0	59	63.6	0	0	0	0	1	0	0	1	1.5
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07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	74	11	1	3	4	93	101.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	1	0	196	41	6	9	5	258	276.9	0	0	2	0	1	0	0	3	3.5
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08:15	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	112	9	4	2	1	128	133.6	0	0	0	1	0	0	0	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	3	1	0	0	14	14.5	0	0	1	0	0	0	0	1	1	0	1	426	31	10	6	2	476	490.2	0	0	9	2	1	0	0	12	12.5
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09:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	69	8	2	2	0	81	84.6	0	0	3	0	0	0	0	3	3
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	1	0	0	0	0	1	1	0	0	235	37	8	7	0	287	300.1	0	0	7	1	0	0	0	8	8
10:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	49	9	2	2	0	62	65.6	0	0	0	1	0	0	0	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	2	1	0	0	10	10.5	0	0	2	0	1	0	0	3	3.5	0	0	231	35	7	6	0	279	290.3	0	0	4	4	0	0	0	8	8
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	48	10	6	1	0	65	69.3	0	0	3	0	0	0	0	3	3
11:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	45	12	2	2	1	63	67	0	0	4	0	0	0	0	4	4
11:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	45	8	1	2	0	56	59.1	0	0	1	0	0	0	0	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	1	1	0	0	0	2	2	0	1	206	41	10	7	1	266	280.5	0	0	8	0	1	0	0	9	9.5
12:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	65	10	1	2	0	78	81.1	0	0	1	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	60	8	1	4	0	73	78.7	0	0	0	1	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	75	7	2	4	0	89	94.6	0	0	1	0	0	0	0	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	0	0	1	0	0	0	0	1	1	0	1	265	31	10	11	0	318	336.7	0	0	6	1	0	0	0	7	7
13:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	73	11	6	0	0	90	93	0	0	3	0	0	0	0	3	3
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	2	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	329	34	17	5	3	388	406	0	0	5	1	1	0	0	7	7.5
14:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	90	7	1	3	0	101	105.4	0	0	1	1	0	0	0	2	2
14:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	93	18	1	3	1	116	121.4	0	0	1	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	97	8	3	1	2	112	116	0	0	1	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	92	11	2	2	1	108	112.6	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	4	0	0	0	12	12	0	0	1	0	0	0	0	1	1	1	0	372	44	7	9	4	437	455.4	0	0	5	1	0	0	0	6	6
15:00	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	1	99	14	3	1	0	119	120.4	0	0	1	1	0	0	0	2	2
15:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	121	19	2	1	2	145	149.3	0	0	2	0	0	0	0	2	2
15:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	127	11	2	1	0	142	143.5	0	0	1	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	1	0	0	3	0	0	0	0	3	3	0	0	139	11	1	2	0	153	156.1	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	4	0	0	0	0	4	4	2	1	486	55	8	5	2	559	569.3	0	0	6	1	0	0	0	7	7
16:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	1	3	122	16	4	0	0	146	145.4	0	0	2	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	129	17	1	1	0	148	149.8	0	0	3	2	1	0	0	6	6.5
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	3	4	542	72	7	1	0	629	629	0	0	10	2	2	0	0	14	15
17:00	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	2	0	2	0	0	4	5	0	1	159	22	2	0	1	185	186.4	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	170	27	3	0	0	202	202.3	0	0	2	1	0	0	0	3	3
17:30	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	1	167	15	4	0	0	187	188.4	0	0	2	0	0	0	0	2	2
17:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	156	24	2	0	0	182	183	0	0	1	1	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24	24	0	0	2	0	2	0	0	4	5	0	4	652	88	11	0	1	756	760.1	0	0	5	2	0	0	0	7	7
18:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	134	18	1	0	0	153	153.5	0	0	0	1	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	138	14	2	0	0	154	155	0	0	0	1	0	0	0	1	1
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18:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	1	1	135	10	2	0	0	149	148.6	0	0	1	1	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	4	0	0	0	0	4	4	1	1	534	58	6	0	0	600	601.6	0	0	3	3	0	0	0	6	6
12 TOT	0	0	0	0	0	0	0	0	0	0	0	121	19	4	0	0	144	146	0	0	17	1	3	0	0	21	22.5	8	13	4474	567	107	66	18	5253	5396.1	0	0	70	18	6	0	0	94	97

	C => C								C => D								D => A								D => B								D => C							
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	0	8	8.5	0	0	1	1	0	0	1	3	4	0	0	0	0	0	0	0	0	0	1	1	11	4	0	0	0	17	15.6
07:15	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	11	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	18	6	0	0	0	24	24
07:30	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	9	9	0	0	9	3	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	0	0	25	6	0	0	0	31	31
07:45	0	0	1	0	0	0	0	1	1	0	0	16	1	0	0	0	17	17	0	0	6	1	0	0	0	7	7	0	0	1	1	0	0	0	2	2	0	1	28	5	3	0	0	37	37.9
H/TOT	0	0	1	0	0	0	0	1	1	0	0	35	9	1	0	0	45	45.5	0	0	20	7	1	0	1	29	30.5	0	0	1	1	0	0	0	2	2	1	2	82	21	3	0	0	109	108.5
08:00	0	0	0	0	0	0	0	0	0	0	0	27	4	0	0	0	31	31	0	0	20	1	0	0	1	22	23	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	0	29	29
08:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	1	8	1	0	0	0	10	9.4	0	0	1	0	0	0	0	1	1	0	0	18	1	2	0	0	21	22
08:30	0	0	0	0	0	0	0	0	0	0	0	16	5	0	0	0	21	21	0	0	12	0	0	0	0	12	12	0	0	2	0	0	0	0	2	2	0	1	26	1	0	0	0	28	27.4
08:45	0	0	0	0	0	0	0	0	0	0	0	20	2	2	0	1	25	27	0	0	19	1	1	1	1	23	25.8	0	0	1	0	0	0	0	1	1	0	0	30	8	0	0	0	38	38
H/TOT	0	0	0	0	0	0	0	0	0	0	0	72	12	2	0	1	87	89	0	1	59	3	1	1	2	67	70.2	0	0	4	0	0	0	0	4	4	0	1	101	12	2	0	0	116	116.4
09:00	0	0	0	0	0	0	0	0	0	0	0	14	2	1	0	0	17	17.5	0	0	23	0	1	0	1	25	26.5	0	0	1	1	0	0	0	2	2	0	0	29	5	1	0	0	35	35.5
09:15	0	0	0	0	0	0	0	0	0	0	0	10	2	1	0	1	14	15.5	0	0	7	3	0	0	0	10	10	0	0	2	0	0	0	0	2	2	0	0	18	1	0	0	0	19	19
09:30	0	0	0	0	0	0	0	0	0	0	0	9	3	1	0	1	14	15.5	0	0	8	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	1	0	16	0	1	0	1	19	19.7
09:45	0	0	0	0	0	0	0	0	0	0	0	13	4	0	1	0	18	19.3	0	0	11	1	0	1	0	13	14.3	0	0	2	0	0	0	0	2	2	0	0	17	3	0	0	0	20	20
H/TOT	0	0	0	0	0	0	0	0	0	0	0	46	11	3	1	2	63	67.8	0	0	49	4	2	1	1	57	60.3	0	0	5	1	0	0	0	6	6	1	0	80	9	2	0	1	93	94.2
10:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	8	4	1	0	0	13	13.5
10:15	0	0	0	0	0	0	0	0	0	0	0	9	4	2	0	0	15	16	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	13
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	35	9	4	0	1	49	52	0	0	38	4	0	0	1	43	44	0	0	1	1	0	0	0	2	2	0	0	40	9	2	0	0	51	52
11:00	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12	0	0	7	2	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	10	4	0	0	0	14	14
11:15	0	0	0	0	0	0	0	0	0	0	0	13	3	1	0	0	17	17.5	0	0	2	4	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	6	1	0	0	0	7	7
11:30	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16
11:45	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	10	10.5	0	0	9	0	0	0	0	9	9	0	0	1	0	0	0	0	1	1	0	0	12	0	0	1	0	13	14.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	43	6	2	0	0	51	52	0	0	29	6	0	0	0	35	35	0	0	2	0	0	0	0	2	2	0	0	44	5	0	1	0	50	51.3
12:00	0	0	0	0	0	0	0	0	0	0	0	11	1	2	0	0	14	15	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	15	0	1	0	0	16	16.5
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H/TOT	0	0	0	0	0	0	0	0	0	1	0	50	10	2	0	2	65	67.2	0	0	48	5	0	1	1	55	57.3	0	0	4	0	0	0	0	4	4	0	0	48	5	2	0	1	56	58
13:00	0	0	0	0	0	0	0	0	0	0	0	19	4	0	0	0	23	23	0	0	16	0	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	10	10
13:15	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25	25	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13
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13:45	0	0	0	0	0	0	0	0	0	0	0	19	4	0	0	0	23	23	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	17	1	0	1	1	20	22.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	74	12	1	0	0	87	87.5	0	1	49	4	1	0	0	55	54.9	0	0	0	0	0	0	0	0	0	0	0	45	5	0	1	1	52	54.3
14:00	0	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	20	20	0	0	8	0	0	0	0	8	8	1	0	0	0	0	0	0	1	0.2	0	0	19	4	2	0	0	25	26
14:15	0	0	0	0	0	0	0	0	0	0	0	15	3	1	0	1	20	21.5	0	0	7	0	0	0	1	8	9	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15
14:30	0	0	0	0	0	0	0	0	0	0	0	15	7	1	0	0	23	23.5	0	0	7	0	0	0	0	7	7	0	0	1	0	0	0	0	1	1	0	0	20	2	2	0	0	24	25
14:45	0	0	0	0	0	0	0	0	0	0	0	11	3	2	0	0	16	17	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	28	4	1	0	0	33	33.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	58	16	4	0	1	79	82	0	0	39	0	0	0	1	40	41	1	0	1	0	0	0	0	2	1.2	0	0	80	12	5	0	0	97	99.5
15:00	0	0	0	0	0	0	0	0	0	0	0	30	3	1	0	0	34	34.5	0	0	6	1	0	0	0	7	7	0	0	1	0	0	0	0	1	1	0	0	19	1	1	0	0	21	21.5
15:15	0	0	0	0	0	0	0	0	0	0	0	41	3	0	0	0	44	44	0	0	9	1	0	0	0	10	10	0	0	2	0	0	0	0	2	2	0	0	21	1	1	0	0	23	23.5
15:30	0	0	0	0	0	0	0	0	0	0	0	20	5	3	0	0	28	29.5	1	0	11	2	0	0	0	14	13.2	0	0	1	0	0	0	0	1	1	0	0	20	3	0	0	1	24	25
15:45	0	0	0	0	0	0	0	0	0	0	0	19	7	0	0	0	26	26	0	0	11	4	1	0	0	16	16.5	0	0	3	0	0	0	0	3	3	0	0	9	5	1	0	0	15	15.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	110	18	4	0	0	132	134	1	0	37	8	1	0	0	47	46.7	0	0	7	0	0	0	0	7	7	0	0	69	10	3	0	1	83	85.5
16:00	0	0	0	0	0	0	0	0	0	0	0	15	3	2	0	0	20	21	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	19	19
16:15	0	0	0	0	0	0	0	0	0	0	0	39	4	1	1	0	45	46.8	0	0	14	1	0	0	1	16	17	0	0	0	0	0	0	0	0	0	0	0	18	5	1	0	0	24	24.5
16:30	0	0	0	0	0	0	0	0	0	0	1	20	13	0	0	0	34	33.4	0	0	9	0	0	0	0	9	9	0	0	0	0	1	0	0	1	1	0	0	17	5	0	0	0	22	22
16:45	0	0	0	0	0	0	0	0	0	0	1	21	6	1	0	0	29	28.9	0	0	9	1	0	0	0	10	10	0	0	1	0	0	0	0	1	1	0	0	9	5	0	1	0	15	16.3
H/TOT	0	0	0	0	0	0	0	0	0	0	2	95	26	4	1	0	128	130.1	0	0	45	3	0	0	1	49	50	0	0	1	1	0	0	0	2	2	0	0	61	17	1	1	0	80	81.8
17:00	0	0	0	0	0	0	0	0	0	0	0	34	8	0	0	0	42	42	0	0	12	0	0	0	0	12	12	0	0	1	0	0	0	0	1	1	1	0	10	2	0	0	0	13	12.2
17:15	0	0	0	0	0	0	0	0	0	0	0	31	3	0	1	0	35	36.3	0	0	20	2	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	17	5	0	1	0	23	24.3
17:30	0	0	0	0	0	0	0	0	0	1	0	31	9	1	2	0	44	46.3	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	21	21
17:45	0	0	0	0	0	0	0	0	0	0	0	44	6	0	0	0	50	50	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	1	0	140	26	1	3	0	171	174.6	0	0	53	2	0	0	0	55	55	0	0	1	0	0	0	0	1	1	1	0	53	10	0	1	0	65	65.5
18:00	0	0	0	0	0	0	0	0	0	0	2	33	3	0	0	0	38	36.8	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	15	15
18:15	0	0	0	0	0	0	0	0	0	0	0	24	5	0	0	0	29	29	0	0	9	0	0	0	0	9	9	0	0	1	0	0	0	0	1	1	0	0	15	1	1	2	0	19	22.1
18:30	0	0	0	0	0	0	0	0	0	1	0	24	2	0	0	0	27	26.2	0	0	8	2	0	0	0	10	10	0	0	1	0	0	0	0	1	1	0	0	8	2	0	0	0	10	10
18:45	0	0	0	0	0	0	0	0	0	0	0	17	2	1	0	0	20	20.5	0	0	7	0	0	0	1	8	9	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	1	2	98	12	1	0	0	114	112.5	0	0	29	2	0	0	1	32	33	0	0	2	0	0	0	0	2	2	0	0	43	6	1	2	0	52	55.1
12 TOT	0	0	1	0	0	0	0	1	1	3	4	856	167	29	5	7	1071	1094.2	1	2	495	48	6	3	9	564	577.9	1	0	29	4	0	0	0	34	33.2	3	3	746	121	21	6	4	904	922.1

	D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 260332 - Flemington Balbriggan Fingal
Site: Site 9
Location: Clonard Road/Castlemill Road/Stephenstown Link Road
Date: Thu 26-Mar-2026
AM Peak: 08:00 — 09:00 **Total:** 1785
PM Peak: 17:00 — 18:00 **Total:** 1669
15 Min Peak: 08:15 — 08:30 **Total:** 473

Arm A - Clonard Road
Arm B - Stephenstown Link Road
Arm C - Clonard Road
Arm D - Castlemill Road

	A => A									A => B									A => C									A => D									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	19	1	1	0	50	51.8	0	0	1	0	0	0	0	1	1	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	1	1	2	0	0	38	10	0	0	0	48	48	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	3	3.2	0	0	52	10	1	1	1	65	67.8	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	63	12	0	0	0	76	75.2	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3	5	7.2	1	0	182	51	2	2	1	239	242.8	0	0	18	1	0	0	0	19	19	0	0	2	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	2	1	95	9	0	0	1	108	106.8	0	0	8	0	0	0	0	8	8	0	0	2	0	0	0	0	2	2
08:15	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	1	5	5.2	1	0	51	5	0	1	0	58	58.5	0	0	13	1	0	0	0	14	14	0	0	10	0	0	0	0	10	10
08:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	1	78	7	1	1	0	88	89.2	0	0	12	1	0	0	0	13	13	0	0	4	0	0	0	0	4	4
08:45	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	1	8	8.2	0	0	47	3	0	0	0	50	50	0	0	12	1	0	0	0	13	13	0	0	4	0	0	0	1	5	6
H/TOT	0	0	0	0	0	0	0	0	0	2	0	17	0	0	0	2	21	21.4	3	2	271	24	1	2	1	304	304.5	0	0	45	3	0	0	0	48	48	0	0	20	0	0	0	1	21	22
09:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	71	5	1	0	0	77	77.5	0	0	24	1	0	0	0	25	25	0	0	5	0	0	0	0	5	5
09:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	51	4	0	0	0	55	55	0	0	21	2	0	0	0	23	23	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	2	2	4	0	1	35	3	3	0	0	42	42.9	0	0	11	2	0	0	0	13	13	0	0	6	2	0	0	0	8	8
09:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	39	4	0	0	1	44	45	2	0	6	0	0	0	0	8	6.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	3	9	12	0	1	196	16	4	0	1	218	220.4	2	0	62	5	0	0	0	69	67.4	0	0	11	2	0	0	0	13	13
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	37	7	4	0	0	48	50	0	0	10	1	0	0	0	11	11	0	0	1	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	34	5	1	0	1	42	42.7	0	0	8	1	0	0	0	9	9	0	0	1	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	42	9	0	0	0	51	51	0	0	6	0	0	0	0	6	6	0	0	3	0	0	0	0	3	3
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	35	6	1	0	0	43	42.7	1	0	9	0	1	0	0	11	10.7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	5	7	2	0	148	27	6	0	1	184	186.4	1	0	33	2	1	0	0	37	36.7	0	0	5	0	0	0	0	5	5
11:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	28	4	4	0	0	36	38	2	0	10	0	0	0	0	12	10.4	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	2	2	4	1	0	31	9	4	0	0	45	46.2	0	0	7	1	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5	0	0	30	5	3	1	1	40	43.8	0	0	10	1	0	0	0	11	11	0	0	1	0	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	3	0	0	29	3	1	0	0	33	33.5	0	0	12	1	1	0	0	14	14.5	0	0	1	1	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	3	8	11.5	1	0	118	21	12	1	1	154	161.5	2	0	39	3	2	0	0	46	45.4	0	0	2	1	0	0	0	3	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	4	0	0	0	32	32	0	0	14	1	0	0	0	15	15	0	0	1	0	0	1	0	2	3.3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2	5	8.3	1	0	35	2	1	0	0	39	38.7	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3.3	0	0	39	9	2	0	0	50	51	0	0	8	2	0	0	0	10	10	0	0	1	0	1	0	0	2	2.5
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	41	4	1	1	0	47	48.8	1	0	7	1	0	0	0	9	8.2	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	2	0	2	3	8	13.6	1	0	143	19	4	1	0	168	170.5	1	0	38	4	0	0	0	43	42.2	0	0	3	0	1	1	0	5	6.8
13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	48	4	1	0	0	53	53.5	0	0	9	0	0	0	0	9	9	0	0	2	0	0	0	0	2	2
13:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	40	4	4	0	0	48	50	0	0	14	0	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7	8	0	0	40	8	1	0	1	50	51.5	0	0	11	0	0	0	0	11	11	0	0	2	0	0	0	0	2	2
13:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3	5	0	0	35	7	2	0	1	45	47	0	0	27	0	0	0	0	27	27	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	4	13	17	0	0	163	23	8	0	2	196	202	0	0	61	0	1	0	0	62	62.5	0	0	7	0	0	0	0	7	7
14:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	38	5	2	0	0	45	46	0	0	16	2	0	0	0	18	18	0	0	1	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	1	0	34	4	0	2	1	42	44.8	0	0	14	0	0	0	0	14	14	0	0	1	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8	9	0	0	36	3	0	0	0	39	39	0	0	18	1	1	0	0	20	20.5	4	0	3	0	0	0	0	7	3.8
14:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	5	7	0	0	43	4	3	0	0	50	51.5	0	0	14	0	0	0	0	14	14	0	0	9	1	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	5	17	22	1	0	151	16	5	2	1	176	181.3	0	0	62	3	1	0	0	66	66.5	4	0	14	1	0	0	0	19	15.8
15:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	57	6	1	0	0	64	64.5	2	0	12	3	0	0	0	17	15.4	1	0	2	1	0	0	0	4	3.2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	41	6	3	0	0	50	51.5	0	0	17	0	0	0	0	17	17	0	0	11	0	0	0	0	11	11
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	13	0	0	0	56	56	0	0	21	2	0	0	0	23	23	0	0	2	0	0	0	0	2	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	42	4	2	0	1	49	51	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	9	12	0	0	183	29	6	0	1	219	223	2	0	67	7	0	0	0	76	74.4	1	0	15	1	0	0	0	17	16.2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	47	17	2	0	0	68	67.6	0	0	15	1	0	0	0	16	16	1	0	2	0	0	0	0	3	2.2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	64	6	1	0	2	73	75.5	0	0	12	0	0	0	0	12	12	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	1	0	35	8	0	0	0	44	43.2	1	0	15	2	0	0	0	18	17.2	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	1	1	2	0	0	46	7	1	0	0	54	54.5	0	0	22	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	2	1	192	38	4	0	2	239	240.8	1	0	64	3	0	0	0	68	67.2	1	0	3	0	0	0	0	4	3.2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	48	4	1	0	0	55	54.1	2	0	26	0	0	0	0	28	26.4	0	0	1	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	5	8	0	0	49	5	0	0	1	55	56	0	0	20	2	0	0	0	22	22	0	0	2	0	0	0	0	2	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	7	1	0	0	60	60.5	0	0	13	0	0	0	0	13	13	1	0	1	0	0	0	0	2	1.2
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	46	4	0	0	0	50	50	0	0	20	0	0	0	0	20	20	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	8	12	1	1	195	20	2	0	1	220	220.6	2	0	79	2	0	0	0	83	81.4	1	0	5	0	0	0	0	6	5.2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	1	56	2	3	0	0	62	62.9	0	0	18	2	0	0	0	20	20	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	1	1	2	0	0	44	3	0	0	0	47	47	2	0	15	2	0	0	0	19	17.4	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	42	1	0	0	0	44	43.2	0	0	25	1	0	0	0	26	26	0	0	2	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	46	2	0	0	0	49	48.2	1	0	17	1	0	0	0	19	18.2	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	4	7	2	1	188	8	3	0	0	202	201.3	3	0	75	6	0	0	0	84	81.6	0	0	3	0	0	0	0	3	3
12 TOT	0	0	0	0	0	0	0	0	0	3	0	57	9	1	2	37	109	146.7	14	6	2130	292	57	8	12	2519	2555.1	14	0	643	39	5	0	0	701	692.3	7	0	90	5	1	1	1	105	102.2

	B => B									B => C									B => D									C => A									C => B								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	0	2	1	0	0	0	5	3.4	0	0	12	9	0	0	0	21	21	0	0	4	0	0	0	1	5	6	0
07:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	6	0	1	0	0	7	7.5	1	0	17	4	0	1	0	23	23.5	0	0	10	1	0	0	0	11	11	0
07:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	7	3	0	0	0	10	10	0	0	18	9	2	0	1	30	32	0	0	13	1	0	0	0	14	14	0
07:45	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	9	0	0	0	0	9	9	1	0	29	3	0	1	0	34	34.5	0	0	21	2	0	0	0	23	23	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	28	28	2	0	24	4	1	0	0	31	29.9	2	0	76	25	2	2	1	108	111	0	0	48	4	0	0	1	53	54	0
08:00	0	0	0	0	0	0	0	0	0	2	0	21	4	0	0	0	27	25.4	0	0	23	1	0	0	0	24	24	0	1	41	9	0	0	1	52	52.4	0	0	44	0	0	0	0	44	44	0
08:15	0	0	0	0	0	0	0	0	0	0	1	47	1	0	0	0	49	48.4	0	0	50	0	0	0	0	50	50	0	0	43	6	0	0	1	50	51	0	1	57	2	1	0	1	62	62.9	0
08:30	0	0	0	0	0	0	0	0	0	0	0	28	1	0	0	0	29	29	0	0	30	2	0	0	0	32	32	0	0	68	4	0	0	0	72	72	1	0	34	0	2	0	0	37	37.2	0
08:45	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0	2	32	34	0	0	56	0	1	0	2	59	61.5	0	0	74	5	0	0	0	79	79	0	0	49	0	2	0	1	52	54	0
H/TOT	0	0	0	0	0	0	0	0	0	2	1	125	7	0	0	2	137	136.8	0	0	159	3	1	0	2	165	167.5	0	1	226	24	0	0	2	253	254.4	1	1	184	2	5	0	2	195	198.1	0
09:00	0	0	0	0	0	0	0	0	0	0	0	24	3	2	0	0	29	30	0	0	42	2	0	0	0	44	44	0	0	44	3	1	0	1	49	50.5	0	0	30	4	1	0	0	35	35.5	0
09:15	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23	23	0	0	24	2	0	0	0	26	26	0	0	27	2	1	0	0	30	30.5	0	0	19	2	0	0	0	21	21	0
09:30	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	20	1	0	0	0	21	21	0	0	29	3	1	1	0	34	35.8	0	0	22	2	1	0	0	25	25.5	0
09:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	26	1	0	0	0	27	27	0	0	33	6	0	0	0	39	39	0	0	17	1	0	0	0	18	18	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	63	6	2	0	0	71	72	0	0	112	6	0	0	0	118	118	0	0	133	14	3	1	1	152	155.8	0	0	88	9	2	0	0	99	100	0
10:00	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	13	0	0	0	0	13	13	0	0	26	5	0	0	0	31	31	0	0	16	0	0	0	0	16	16	0
10:15	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	19	1	1	0	0	21	21.5	0	0	32	5	1	0	0	38	38.5	0	0	18	1	0	0	0	19	19	0
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10:45	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	21	1	0	0	0	22	22	0	0	39	3	1	0	0	43	43.5	0	0	19	3	0	0	0	22	22	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	46	3	0	0	0	49	49	0	0	71	2	1	0	0	74	74.5	1	0	120	21	3	0	0	145	145.7	0	0	72	8	0	0	1	81	82	0
11:00	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	0	0	20	1	0	0	0	21	21	0	0	25	4	0	0	0	29	29	0	0	10	5	0	0	0	15	15	0
11:15	0	0	0	0	0	0	0	0	0	0	0	16	1	1	0	0	18	18.5	0	0	25	1	0	0	0	26	26	0	0	16	7	2	0	1	26	28	0	2	7	7	0	0	0	16	14.8	0
11:30	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	26	0	2	0	0	28	29	0	0	26	2	2	0	0	30	31	0	0	17	0	0	0	0	17	17	0
11:45	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	1	26	27	0	1	17	0	0	0	0	18	17.4	0	0	34	6	0	0	0	40	40	0	0	23	2	0	0	0	25	25	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	66	7	1	0	1	75	76.5	0	1	88	2	2	0	0	93	93.4	0	0	101	19	4	0	1	125	128	0	2	57	14	0	0	0	73	71.8	0
12:00	0	0	0	0	0	0	0	0	0	0	0	18	3	0	0	0	21	21	0	0	22	0	0	0	0	22	22	0	0	29	5	1	1	0	36	37.8	0	0	23	2	0	0	0	25	25	0
12:15	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	26	0	0	0	0	26	26	0	0	31	4	0	2	0	37	39.6	0	0	22	1	0	0	1	24	25	0
12:30	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	24	1	0	0	0	25	25	0	0	42	6	1	0	0	49	49.5	0	1	18	1	2	0	0	22	22.4	0
12:45	0	0	0	0	0	0	0	0	0	0	1	15	0	0	0	0	16	15.4	1	0	23	0	0	0	0	24	23.2	0	0	28	1	1	0	0	30	30.5	0	0	23	2	2	0	0	27	28	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	64	5	0	0	0	70	69.4	1	0	95	1	0	0	0	97	96.2	0	0	130	16	3	3	0	152	157.4	0	1	86	6	4	0	1	98	100.4	0
13:00	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	22	0	0	22	3	0	0	0	25	25	0	0	32	8	1	0	0	41	41.5	0	0	26	3	2	0	0	31	32	0
13:15	0	0	0	0	0	0	0	0	0	1	0	14	1	0	0	0	16	15.2	0	0	36	0	0	0	0	36	36	0	0	33	2	0	0	0	35	35	0	0	20	3	0	0	0	23	23	0
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13:45	0	0	0	0	0	0	0	0	0	0	0	28	1	1	0	0	30	30.5	1	0	33	1	0	0	0	35	34.2	0	0	45	4	1	0	0	50	50.5	0	0	26	3	3	0	1	33	35.5	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	79	5	1	0	0	87	85.9	1	0	125	6	1	0	0	133	132.7	0	0	163	17	5	0	0	185	187.5	0	0	96	12	6	0	1	115	119	0
14:00	0	0	0	0	0	0	0	0	0	1	0	19	3	0	0	0	23	22.2	0	0	25	2	1	0	1	29	30.5	0	0	53	4	0	0	0	57	57	0	0	11	0	1	0	0	12	12.5	0
14:15	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25	25	0	0	34	1	0	0	0	35	35	0	0	35	6	0	0	0	41	41	0	0	27	2	1	1	1	32	34.8	0
14:30	0	0	0	0	0	0	0	0	0	0	0	27	1	1	1	0	30	31.8	2	0	40	3	0	0	0	45	43.4	0	0	43	3	1	0	0	47	47.5	0	0	27	0	1	1	0	29	30.8	0
14:45	0	0	0	0	0	0	0	0	0	0	0	38	1	1	0	2	42	44.5	5	0	44	1	0	0	2	52	50	0	0	44	5	0	0	0	49	49	0	0	32	2	0	0	0	34	34	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	107	7	2	1	2	120	123.5	7	0	143	7	1	0	3	161	158.9	0	0	175	18	1	0	0	194	194.5	0	0	97	4	3	2	1	107	112.1	0
15:00	0	0	0	0	0	0	0	0	0	0	0	26	3	0	0	0	29	29	5	0	37	1	1	0	0	44	40.5	1	1	39	4	2	0	0	47	46.6	0	0	23	0	0	0	0	23	23	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	133	6	1	1	0	141	142.8	13	0	138	9	3	0	0	163	154.1	3	1	184	31	6	1	1	227	229.3	0	0	106	7	0	0	1	114	115	0
16:00	0	0	0	0	0	0	0	0	0	0	0	30	1	0	1	0	32	33.3	0	0	37	1	0	0	0	38	38	0	1	61	8	4	0	0	74	75.4	0	0	26	1	0	0	0	27	27	0
16:15	0	0	0	0	0	0	0	0	0	0	0	24	4	0	0	0	28	28	0	0	39	1	0	0	0	40	40	0	0	63	5	0	0	0	68	68	0	0	15	2	1	0	1	19	20.5	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	102	7	0	1	0	110	111.3	0	1	145	8	0	0	0	154	153.4	4	1	259	31	5	0	0	300	298.7	0	0	94	7	1	0	1	103	104.5	0
17:00	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25	25	1	0	49	0	0	0	0	50	49.2	0	0	57	6	0	0	1	64	65	0	0	20	1	2	0	0	23	24	0
17:15	0	0	0	0	0	0	0	0	0	0	0	23	0	1	0	0	24	24.5	1	0	41	3	0	0	0	45	44.2	0	1	73	10	0	0	0	84	83.4	0	1	41	0	0	0	0	42	41.4	0
17:30	0	0	0	0	0	0	0	0	0	1	0	22	2	0	0	1	26	26.2	0	1	39	9	0	0	0	49	48.4	1	0	67	12	2	0	0	82	82.2	0	0	33	2	0	0	0	35	35	0
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H/TOT	0	0	0	0	0	0	0	0	0	1	0	90	3	1	0	1	96	96.7	2	1	184	14	0	0	0	201	198.8	1	1	258	34	2	0	1	297	297.6	0	1	125	5	3	0	0	134	134.9	0
18:00	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	1	0	36	2	0	0	0	39	38.2	0	0	66	9	0	0	0	75	75	0	0	19	1	0	0	0	20	20	0
18:15	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	24	24	1	0	37	1	0	0	0	39	38.2	0	0	53	8	0	0	0	61	61	0	0	22	0	1	0	0	23	23.5	0
18:30	0	0	0	0	0	0	0	0	0	0	0	28	2	0	0	0	30	30	0	0	38	3	0	0	0	41	41	0	0	62	8	0	0	0	70	70	0	0	20	1	0	0	0	21	21	0
18:45	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	42	1	0	0	0	43	43	1	1	55	6	0	0	0	63	61.6	0	0	23	1	1	0	1	26	27.5	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	81	4	0	0	0	85	85	2	0	153	7	0	0	0	162	160.4	1	1	236	31	0	0	0	269	267.6	0	0	84	3	2	0	1	90	92	0
12 TOT	0	0	0	0	0	0	0	0	0	6	2	984	60	8	3	6	1069	1076.9	28	3	1437	69	10	0	5	1552	1537.8	12	5	2061	281	34	7	7	2407	2427.5	1	5	1137	81	26	2	10	1262	1283.8	0

	C => C								C => D								D => A								D => B								D => C							
TIME	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	9	2	0	0	0	11	11	0	0	8	2	0	0	0	10	10	0	0	54	11	1	0	0	66	66.5
07:15	0	0	0	0	0	0	0	0	0	0	14	3	3	2	0	22	26.1	0	0	7	2	0	0	0	9	9	0	0	29	1	1	0	0	31	31.5	0	0	54	12	1	0	0	67	67.5
07:30	0	0	0	0	0	0	0	0	0	0	15	1	1	0	0	17	17.5	1	0	6	2	0	0	0	9	8.2	0	0	28	2	0	0	0	30	30	0	0	58	9	0	0	0	67	67
07:45	0	0	0	0	0	0	0	0	0	0	17	5	0	0	0	22	22	3	0	10	0	0	0	0	13	10.6	3	0	54	4	0	0	0	61	58.6	0	0	65	5	0	0	0	70	70
H/TOT	0	0	0	0	0	0	0	0	0	0	57	10	4	2	0	73	77.6	4	0	32	6	0	0	0	42	38.8	3	0	119	9	1	0	0	132	130.1	0	0	231	37	2	0	0	270	271
08:00	0	0	0	0	0	0	0	0	0	0	19	4	1	0	0	24	24.5	2	0	2	1	0	0	0	5	3.4	0	0	63	4	0	0	0	67	67	0	0	56	8	0	0	0	64	64
08:15	0	0	0	0	0	0	0	0	0	0	26	3	1	1	0	31	32.8	0	0	14	0	0	0	0	14	14	5	0	56	2	0	0	0	63	59	0	1	54	10	1	1	0	67	68.2
08:30	0	0	0	0	0	0	0	0	0	0	24	1	1	0	0	26	26.5	0	0	6	1	1	0	0	8	8.5	5	0	58	0	0	0	1	64	61	0	0	52	3	0	0	0	55	55
08:45	0	0	0	0	0	0	0	0	0	0	36	2	0	0	0	38	38	1	0	15	0	0	0	0	16	15.2	6	0	56	2	0	0	0	64	59.2	0	0	30	3	1	0	1	35	36.5
H/TOT	0	0	0	0	0	0	0	0	0	0	105	10	3	1	0	119	121.8	3	0	37	2	1	0	0	43	41.1	16	0	233	8	0	0	1	258	246.2	0	1	192	24	2	1	1	221	223.7
09:00	0	0	0	0	0	0	0	0	0	0	27	7	2	0	0	36	37	0	0	21	0	0	0	0	21	21	0	0	38	0	1	0	0	39	39.5	0	0	41	5	1	0	0	47	47.5
09:15	0	0	0	0	0	0	0	0	0	0	13	5	0	0	0	18	18	1	1	5	0	0	0	0	7	5.6	0	0	33	1	1	0	0	35	35.5	0	0	30	7	0	0	1	38	39
09:30	0	0	0	0	0	0	0	0	0	0	19	2	1	0	0	22	22.5	0	0	11	1	0	0	0	12	12	0	0	32	3	1	0	0	36	36.5	0	0	16	3	0	0	0	19	19
09:45	0	0	0	0	0	0	0	0	0	0	19	5	0	0	0	24	24	0	0	7	0	0	0	0	7	7	0	0	26	2	0	0	0	28	28	0	0	27	4	1	1	0	33	34.8
H/TOT	0	0	0	0	0	0	0	0	0	0	78	19	3	0	0	100	101.5	1	1	44	1	0	0	0	47	45.6	0	0	129	6	3	0	0	138	139.5	0	0	114	19	2	1	1	137	140.3
10:00	0	0	0	0	0	0	0	0	0	0	11	3	2	0	0	16	17	0	0	12	1	0	0	0	13	13	0	1	28	2	0	0	0	31	30.4	0	0	15	1	0	0	0	16	16
10:15	0	0	0	0	0	0	0	0	0	0	16	5	0	0	0	21	21	2	0	9	0	0	0	0	11	9.4	0	0	22	0	0	0	0	22	22	0	1	33	3	0	0	0	37	36.4
10:30	0	0	0	0	0	0	0	0	0	0	17	6	1	0	0	24	24.5	1	0	9	2	0	0	0	12	11.2	1	0	29	3	0	0	0	33	32.2	0	0	25	4	0	0	0	29	29
10:45	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20	20	0	0	10	1	0	0	0	11	11	0	0	28	1	0	0	0	29	29	1	0	26	1	1	0	0	29	28.7
H/TOT	0	0	0	0	0	0	0	0	0	0	63	15	3	0	0	81	82.5	3	0	40	4	0	0	0	47	44.6	1	1	107	6	0	0	0	115	113.6	1	1	99	9	1	0	0	111	110.1
11:00	0	0	0	0	0	0	0	0	0	0	19	3	5	0	0	27	29.5	1	0	5	0	0	0	0	6	5.2	0	0	22	3	0	0	0	25	25	0	0	16	3	2	0	0	21	22
11:15	0	0	0	0	0	0	0	0	0	0	19	3	0	0	0	22	22	1	0	10	0	0	0	0	11	10.2	0	0	32	2	0	0	0	34	34	0	0	18	3	1	0	0	22	22.5
11:30	0	0	0	0	0	0	0	0	0	0	14	4	0	0	0	18	18	0	0	6	0	0	0	0	6	6	0	0	24	0	0	0	0	24	24	0	0	26	2	1	0	0	29	29.5
11:45	0	0	0	0	0	0	0	0	0	0	15	5	0	0	0	20	20	1	0	12	0	0	0	0	13	12.2	0	0	33	2	0	0	0	35	35	0	0	29	2	0	0	0	31	31
H/TOT	0	0	0	0	0	0	0	0	0	0	67	15	5	0	0	87	89.5	3	0	33	0	0	0	0	36	33.6	0	0	111	7	0	0	0	118	118	0	0	89	10	4	0	0	103	105
12:00	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	20	20	1	0	14	3	0	0	0	18	17.2	0	0	25	1	0	0	0	26	26	0	0	20	3	0	0	0	23	23
12:15	0	0	0	0	0	0	0	0	0	0	19	5	0	0	0	24	24	0	0	8	1	0	0	0	9	9	0	0	26	1	1	0	0	28	28.5	0	0	16	1	0	0	0	17	17
12:30	0	0	0	0	0	0	0	0	0	0	18	5	0	1	0	24	25.3	0	0	12	0	0	0	0	12	12	0	0	31	2	0	0	0	33	33	0	0	19	2	0	0	0	21	21
12:45	0	0	0	0	0	0	0	0	0	0	29	4	1	0	0	34	34.5	0	0	9	1	0	0	0	10	10	0	0	42	1	0	0	0	43	43	0	0	31	2	0	0	0	33	33
H/TOT	0	0	0	0	0	0	0	0	0	0	83	17	1	1	0	102	103.8	1	0	43	5	0	0	0	49	48.2	0	0	124	5	1	0	0	130	130.5	0	0	86	8	0	0	0	94	94
13:00	0	0	0	0	0	0	0	0	0	0	24	5	3	0	0	32	33.5	0	0	9	0	0	0	0	9	9	0	0	37	3	1	0	0	41	41.5	0	0	13	1	1	0	0	15	15.5
13:15	0	0	0	0	0	0	0	0	0	0	28	3	4	0	0	35	37	0	0	15	0	0	0	0	15	15	0	0	31	1	0	0	0	32	32	0	0	29	3	2	0	0	34	35
13:30	0	0	0	0	0	0	0	0	0	0	37	4	0	0	2	43	45	0	0	17	0	0	0	0	17	17	1	0	40	2	0	0	0	43	42.2	0	0	32	2	0	0	0	34	34
13:45	0	0	0	0	0	0	0	0	0	0	34	1	0	0	0	35	35	0	0	9	0	0	0	0	9	9	0	0	38	1	0	0	1	40	41	0	1	20	4	1	0	0	26	25.9
H/TOT	0	0	0	0	0	0	0	0	0	0	123	13	7	0	2	145	150.5	0	0	50	0	0	0	0	50	50	1	0	146	7	1	0	1	156	156.7	0	1	94	10	4	0	0	109	110.4
14:00	0	0	0	0	0	0	0	0	0	0	34	3	1	0	0	38	38.5	0	0	10	1	0	0	0	11	11	0	0	35	1	0	0	0	36	36	0	0	22	5	0	0	0	27	27
14:15	0	0	0	0	0	0	0	0	0	0	38	8	0	0	0	46	46	0	0	15	0	0	0	0	15	15	0	0	35	1	0	0	1	37	38	0	0	22	3	0	1	0	26	27.3
14:30	0	0	0	0	0	0	0	0	0	0	36	4	0	0	0	40	40	0	0	15	0	0	0	0	15	15	0	0	42	0	1	0	1	44	45.5	0	0	35	5	2	0	0	42	43
14:45	0	0	0	0	0	0	0	0	0	0	36	4	2	0	0	42	43	0	0	15	0	0	0	1	16	17	0	0	49	3	1	0	0	53	53.5	0	0	42	1	0	0	0	43	43
H/TOT	0	0	0	0	0	0	0	0	0	0	144	19	3	0	0	166	167.5	0	0	55	1	0	0	1	57	58	0	0	161	5	2	0	2	170	173	0	0	121	14	2	1	0	138	140.3
15:00	0	0	0	0	0	0	0	0	0	0	32	10	1	0	0	43	43.5	0	0	13	1	0	0	0	14	14	0	0	34	0	0	0	0	34	34	0	0	29	4	0	0	0	33	33
15:15	0	0	0	0	0	0	0	0	0	0	45	3	0	0	0	48	48	0	0	9	1	0	0	0	10	10	0	0	32	0	0	0	0	32	32	0	0	25	2	1	0	0	28	28.5
15:30	0	0	0	0	0	0	0	0	0	0	51	5	0	0	0	56	56	1	0	14	0	0	0	0	15	14.2	1	0	32	2	0	0	0	35	34.2	0	0	28	5	1	0	0	34	34.5
15:45	0	0	0	0	0	0	0	0	0	0	58	4	1	0	0	63	63.5	0	0	15	1	0	0	0	16	16	1	0	36	1	0	0	0	38	37.2	0	0	25	5	2	0	0	32	33
H/TOT	0	0	0	0	0	0	0	0	0	0	186	22	2	0	0	210	211	1	0	51	3	0	0	0	55	54.2	2	0	134	3	0	0	0	139	137.4	0	0	107	16	4	0	0	127	129
16:00	0	0	0	0	0	0	0	0	1	2	53	5	0	0	0	61	59	0	0	8	1	0	0	0	9	9	0	0	31	1	1	0	0	33	33.5	0	0	23	6	1	0	0	30	30.5
16:15	0	0	0	0	0	0	0	0	0	0	57	8	0	0	0	65	65	0	0	9	1	0	0	0	10	10	0	0	30	2	0	0	0	32	32	0	0	39	5	0	1	0	45	46.3
16:30	0	0	0	0	0	0	0	0	0	0	55	5	0	0	0	60	60	0	0	13	2	0	0	0	15	15	0	0	27	3	0	0	0	30	30	0	0	39	4	0	0	0	43	43
16:45	0	0	0	0	0	0	0	0	0	0	50	13	1	0	0	64	64.5	2	0	17	2	1	0	0	22	20.9	0	0	27	0	0	0	0	27	27	0	0	25	4	0	0	0	29	29
H/TOT	0	0	0	0	0	0	0	0	1	2	215	31	1	0	0	250	248.5	2	0	47	6	1	0	0	56	54.9	0	0	115	6	1	0	0	122	122.5	0	0	126	19	1	1	0	147	148.8
17:00	0	0	0	0	0	0	0	0	0	1	73	13	0	0	0	87	86.4	0	0	11	1	0	0	0	12	12	0	1	23	4	0	0	0	28	27.4	0	0	22	0	0	0	0	22	22
17:15	0	0	0	0	0	0	0	0	0	0	76	14	3	0	0	93	94.5	0	0	10	1	0	0	0	11	11	0	0	31	2	0	0	0	33	33	0	0	23	3	0	0	0	26	26
17:30	0	0	0	0	0	0	0	0	0	1	71	3	2	0	0	77	77.4	0	0	10	0	0	0	0	10	10	0	0	42	0	0	0	0	42	42	0	0	24	2	0	0	0	26	26
17:45	0	0	0	0	0	0	0	0	0	0	65	9	1	0	0	75	75.5	1	0	18	2	0	0	0	21	20.2	0	0	32	0	1	0	0	33	33.5	0	0	23	5	0	0	0	28	28
H/TOT	0	0	0	0	0	0	0	0	0	2	285	39	6	0	0	332	333.8	1	0	49	4	0	0	0	54	53.2	0	1	128	6	1	0	0	136	135.9	0	0	92	10	0	0	0	102	102
18:00	0	0	0	0	0	0	0	0	0	0	48	11	0	0	0	59	59	0	0	12	0	0	0	0	12	12	0	0	24	0	0	0	0	24	24	0	0	26	2	0	0	0	28	28
18:15	0	0	0	0	0	0	0	0	0	0	60	4	1	0	0	65	65.5	0	0	8	1	0	0	0	9	9	0	0	38	7	0	0	0	45	45	0	0	26	0	0	0	0	26	26
18:30	0	0	0	0	0	0	0	0	0	0	53	11	1	0	0	65	65.5	0	0	9	0	0	0	0	9	9	0	0	37	1	1	0	0	39	39.5	0	0	30	0	0	0	0	30	30
18:45	0	0	0	0	0	0	0	0	0	0	65	6	1	0	0	72	72.5	0	0	8	0	0	0	0	8	8	0	0	26	1	0	0	0	27	27	0	0	16	0	0	0	0	16	16
H/TOT	0	0	0	0	0	0	0	0	0	0	226	32	3	0	0	261	262.5	0	0	37	1	0	0	0	38	38	0	0	125	9	1	0	0	135	135.5	0	0	98	2	0	0	0	100	100
12 TOT	0	0	0	0	0	0	0	0	1	4	1632	242	41	4	2	1926	1950.5	19	1	518	33	2	0	1	574	560.2	23	2	1632	77	11	0	4	1749	1738.9	1	3	1449	178	22	4	2	1659	1674.6

	D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 260332 - Flemington Balbriggan Fingal
Site: Site 10
Location: Harry Reynolds Road/R122
Date: Thu 26-Mar-2026
AM Peak: 08:15 — 09:15 **Total:** 1252
PM Peak: 17:00 — 18:00 **Total:** 1247
15 Min Peak: 08:45 — 09:00 **Total:** 350

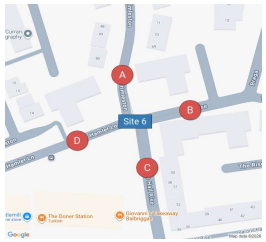
Arm A - R122
Arm B - Harry Reynolds Road
Arm C - R122
Arm D - Harry Reynolds Road

	A => A									A => B									A => C									A => D									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	2	0	0	0	8	8	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	15	2	0	0	0	17	17	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	17	1	0	0	1	19	20	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	33	4	0	0	0	37	37	0	0	2	1	0	0	0	3	3	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	0	0	71	9	0	0	1	81	82	0	0	5	2	0	0	0	7	7	0	0	2	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	2	0	30	4	0	0	0	36	34.4	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	17	3	0	0	0	20	20	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2
08:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	35	4	1	1	0	41	42.8	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	43	2	1	0	1	47	48.5	0	0	8	0	0	0	0	8	8	0	0	4	2	1	0	0	7	7.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	22	2	0	125	13	2	1	1	144	145.7	0	0	26	1	0	0	0	27	27	0	0	6	2	1	0	0	9	9.5
09:00	0	0	0	0	0	0	0	0	0	0	0	10	3	1	0	0	14	14.5	1	0	46	3	0	0	0	50	49.2	0	0	14	0	0	0	0	14	14	0	0	4	2	0	0	0	6	6
09:15	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	50	2	0	0	0	52	52	0	0	12	0	0	0	0	12	12	0	0	1	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	15	1	1	0	1	18	19.5	0	0	8	1	0	0	0	9	9	0	0	1	0	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	26	3	0	0	0	29	29	0	0	4	1	0	0	1	6	7	0	0	4	1	1	0	0	6	6.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	26	4	1	0	0	31	31.5	1	0	137	9	1	0	1	149	149.7	0	0	38	2	0	0	1	41	42	0	0	10	3	1	0	0	14	14.5
10:00	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	22	3	1	0	0	26	26.5	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	0	26	0	0	0	0	26	26	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	0	2	2
10:30	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	0	0	26	4	1	0	0	31	31.5	0	0	7	0	0	0	0	7	7	0	0	3	0	0	0	0	3	3
10:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	19	2	0	0	0	21	21	0	0	3	1	0	0	0	4	4	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	1	2	0	0	18	19	0	0	93	9	2	0	0	104	105	0	0	19	2	0	0	0	21	21	0	0	6	0	0	0	0	6	6
11:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	21	2	0	0	0	23	23	0	0	1	1	0	0	0	2	2	0	0	1	1	0	0	0	2	2
11:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	2	0	19	1	1	1	1	25	26.2	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2
11:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	19	2	0	0	0	21	21	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2
11:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	21	2	0	0	1	25	25.2	0	0	3	0	0	0	0	3	3	0	0	4	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	3	0	80	7	1	1	2	94	95.4	0	0	9	1	0	0	0	10	10	0	0	9	1	0	0	0	10	10
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	19	19	0	0	12	0	0	0	0	12	12	0	0	0	1	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	21	4	0	0	1	26	27	0	0	7	1	0	0	0	8	8	0	0	0	1	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	15	5	0	0	0	20	20	0	0	4	0	0	0	0	4	4	0	0	1	1	0	0	0	2	2
12:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	26	2	0	0	0	28	28	0	0	6	0	0	0	0	6	6	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	79	13	0	0	1	93	94	0	0	29	1	0	0	0	30	30	0	0	2	3	0	0	0	5	5
13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	16	2	0	0	0	18	18	0	0	5	0	0	0	0	5	5	0	0	5	1	0	0	0	6	6
13:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	22	2	0	0	0	24	24	0	0	7	0	0	0	0	7	7	0	0	3	1	0	0	0	4	4
13:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	28	2	0	0	1	31	32	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	40	2	0	0	0	42	42	0	0	20	1	0	0	0	21	21	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	106	8	0	0	1	115	116	0	0	33	1	0	0	0	34	34	0	0	10	2	0	0	0	12	12
14:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	1	0	19	1	0	0	0	21	20.2	0	0	5	0	0	0	0	5	5	0	0	2	1	0	0	0	3	3
14:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	1	0	17	3	0	0	1	22	22.2	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4
14:30	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	19	1	0	0	0	20	20	0	0	4	0	0	0	0	4	4	0	0	4	0	0	0	0	4	4
14:45	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	39	1	0	0	1	41	42	0	0	26	0	0	0	0	26	26	0	0	1	1	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	17	4	0	0	0	21	21	2	0	94	6	0	0	2	104	104.4	0	0	37	0	0	0	0	37	37	0	0	11	2	0	0	0	13	13
15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	34	1	0	0	0	35	35	0	0	3	1	0	0	0	4	4	0	0	6	0	0	0	0	6	6
15:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	35	5	0	0	0	40	40	0	0	2	0	0	0	0	2	2	0	0	7	1	0	0	0	8	8
15:30	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	33	5	0	0	0	38	38	0	0	12	0	0	0	0	12	12	0	0	6	0	0	0	0	6	6
15:45	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	12	12.5	1	0	35	5	0	0	1	42	42.2	0	0	12	0	1	0	0	13	13.5	0	0	3	2	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	1	1	0	0	23	23.5	1	0	137	16	0	0	1	155	155.2	0	0	29	1	1	0	0	31	31.5	0	0	22	3	0	0	0	25	25
16:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	41	1	1	0	1	44	45.5	1	0	12	2	0	0	0	15	14.2	0	0	8	1	0	0	0	9	9
16:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	2	1	34	3	0	0	0	40	37.8	0	0	9	0	0	0	0	9	9	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	29	3	0	0	0	32	32	0	0	7	1	0	0	0	8	8	0	0	6	0	0	0	0	6	6
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	43	2	0	0	0	45	45	0	0	7	0	0	0	0	7	7	0	0	4	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	2	1	147	9	1	0	1	161	160.3	1	0	35	3	0	0	0	39	38.2	0	0	19	1	0	0	0	20	20
17:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	31	0	0	0	0	31	31	1	0	12	0	0	0	0	13	12.2	0	0	4	0	0	0	0	4	4
17:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	24	4	0	0	1	29	30	0	0	13	1	0	0	0	14	14	0	0	6	0	0	0	0	6	6
17:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	27	0	0	0	1	28	29	0	0	10	0	1	0	0	11	11.5	0	0	1	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	26	3	0	0	0	29	29	0	0	11	0	0	0	0	11	11	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	108	7	0	0	2	117	119	1	0	46	1	1	0	0	49	48.7	0	0	13	0	0	0	0	13	13
18:00	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	1	30	0	0	0	0	31	30.4	0	0	7	1	0	0	0	8	8	0	0	3	0	0	0	0	3	3
18:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	1	0	26	3	0	0	0	30	29.2	0	0	11	1	0	0	0	12	12	0	0	1	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	24	0	0	0	0	24	24	0	0	8	1	0	0	0	9	9	0	0	1	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	20	1	0	0	0	21	21	0	0	11	0	0	0	0	11	11	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	1	1	0	0	15	15.5	1	1	100	4	0	0	0	106	104.6	0	0	37	3	0	0	0	40	40	0	0	6	0	0	0	0	6	6
12 TOT	0	0	0	0	0	0	0	0	0	0	0	190	17	5	0	0	212	214.5	12	2	1277	110	7	2	13	1423	1431.3	2	0	343	18	2	0	1	366	366.4	0	0	116	17	2	0	0	135	136

	B => B								B => C								B => D								C => A								C => B							
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	1	0	15	3	0	0	1	20	20.2	0	0	2	1	0	0	1	4	5
07:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	3	4	0	0	9	1	0	0	0	10	10	0	0	12	2	0	0	0	14	14	0	0	2	1	0	0	0	3	3
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3.3	0	0	10	0	0	0	1	11	12	0	0	19	2	0	0	0	21	21	0	0	2	2	0	0	0	4	4
07:45	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	1	6	7	0	0	14	1	0	0	1	16	17	1	0	27	1	0	1	1	31	32.5	0	0	3	0	0	0	1	4	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	3	0	1	2	11	14.3	0	0	38	3	0	0	2	43	45	2	0	73	8	0	1	2	86	87.7	0	0	9	4	0	0	2	15	17
08:00	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	1	11	12	0	0	21	0	0	0	0	21	21	1	0	34	2	0	0	0	37	36.2	0	0	8	0	0	0	0	8	8
08:15	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	1	7	7.2	0	1	29	4	1	0	0	35	34.9	0	0	49	3	0	0	1	53	54	0	0	10	2	0	0	1	13	14
08:30	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	0	0	15	2	0	0	0	17	17	1	0	46	1	0	0	0	48	47.2	0	0	6	0	0	0	0	6	6
08:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	5	0	0	18	1	0	1	0	20	21.3	2	0	70	5	1	0	1	79	78.9	0	0	10	0	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	2	0	20	1	0	0	3	26	27.4	0	1	83	7	1	1	0	93	94.2	4	0	199	11	1	0	2	217	216.3	0	0	34	2	0	0	1	37	38
09:00	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	33	1	0	0	0	34	34	0	0	47	1	0	0	0	48	48	0	0	7	2	1	0	2	12	14.5
09:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	1	7	8	0	0	12	3	0	0	0	15	15	0	0	25	1	0	0	0	26	26	1	1	5	0	0	0	0	7	5.6
09:30	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	9	9.5	1	0	14	4	2	0	0	21	21.2	0	0	30	3	0	0	1	34	35	0	0	8	0	0	0	0	8	8
09:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	5	0	0	15	0	0	0	0	15	15	0	0	20	3	1	0	0	24	24.5	0	0	7	1	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	22	3	1	0	2	28	30.5	1	0	74	8	2	0	0	85	85.2	0	0	122	8	1	0	1	132	133.5	1	1	27	3	1	0	2	35	36.1
10:00	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	14	2	0	0	0	16	16	0	0	19	4	0	0	0	23	23	0	0	6	1	0	0	0	7	7
10:15	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	1	10	11	0	0	22	2	1	0	0	25	25.5	0	0	32	5	0	0	0	37	37	0	0	7	0	0	0	0	7	7
10:30	0	0	0	0	0	0	0	0	0	0	0	11	2	1	0	0	14	14.5	0	0	5	1	1	0	0	7	7.5	0	0	28	3	0	0	1	32	33	0	0	12	1	1	0	0	14	14.5
10:45	0	0	0	0	0	0	0	0	0	1	0	15	1	0	0	1	18	18.2	0	0	16	2	0	0	0	18	18	0	0	34	1	0	0	0	35	35	0	0	4	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	1	0	46	4	1	0	2	54	55.7	0	0	57	7	2	0	0	66	67	0	0	113	13	0	0	1	127	128	0	0	29	3	1	0	0	33	33.5
11:00	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	8	8.5	0	0	16	0	0	0	0	16	16	0	0	24	3	0	0	0	27	27	0	0	7	1	0	0	0	8	8
11:15	0	0	0	0	0	0	0	0	0	0	0	9	1	2	0	1	13	15	0	0	17	2	0	0	0	19	19	0	0	29	1	0	0	1	31	32	0	0	6	0	0	0	0	6	6
11:30	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	11	11.5	0	0	15	0	0	0	0	15	15	0	0	19	3	1	0	0	23	23.5	0	0	5	1	0	0	0	6	6
11:45	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	9	10	0	0	16	3	0	0	0	19	19	0	0	34	5	0	0	0	39	39	0	0	6	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	33	2	4	0	2	41	45	0	0	64	5	0	0	0	69	69	0	0	106	12	1	0	1	120	121.5	0	0	24	2	0	0	0	26	26
12:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	26	0	0	0	0	26	26	1	0	27	4	0	0	0	32	31.2	0	0	7	1	0	0	0	8	8
12:15	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	1	9	10.5	0	0	19	3	0	0	0	22	22	0	1	33	3	0	0	1	38	38.4	0	0	11	0	1	2	0	14	17.1
12:30	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16	0	0	24	6	0	0	0	30	30	0	0	35	2	0	0	0	37	37	0	0	13	1	1	0	0	15	15.5
12:45	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	1	11	12.5	0	0	37	3	0	0	0	40	40	0	0	23	2	2	0	0	27	28	0	0	9	0	0	0	0	9	9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	36	4	2	0	2	44	47	0	0	106	12	0	0	0	118	118	1	1	118	11	2	0	1	134	134.6	0	0	40	2	2	2	0	46	49.6
13:00	0	0	0	0	0	0	0	0	0	0	0	19	1	1	0	0	21	21.5	1	1	45	1	0	0	0	48	46.6	0	0	26	4	0	0	0	30	30	0	0	6	1	0	0	0	7	7
13:15	0	0	0	0	0	0	0	0	0	1	0	16	1	0	0	1	19	19.2	0	0	25	2	2	0	0	29	30	0	0	33	1	0	0	1	35	36	0	0	4	0	0	0	0	4	4
13:30	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	17	1	1	0	0	19	19.5	0	0	50	1	0	0	1	52	53	0	0	11	0	0	0	0	11	11
13:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	5	1	0	27	0	1	0	0	29	28.7	0	0	34	3	0	0	0	37	37	0	0	14	1	2	0	0	17	18
H/TOT	0	0	0	0	0	0	0	0	0	1	0	44	3	1	0	2	51	52.7	2	1	114	4	4	0	0	125	124.8	0	0	143	9	0	0	2	154	156	0	0	35	2	2	0	0	39	40
14:00	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	14	2	0	0	0	16	16	0	0	30	4	0	0	0	34	34	0	0	11	0	0	0	0	11	11
14:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7	8	3	0	27	4	3	0	1	38	38.1	0	0	38	2	0	0	2	42	44	0	0	8	0	0	0	0	8	8
14:30	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	0	31	0	0	0	1	32	33	0	0	39	5	0	0	0	44	44	1	0	10	1	0	0	0	12	11.2
14:45	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	1	10	11	4	0	39	0	1	0	0	44	41.3	1	0	42	3	0	0	0	46	45.2	0	0	6	1	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	39	4	0	0	2	45	47	7	0	111	6	4	0	2	130	128.4	1	0	149	14	0	0	2	166	167.2	1	0	35	2	0	0	0	38	37.2
15:00	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	3	0	38	2	0	0	0	43	40.6	0	0	34	1	0	0	0	35	35	0	0	10	0	1	0	0	11	11.5
15:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	9	10	3	0	43	3	0	0	3	52	52.6	0	0	40	4	0	0	0	44	44	0	0	7	0	1	0	0	8	8.5
15:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	4	0	21	2	0	0	0	27	23.8	0	0	38	4	1	0	1	44	45.5	0	0	5	0	0	0	0	5	5
15:45	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	1	11	12	2	0	32	2	0	0	1	37	36.4	0	0	55	8	1	0	0	64	64.5	0	0	6	1	2	0	2	11	14
H/TOT	0	0	0	0	0	0	0	0	0	0	0	41	3	0	0	2	46	48	12	0	134	9	0	0	4	159	153.4	0	0	167	17	2	0	1	187	189	0	0	28	1	4	0	2	35	39
16:00	0	0	0	0	0	0	0	0	0	0	0	6	2	1	0	0	9	9.5	0	0	45	4	1	0	0	50	50.5	0	0	49	4	0	0	0	53	53	0	0	12	1	0	0	0	13	13
16:15	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	1	14	15	0	0	41	6	1	0	0	48	48.5	0	0	43	4	0	0	1	48	49	0	0	8	0	0	0	0	8	8
16:30	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	29	2	1	0	0	32	32.5	0	0	57	9	0	0	0	66	66	0	0	6	0	0	0	0	6	6
16:45	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	1	10	11	0	0	49	4	0	0	0	53	53	1	0	36	4	0	0	0	41	40.2	0	0	7	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	39	5	1	0	2	47	49.5	0	0	164	16	3	0	0	183	184.5	1	0	185	21	0	0	1	208	208.2	0	0	33	1	0	0	0	34	34
17:00	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	10	9.2	0	2	46	3	1	0	0	52	51.3	0	0	53	4	1	0	1	59	60.5	0	0	5	0	0	0	0	5	5
17:15	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	2	14	16	4	1	69	2	0	0	0	76	72.2	2	0	48	4	0	0	0	54	52.4	0	0	9	0	0	0	0	9	9
17:30	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	1	0	37	1	0	0	0	39	38.2	0	0	43	4	0	0	0	47	47	0	0	8	0	0	0	0	8	8
17:45	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	1	15	16	1	0	45	4	0	0	0	50	49.2	1	0	44	1	0	0	0	46	45.2	0	0	9	1	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	1	0	47	2	0	0	3	53	55.2	6	3	197	10	1	0	0	217	210.9	3	0	188	13	1	0	1	206	205.1	0	0	31	1	0	0	0	32	32
18:00	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	10	11	0	0	45	2	0	0	0	47	47	0	0	50	2	0	0	0	52	52	0	0	9	1	0	0	0	10	10
18:15	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	1	8	9	0	0	43	3	0	0	0	46	46	0	0	40	3	0	0	0	43	43	0	0	4	0	0	0	0	4	4
18:30	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	31	0	0	0	0	31	31	0	0	45	3	0	0	0	48	48	1	0	8	1	0	0	0	10	9.2
18:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8	9	1	0	33	4	0	0	0	38	37.2	0	0	36	3	0	0	1	40	41	0	0	10	0	0	0	0	10	10
H/TOT	0	0	0	0	0	0	0	0	0	0	0	31	1	0	0	3	35	38	1	0	152	9	0	0	0	162	161.2	0	0	171	11	0	0	1	183	184	1	0	31	2	0	0	0	34	33.2
12 TOT	0	0	0	0	0	0	0	0	0	5	0	403	35	10	1	27	481	510.3	29	5	1294	96	17	1	8	1450	1441.6	12	1	1734	148	8	1	16	1920	1931.1	3	1	356	25	10	2	7	404	415.6

	C => C								C => D								D => A								D => B								D => C							
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8	9	0	0	4	0	0	0	0	4	4	0	1	13	2	0	0	0	16	15.4	0	0	29	3	1	0	0	33	33.5
07:15	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	5	0	0	0	0	5	5	1	0	26	2	0	0	0	29	28.2	0	0	27	4	0	0	0	31	31
07:30	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	1	9	10.5	0	0	6	1	0	0	0	7	7	4	0	36	5	0	0	0	45	41.8	0	0	48	5	1	0	0	54	54.5
07:45	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	8	0	0	0	0	8	8	4	0	78	4	0	0	0	86	82.8	0	0	50	4	0	0	0	54	54
H/TOT	0	0	0	0	0	0	0	0	0	0	0	36	3	1	0	2	42	44.5	0	0	23	1	0	0	0	24	24	9	1	153	13	0	0	0	176	168.2	0	0	154	16	2	0	0	172	173
08:00	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	1	14	15	1	0	7	0	0	0	0	8	7.2	8	1	54	2	0	0	0	65	58	1	1	68	4	1	0	0	75	74.1
08:15	0	0	0	0	0	0	0	0	0	0	0	24	1	1	0	1	27	28.5	0	0	9	1	0	0	0	10	10	3	0	41	2	0	0	0	46	43.6	0	0	51	4	0	0	0	55	55
08:30	0	0	0	0	0	0	0	0	0	0	0	25	2	1	0	1	29	30.5	0	0	18	0	0	0	0	18	18	1	0	51	1	1	0	2	56	57.7	0	1	52	4	0	0	0	57	56.4
08:45	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25	25	0	0	32	1	0	0	0	33	33	2	0	49	4	0	0	0	55	53.4	0	0	49	3	0	0	0	52	52
H/TOT	0	0	0	0	0	0	0	0	0	0	0	86	4	2	0	3	95	99	1	0	66	2	0	0	0	69	68.2	14	1	195	9	1	0	2	222	212.7	1	2	220	15	1	0	0	239	237.5
09:00	0	0	0	0	0	0	0	0	0	0	0	30	1	1	0	1	33	34.5	0	0	28	1	0	0	0	29	29	0	0	35	0	0	0	0	35	35	0	0	47	6	0	0	0	53	53
09:15	0	0	0	0	0	0	0	0	0	0	0	20	0	1	0	0	21	21.5	0	0	10	0	0	0	1	11	12	1	0	41	0	1	0	0	43	42.7	0	1	55	1	0	0	0	57	56.4
09:30	0	0	0	0	0	0	0	0	0	1	0	21	0	0	0	1	23	23.2	1	0	7	1	0	0	0	9	8.2	0	0	20	1	0	0	0	21	21	0	0	26	0	1	0	0	27	27.5
09:45	0	0	0	0	0	0	0	0	0	0	0	19	3	0	1	0	23	24.3	0	0	11	1	0	0	0	12	12	0	0	23	2	1	0	0	26	26.5	0	0	22	4	0	0	0	26	26
H/TOT	0	0	0	0	0	0	0	0	0	1	0	90	4	2	1	2	100	103.5	1	0	56	3	0	0	1	61	61.2	1	0	119	3	2	0	0	125	125.2	0	1	150	11	1	0	0	163	162.9
10:00	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	1	21	22.5	0	0	3	0	0	0	0	3	3	0	0	13	1	0	0	0	14	14	0	0	25	3	1	0	0	29	29.5
10:15	0	0	0	0	0	0	0	0	0	0	0	21	0	2	0	0	23	24	0	0	5	0	0	0	0	5	5	1	0	27	3	0	0	0	31	30.2	0	0	18	2	0	0	1	21	22
10:30	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	1	14	15	0	0	5	3	1	0	0	9	9.5	0	0	31	1	0	0	0	32	32	0	0	19	2	0	0	0	21	21
10:45	0	0	0	0	0	0	0	0	0	1	0	17	0	0	0	0	18	17.2	0	0	3	0	0	0	0	3	3	0	0	12	4	0	0	0	16	16	0	0	21	5	0	0	0	26	26
H/TOT	0	0	0	0	0	0	0	0	0	1	0	69	1	3	0	2	76	78.7	0	0	16	3	1	0	0	20	20.5	1	0	83	9	0	0	0	93	92.2	0	0	83	12	1	0	1	97	98.5
11:00	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	1	21	22	0	0	10	0	0	0	0	10	10	0	0	11	2	0	0	0	13	13	0	0	25	1	1	0	0	27	27.5
11:15	0	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	20	20	0	0	2	0	0	0	0	2	2	0	0	17	3	1	0	0	21	21.5	0	0	28	3	0	0	0	31	31
11:30	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	1	13	14	0	0	5	0	0	0	0	5	5	0	0	18	5	0	1	0	24	25.3	0	0	24	1	0	0	0	25	25
11:45	0	0	0	0	0	0	0	0	0	0	0	20	4	1	0	0	25	25.5	1	0	7	1	0	0	0	9	8.2	0	0	17	3	0	0	0	20	20	0	0	15	1	1	0	0	17	17.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	66	10	1	0	2	79	81.5	1	0	24	1	0	0	0	26	25.2	0	0	63	13	1	1	0	78	79.8	0	0	92	6	2	0	0	100	101
12:00	0	0	0	0	0	0	0	0	0	0	0	29	4	0	0	1	34	35	0	0	9	0	0	0	0	9	9	1	0	24	3	0	1	0	29	29.5	0	1	25	1	1	0	0	28	27.9
12:15	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22	22	0	0	4	0	0	0	0	4	4	1	0	6	1	0	0	0	8	7.2	0	0	34	0	0	0	0	34	34
12:30	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	1	21	22	1	0	6	0	0	0	0	7	6.2	1	0	18	5	0	0	0	24	23.2	0	0	30	2	2	0	0	34	35
12:45	0	0	0	0	0	0	0	0	0	0	0	24	1	1	0	0	26	26.5	0	0	10	1	0	0	0	11	11	1	0	21	3	0	0	0	25	24.2	0	0	23	0	1	1	0	25	26.8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	92	8	1	0	2	103	105.5	1	0	29	1	0	0	0	31	30.2	4	0	69	12	0	1	0	86	84.1	0	1	112	3	4	1	0	121	123.7
13:00	0	0	0	0	0	0	0	0	0	0	0	20	3	1	0	1	25	26.5	0	0	3	0	1	0	0	4	4.5	1	1	20	0	0	0	0	22	20.6	0	0	27	1	2	1	0	31	33.3
13:15	0	0	0	0	0	0	0	0	0	2	0	25	1	0	0	0	28	26.4	0	0	9	0	0	0	0	9	9	1	0	15	0	0	0	0	16	15.2	0	0	18	1	2	0	0	21	22
13:30	0	0	0	0	0	0	0	0	0	0	0	28	0	1	0	1	30	31.5	0	0	13	0	0	0	0	13	13	1	0	15	4	0	0	0	20	19.2	0	0	36	3	1	0	0	40	40.5
13:45	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	34	34	0	0	6	0	0	0	0	6	6	1	0	25	3	0	0	0	29	28.2	0	0	24	3	1	0	1	29	30.5
H/TOT	0	0	0	0	0	0	0	0	0	2	0	107	4	2	0	2	117	118.4	0	0	31	0	1	0	0	32	32.5	4	1	75	7	0	0	0	87	83.2	0	0	105	8	6	1	1	121	126.3
14:00	0	0	0	0	0	0	0	0	0	0	0	31	2	0	0	1	34	35	0	0	4	0	0	0	0	4	4	0	0	18	3	0	0	0	21	21	1	0	25	0	3	0	0	29	29.7
14:15	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	27	27	0	0	17	0	0	0	0	17	17	2	0	30	7	0	0	0	39	37.4	0	0	36	1	0	2	0	39	41.6
14:30	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	1	38	39	0	0	9	0	0	0	0	9	9	0	0	25	3	1	1	0	30	31.8	0	0	27	5	2	0	0	34	35
14:45	0	0	0	0	0	0	0	0	0	0	0	33	1	0	0	2	36	38	0	0	7	1	0	0	0	8	8	0	0	38	1	0	0	0	39	39	0	0	32	0	2	0	0	34	35
H/TOT	0	0	0	0	0	0	0	0	0	0	0	127	4	0	0	4	135	139	0	0	37	1	0	0	0	38	38	2	0	111	14	1	1	0	129	129.2	1	0	120	6	7	2	0	136	141.3
15:00	0	0	0	0	0	0	0	0	0	3	1	28	3	1	0	1	37	35.5	0	0	6	0	0	0	0	6	6	1	0	29	2	0	0	0	32	31.2	0	0	41	3	0	0	0	44	44
15:15	0	0	0	0	0	0	0	0	0	2	0	47	2	0	0	0	51	49.4	0	0	9	1	1	0	0	11	11.5	0	0	23	1	0	0	0	24	24	0	0	26	3	2	0	0	31	32
15:30	0	0	0	0	0	0	0	0	0	0	0	31	3	2	1	1	38	41.3	0	0	10	0	1	0	0	11	11.5	0	0	30	1	0	0	0	31	31	0	0	21	2	0	0	0	23	23
15:45	0	0	0	0	0	0	0	0	0	0	0	34	3	0	0	0	37	37	0	0	10	0	0	0	0	10	10	1	0	23	1	1	0	0	26	25.7	1	0	21	3	2	0	0	27	27.2
H/TOT	0	0	0	0	0	0	0	0	0	5	1	140	11	3	1	2	163	163.2	0	0	35	1	2	0	0	38	39	2	0	105	5	1	0	0	113	111.9	1	0	109	11	4	0	0	125	126.2
16:00	0	0	0	0	0	0	0	0	0	0	0	36	3	0	0	1	40	41	0	0	8	0	0	0	0	8	8	1	0	21	1	1	0	1	25	25.7	0	0	34	1	0	0	0	35	35
16:15	0	0	0	0	0	0	0	0	0	0	1	36	3	2	0	0	42	42.4	0	0	11	2	0	0	0	13	13	0	0	29	1	0	0	1	31	32	1	0	41	3	0	0	1	46	46.2
16:30	0	0	0	0	0	0	0	0	0	0	0	47	7	0	0	1	55	56	0	0	8	0	0	0	0	8	8	0	0	24	2	1	0	0	27	27.5	0	0	24	2	0	0	0	26	26
16:45	0	0	0	0	0	0	0	0	0	2	0	47	4	1	0	0	54	52.9	0	0	6	1	0	0	0	7	7	0	0	20	3	0	0	0	23	23	0	0	17	2	1	0	0	20	20.5
H/TOT	0	0	0	0	0	0	0	0	0	2	1	166	17	3	0	2	191	192.3	0	0	33	3	0	0	0	36	36	1	0	94	7	2	0	2	106	108.2	1	0	116	8	1	0	1	127	127.7
17:00	0	0	0	0	0	0	0	0	0	0	0	37	4	0	0	1	42	43	0	0	11	2	0	0	0	13	13	0	0	29	0	0	0	0	29	29	0	0	44	3	2	0	0	49	50
17:15	0	0	0	0	0	0	0	0	0	0	1	55	5	0	0	1	62	62.4	0	0	7	0	0	0	0	7	7	1	0	28	2	0	0	0	31	30.2	0	0	32	2	1	0	0	35	35.5
17:30	0	0	0	0	0	0	0	0	0	0	0	49	7	1	0	1	58	59.5	0	0	12	0	1	0	0	13	13.5	2	0	33	0	0	0	0	35	33.4	0	0	38	5	0	0	0	43	43
17:45	0	0	0	0	0	0	0	0	0	0	0	46	5	1	0	0	52	52.5	0	0	9	1	1	0	0	11	11.5	0	0	28	0	0	0	0	28	28	0	0	32	2	1	0	0	35	35.5
H/TOT	0	0	0	0	0	0	0	0	0	0	1	187	21	2	0	3	214	217.4	0	0	39	3	2	0	0	44	45	3	0	118	2	0	0	0	123	120.6	0	0	146	12	4	0	0	162	164
18:00	0	0	0	0	0	0	0	0	0	0	0	40	5	0	0	1	46	47	0	0	13	1	1	0	0	15	15.5	1	0	39	4	0	0	0	44	43.2	0	0	35	3	2	0	0	40	41
18:15	0	0	0	0	0	0	0	0	0	0	0	47	4	0	0	1	52	53	0	0	7	0	0	0	0	7	7	1	0	21	1	0	0	0	23	22.2	0	0	28	2	0	0	0	30	30
18:30	0	0	0	0	0	0	0	0	0	1	0	48	3	0	0	2	54	55.2	0	0	7	0	0	0	0	7	7	0	0	23	0	0	0	0	23	23	0	0	25	0	0	0	0	25	25
18:45	0	0	0	0	0	0	0	0	0	0	0	47	2	0	0	0	49	49	0	0	19	1	0	0	0	20	20	1	0	26	3	0	0	0	30	29.2	1	0	33	1	0	0	0	35	34.2
H/TOT	0	0	0	0	0	0	0	0	0	1	0	182	14	0	0	4	201	204.2	0	0	46	2	1	0	0	49	49.5	3	0	109	8	0	0	0	120	117.6	1	0	121	6	2	0	0	130	130.2
12 TOT	0	0	0	0	0	0	0	0	0	12	3	1348	101	20	2	30	1516	1547.2	4	0	435	21	7	0	1	468	469.3	44	3	1294	102	8	3	4	1458	1432.9	5	4	1528	114	35	4	3	1693	1712.3

	D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 260332 - Flemington Balbriggan Fingal Site 6
Site: Site 6
Location: Trimleston/The Rise/Barons Hall Rise/Hamlet Ln
Date: Tue 14-Apr-2026
AM Peak: 08:00 — 09:00 **Total:** 590
PM Peak: 17:00 — 18:00 **Total:** 623
15 Min Peak: 08:30 — 08:45 **Total:** 171

Arm A - Trimleston
Arm B - The Rise
Arm C - Barons Hall Rise
Arm D - Hamlet Ln

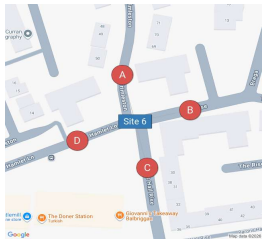
	A => A									A => B									A => C									A => D								
								AM	0								AM	3							AM	14							AM	0
								PM	0								PM	2							PM	11							PM	1
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	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	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	2	0	3	1	0	0	0	6	4.4	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	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	2	0	6	3	0	0	0	11	9.4	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	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	4	0	0	0	0	5	4.2	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	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	2	0	13	0	0	0	0	15	13.4	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	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
09:45	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	1	0	0	2	1	0	0	0	3	3	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	1	1.5
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	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	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	3	1	0	0	0	4	4	0	0	1	0	1	0	0	2	2.5
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	0	1	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	6	1	0	0	0	7	7	0	0	0	1	0	0	0	1	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	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	1	0	0	0	0	1	1	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	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5	0	0	1	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	2	1	0	0	0	3	3	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	2	0	0	0	0	2	2	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	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	9	1	0	0	0	10	10	0	0	1	0	0	0	0	1	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	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	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	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	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	3	0	0	0	0	3	3	0	0	0	1	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	6	0	0	0	0	6	6	0	0	0	1	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	1	2	0	0	0	3	3	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	1	0	2	0	0	0	0	3	2.2	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	2	0	0	0	0	2	2	0	0	0	1	0	0	0	1	1

								AM	0									AM	0							AM	201							AM	50
								PM	6									PM	0							PM	86							PM	111
	B => A									B => B										B => C									B => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	22	5	0	0	0	27	27	0	0	4	0	0	0	0	4	4
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	4	0	0	0	27	27	0	0	3	0	0	0	0	3	3
07:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	35	1	0	0	0	36	36	0	0	11	2	1	0	0	14	14.5
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	45	2	0	0	0	48	47.2	0	0	4	0	0	0	0	4	4
H/TOT	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	125	12	0	0	0	138	137.2	0	0	22	2	1	0	0	25	25.5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	62	5	0	0	0	69	67.6	0	0	8	1	0	0	0	9	9
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	46	1	1	0	0	50	48.9	0	0	9	0	0	0	1	10	11
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	40	1	0	0	1	43	43.2	0	0	15	2	0	0	0	17	17
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	37	1	2	0	0	41	41.2	0	0	12	1	0	0	0	13	13
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	185	8	3	0	1	203	200.9	0	0	44	4	0	0	1	49	50
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	4	1	0	0	41	41.5	0	0	22	0	1	0	0	23	23.5
09:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24	24	1	0	13	3	1	0	0	18	17.7
09:30	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	5	2	0	0	0	7	7
09:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20	20	0	0	8	2	0	0	0	10	10
H/TOT	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	93	8	1	0	0	102	102.5	1	0	48	7	2	0	0	58	58.2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	9	2	0	0	0	11	11
10:15	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	5	0	1	0	0	6	6.5
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	0	0	10	1	0	0	0	11	11
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	1	0	0	16	16.5	0	0	7	3	1	0	0	11	11.5
H/TOT	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	47	5	1	0	0	53	53.5	0	0	31	6	2	0	0	39	40
11:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	13	2	0	0	0	16	15.2	0	0	8	0	1	0	0	9	9.5
11:15	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	0	0	10	0	0	0	0	10	10
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24	24	0	0	8	1	1	0	0	10	10.5
11:45	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	16	1	1	0	0	18	18.5	0	0	11	0	0	0	0	11	11
H/TOT	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	68	5	1	0	0	75	74.7	0	0	37	1	2	0	0	40	41
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	0	0	16	16.5	0	0	9	1	1	0	0	11	11.5
12:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	20	3	0	0	0	24	23.2	0	0	8	0	0	0	0	8	8
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	17	2	1	0	0	20	20.5
12:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	11	0	0	0	0	11	11
H/TOT	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	59	5	1	0	0	66	65.7	0	0	45	3	2	0	0	50	51
13:00	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16	0	0	11	1	0	0	0	12	12
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	1	0	1	26	27.5	0	0	11	1	1	0	0	13	13.5
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18	18	0	0	10	1	0	0	0	11	11
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20	20	0	0	12	2	0	0	0	14	14
H/TOT	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	76	2	1	0	1	80	81.5	0	0	44	5	1	0	0	50	50.5
14:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	24	24	0	0	18	2	0	0	1	21	22
14:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	33	2	0	0	0	35	35	0	0	15	0	0	0	0	15	15
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18	18	0	0	3	1	1	0	0	5	5.5
14:45	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	16	2	0	0	0	19	18.2	0	0	28	4	0	0	0	32	32
H/TOT	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	1	0	91	4	0	0	0	96	95.2	0	0	64	7	1	0	1	73	74.5
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	11	10.2	1	0	19	3	1	0	0	24	23.7
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25	25	1	0	12	2	0	0	0	15	14.2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	0	12	3	0	0	0	15	15
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	14	1	0	0	0	17	15.4	0	0	24	0	0	0	0	24	24
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	65	3	0	0	0	71	68.6	2	0	67	8	1	0	0	78	76.9
16:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	0	0	14	2	0	0	1	17	18
16:15	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21	0	0	21	1	1	0	0	23	23.5
16:30	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	0	0	18	6	0	0	0	24	24
16:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	0	26	26	0	0	19	0	0	0	0	19	19
H/TOT	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	79	4	0	0	0	83	83	0	0	72	9	1	0	1	83	84.5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	24	24	0	0	24	1	1	0	0	26	26.5
17:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	2	0	33	0	1	0	0	36	34.9
17:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	23	23	0	0	25	0	0	0	0	25	25

								AM	3									AM	119								AM	0
								PM	14									PM	178								PM	0
	C => A									C => B										C => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	0	0	1	1	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	1	0	0	36	2	0	0	0	38	38	0	0	0	0	0	0	0	0	0
08:00	0	0	1	0	0	0	0	1	1	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	29	29	0	0	0	0	0	0	0	0	0
08:30	0	0	1	0	0	0	0	1	1	0	0	40	1	1	0	0	42	42.5	0	0	0	0	0	0	0	0	0
08:45	0	0	1	0	0	0	0	1	1	0	0	27	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	3	0	0	113	4	1	0	0	118	118.5	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	29	3	1	0	0	33	33.5	0	0	0	0	0	0	0	0	0
09:15	0	0	3	2	0	0	0	5	5	0	0	17	4	0	0	0	21	21	0	0	0	1	0	0	0	1	1
09:30	0	0	0	1	0	0	0	1	1	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
09:45	0	0	1	0	0	0	0	1	1	0	0	14	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	3	0	0	0	7	7	0	0	73	9	1	0	0	83	83.5	0	0	0	1	0	0	0	1	1
10:00	0	0	1	0	0	0	0	1	1	0	0	7	1	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0
10:15	0	0	0	1	0	0	0	1	1	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	8	1	2	0	0	11	12	0	0	0	0	0	0	0	0	0
10:45	0	0	1	0	0	0	0	1	1	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	1	0	0	0	3	3	0	0	32	4	3	0	0	39	40.5	0	0	0	0	0	0	0	0	0
11:00	0	0	1	0	1	0	0	2	2.5	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
11:15	0	0	0	1	0	0	0	1	1	0	0	19	0	1	0	0	20	20.5	0	0	0	0	0	0	0	0	0
11:30	0	0	1	0	0	0	0	1	1	0	0	10	3	2	0	0	15	16	0	0	0	0	0	0	0	0	0
11:45	0	0	3	0	0	0	0	3	3	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	1	1	0	0	7	7.5	0	0	56	3	3	0	0	62	63.5	0	0	0	0	0	0	0	0	0
12:00	0	0	1	0	0	0	0	1	1	1	0	8	2	1	0	0	12	11.7	0	0	0	0	0	0	0	0	0
12:15	0	0	3	1	0	0	0	4	4	0	0	17	4	0	0	0	21	21	0	0	0	0	0	0	0	0	0
12:30	0	0	1	1	0	0	0	2	2	1	0	14	0	0	0	0	15	14.2	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	18	3	0	0	0	21	21	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	2	0	0	0	7	7	2	0	57	9	1	0	0	69	67.9	0	0	0	0	0	0	0	0	0
13:00	0	0	3	0	0	0	0	3	3	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	21	1	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0
13:30	0	0	2	0	0	0	0	2	2	0	0	25	1	0	0	0	26	26	0	0	0	0	0	0	0	0	0
13:45	0	0	2	0	0	0	0	2	2	0	0	21	3	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	0	0	0	0	7	7	0	0	84	5	2	0	0	91	92	0	0	0	0	0	0	0	0	0
14:00	0	0	3	1	0	0	0	4	4	1	0	18	2	0	0	0	21	20.2	0	0	0	0	0	0	0	0	0
14:15	0	0	3	0	0	0	0	3	3	0	0	26	1	1	0	0	28	28.5	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	1	0	36	2	1	0	0	40	39.7	0	0	0	0	0	0	0	0	0
14:45	1	0	1	0	0	0	0	2	1.2	1	0	35	2	0	0	0	38	37.2	0	0	0	0	0	0	0	0	0
H/TOT	1	0	7	1	0	0	0	9	8.2	3	0	115	7	2	0	0	127	125.6	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	1	0	16	1	0	0	1	19	19.2	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	0	0	0	1	1	3	0	40	1	1	0	0	45	43.1	0	0	0	0	0	0	0	0	0
15:30	1	0	3	0	0	0	0	4	3.2	2	0	28	3	1	0	0	34	32.9	0	0	0	0	0	0	0	0	0
15:45	1	0	2	0	0	0	0	3	2.2	0	0	33	2	0	0	0	35	35	0	0	0	0	0	0	0	0	0
H/TOT	2	0	6	0	0	0	0	8	6.4	6	0	117	7	2	0	1	133	130.2	0	0	0	0	0	0	0	0	0
16:00	1	1	2	0	0	0	0	4	2.6	1	1	38	3	1	0	0	44	43.1	0	0	0	0	0	0	0	0	0
16:15	0	0	2	1	0	0	0	3	3	0	0	24	5	1	0	0	30	30.5	0	0	0	0	0	0	0	0	0
16:30	0	0	1	0	0	0	0	1	1	0	1	33	6	0	0	0	40	39.4	0	0	0	0	0	0	0	0	0
16:45	0	0	4	0	0	0	0	4	4	0	0	35	2	1	0	0	38	38.5	0	0	0	0	0	0	0	0	0
H/TOT	1	1	9	1	0	0	0	12	10.6	1	2	130	16	3	0	0	152	151.5	0	0	0	0	0	0	0	0	0
17:00	0	0	1	1	0	0	0	2	2	1	0	37	6	0	0	0	44	43.2	0	0	0	0	0	0	0	0	0
17:15	0	0	2	0	0	0	0	2	2	0	0	36	7	0	0	0	43	43	0	0	0	0	0	0	0	0	0
17:30	0	0	7	0	0	0	0	7	7	0	0	38	7	0	0	0	45	45	0	0	0	0	0	0	0	0	0

								AM	44										AM	1							AM	94								AM	65
								PM	66										PM	6							PM	107								PM	38
	C => D									D => A										D => B										D => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	1	9	10	0	0	6	3	0	0	0	9	9
07:15	0	0	2	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	5	2	0	0	0	7	7
07:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	1	17	18	0	0	13	5	0	0	0	18	18
07:45	0	0	7	0	0	0	3	10	13	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	2	7	9	0	0	20	3	1	0	0	24	24.5
H/TOT	0	0	12	0	0	0	4	16	20	0	0	0	0	0	0	0	0	0	0	0	35	3	0	0	4	42	46	0	0	44	13	1	0	0	58	58.5
08:00	0	0	7	0	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	1	18	19	1	0	18	1	0	0	0	20	19.2
08:15	0	0	8	0	0	0	1	9	10	0	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	12	11.2	0	0	20	1	0	0	0	21	21
08:30	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	1	0	37	3	0	0	1	42	42.2	0	0	8	0	0	1	1	10	12.3
08:45	0	0	11	3	0	0	1	15	16	0	0	1	0	0	0	0	1	1	1	0	17	4	0	0	0	22	21.2	0	0	9	2	1	0	0	12	12.5
H/TOT	0	0	35	3	1	0	2	41	43.5	0	0	1	0	0	0	0	1	1	3	0	80	9	0	0	2	94	93.6	1	0	55	4	1	1	1	63	65
09:00	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	1	16	17	0	0	14	1	1	0	0	16	16.5
09:15	0	0	4	1	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	10	3	0	0	0	13	13
09:30	0	0	3	1	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7	8	0	0	7	1	0	0	0	8	8
09:45	0	0	4	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	9	0	1	0	0	10	10.5
H/TOT	0	0	22	3	1	0	2	28	30.5	0	0	0	0	0	0	0	0	0	0	0	35	2	0	0	2	39	41	0	0	40	5	2	0	0	47	48
10:00	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8	9	0	0	5	1	0	0	0	6	6
10:15	0	0	0	0	0	1	1	2	4.3	0	0	0	0	0	0	0	0	0	1	0	10	3	0	0	0	14	13.2	0	0	5	3	0	0	0	8	8
10:30	0	0	2	1	1	0	0	4	4.5	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	1	8	9	0	0	1	0	0	0	0	1	1
10:45	0	0	7	1	0	0	1	9	10	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	10	10.5	0	0	2	0	1	0	0	3	3.5
H/TOT	0	0	11	4	1	1	2	19	22.8	0	0	1	0	0	0	0	1	1	1	0	33	3	1	0	2	40	41.7	0	0	13	4	1	0	0	18	18.5
11:00	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	1	17	18	0	0	5	0	0	0	0	5	5
11:15	0	0	3	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	4	0	0	0	0	4	4
11:30	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	1	8	9	0	0	5	1	0	0	0	6	6
11:45	0	0	5	3	0	0	1	9	10	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	3	1	0	0	0	4	4
H/TOT	0	0	17	4	0	0	2	23	25	0	0	0	0	0	0	0	0	0	0	0	45	5	0	0	2	52	54	0	0	17	2	0	0	0	19	19
12:00	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	13	0	1	0	1	15	16.5	0	0	5	0	1	0	0	6	6.5
12:15	0	0	2	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	0	0	2	0	0	0	0	2	2
12:30	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8	9	0	0	9	1	0	0	0	10	10
12:45	0	0	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	1	0	13	1	1	0	0	16	15.7	0	0	12	0	0	0	0	12	12
H/TOT	0	0	12	1	0	0	2	15	17	0	0	0	0	0	0	0	0	0	1	0	50	2	2	0	2	57	59.2	0	0	28	1	1	0	0	30	30.5
13:00	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	1	13	14	0	0	9	2	0	0	0	11	11
13:15	0	0	4	3	0	0	1	8	9	0	0	1	0	0	0	0	1	1	0	0	12	2	0	0	0	14	14	0	0	6	1	1	0	0	8	8.5
13:30	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	1	14	15	0	0	6	1	0	0	0	7	7
13:45	0	0	10	0	0	0	1	11	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	5	2	0	0	0	7	7
H/TOT	0	0	25	4	0	0	2	31	33	0	0	1	0	0	0	0	1	1	0	0	48	3	0	0	2	53	55	0	0	26	6	1	0	0	33	33.5
14:00	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	16	3	0	0	1	20	21	0	0	12	2	0	0	0	14	14
14:15	0	0	11	1	0	0	2	14	16	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	12	2	0	0	0	14	14
14:30	0	0	8	2	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	2	19	21	0	0	16	1	0	0	0	17	17
14:45	0	0	14	3	0	0	2	19	21	0	0	0	0	0	0	0	0	0	0	0	17	1	1	0	0	19	19.5	0	0	4	0	0	0	0	4	4
H/TOT	0	0	38	6	1	0	4	49	53.5	0	0	0	0	0	0	0	0	0	0	0	60	8	1	0	3	72	75.5	0	0	44	5	0	0	0	49	49
15:00	0	0	10	0	0	0	0	10	10	0	0	1	0	0	0	0	1	1	0	0	20	4	0	0	2	26	28	0	0	12	0	0	0	0	12	12
15:15	0	0	12	2	0	0	2	16	18	0	0	0	0	0	0	0	0	0	0	0	11	0	2	0	0	13	14	0	0	13	0	0	0	1	14	15
15:30	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	15	0	0	1	1	17	19.3	0	0	8	1	0	0	0	9	9
15:45	0	0	13	2	0	0	2	17	19	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	9	10	0	0	7	1	0	0	0	8	8
H/TOT	0	0	50	6	0	0	4	60	64	0	0	1	0	0	0	0	1	1	0	0	54	4	2	1	4	65	71.3	0	0	40	2	0	0	1	43	44
16:00	0	0	4	1	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	25	0	0	0	1	26	27	0	0	1	2	0	0	1	4	5
16:15	1	0	10	1	1	0	0	13	12.7	1	0	0	0	0	0	0	1	0.2	0	0	14	2	0	0	0	16	16	0	0	11	1	0	0	0	12	12
16:30	0	1	9	2	0	0	1	13	13.4	1	0	0	0	0	0	0	1	0.2	1	0	16	2	0	0	1	20	20.2	0	0	12	0	0	0	0	12	12
16:45	0	0	10	3	0	0	1	14	15	0	0	0	0	0	0	0	0	0	1	0	14	0	0	0	0	15	14.2	0	0	10	1	0	0	0	11	11
H/TOT	1	1	33	7	1	0	2	45	46.1	2	0	1	0	0	0	0	3	1.4	2	0	69	4	0	0	2	77	77.4	0	0	34	4	0	0	1	39	40
17:00	0	0	16	1	0	0	0	17	17	0	0	0	1	0	0	0	1	1	0	0	20	3	0	0	1	24	25	0	0	9	0	0	0	0	9	9
17:15	0	0	15	3	1	0	1	20	21.5	0	0	0	1	0	0	0	1	1	0	0	26	2	1	0	0	29	29.5	0	0	10	0	0	0	0	10	10
17:30	0	0	12	0	0	0	0	12	12	0	0	1	1	1	0	0	3	3.5	0	0	22	2	0	0	1	25	26	0	0	9	0	0	0	0	9	9

								AM	0
								PM	0
	D => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 260332 - Flemington Balbriggan Fingal Site 6
Site: Site 6
Location: Trimleston/The Rise/Barons Hall Rise/Hamlet Ln
Date: Tue 14-Apr-2026
AM Peak: 08:00 — 09:00 **Total:** 590
PM Peak: 17:00 — 18:00 **Total:** 623
15 Min Peak: 08:30 — 08:45 **Total:** 171

Arm A - Trimleston
Arm B - The Rise
Arm C - Barons Hall Rise
Arm D - Hamlet Ln

	A => A									A => B									A => C									A => D								
	AM	0								AM	3								AM	14								AM	0							
	PM	0								PM	2								PM	11								PM	1							
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	1	0	7	3	0	0	0	11	10.2	0	0	0	1	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	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	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	8	0	0	0	0	8	8	0	0	3	0	0	0	0	3	3
12 TOT	0	0	0	1	0	0	0	1	1	2	0	24	7	1	0	0	34	32.9	5	0	82	12	0	0	0	99	95	0	0	6	3	1	0	0	10	10.5

								AM	0								AM	0							AM	201								AM	50
								PM	6								PM	0							PM	86								PM	111
	B => A									B => B										B => C										B => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
17:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	1	0	23	1	0	0	0	25	24.2
H/TOT	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	82	4	0	0	0	86	86	3	0	105	2	2	0	0	112	110.6
18:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	1	0	22	2	0	0	0	25	24.2
18:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	28	28	0	1	20	0	0	0	0	21	20.4
18:30	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20	20	0	0	16	0	0	0	0	16	16
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	23	23	0	0	25	0	0	0	0	25	25
H/TOT	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	86	1	0	0	0	87	87	1	1	83	2	0	0	0	87	85.6
12 TOT	0	0	33	6	1	0	0	40	40.5	0	0	0	0	0	0	0	0	0	12	1	1056	61	8	0	2	1140	1135.8	7	1	662	56	15	0	3	744	748.3

								AM	3								AM	119								AM	0
								PM	14								PM	178								PM	0
	C => A									C => B									C => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
17:45	0	0	2	1	0	0	0	3	3	2	0	44	2	0	0	0	48	46.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	12	2	0	0	0	14	14	3	0	155	22	0	0	0	180	177.6	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	43	4	0	0	0	47	47	0	0	0	0	0	0	0	0	0
18:15	0	0	3	0	0	0	0	3	3	0	0	38	2	0	0	0	40	40	0	0	0	0	0	0	0	0	0
18:30	1	0	4	0	0	0	0	5	4.2	1	0	32	2	0	0	0	35	34.2	0	0	0	0	0	0	0	0	0
18:45	0	0	2	0	0	0	0	2	2	0	0	28	4	0	0	0	32	32	0	0	0	0	0	0	0	0	0
H/TOT	1	0	9	0	0	0	0	10	9.2	1	0	141	12	0	0	0	154	153.2	0	0	0	0	0	0	0	0	0
12 TOT	5	1	69	12	1	0	0	88	83.9	16	2	1109	100	18	0	1	1246	1242	0	0	0	1	0	0	0	1	1

								AM	44								AM	1							AM	94							AM	65
								PM	66								PM	6							PM	107							PM	38
	C => D									D => A									D => B									D => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
17:45	0	0	11	2	0	0	1	14	15	0	0	0	0	0	0	0	0	0	1	0	25	1	0	0	0	27	26.2	0	0	10	0	0	0	0	10	10
H/TOT	0	0	54	6	1	0	2	63	65.5	0	0	1	3	1	0	0	5	5.5	1	0	93	8	1	0	2	105	106.7	0	0	38	0	0	0	0	38	38
18:00	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	1	0	18	3	0	0	1	23	23.2	0	0	8	1	1	0	0	10	10.5
18:15	0	0	9	0	0	0	1	10	11	0	0	0	1	0	0	0	1	1	0	0	18	4	0	0	0	22	22	0	0	6	0	0	0	0	6	6
18:30	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0	2	0	20	1	0	0	1	24	23.4	0	0	9	1	0	0	0	10	10
18:45	0	0	9	2	0	0	1	12	13	0	0	2	0	0	0	0	2	2	0	0	24	2	0	0	0	26	26	0	0	8	0	0	0	0	8	8
H/TOT	0	0	38	4	0	0	2	44	46	0	0	2	1	0	0	0	3	3	3	0	80	10	0	0	2	95	94.6	0	0	31	2	1	0	0	34	34.5
12 TOT	1	1	347	48	6	1	30	434	466.9	2	0	8	4	1	0	0	15	13.9	11	0	682	61	7	1	29	791	816	1	0	410	48	8	1	3	471	478.5

AM	0
PM	0

	D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12 TOT	0	0	1	0	0	0	0	1	1

IDASO
Innovative Data Solutions

Project Reference:

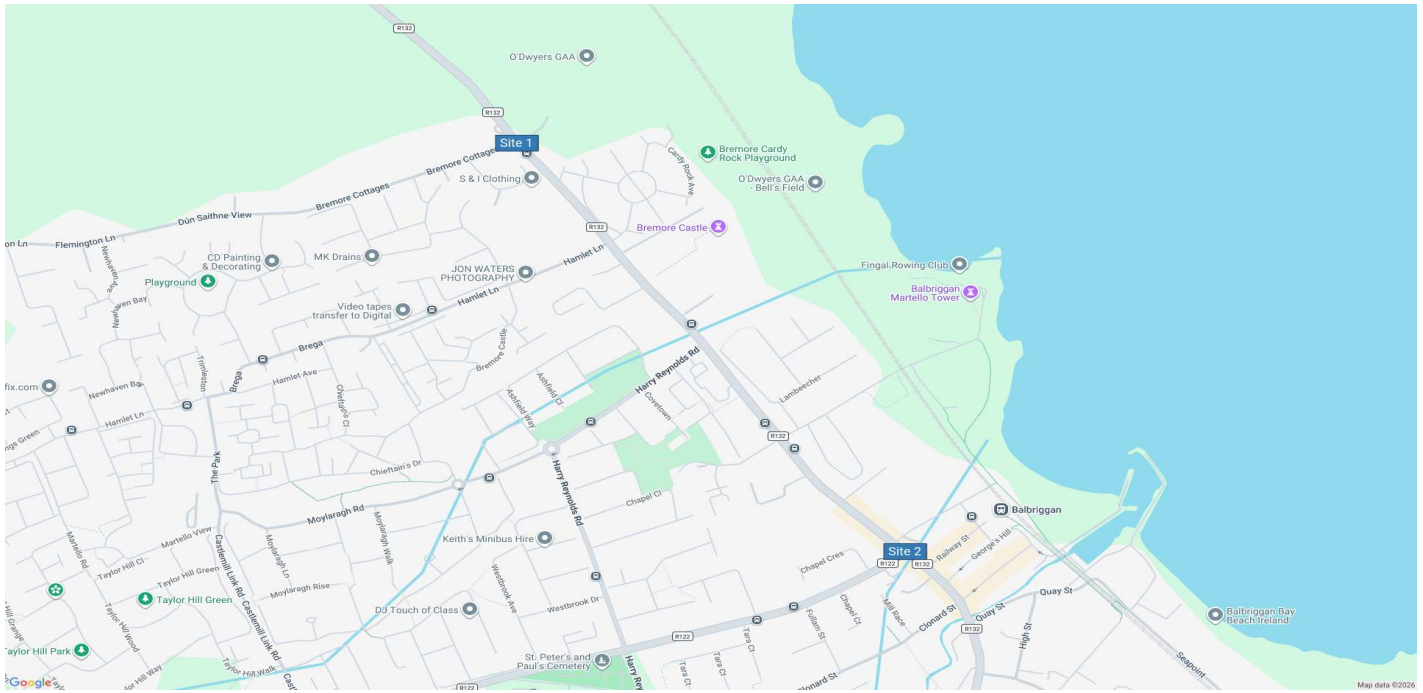
260332.1 - Flemington Balbriggan Fingal

UK +44 (0)20 3883 7753
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Website: idaso.co
info@idasoltd.com

IDASO

Survey Name: 260332.1 - Flemington Balbriggan Fingal
Date: Tue 19 May 2026





IDASO

Survey Name: 260332.1 - Flemington Balbriggan Fingal
Site: Site 1
Location: R132/Flemington Lane
Date: Tue 19-May-2026
AM Peak: 07:45 — 08:45 **Total:** 680
PM Peak: 18:00 — 19:00 **Total:** 687
15 Min Peak: 18:45 — 19:00 **Total:** 186

Arm A - Hamlet Cl
Arm B - R132
Arm C - Bremore Cottages/ Flemington Lane
Arm D - R132

	A => A									A => B									A => C									A => D									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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	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	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	1	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
09:15	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	4	5.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18	0	1	0	0	20	19.7
09:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	1	0	7	8.3
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	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	1	1	0	6	7.8	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	32	0	1	1	0	35	36
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	1	0	9	0	1	0	0	11	10.7	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	2	0	1	0	0	3	3.5
10:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11
H/TOT	0	0	0	0	0	0	0	0	0	1	0	22	1	1	1	0	26	27	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	15	0	1	0	0	16	16.5
11:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
11:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
12:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
12:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	8.5
13:00	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
13:15	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
13:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	1.2
13:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	28	3	0	0	0	31	31	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	1	0	5	2	0	0	0	8	7.2
14:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
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	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	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	1	0	1	2.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	2.5	0	0	0	0	0	1	0	1	2.3
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	0	0	0	0	0	0	0	0	1	0	1	1.5	0	0	1	0	1	1	0	3	4.8
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	2	2
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	5	0	1	1	0	7	8.8
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	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	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	2	2
17:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	7	1	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	9	2	0	0	11	11
18:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	2	0	1	0	0	0	0	3	1.4	0	0	1	0	0	0	0	1	1	0	0	18	0	0	0	0	18	18
18:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11
18:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
18:45	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0	10	0	0	0	0	10	10	0	0	1	0	0	0	0	1	1	1	0	14	1	0	0	0	16	15.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	23	23	2	0	11	0	0	0	0	13	11.4	0	0	2	0	0	0	0	2	2	1	0	47	3	0	0	0	51	50.2
12 TOT	0	0	0	0	0	0	0	0	0	2	0	114	6	2	3	0	127	130.3	2	0	17	2	0	0	0	21	19.4	1	0	10	1	1	1	0	14	15	3	0	137	7	4	3	0	154	157.5

B => B									B => C								B => D								C => A								C => B							
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	19	3	0	0	1	23	24	0	0	0	0	0	0	0	0	0	0	1	10	3	0	0	0	14	13.4
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C => C									C => D								D => A								D => B								D => C							
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	35	8	2	0	0	45	46	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	3	1	0	1	0	5	6.3	0	0	160	28	11	0	3	202	210.5	1	0	5	0	0	0	0	6	5.2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	7	0	0	1	37	38	0	0	1	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	35	5	1	0	1	42	43.5	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25	8	2	0	0	35	36	0	0	2	0	0	0	0	2	2
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	40	6	1	0	1	48	49.5	0	0	0	1	0	0	0	1	1
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	30	5	1	0	0	36	36.5	0	0	1	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	1	0	0	0	0	0	0	1	0.2	0	0	34	7	0	1	1	43	45.3	0	0	1	0	0	0	0	1	1
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0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	1	0	3	0	0	0	0	4	3.2	0	0	130	27	5	2	2	166	173.1	0	0	4	0	1	0	0	5	5.5
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	32	3	2	1	0	38	40.3	0	0	1	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	36	5	1	0	1	43	44.5	0	0	1	0	0	0	0	1	1
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0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	44	2	1	2	1	50	54.1	0	0	1	0	0	0	0	1	1
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0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	45	4	0	0	1	50	51	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	35	6	1	0	0	42	42.5	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	33	5	1	1	2	44	46.6	0	0	4	0	1	0	0	5	5.5
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0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	35	6	1	0	1	43	44.5	0	0	4	0	0	0	0	4	4
0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	40	3	1	0	0	44	44.5	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	55	5	0	0	2	62	64	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	51	6	2	0	2	61	64	0	0	2	0	0	0	0	2	2
0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	181	20	4	0	5	210	217	0	0	6	0	0	0	0	6	6
0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	44	7	1	1	1	54	56.8	0	0	3	0	0	0	0	3	3
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0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	1	0	175	31	2	1	4	214	219.5	0	0	9	3	0	0	0	12	12
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	6	1	0	0	66	66.5	0	0	1	0	0	0	0	1	1
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0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	40	4	1	0	1	46	47.5	0	0	5	0	1	0	0	6	6.5
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	45	7	0	0	0	52	52	0	0	3	0	0	0	0	3	3
0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	3	0	0	0	0	3	3	0	0	185	24	3	0	2	214	217.5	0	0	12	1	1	0	0	14	14.5
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0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	53	7	0	0	0	60	60	0	0	1	0	0	0	0	1	1
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0	0	0	0	0	0	0	0	0	0	0	92	13	2	1	0	108	110.3	1	0	20	2	0	1	0	24	24.5	1	7	2137	279	46	10	43	2523	2597	1	1	68	16	3	0	0	89	89.1

D => D									
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	TIME
0	0	0	0	0	0	0	0	0	07:00
0	0	0	0	0	0	0	0	0	07:15
0	0	0	0	0	0	0	0	0	07:30
0	0	0	0	0	0	0	0	0	07:45
0	0	0	0	0	0	0	0	0	**H/TOT**
0	0	0	0	0	0	0	0	0	08:00
0	0	0	0	0	0	0	0	0	08:15
0	0	0	0	0	0	0	0	0	08:30
0	0	0	0	0	0	0	0	0	08:45
0	0	0	0	0	0	0	0	0	**H/TOT**
0	0	0	0	0	0	0	0	0	09:00
0	0	0	0	0	0	0	0	0	09:15
0	0	0	0	0	0	0	0	0	09:30
0	0	0	0	0	0	0	0	0	09:45
0	0	0	0	0	0	0	0	0	**H/TOT**
0	0	0	0	0	0	0	0	0	10:00
0	0	0	0	0	0	0	0	0	10:15
0	0	0	0	0	0	0	0	0	10:30
0	0	0	0	0	0	0	0	0	10:45
0	0	0	0	0	0	0	0	0	**H/TOT**
0	0	0	0	0	0	0	0	0	11:00
0	0	0	0	0	0	0	0	0	11:15
0	0	0	0	0	0	0	0	0	11:30
0	0	0	0	0	0	0	0	0	11:45
0	0	0	0	0	0	0	0	0	**H/TOT**
0	0	0	0	0	0	0	0	0	12:00
0	0	0	0	0	0	0	0	0	12:15
0	0	0	0	0	0	0	0	0	12:30
0	0	0	0	0	0	0	0	0	12:45
0	0	0	0	0	0	0	0	0	**H/TOT**
0	0	0	0	0	0	0	0	0	13:00
0	0	0	0	0	0	0	0	0	13:15
0	0	0	0	0	0	0	0	0	13:30
0	0	0	0	0	0	0	0	0	13:45
0	0	0	0	0	0	0	0	0	**H/TOT**
0	0	0	0	0	0	0	0	0	14:00
0	0	0	0	0	0	0	0	0	14:15
0	0	0	0	0	0	0	0	0	14:30
0	0	0	0	0	0	0	0	0	14:45
0	0	0	0	0	0	0	0	0	**H/TOT**
0	0	0	0	0	0	0	0	0	15:00
0	0	0	0	0	0	0	0	0	15:15
0	0	0	0	0	0	0	0	0	15:30
0	0	0	0	0	0	0	0	0	15:45
0	0	0	0	0	0	0	0	0	**H/TOT**
0	0	0	0	0	0	0	0	0	16:00
0	0	0	0	0	0	0	0	0	16:15
0	0	0	0	0	0	0	0	0	16:30
0	0	0	0	0	0	0	0	0	16:45
0	0	0	0	0	0	0	0	0	**H/TOT**
0	0	0	0	0	0	0	0	0	17:00
0	0	0	0	0	0	0	0	0	17:15
0	0	0	0	0	0	0	0	0	17:30
0	0	0	0	0	0	0	0	0	17:45
0	0	0	0	0	0	0	0	0	**H/TOT**
0	0	0	0	0	0	0	0	0	18:00
0	0	0	0	0	0	0	0	0	18:15
0	0	0	0	0	0	0	0	0	18:30
0	0	0	0	0	0	0	0	0	18:45
0	0	0	0	0	0	0	0	0	**H/TOT**
0	0	0	0	0	0	0	0	0	**12 TOT**



IDASO

Survey Name: 260332.1 - Flemington Balbriggan Fingal
Site: Site 2
Location: R122/R132
Date: Tue 19-May-2026
AM Peak: 08:30 — 09:30 **Total:** 1052
PM Peak: 16:00 — 17:00 **Total:** 1028
15 Min Peak: 08:45 — 09:00 **Total:** 289

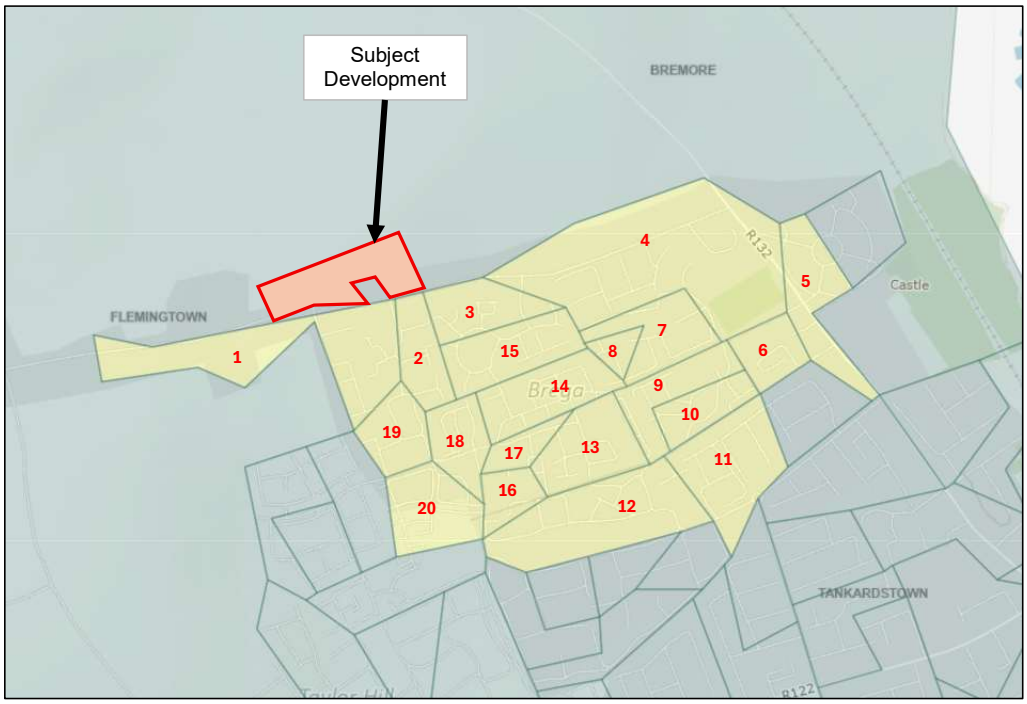
Arm A - R132
Arm B - R122
Arm C - R132

	A => A									A => B									A => C									B => A									B => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	0	15	2	1	0	2	20	22.5	1	0	18	2	0	0	1	22	22.2	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	4	0	18	5	1	0	0	28	25.3	1	0	18	1	0	0	0	20	19.2	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	25	6	1	1	3	36	40.8	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	1	0	35	3	4	0	0	43	44.2	0	0	15	5	0	0	0	20	20	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	7	3	0	0	0	11	10.2	5	0	93	16	7	1	5	127	132.8	2	0	65	9	0	0	1	77	76.4	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	52	5	3	0	1	61	63.5	2	0	22	1	0	0	0	25	23.4	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	47	2	2	2	2	55	60.6	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	13	13.5	0	0	58	2	1	0	2	63	65.5	1	0	23	2	0	0	1	27	27.2	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	79	6	2	0	1	88	90	0	0	28	2	0	0	0	30	30	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	24	2	1	0	0	27	27.5	0	0	236	15	8	2	6	267	279.6	3	0	91	6	0	0	1	101	99.6	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	54	2	1	0	2	59	61.5	0	0	23	4	0	0	1	28	29	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	1	58	1	1	0	1	62	62.9	1	0	21	1	0	0	0	23	22.2	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12	0	0	44	7	1	1	1	54	56.8	0	0	18	1	1	0	0	20	20.5	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	11	11	1	0	47	6	1	0	1	56	56.7	0	0	18	3	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	31	9	0	0	0	40	40	1	1	203	16	4	1	5	231	237.9	1	0	80	9	2	0	1	93	94.2	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	1	0	34	6	0	0	0	41	40.2	1	0	19	4	0	0	0	24	23.2	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	0.2	0	0	8	1	0	0	0	9	9	1	0	28	10	1	0	0	40	39.7	0	0	14	2	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	45	10	1	0	1	57	58.5	1	0	19	3	0	0	0	23	22.2	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	1	0	14	0	0	0	0	15	14.2	0	0	46	5	3	0	1	55	57.5	0	0	24	1	0	0	1	26	27	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0.2	1	0	40	2	0	0	0	43	42.2	2	0	153	31	5	0	2	193	195.9	2	0	76	10	1	0	1	90	89.9	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	48	6	3	0	0	57	58.5	0	0	20	2	0	0	1	23	24	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	53	1	2	0	2	58	61	0	0	25	2	0	0	0	27	27	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	1	0	47	6	1	0	1	56	56.7	0	0	15	1	0	0	1	17	18	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	1	0	32	4	0	0	0	37	36.2	1	0	187	15	6	0	3	212	217.2	1	0	79	7	0	0	2	89	90.2	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	49	3	2	1	0	55	57.3	0	0	17	1	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	47	7	1	1	0	57	58	0	0	17	2	1	0	1	21	22.5	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	11	11	0	0	52	5	0	0	0	57	57	0	0	21	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	36	7	1	0	1	45	46.5	0	0	20	3	0	0	0	23	23	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	39	5	0	0	0	44	44	1	0	184	22	4	2	1	214	218.8	0	0	75	6	2	0	1	84	86	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	1	0	10	1	0	0	0	12	11.2	1	0	51	5	0	2	1	60	62.8	2	0	23	1	0	0	0	26	24.4	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	9	8.2	0	0	51	5	0	0	0	56	56	0	0	19	0	0	0	1	20	21	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	1	0	11	1	0	0	0	13	12.2	0	0	44	4	0	0	2	50	52	0	0	22	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	3	0	40	4	0	0	0	47	44.6	1	0	202	19	1	3	3	229	235.6	2	0	102	6	0	0	1	111	110.4	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2	0	0	55	7	0	1	0	63	64.3	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0
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14:45	0	0	0	0	0	0	0	0	0	1	0	4	0	1	0	0	6	5.7	0	0	63	8	0	0	1	72	73	0	0	27	1	2	0	0	30	31	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	26	1	1	0	0	30	28.9	0	0	245	29	2	2	2	280	285.6	1	0	75	5	3	0	2	86	88.7	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	2	0	60	7	0	0	0	69	67.4	0	0	33	0	0	0	0	33	33	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	2	0	62	6	1	1	1	73	74.2	0	0	23	2	0	0	1	26	27	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	35	4	0	0	0	39	39	4	0	237	24	4	1	2	272	274.1	0	0	119	6	3	0	1	129	131.5	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	8	2	1	0	0	11	11.5	1	0	46	7	1	0	1	56	56.7	0	0	38	2	0	0	0	40	40	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16	1	0	51	7	3	0	1	63	64.7	0	0	30	2	0	0	1	33	34	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	1	0	44	7	2	0	0	54	54.2	3	0	240	26	5	0	3	277	280.1	0	0	124	13	0	0	2	139	141	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	1	0	10	1	0	0	0	12	11.2	0	0	67	8	0	0	2	77	79	0	0	28	2	0	0	0	30	30	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	12	11.2	0	0	55	7	1	0	1	64	65.5	0	0	27	4	0	0	1	32	33	0	0	0	0	0	0	0	0	0
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17:45	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	1	0	46	2	0	0	0	49	48.2	0	0	34	3	0	0	0	37	37	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	3	0	43	2	0	0	0	48	45.6	1	0	224	19	1	0	5	250	254.7	0	0	115	10	0	0	1	126	127	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	73	1	1	0	1	76	77.5	0	0	35	3	0	0	0	38	38	0	0	0	0	0	0	0	0	0
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18:45	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	13	0	0	78	5	1	0	0	84	84.5	0	0	26	2	0	0	1	29	30	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	33	5	0	0	0	38	38	0	0	280	13	3	0	5	301	307.5	0	0	119	9	0	0	1	129	130	0	0	0	0	0	0	0	0	0
12 TOT	1	0	0	0	0	0	0	1	0.2	12	0	394	48	4	0	0	458	450.4	19	1	2484	245	50	12	42	2853	2919.8	12	0	1120	96	11	0	15	1254	1264.9	0	0	0	0	0	0	0	0	0

B => C									C => A									C => B									C => C								
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	5	1	0	1	0	7	8.3	3	0	80	12	1	0	4	100	102.1	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	2	2	0	0	67	6	0	0	2	75	77	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
0	0	1	1	1	0	0	3	3.5	2	0	82	7	2	0	8	101	108.4	0	0	9	0	0	0	1	10	11	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	0	5	5	0	0	88	16	2	0	3	109	113	2	0	20	2	0	0	0	24	22.4	0	0	0	0	0	0	0	0	0
0	0	13	2	1	1	0	17	18.8	5	0	317	41	5	0	17	385	400.5	2	0	47	3	0	0	1	53	52.4	0	0	0	0	0	0	0	0	0
0	0	11	2	0	0	1	14	15	1	0	108	8	3	0	5	125	130.7	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0
0	0	13	2	0	0	0	15	15	0	0	79	3	2	0	2	86	89	0	0	21	1	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0
0	0	21	0	0	0	0	21	21	2	0	97	5	2	0	5	111	115.4	0	0	29	0	0	0	0	29	29	0	0	0	0	0	0	0	0	0
0	0	32	3	0	0	0	35	35	0	0	94	2	1	0	4	101	105.5	0	0	25	1	0	0	1	27	28	0	0	0	0	0	0	0	0	0
0	0	77	7	0	0	1	85	86	3	0	378	18	8	0	16	423	440.6	0	0	92	4	1	0	1	98	99.5	0	0	0	0	0	0	0	0	0
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0	0	7	0	0	0	0	7	7	0	0	49	9	4	0	0	62	64	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0
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0	0	7	1	0	0	0	8	8	1	0	74	11	2	0	4	92	96.2	0	0	15	1	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0
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1	0	44	4	1	0	0	50	49.7	1	0	278	30	6	2	8	325	337.8	0	0	56	5	1	0	2	64	66.5	0	0	0	0	0	0	0	0	0
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1	0	12	0	0	0	0	13	12.2	0	0	56	5	1	0	1	63	64.5	0	0	13	1	1	0	1	16	17.5	0	0	0	0	0	0	0	0	0
1	0	16	1	0	0	0	18	17.2	0	0	75	7	2	0	3	87	91	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0
0	0	8	2	0	0	1	11	12	0	0	77	3	1	1	0	82	83.8	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
2	0	46	6	0	0	1	55	54.4	0	0	270	20	6	1	8	305	317.3	0	0	58	3	1	0	1	63	64.5	0	0	0	0	0	0	0	0	0
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0	0	12	4	0	0	0	16	16	0	0	71	7	0	0	0	78	78	0	0	27	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0
0	0	21	0	0	0	0	21	21	0	1	74	6	1	2	4	88	94.5	0	0	20	1	0	0	1	22	23	0	0	0	0	0	0	0	0	0
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0	0	76	5	0	0	1	82	83	1	1	300	26	5	3	10	346	361	0	0	78	6	0	0	1	85	86	0	0	0	0	0	0	0	0	0
0	0	15	0	0	0	0	15	15	0	0	69	5	1	1	4	80	85.8	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0
0	0	20	2	0	0	0	22	22	0	1	76	10	0	0	0	87	86.4	0	0	24	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0
0	0	21	0	0	0	0	21	21	1	0	61	4	1	0	6	73	78.7	0	0	16	0	0	0	1	17	18	0	0	0	0	0	0	0	0	0
0	0	23	1	0	0	1	25	26	1	1	78	4	2	0	0	86	85.6	0	0	19	0	0	0	1	20	21	0	0	0	0	0	0	0	0	0
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0	0	16	0	1	0	0	17	17.5	0	1	71	9	0	0	6	87	92.4	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0
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0	0	18	0	0	0	0	18	18	0	0	74	4	2	1	6	87	95.3	0	0	17	2	0	0	1	20	21	0	0	0	0	0	0	0	0	0
1	0	29	2	0	0	0	32	31.2	0	0	63	5	0	1	1	70	72.3	0	0	23	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0
1	0	76	6	1	0	0	84	83.7	0	1	292	23	5	3	13	337	355.8	0	0	75	8	0	0	1	84	85	0	0	0	0	0	0	0	0	0
0	0	22	2	0	0	0	24	24	0	0	84	10	1	0	3	98	101.5	0	0	19	1	0	0	1	21	22	0	0	0	0	0	0	0	0	0
0	0	14	2	0	0	0	16	16	0	0	95	7	1	0	0	103	103.5	0	0	21	1	0	0	0	22	22	0	0	0	0	0	0	0	0	0
0	0	17	2	0	0	0	19	19	1	0	80	11	1	0	4	97	100.7	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0
0	0	19	4	0	0	0	23	23	0	0	88	8	0	0	0	96	96	1	0	15	4	0	0	0	20	19.2	0	0	0	0	0	0	0	0	0
0	0	72	10	0	0	0	82	82	1	0	347	36	3	0	7	394	401.7	1	0	73	7	0	0	1	82	82.2	0	0	0	0	0	0	0	0	0
0	0	16	2	0	0	0	18	18	0	0	81	4	0	0	4	89	93	0	0	18	2	0	0	1	21	22	0	0	0	0	0	0	0	0	0
3	0	16	2	1	0	0	22	20.1	0	0	80	7	1	0	1	89	90.5	0	0	24	1	0	0	1	26	27	0	0	0	0	0	0	0	0	0
1	0	13	1	0	0	0	15	14.2	0	0	75	6	3	0	4	88	93.5	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0
0	0	22	0	0	0	0	22	22	0	0	91	4	1	0	0	96	96.5	0	0	13	2	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0
4	0	67	5	1	0	0	77	74.3	0	0	327	21	5	0	9	362	373.5	0	0	73	6	1	0	2	82	84.5	0	0	0	0	0	0	0	0	0
0	0	19	4	0	0	0	23	23	0	0	104	1	0	0	4	109	113	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0
0	0	23	3	0	0	0	26	26	1	0	73	4	1	0	0	79	78.7	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0
0	0	20	1	0	0	0	21	21	0	0	84	2	0	0	4	90	94	1	0	20	4	0	0	0	25	24.2	0	0	0	0	0	0	0	0	0
1	0	21	1	0	0	0	23	22.2	0	0	85	11	0	0	0	96	96	3	0	22	1	0	0	0	26	23.6	0	0	0	0	0	0	0	0	0
1	0	83	9	0	0	0	93	92.2	1	0	346	18	1	0	8	374	381.7	4	0	74	8	0	0	0	86	82.8	0	0	0	0	0	0	0	0	0
9	0	748	67	5	1	7	837	840.6	21	5	3675	322	68	11	124	4226	4378.5	7	0	848	65	5	0	14	939	949.9	0	0	0	0	0	0	0	0	0

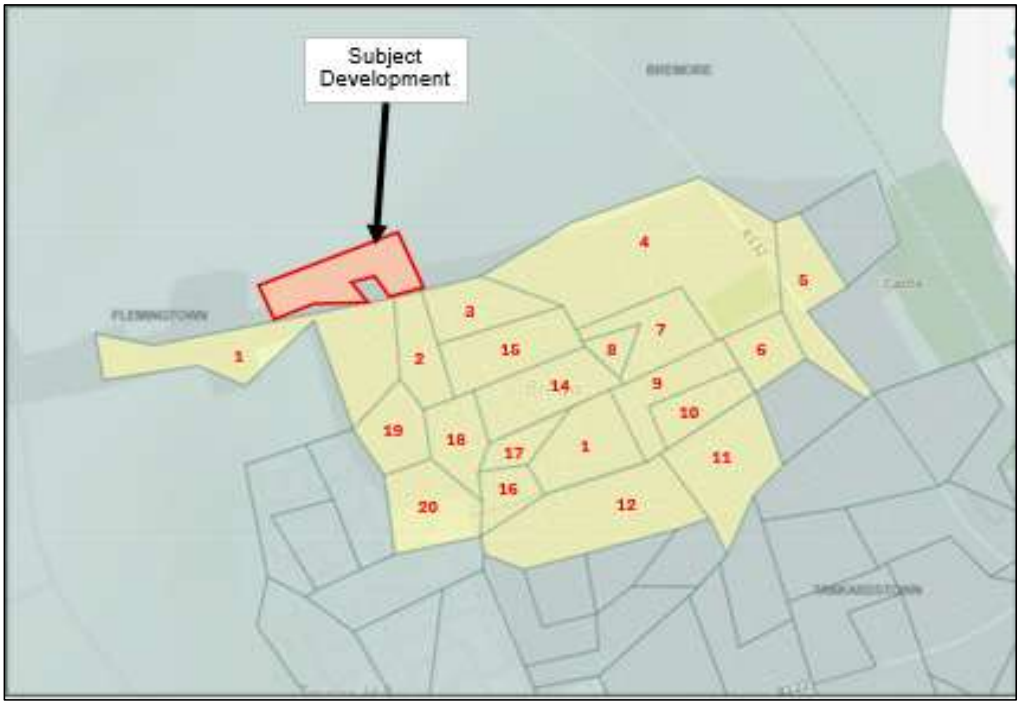
B. Census 2022

Car Ownership									
Zone	House	Persons	0	1	2	3	4	Total	Total car/house
1	86	253	3	19	49	8	2	149	1.733
2	83	265	7	42	30	2	0	108	1.301
3	129	386	23	61	28	3	0	126	0.977
4	164	576	7	67	69	11	2	246	1.500
5	142	441	29	65	28	4	1	137	0.965
6	82	221	13	40	22	1	0	87	1.061
7	97	332	7	41	31	2	1	113	1.165
8	88	255	6	44	20	3	0	93	1.057
9	90	315	8	46	25	3	0	105	1.167
10	86	282	13	47	20	2	0	93	1.081
11	138	430	12	67	50	3	0	176	1.275
12	76	286	4	38	24	3	1	99	1.303
13	106	370	13	58	32	2	0	128	1.208
14	184	555	35	99	38	0	0	175	0.951
15	151	439	12	80	44	3	0	177	1.172
16	136	386	26	78	20	2	0	124	0.912
17	83	246	11	47	18	1	0	86	1.036
18	136	427	30	53	25	2	2	117	0.860
19	95	362	8	38	39	1	0	119	1.253
20	130	350	26	61	27	1	0	118	0.908
Total	**2282**	**7177**	**293**	**1091**	**639**	**57**	**9**	**2576**	**1.13**

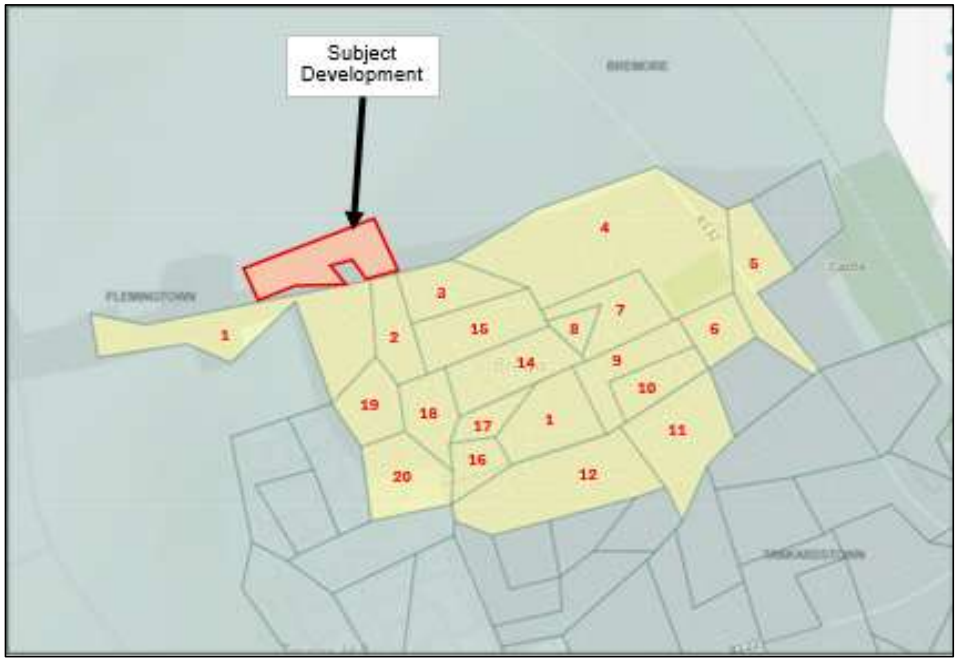


Modal Split									
Zone	House	Persons	On foot	Bike	Bus, minibus or coach	Train, DART or LUAS	Motors (*)	Other or not stated	Total travels
1	86	253	16	1	6	14	130	25	167
2	83	265	44	6	11	11	125	19	197
3	129	386	41	9	32	26	142	26	250
4	164	576	56	16	31	31	277	62	411
5	142	441	53	4	37	33	134	65	261
6	82	221	30	6	14	9	104	20	163
7	97	332	47	3	28	15	115	62	208
8	88	255	35	7	15	8	106	46	171
9	90	315	44	9	21	21	114	39	209
10	86	282	54	6	21	14	114	26	209
11	138	430	74	3	12	28	192	52	309
12	76	286	47	4	16	18	88	42	173
13	106	370	77	11	20	21	151	23	280
14	184	555	112	9	46	45	175	40	387
15	151	439	57	12	33	28	198	29	328
16	136	386	72	5	27	24	132	28	260
17	83	246	42	2	17	13	92	23	166
18	136	427	95	11	24	12	131	47	273
19	95	362	55	10	21	16	151	32	253
20	130	350	62	10	23	16	127	37	238
Total	**2282**	**7177**	**1113**	**144**	**455**	**403**	**2798**	**743**	**4913**
			22.7%	**2.9%**	**9.3%**	**8.2%**	**57.0%**		**100%**

(*) Includes Motorcylce or Scooter, Car Drivers, Car Passengers, and Vans



Time Distribution of Trips								
Zone	House	Persons	before 7:00	7:00 – 8:00	8:00 – 9:00	After 9:00	Not Stated	Total travels
1	86	253	37	54	65	10	2	168
2	83	265	45	54	64	13	19	195
3	129	386	46	68	89	23	31	257
4	164	576	95	116	149	23	37	420
5	142	441	72	74	78	23	53	300
6	82	221	45	45	48	13	13	164
7	97	332	52	52	66	13	54	237
8	88	255	32	47	66	12	36	193
9	90	315	44	55	80	20	30	229
10	86	282	48	57	68	19	20	212
11	138	430	67	67	133	23	35	325
12	76	286	34	42	66	18	34	194
13	106	370	47	88	114	15	9	273
14	184	555	91	110	130	37	26	394
15	151	439	83	98	97	35	19	332
16	136	386	53	68	90	26	30	267
17	83	246	45	39	61	13	14	172
18	136	427	67	53	112	17	52	301
19	95	362	66	59	99	12	26	262
20	130	350	57	56	82	27	31	253
Total	**2282**	**7177**	**1126**	**1302**	**1757**	**392**	**571**	**5148**
			21.9%	**25.3%**	**34.1%**	**7.6%**	**11.1%**	**100.0%**



C. TRICS data results

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	WS	WEST SUSSEX	4 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	2 days
06	**WEST MIDLANDS**		
	WO	WORCESTERSHIRE	1 day
08	**NORTH WEST**		
	EC	CHESHIRE EAST	1 day
	LC	LANCASHIRE	1 day
11	**SCOTLAND**		
	FA	FALKIRK	1 day
	FI	FIFE	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	DE	DERRY	1 day

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

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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:	DWELLS
Actual Range:	100 to 199 (units:DWELLS)
Range Selected by User:	100 to 200 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 26/11/25

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:

Friday	2 days
Monday	2 days
Thursday	2 days
Tuesday	3 days
Wednesday	3 days

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

Selected survey types:

Manual count	12
Direction ATC Count	0

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	8 days
Suburban Area	4 days

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	12 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	11 days

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Secondary Filtering Selection:

Use Class:

C3	12 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

300 - 6900

Population within 1 mile:

10,001 to 15,000	2 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	3 surveys

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

Population within 5 miles:

100,001 to 125,000	5 surveys
75,001 to 100,000	7 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	8 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	8 surveys
Yes	4 surveys

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	12 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1	**DE-03-A-03**	**BUNGALOWS**	**DERRY**

ABBEYDALE
LONDONDERRY
KILFENNAN
Suburban Area
Residential Zone
Number of dwellings: 160.00 DWELLS
Survey date: Thursday 02/10/2003 Survey Type: Manual

2	**EC-03-A-01**	**HOUSES/FLATS**	**CHESHIRE EAST**

SYDNEY ROAD
CREWE
Edge of Town
Residential Zone
Number of dwellings: 174.00 DWELLS
Survey date: Tuesday 14/10/2008 Survey Type: Manual

3	**FA-03-A-02**	**MIXED HOUSES**	**FALKIRK**

ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK
Suburban Area
Residential Zone
Number of dwellings: 161.00 DWELLS
Survey date: Wednesday 29/05/2013 Survey Type: Manual

4	**FI-03-A-03**	**MIXED HOUSES**	**FIFE**

WOODMILL ROAD
DUNFERMLINE
Edge of Town
Residential Zone
Number of dwellings: 155.00 DWELLS
Survey date: Survey Type: Manual

5	**LC-03-A-28**	**DETACHED/SEMI D.**	**LANCASHIRE**

SLYNE ROAD
LANCASTER
SKERTON
Edge of Town
Residential Zone
Number of dwellings: 135.00 DWELLS
Survey date: Wednesday 25/06/1997 Survey Type: Manual

6	**LN-03-A-01**	**MIXED HOUSES**	**LINCOLNSHIRE**

BRANT ROAD
LINCOLN
BRACEBRIDGE
Edge of Town
Residential Zone
Number of dwellings: 150.00 DWELLS
Survey date: Tuesday 15/05/2007 Survey Type: Manual

7	**LN-03-A-02**	**MIXED HOUSES**	**LINCOLNSHIRE**

HYKEHAM ROAD
LINCOLN
Suburban Area
Residential Zone
Number of dwellings: 186.00 DWELLS
Survey date: Survey Type: Manual

8	**WO-03-A-03**	**DETACHED**	**WORCESTERSHIRE**

BLAKEBROOK
KIDDERMINSTER
BLAKEBROOK

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Suburban Area
Residential Zone
Number of dwellings: 138.00 DWELLS
Survey date: Friday 05/05/2006 Survey Type: Manual

9 **WS-03-A-04** **MIXED HOUSES** **WEST SUSSEX**
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Number of dwellings: 151.00 DWELLS
Survey date: Thursday 11/12/2014 Survey Type: Manual

10 **WS-03-A-14** **MIXED HOUSES** **WEST SUSSEX**
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Number of dwellings: 117.00 DWELLS
Survey date: Wednesday 20/10/2021 Survey Type: Manual

11 **WS-03-A-22** **MIXED HOUSES & FLATS** **WEST SUSSEX**
SHOPWHYKE ROAD
CHICHESTER
Edge of Town
Residential Zone
Number of dwellings: 129.00 DWELLS
Survey date: Tuesday 19/03/2024 Survey Type: Manual

12 **WS-03-A-27** **MIXED HOUSES & FLATS** **WEST SUSSEX**
OCKLEY LANE
HASSOCKS
Edge of Town
Residential Zone
Number of dwellings: 160.00 DWELLS
Survey date: Friday 20/09/2024 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
ES-03-A-10|28-09-2023	28-09-2023	Covid
NF-03-A-13|11-09-2018	11-09-2018	Covid

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**12**	**151**	**0.075**	**0.287**	**0.362**
08:00-09:00	**12**	**151**	**0.149**	**0.417**	**0.566**
09:00-10:00	**12**	**151**	**0.144**	**0.192**	**0.336**
10:00-11:00	**12**	**151**	**0.134**	**0.160**	**0.294**
11:00-12:00	**12**	**151**	**0.144**	**0.161**	**0.305**
12:00-13:00	**12**	**151**	**0.192**	**0.158**	**0.350**
13:00-14:00	**12**	**151**	**0.184**	**0.175**	**0.359**
14:00-15:00	**12**	**151**	**0.183**	**0.205**	**0.388**
15:00-16:00	**12**	**151**	**0.274**	**0.177**	**0.451**
16:00-17:00	**12**	**151**	**0.318**	**0.192**	**0.510**
17:00-18:00	**12**	**151**	**0.387**	**0.219**	**0.606**
18:00-19:00	**12**	**151**	**0.265**	**0.230**	**0.495**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.449**	**2.573**	**5.022**

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.*

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Parameter Summary:

Trip rate parameter range selected:	100 - 200 (units: DWELLS)
Survey date date range:	25/06/1997 - 20/09/2024
Number of weekdays (Monday-Friday):	12
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.

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: D - NURSERY

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	KC	KENT	1 day
	SC	SURREY	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 day

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

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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:	GFA
Actual Range:	200 to 300 (units:sqm)
Range Selected by User:	200 to 300 (units:sqm)
Parking Spaces Range:	3 - 57

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	17/12/97 to 10/10/25

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	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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

Selected Locations:

Suburban Area	4 days

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	4 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	3 days

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Secondary Filtering Selection:

Use Class:

E(f)	4 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

465 - 4116

Population within 1 mile:

10,001 to 15,000	3 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	1 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	3 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 surveys

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

PTAL Rating:

No PTAL Present	4 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1	**GM-04-D-01**	**NURSERY**	**GREATER MANCHESTER**

RUFFORD ROAD
MANCHESTER
WHALLEY RANGE
Suburban Area
Residential Zone
Gross floor area: 200.00 sqm
Survey date:
Survey Type: Manual

2	**KC-04-D-01**	**NURSERY**	**KENT**

PEMBURY ROAD
TONBRIDGE
Suburban Area
Residential Zone
Gross floor area: 210.00 sqm
Survey date: Wednesday 09/12/2009
Survey Type: Manual

3	**NY-04-D-03**	**NURSERY**	**NORTH YORKSHIRE**

WETHERBY ROAD
KNARESBOROUGH
Suburban Area
Residential Zone
Gross floor area: 300.00 sqm
Survey date:
Survey Type: Manual

4	**SC-04-D-02**	**NURSERY**	**SURREY**

GRABURN WAY
EAST MOLESEY
ELMBRIDGE
Suburban Area
Residential Zone
Gross floor area: 290.00 sqm
Survey date: Wednesday 17/12/1997
Survey Type: Manual

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	4	250	3.800	2.600	6.400
08:00-09:00	4	250	7.900	7.400	15.300
09:00-10:00	4	250	3.900	3.000	6.900
10:00-11:00	4	250	0.600	0.400	1.000
11:00-12:00	4	250	0.200	0.300	0.500
12:00-13:00	4	250	1.100	1.200	2.300
13:00-14:00	4	250	3.000	2.700	5.700
14:00-15:00	4	250	0.800	1.200	2.000
15:00-16:00	4	250	1.400	1.300	2.700
16:00-17:00	4	250	6.200	5.200	11.400
17:00-18:00	4	250	6.200	9.100	15.300
18:00-19:00	4	250	0.500	1.200	1.700
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			35.600	35.600	71.200

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:	200 - 300 (units: sqm)
Survey date date range:	17/12/1997 - 12/06/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: K - MIXED PRIV HOUS (FLATS AND HOUSES)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	1 day
	WS	WEST SUSSEX	2 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 day

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

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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:	DWELLS
Actual Range:	203 to 538 (units:DWELLS)
Range Selected by User:	15 to 1145 (units:DWELLS)
Parking Spaces Range:	18 - 1493

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/03/88 to 02/10/25

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:

Thursday	3 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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	4 days
Neighbourhood Centre	2 days

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	4 days
Village	2 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	4 days

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Secondary Filtering Selection:

Use Class:

C3	6 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

800 - 3300

Population within 1 mile:

10,001 to 15,000	3 surveys
20,001 to 25,000	1 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	5 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys
Yes	5 surveys

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	6 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1	**AC-03-K-01**	**MIXED HOUSING**	**CHESHIRE WEST & CHESTER**

HERMITAGE ROAD
NEAR CHESTER
SAUGHALL
Neighbourhood Centre
Village
Number of dwellings: 538.00 DWELLS
Survey date: Thursday 19/10/1989 Survey Type: Manual

2	**HC-03-K-02**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

DAIRY ROAD
ANDOVER
Edge of Town
Residential Zone
Number of dwellings: 270.00 DWELLS
Survey date: Survey Type: Manual

3	**HC-03-K-07**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

MINLEY ROAD
FARNBOROUGH
BLACKWATER
Edge of Town
Residential Zone
Number of dwellings: 313.00 DWELLS
Survey date: Thursday 12/05/2022 Survey Type: Manual

4	**HF-03-K-05**	**MIXED HOUSES & FLATS**	**HERTFORDSHIRE**

FRYTHE AVENUE
WELWYN
Neighbourhood Centre
Village
Number of dwellings: 203.00 DWELLS
Survey date: Wednesday 02/11/2022 Survey Type: Manual

5	**WS-03-K-01**	**MIXED HOUSES & FLATS**	**WEST SUSSEX**

SHOPWHYKE ROAD
CHICHESTER
Edge of Town
Residential Zone
Number of dwellings: 336.00 DWELLS
Survey date: Wednesday 05/07/2023 Survey Type: Manual

6	**WS-03-K-04**	**MIXED HOUSES & FLATS**	**WEST SUSSEX**

HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Number of dwellings: 371.00 DWELLS
Survey date: Thursday 28/06/2018 Survey Type: Manual

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**6**	**338**	**0.091**	**0.296**	**0.387**
08:00-09:00	**6**	**338**	**0.161**	**0.377**	**0.538**
09:00-10:00	**6**	**338**	**0.137**	**0.203**	**0.340**
10:00-11:00	**6**	**338**	**0.157**	**0.154**	**0.311**
11:00-12:00	**6**	**338**	**0.129**	**0.142**	**0.271**
12:00-13:00	**6**	**338**	**0.164**	**0.146**	**0.310**
13:00-14:00	**6**	**338**	**0.166**	**0.162**	**0.328**
14:00-15:00	**6**	**338**	**0.161**	**0.195**	**0.356**
15:00-16:00	**6**	**338**	**0.285**	**0.189**	**0.474**
16:00-17:00	**6**	**338**	**0.291**	**0.203**	**0.494**
17:00-18:00	**6**	**338**	**0.374**	**0.207**	**0.581**
18:00-19:00	**6**	**338**	**0.349**	**0.217**	**0.566**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.465**	**2.491**	**4.956**

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Parameter Summary:

Trip rate parameter range selected:	15 - 1145 (units: DWELLS)
Survey date date range:	19/10/1989 - 05/07/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: A - FOOD SUPERSTORE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 day
11	**SCOTLAND**		
	HI	HIGHLAND	1 day

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

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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:	GFA
Actual Range:	800 to 1150 (units:sqm)
Range Selected by User:	800 to 1200 (units:sqm)
Parking Spaces Range:	0 - 1106

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/10/81 to 03/10/25

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:

Friday	1 days
Monday	1 days

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

Selected survey types:

Manual count	1
Direction ATC Count	1

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	1 days
Suburban Area	1 days

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

Selected Location Sub Categories:

Residential Zone	1 days
Retail Zone	1 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	1 days

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Secondary Filtering Selection:

Use Class:

E(a)	2 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

75 - 75

Population within 1 mile:

1,001 to 5,000	1 surveys
15,001 to 20,000	1 surveys

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

Population within 5 miles:

5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	1 surveys

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.

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Petrol filling station:

PFS is present at the site but is excluded from the count	2 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 surveys

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	2 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1	**HI-01-A-02**	**M&S FOOD HALL**	**HIGHLAND**

NORTH ROAD
FORT WILLIAM
Edge of Town
Retail Zone
Gross floor area: 1075.00 sqm
Survey date:

Survey Type: Manual

2	**WS-01-A-07**	**CO-OP**	**WEST SUSSEX**

HAWTHORN ROAD
BOGNOR REGIS
Suburban Area
Residential Zone
Gross floor area: 929.00 sqm
Survey date: Tuesday 15/11/1994

Survey Type: Manual

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TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**929**	**0.000**	**0.000**	**0.000**
01:00-02:00	**1**	**929**	**0.000**	**0.000**	**0.000**
02:00-03:00	**1**	**929**	**0.000**	**0.000**	**0.000**
03:00-04:00	**1**	**929**	**0.000**	**0.000**	**0.000**
04:00-05:00	**1**	**929**	**0.000**	**0.000**	**0.000**
05:00-06:00	**1**	**929**	**0.000**	**0.000**	**0.000**
06:00-07:00	**1**	**929**	**0.646**	**0.215**	**0.861**
07:00-08:00	**2**	**1002**	**0.449**	**0.549**	**0.998**
08:00-09:00	**2**	**1002**	**3.293**	**2.595**	**5.888**
09:00-10:00	**2**	**1002**	**4.441**	**4.192**	**8.633**
10:00-11:00	**2**	**1002**	**5.539**	**5.539**	**11.078**
11:00-12:00	**2**	**1002**	**8.134**	**8.234**	**16.368**
12:00-13:00	**2**	**1002**	**8.283**	**7.934**	**16.217**
13:00-14:00	**2**	**1002**	**5.788**	**5.788**	**11.576**
14:00-15:00	**2**	**1002**	**7.485**	**7.186**	**14.671**
15:00-16:00	**2**	**1002**	**8.633**	**7.735**	**16.368**
16:00-17:00	**2**	**1002**	**8.034**	**8.283**	**16.317**
17:00-18:00	**2**	**1002**	**7.685**	**7.784**	**15.469**
18:00-19:00	**2**	**1002**	**6.238**	**6.836**	**13.074**
19:00-20:00	**2**	**1002**	**4.042**	**4.641**	**8.683**
20:00-21:00	**2**	**1002**	**0.100**	**0.250**	**0.350**
21:00-22:00	**1**	**929**	**0.000**	**0.000**	**0.000**
22:00-23:00	**1**	**929**	**0.000**	**0.000**	**0.000**
23:00-00:00	**1**	**929**	**0.000**	**0.000**	**0.000**
Total Rates:			**78.790**	**77.761**	**156.551**

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:	800 - 1200 (units: sqm)
Survey date date range:	18/11/1994 - 07/10/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: Q - COMMUNITY CENTRE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 day
09	**NORTH**		
	TW	TYNE & WEAR	1 day
11	**SCOTLAND**		
	FA	FALKIRK	1 day
14	**LEINSTER**		
	LU	LOUTH	1 day

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

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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:	GFA
Actual Range:	600 to 922 (units:sqm)
Range Selected by User:	600 to 1000 (units:sqm)
Parking Spaces Range:	0 - 70

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	03/09/97 to 13/10/25

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:

Friday	1 days
Monday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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	1 days
Suburban Area	3 days

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	4 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days

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Secondary Filtering Selection:

Use Class:

F2(b)	4 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

1250 - 8334

Population within 1 mile:

10,001 to 15,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
50,001 to 75,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	2 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys
No	3 surveys

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

PTAL Rating:

No PTAL Present	4 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1	**AC-07-Q-01**	**COMMUNITY CENTRE**	**CHESHIRE WEST & CHESTER**
WESTMINSTER ROAD CHESTER Suburban Area Residential Zone Gross floor area: 850.00 sqm Survey date:			Survey Type: Manual
2	**FA-07-Q-01**	**COMMUNITY CENTRE**	**FALKIRK**
DAVID'S LOAN FALKIRK BAINSFORD Suburban Area Residential Zone Gross floor area: 675.00 sqm Survey date: Thursday 19/04/2007			Survey Type: Manual
3	**LU-07-Q-01**	**COMMUNITY CENTRE**	**LOUTH**
SCARLET CRESCENT DROGHEDA Edge of Town Centre Residential Zone Gross floor area: 800.00 sqm Survey date: Thursday 24/10/2024			Survey Type: Manual
4	**TW-07-Q-03**	**COMMUNITY CENTRE**	**TYNE & WEAR**
ASKEW ROAD W GATESHEAD TEAMS Suburban Area Residential Zone Gross floor area: 750.00 sqm Survey date: Friday 24/05/2019			Survey Type: Manual

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**1**	**800**	**0.000**	**0.000**	**0.000**
08:00-09:00	**4**	**769**	**0.715**	**0.000**	**0.715**
09:00-10:00	**4**	**769**	**1.236**	**0.846**	**2.082**
10:00-11:00	**4**	**769**	**1.138**	**0.911**	**2.049**
11:00-12:00	**4**	**769**	**1.171**	**0.976**	**2.147**
12:00-13:00	**4**	**769**	**0.585**	**1.301**	**1.886**
13:00-14:00	**4**	**769**	**0.488**	**0.683**	**1.171**
14:00-15:00	**4**	**769**	**1.106**	**1.106**	**2.212**
15:00-16:00	**4**	**769**	**0.585**	**0.748**	**1.333**
16:00-17:00	**4**	**769**	**0.423**	**0.650**	**1.073**
17:00-18:00	**4**	**769**	**0.390**	**0.293**	**0.683**
18:00-19:00	**3**	**775**	**1.032**	**0.473**	**1.505**
19:00-20:00	**3**	**775**	**1.161**	**0.602**	**1.763**
20:00-21:00	**3**	**775**	**0.387**	**1.118**	**1.505**
21:00-22:00	**3**	**775**	**0.000**	**0.817**	**0.817**
22:00-23:00	**1**	**850**	**0.000**	**0.000**	**0.000**
23:00-00:00					
Total Rates:			**10.417**	**10.524**	**20.941**

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:	600 - 1000 (units: sqm)
Survey date date range:	19/04/2007 - 29/09/2025
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

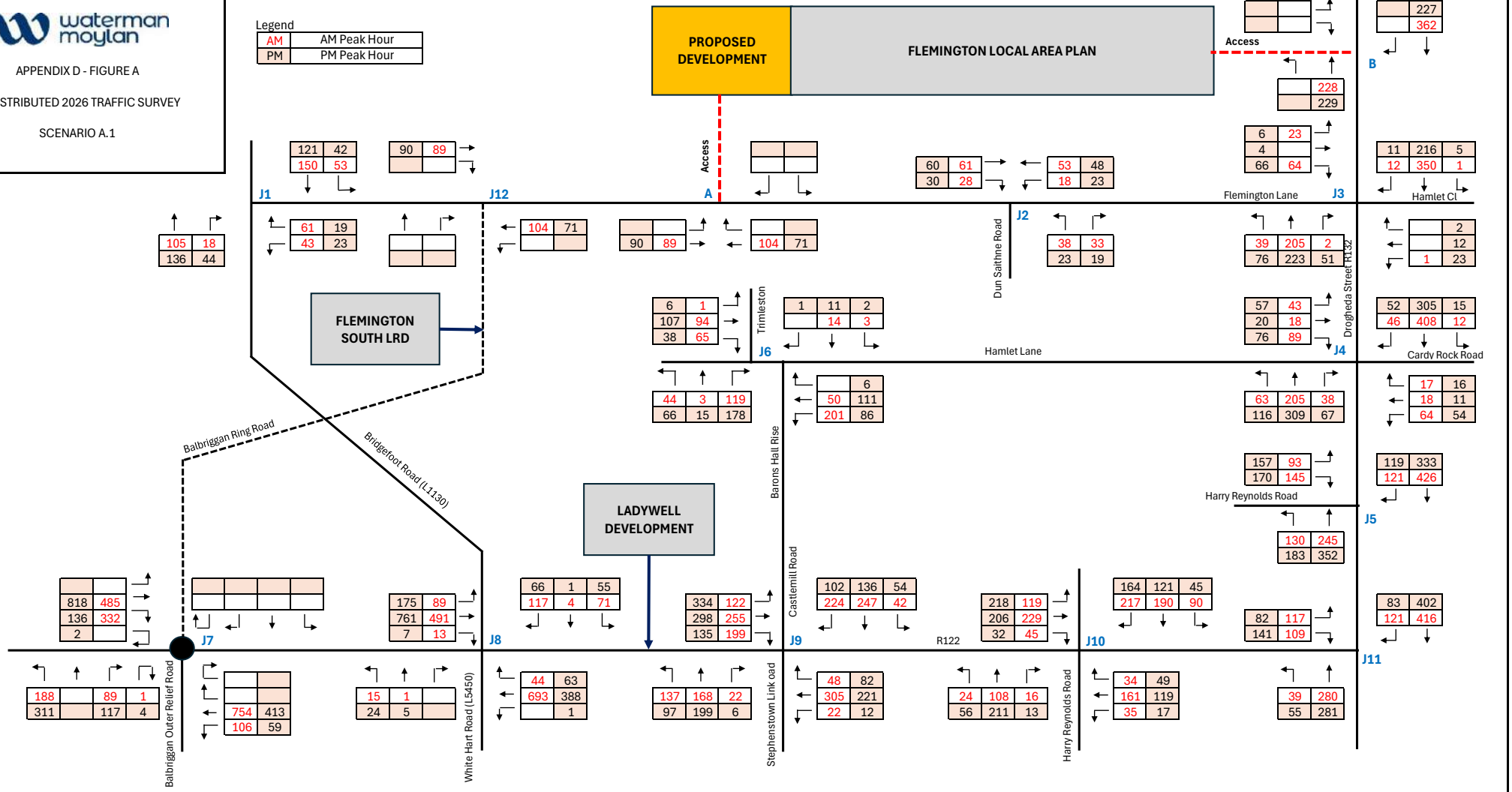
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D. Traffic Flow Diagrams

APPENDIX D - FIGURE A

REDISTRIBUTED 2026 TRAFFIC SURVEY

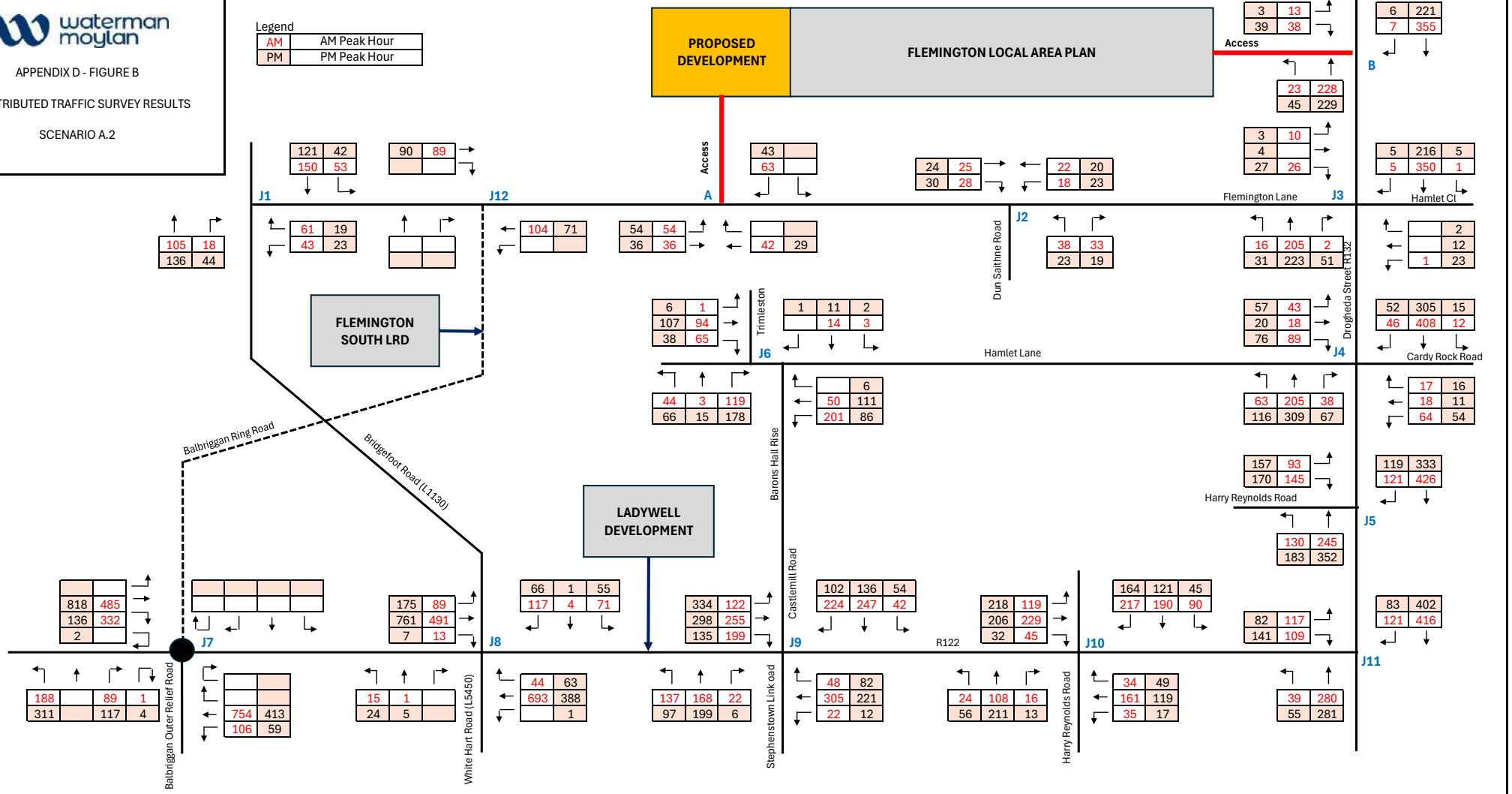
SCENARIO A.1

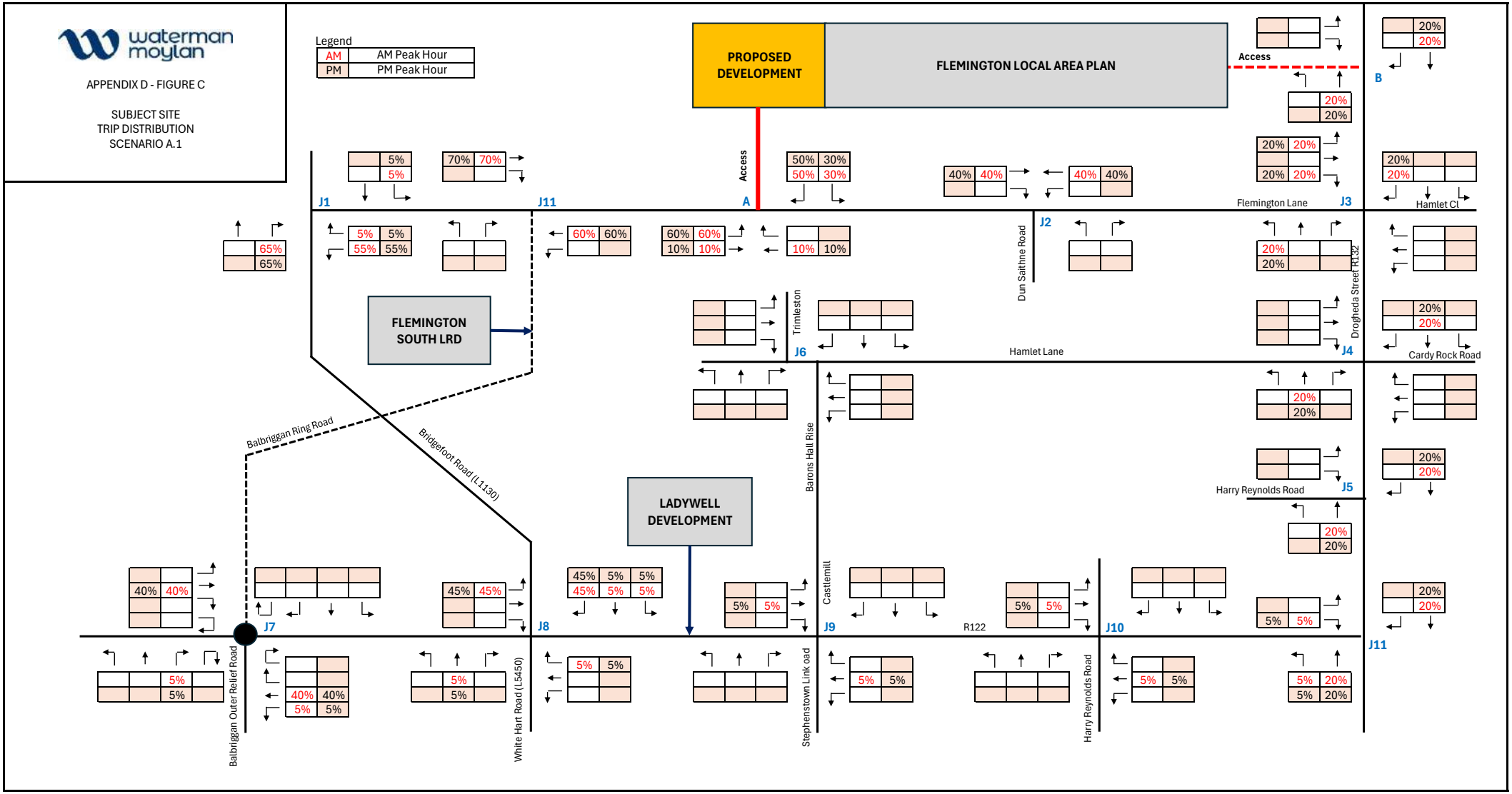


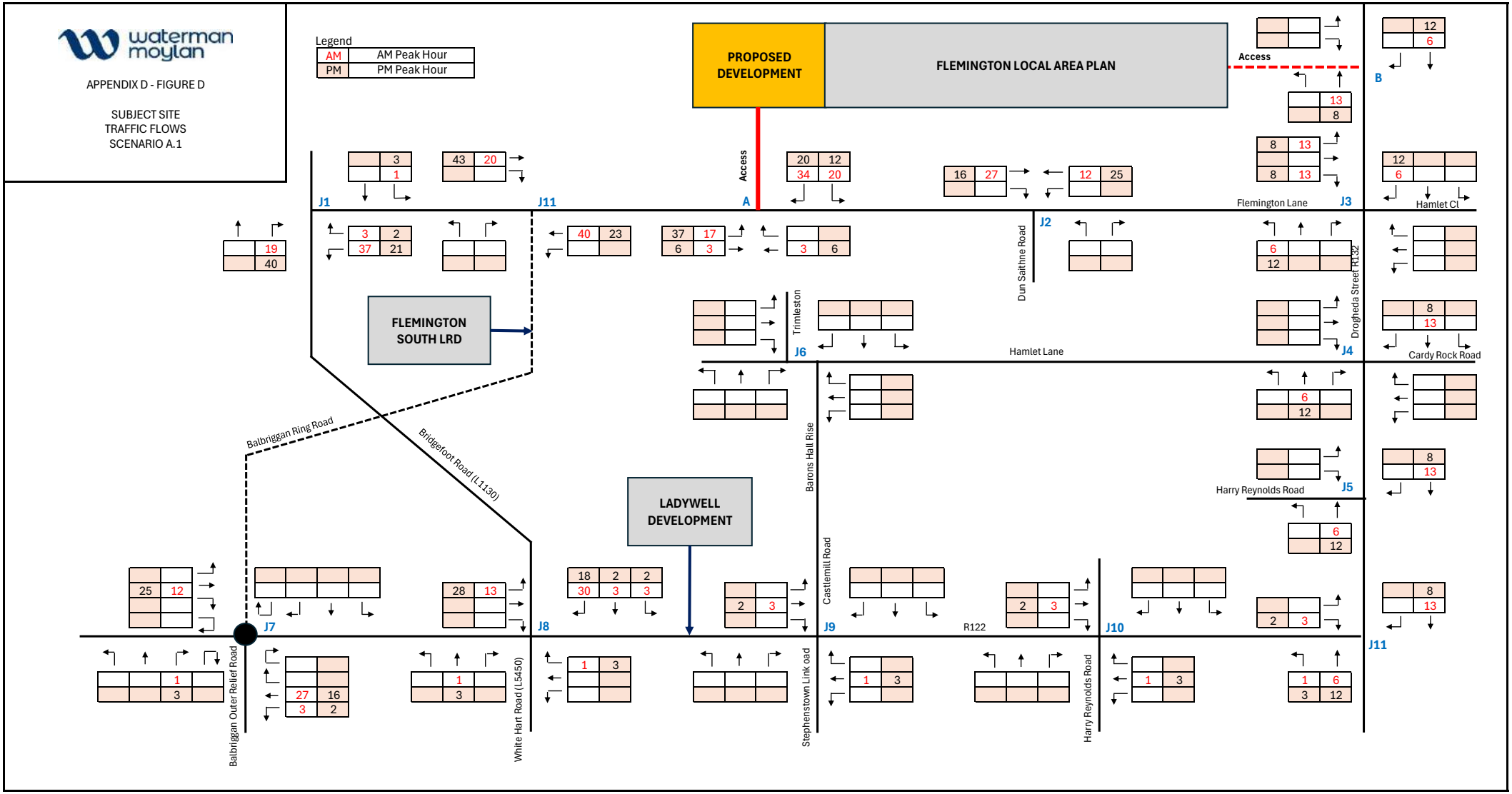
APPENDIX D - FIGURE B

REDISTRIBUTED TRAFFIC SURVEY RESULTS

SCENARIO A.2

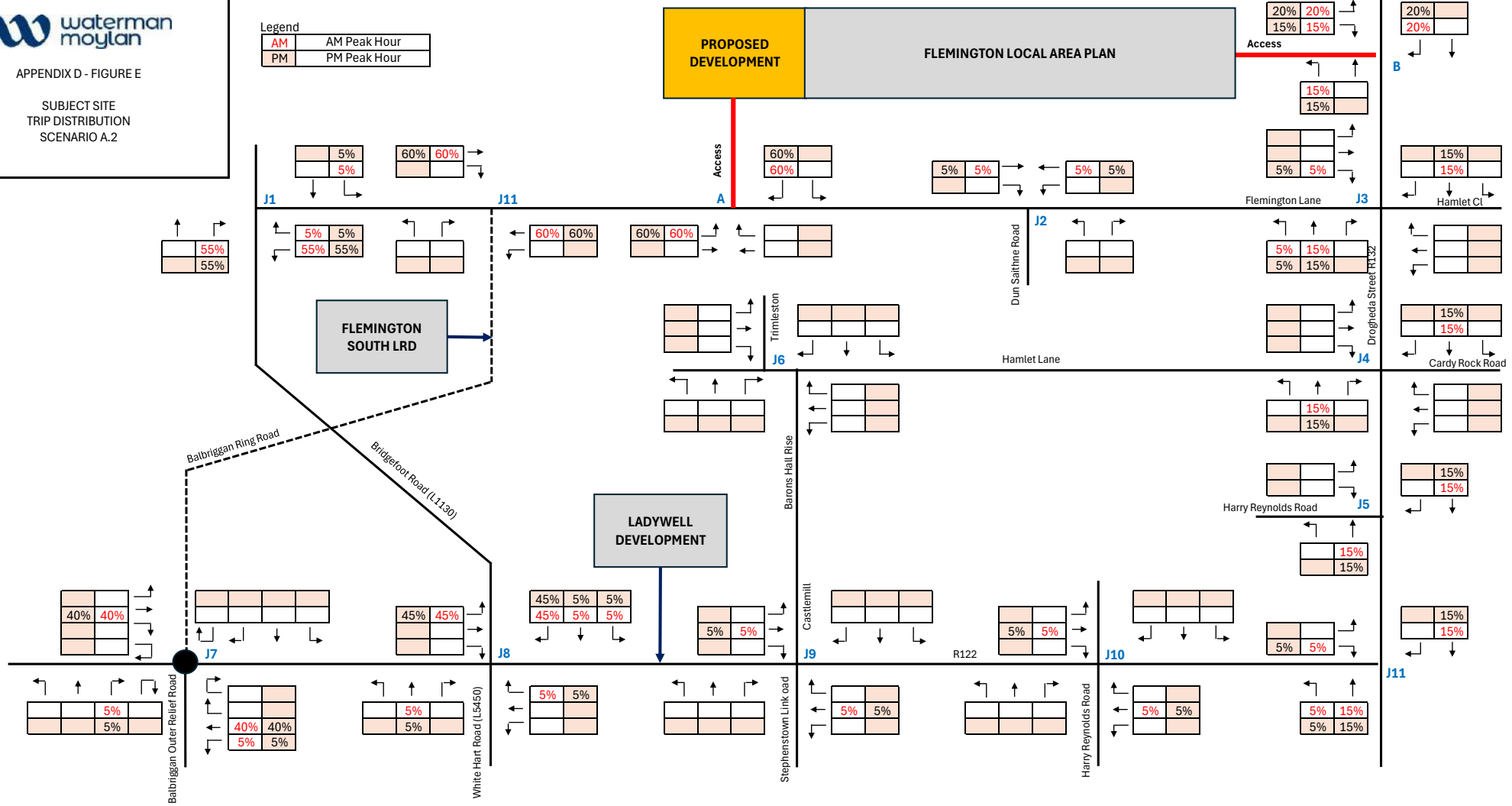



APPENDIX D - FIGURE C
SUBJECT SITE
TRIP DISTRIBUTION
SCENARIO A.1
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
Access
Access
J1
J11
J2
J3
J4
J5
J6
J7
J8
J9
J10
J11
B
Flemington Lane
Hamlet Cl
Dun Saithne Road
Drogheda Street R132
Hamlet Lane
Cardy Rock Road
Trimleston
Barons Hall Rise
Harry Reynolds Road
Castlemill
R122
Balbriggan Ring Road
Bridgefoot Road (L1130)
Balbriggan Outer Relief Road
White Hart Road (L5450)
Stephenstown Link oad
Harry Reynolds Road


APPENDIX D - FIGURE D
SUBJECT SITE
TRAFFIC FLOWS
SCENARIO A.1
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
Access
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
J1
J11
A
J2
J3
J4
J5
J6
J7
J8
J9
J10
B
Flemington Lane
Hamlet Ct
Dun Saithne Road
Drogheda Street R132
Trimleston
Hamlet Lane
Cardy Rock Road
Harry Reynolds Road
Barons Hall Rise
Castlemill Road
R122
Balbriggan Ring Road
Bridgefoot Road (L1130)
Balbriggan Outer Relief Road
White Hart Road (L5450)
Stephenstown Link oad
Harry Reynolds Road

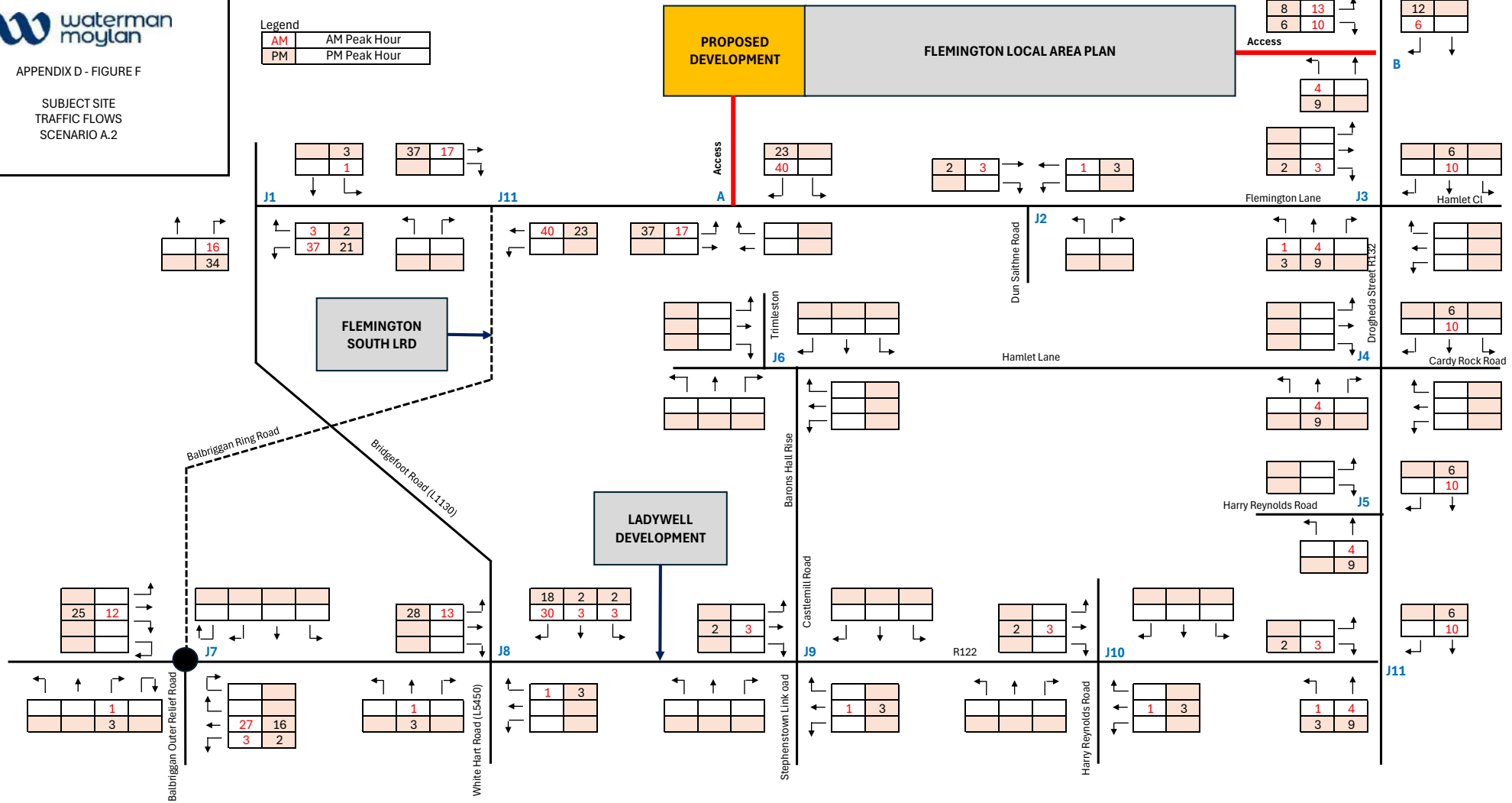
APPENDIX D - FIGURE E

SUBJECT SITE
TRIP DISTRIBUTION
SCENARIO A.2



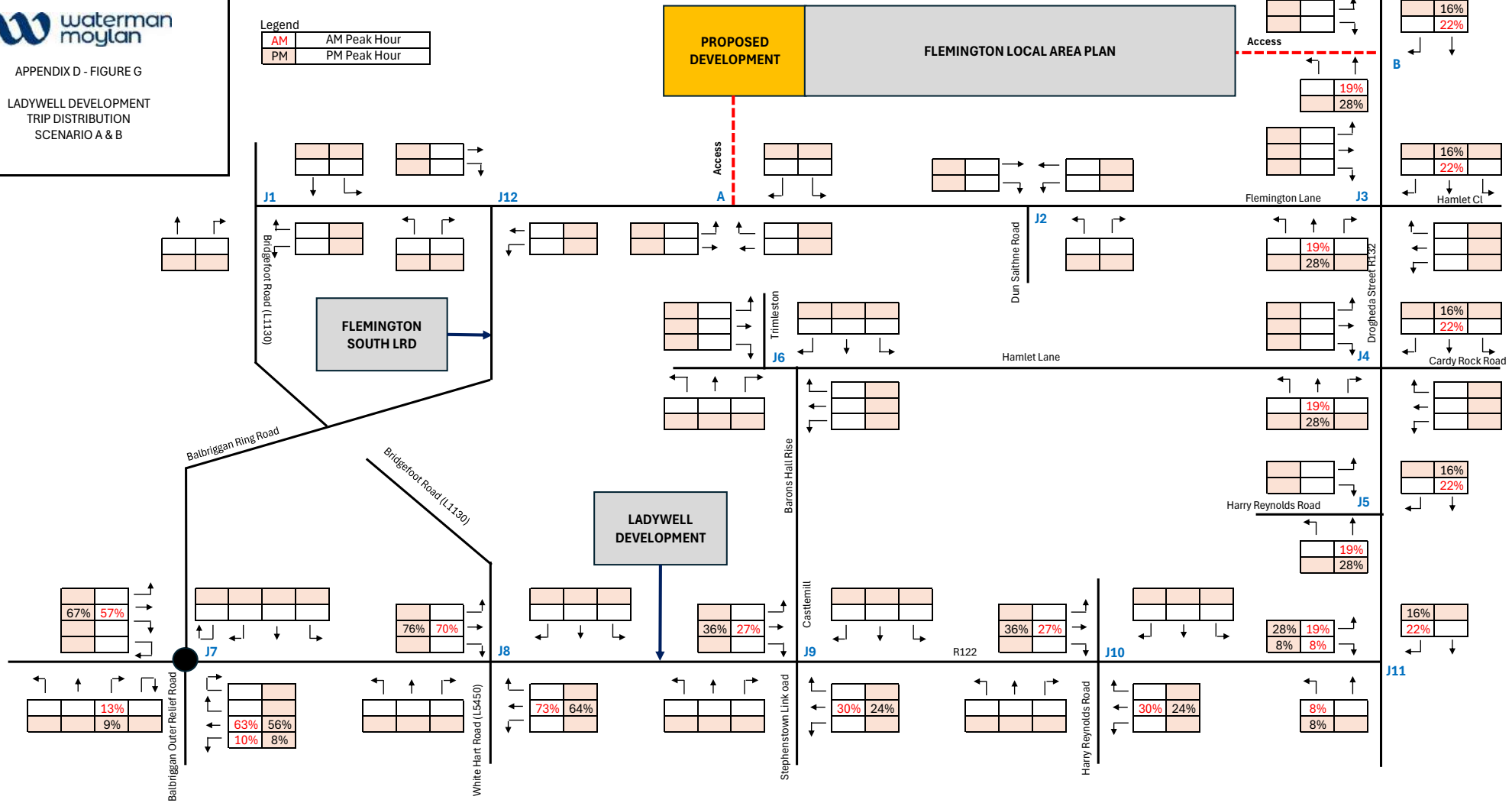
APPENDIX D - FIGURE F

SUBJECT SITE
TRAFFIC FLOWS
SCENARIO A.2



APPENDIX D - FIGURE G

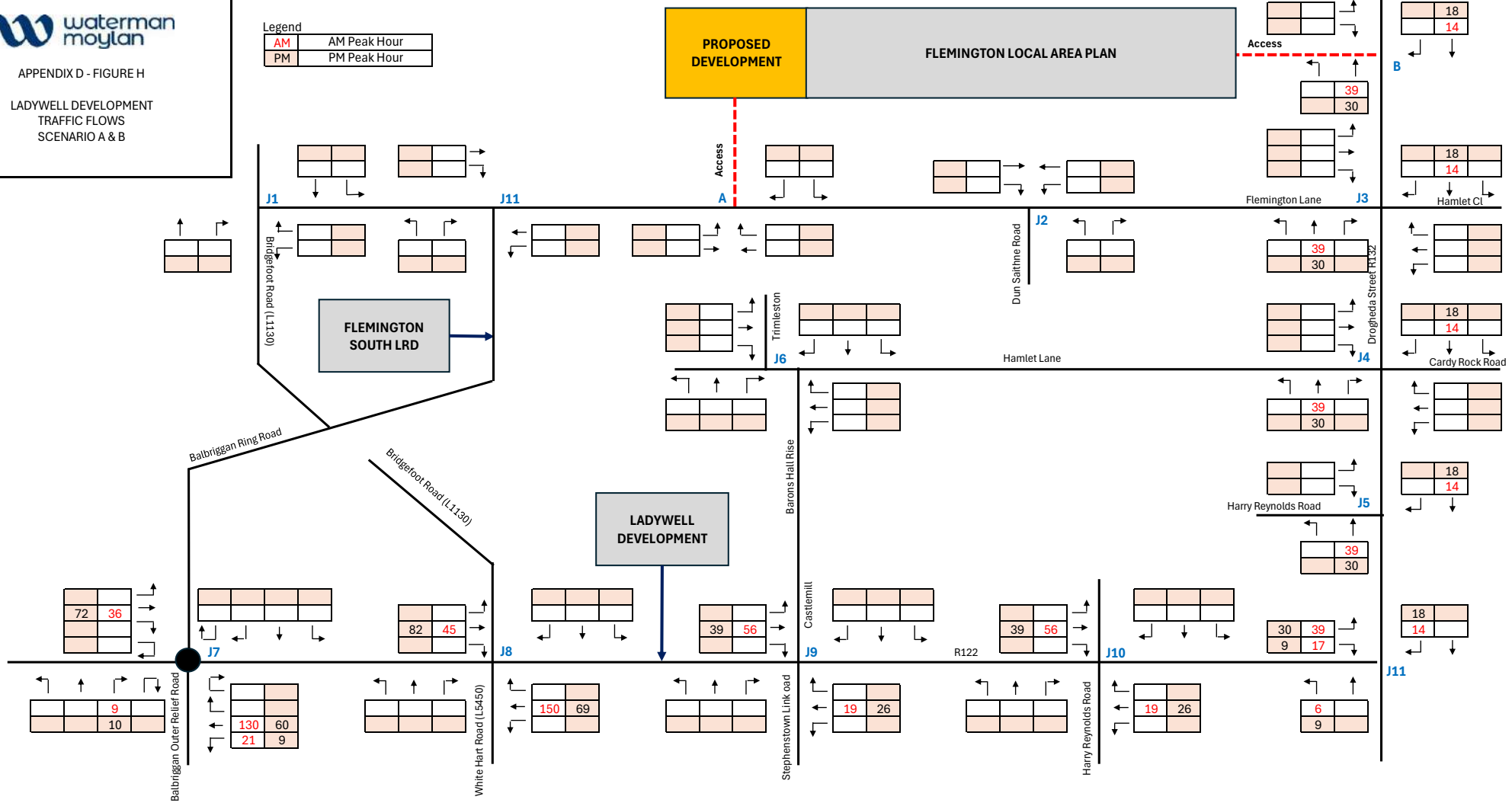
LADYWELL DEVELOPMENT
TRIP DISTRIBUTION
SCENARIO A & B

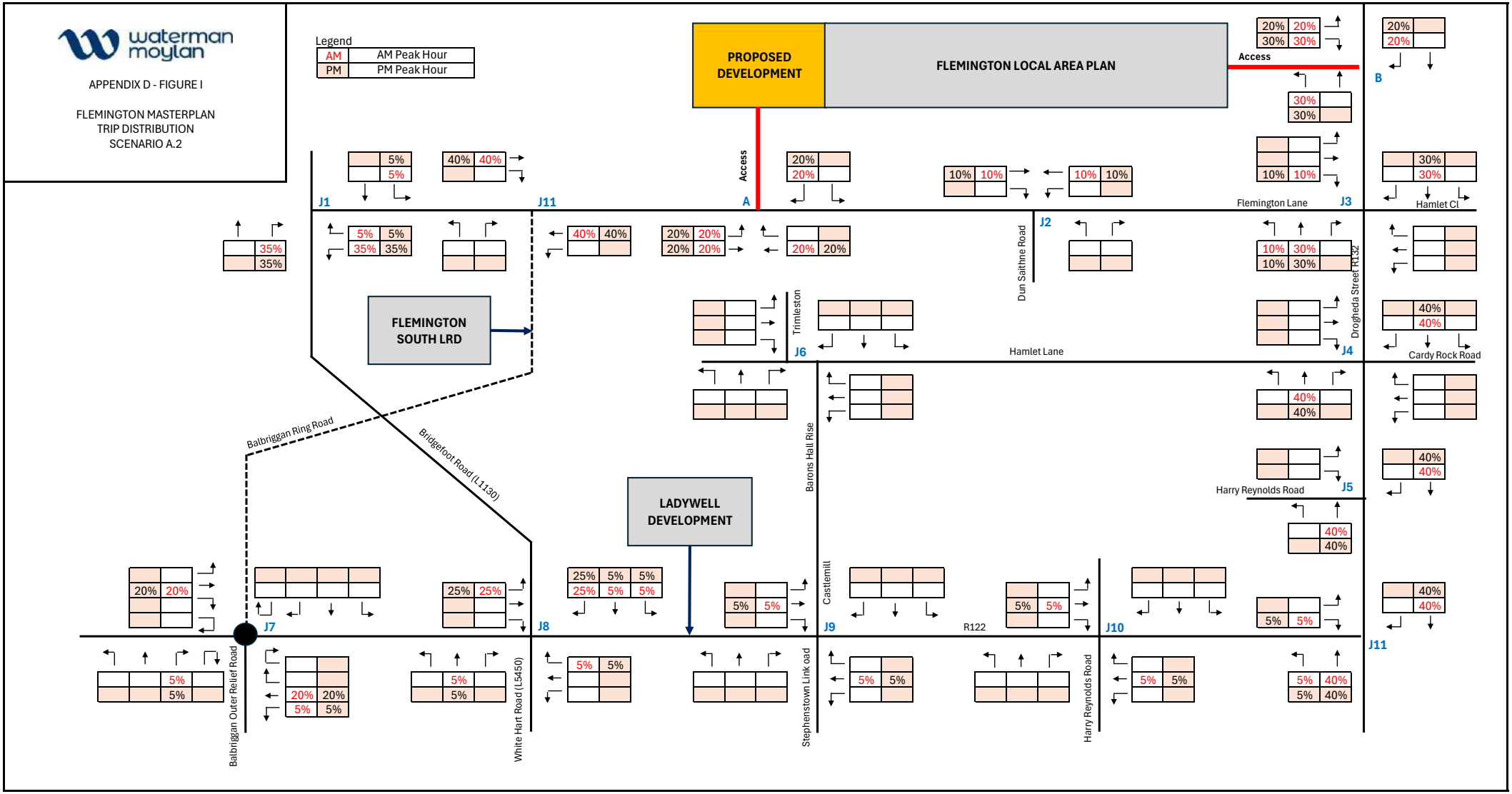


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APPENDIX D - FIGURE H

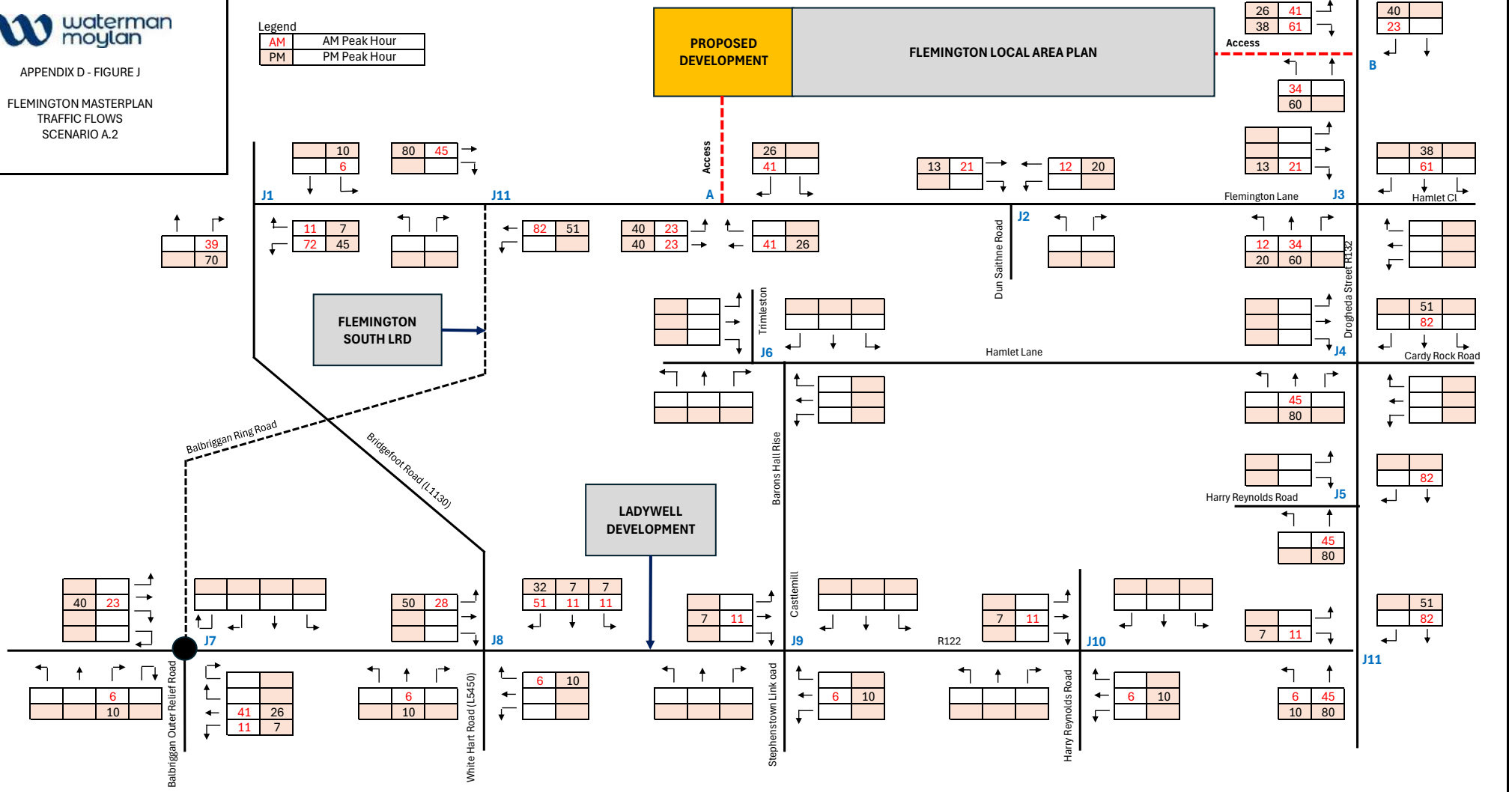
LADYWELL DEVELOPMENT
TRAFFIC FLOWS
SCENARIO A & B




APPENDIX D - FIGURE I
FLEMINGTON MASTERPLAN
TRIP DISTRIBUTION
SCENARIO A.2
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
Access
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
J1
J11
A
J2
J3
J4
J5
J6
J7
J8
J9
J10
B
Flemington Lane
Hamlet Cl
Dun Saithne Road
Drogheda Street R132
Hamlet Lane
Cardy Rock Road
Trimleston
Barons Hall Rise
Harry Reynolds Road
Castlemill
R122
Balbriggan Ring Road
Bridgefoot Road (L1130)
Balbriggan Outer Relief Road
White Hart Road (L5450)
Stephenstown Link oad
Harry Reynolds Road

APPENDIX D - FIGURE J

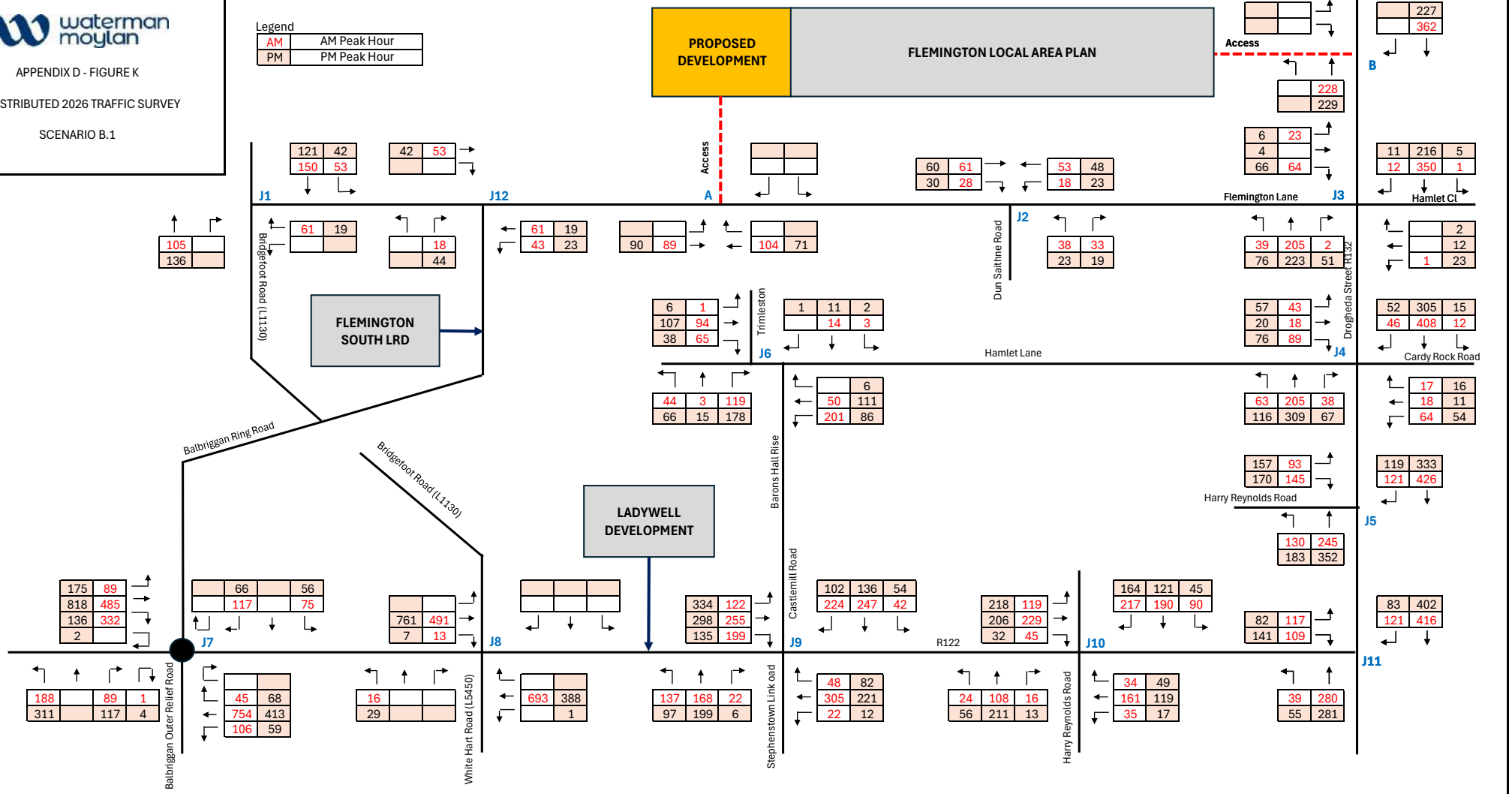
FLEMINGTON MASTERPLAN
TRAFFIC FLOWS
SCENARIO A.2

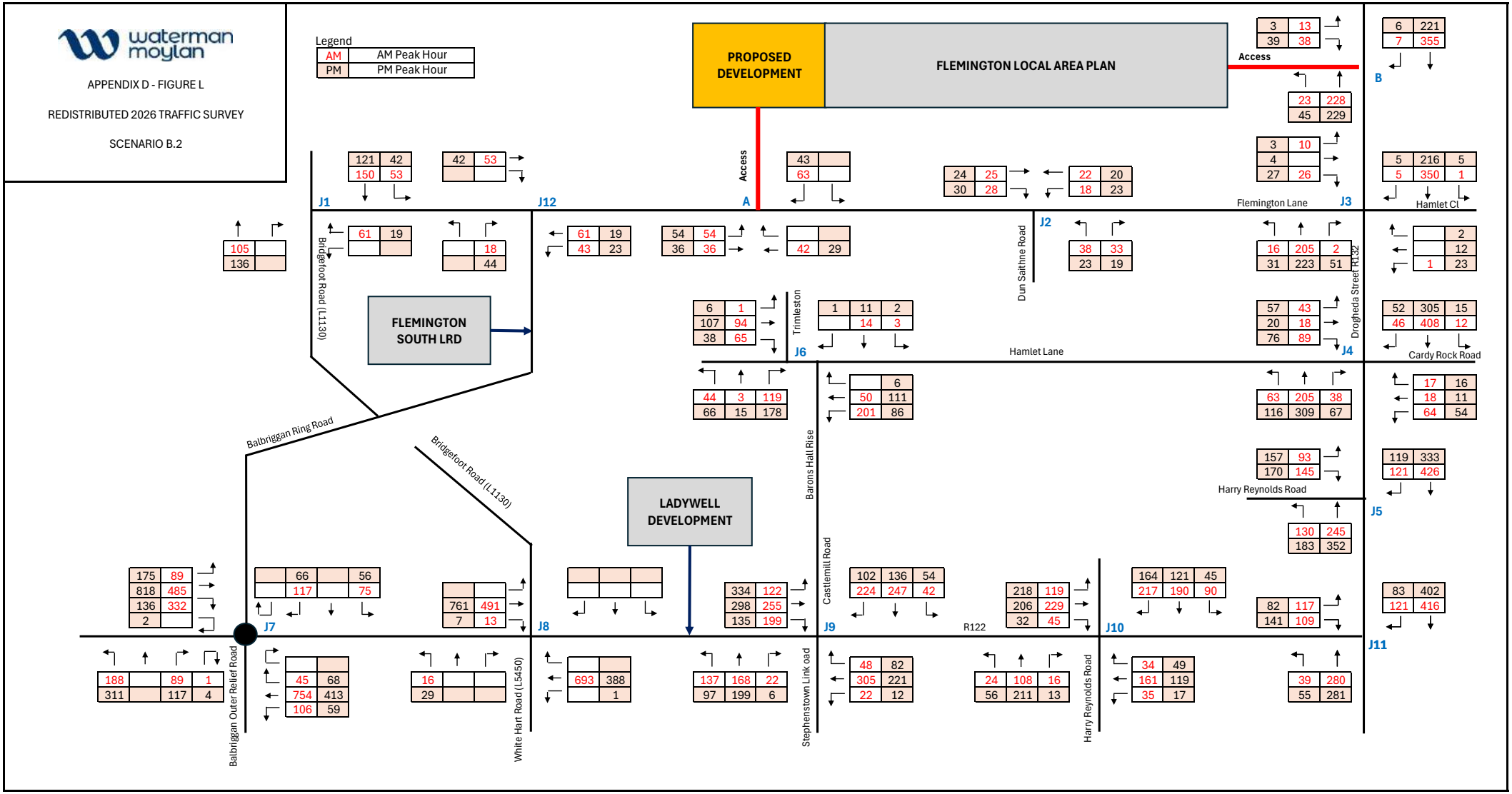


APPENDIX D - FIGURE K

REDISTRIBUTED 2026 TRAFFIC SURVEY

SCENARIO B.1

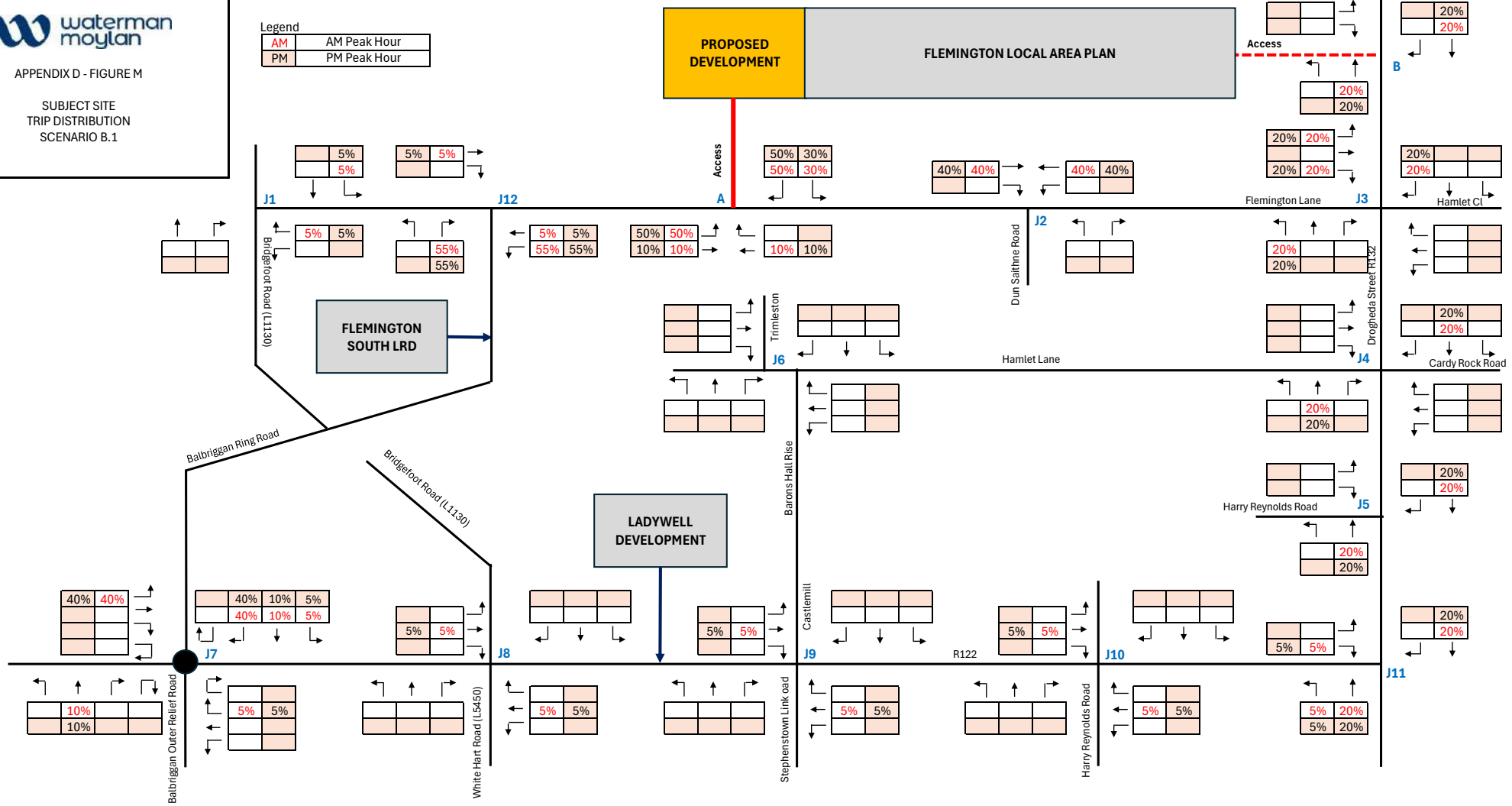


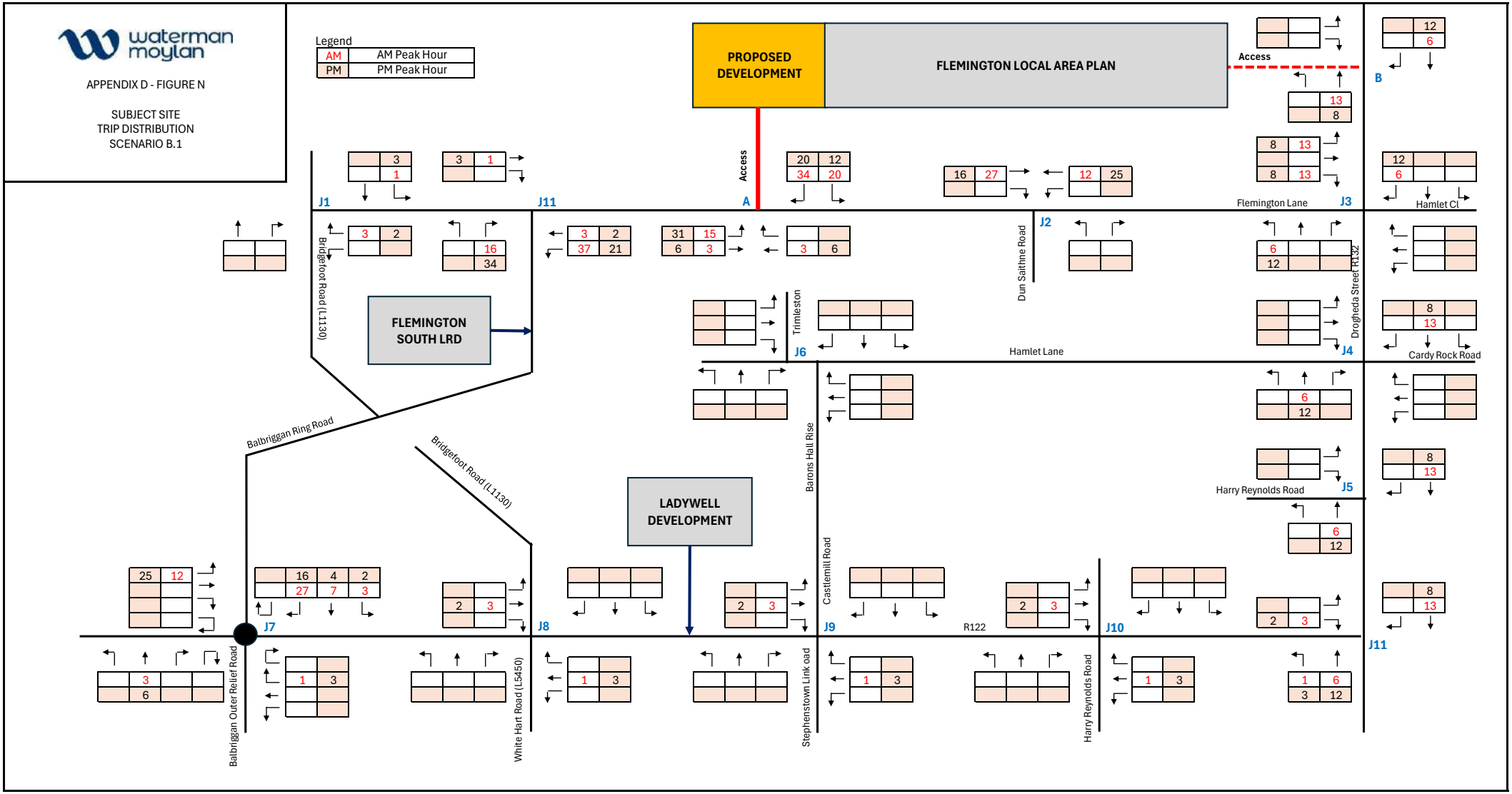

APPENDIX D - FIGURE L
REDISTRIBUTED 2026 TRAFFIC SURVEY
SCENARIO B.2
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
Access
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
J1
J12
A
J2
J3
B
J4
J5
J6
J7
J8
J9
J10
J11
Flemington Lane
Hamlet Lane
Harry Reynolds Road
Balbriggan Ring Road
Bridgefoot Road (L1130)
Balbriggan Outer Relief Road
White Hart Road (L5450)
Barons Hall Rise
Castlemill Road
Stephenstown Link oad
Harry Reynolds Road
R122
Dun Saithne Road
Trimleston
Drogheda Street R132
Hamlet Cl
Cardy Rock Road

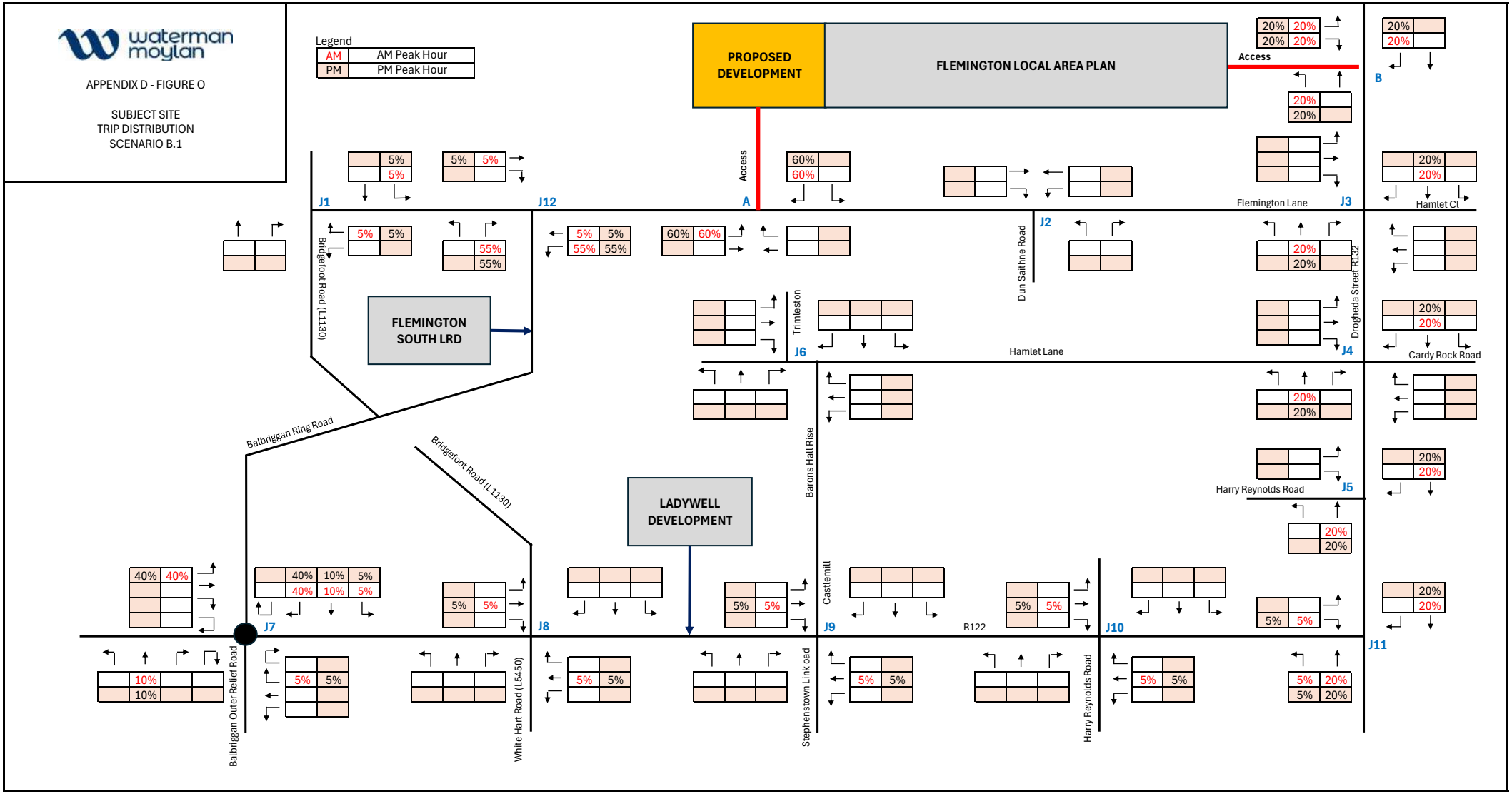
waterman moylan

APPENDIX D - FIGURE M

SUBJECT SITE
TRIP DISTRIBUTION
SCENARIO B.1



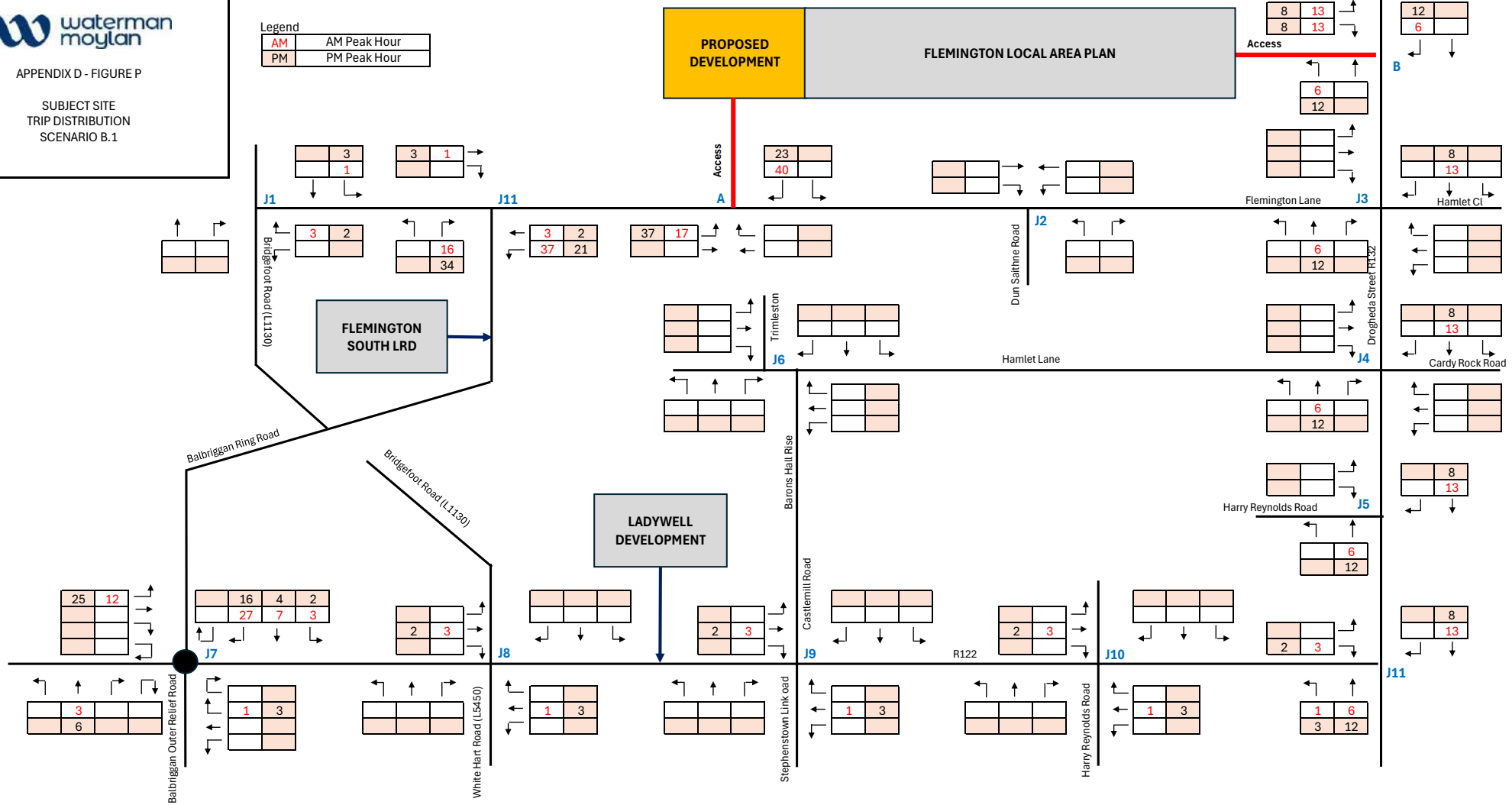

APPENDIX D - FIGURE N
SUBJECT SITE
TRIP DISTRIBUTION
SCENARIO B.1
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
Access
Access
J1
J11
A
B
J2
J3
J4
J5
J6
J7
J8
J9
J10
J11
Bridgefoot Road (L1130)
Dun Saithne Road
Flemington Lane
Hamlet Cl
Drogheda Street R132
Trimleston
Hamlet Lane
Cardy Rock Road
Balbriggan Ring Road
Bridgefoot Road (L1130)
Barons Hall Rise
Castlemill Road
Harry Reynolds Road
R122
Balbriggan Outer Relief Road
White Hart Road (L5450)
Stephenstown Link oad
Harry Reynolds Road

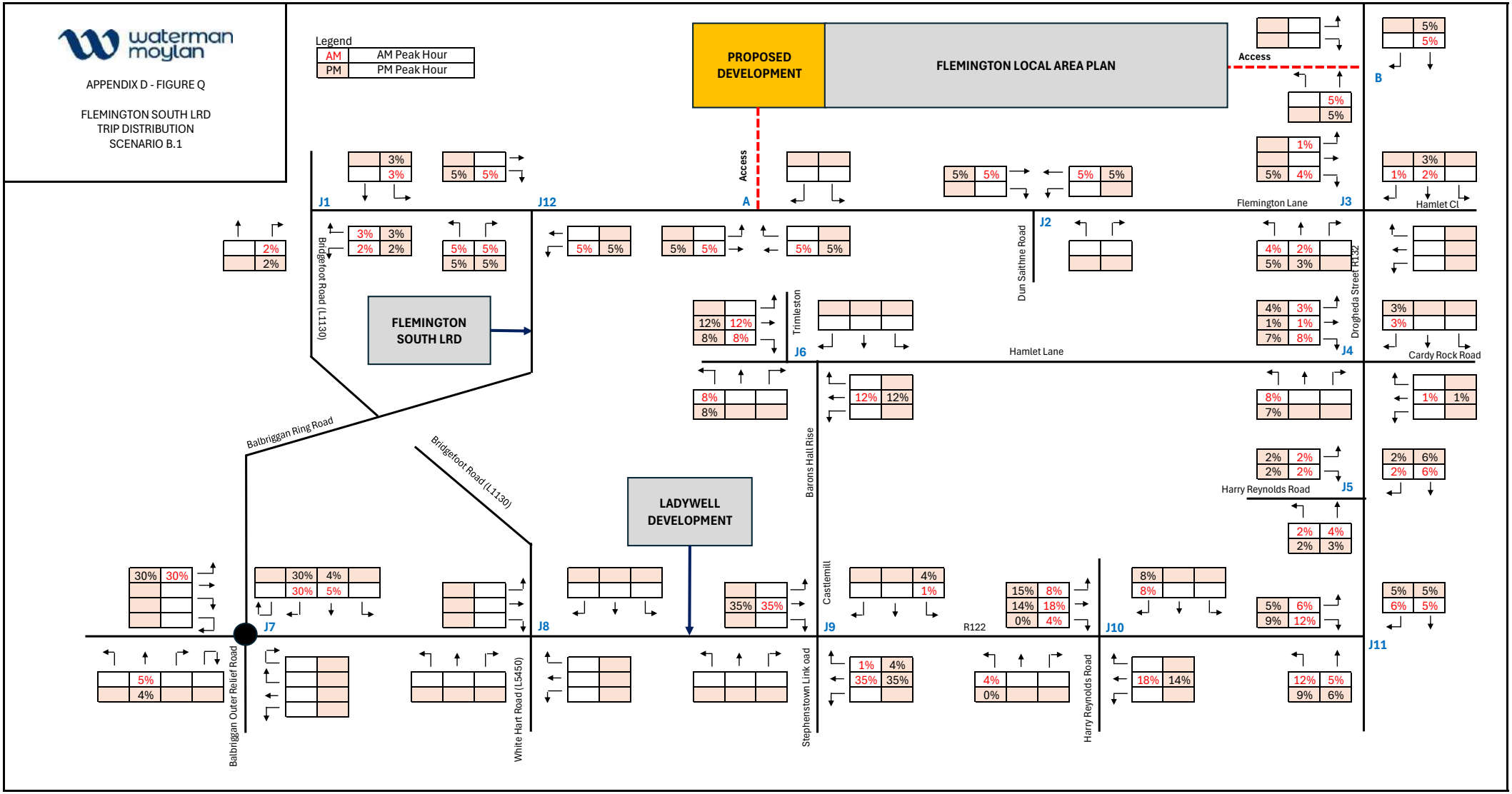

APPENDIX D - FIGURE O
SUBJECT SITE
TRIP DISTRIBUTION
SCENARIO B.1
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
Access
Access
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
J1
J12
A
J2
J3
J4
J5
J6
J7
J8
J9
J10
J11
B
Bridgefoot Road (L1130)
Dun Saithne Road
Flemington Lane
Hamlet Cl
Drogheda Street R132
Trimleston
Hamlet Lane
Cardy Rock Road
Balbriggan Ring Road
Barons Hall Rise
Harry Reynolds Road
Castemill
R122
Balbriggan Outer Relief Road
White Hart Road (L5450)
Stephenstown Link oad
Harry Reynolds Road

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APPENDIX D - FIGURE P

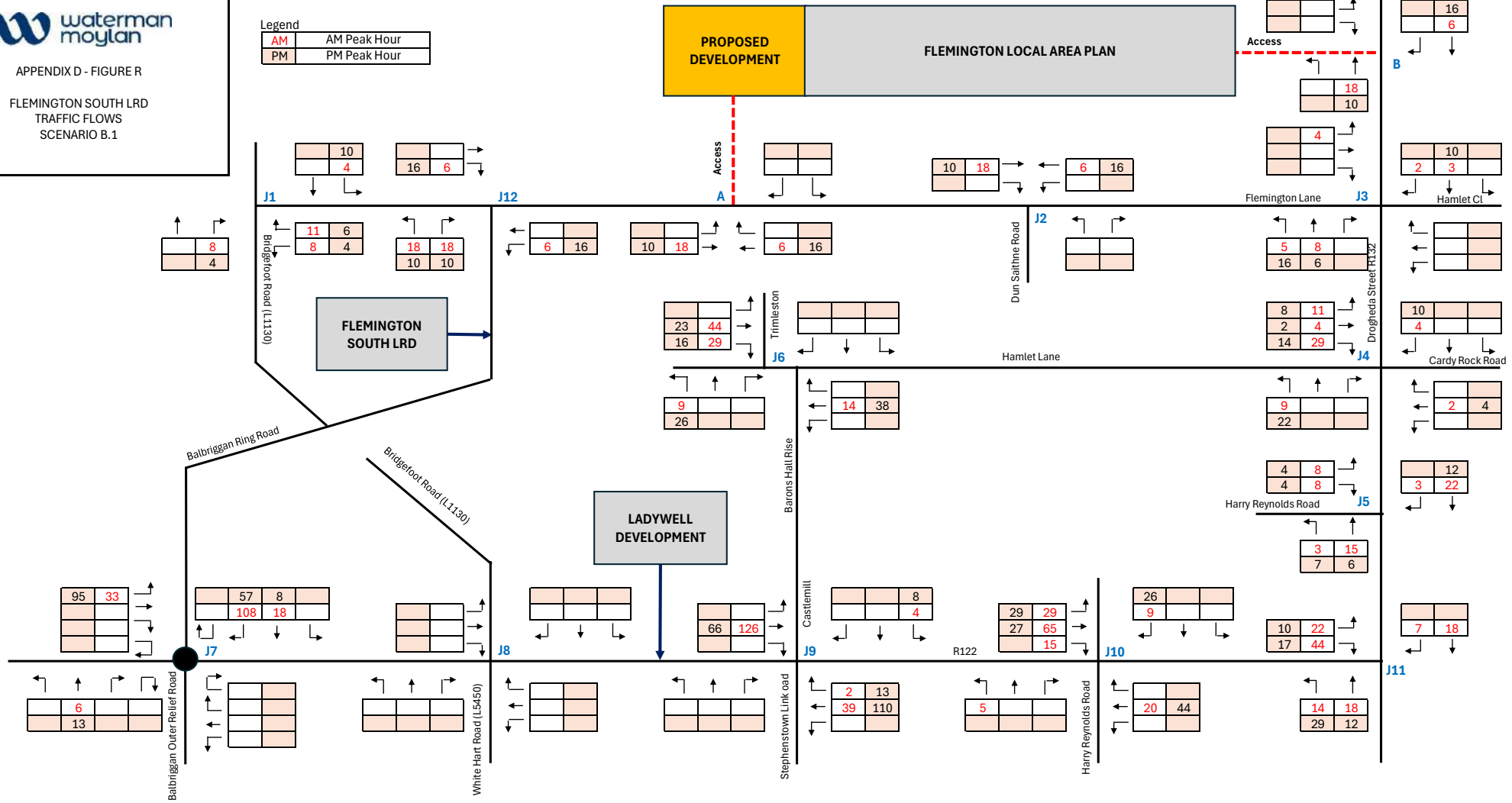
SUBJECT SITE
TRIP DISTRIBUTION
SCENARIO B.1

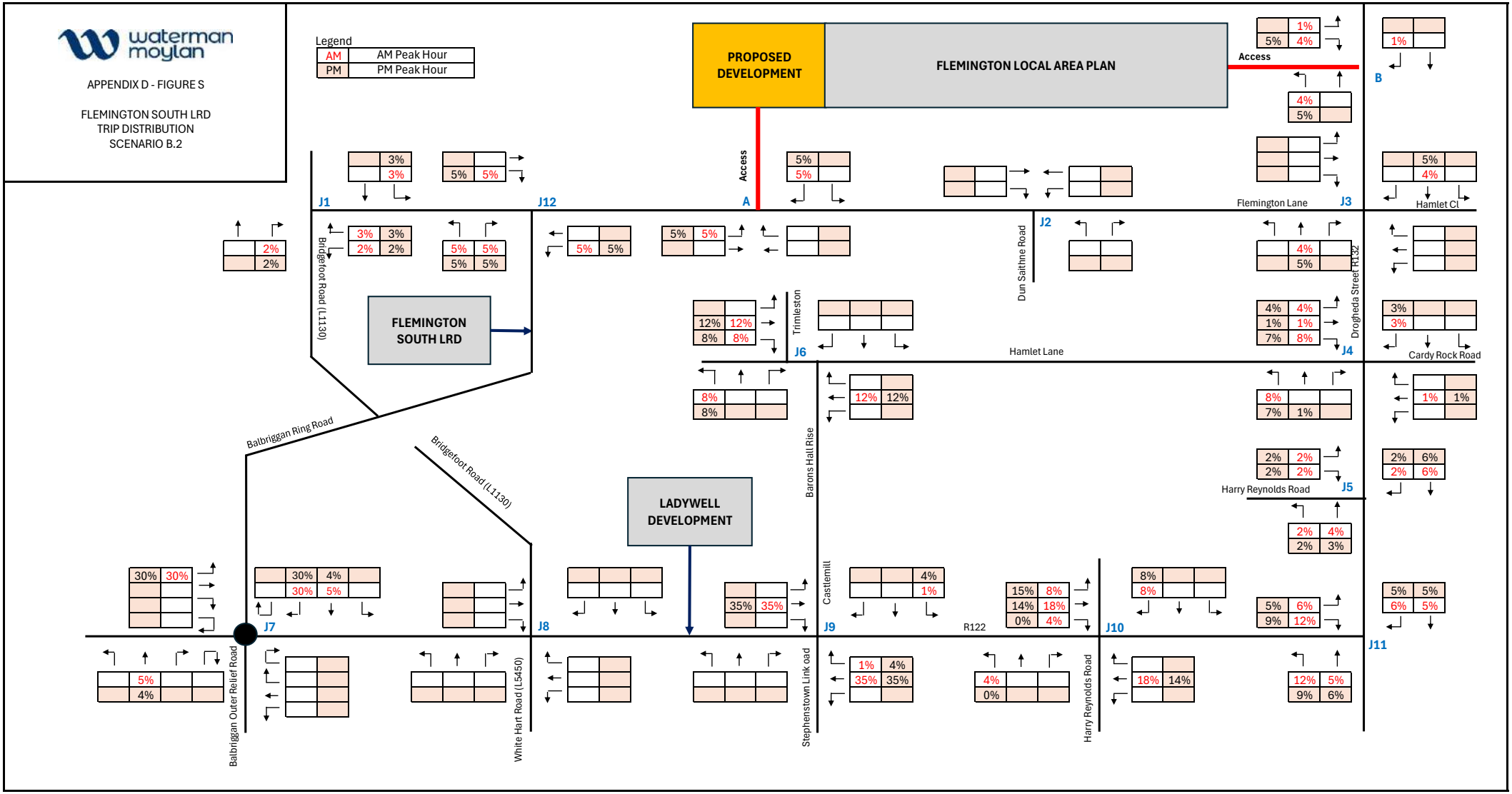


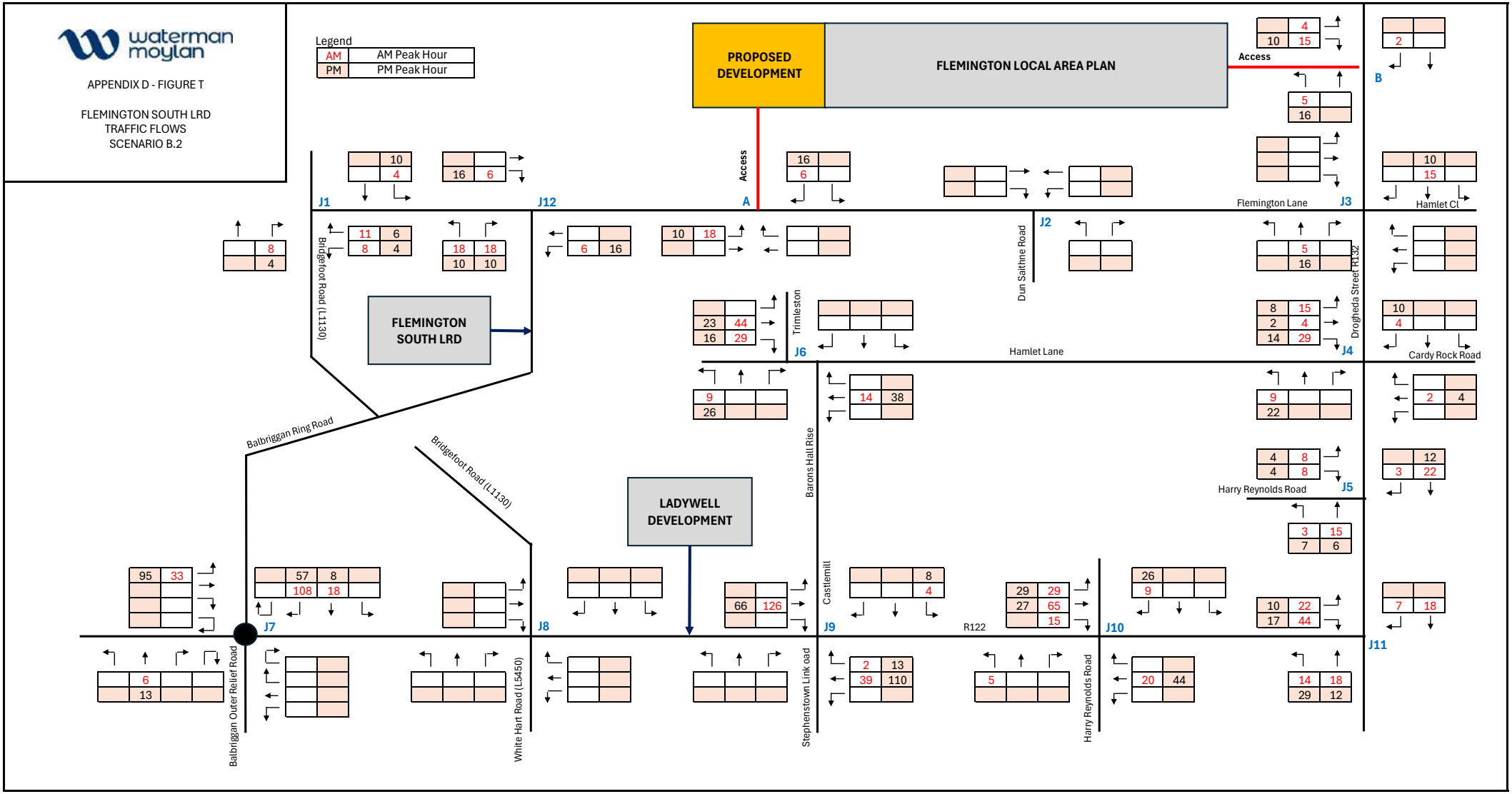

APPENDIX D - FIGURE Q
FLEMINGTON SOUTH LRD
TRIP DISTRIBUTION
SCENARIO B.1
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
Access
Access
A
B
J1
J12
J2
J3
J4
J5
J6
J7
J8
J9
J10
J11
Flemington Lane
Hamlet Cl
Dun Saithne Road
Drogheda Street R132
Hamlet Lane
Cardy Rock Road
Trimleston
Harry Reynolds Road
Barons Hall Rise
Castlemill
R122
Harry Reynolds Road
Stephenstown Link oad
White Hart Road (L5450)
Balbriggan Outer Relief Road
Balbriggan Ring Road
Bridgefoot Road (L1130)
Bridgefoot Road (L1130)

APPENDIX D - FIGURE R

FLEMINGTON SOUTH LRD
TRAFFIC FLOWS
SCENARIO B.1

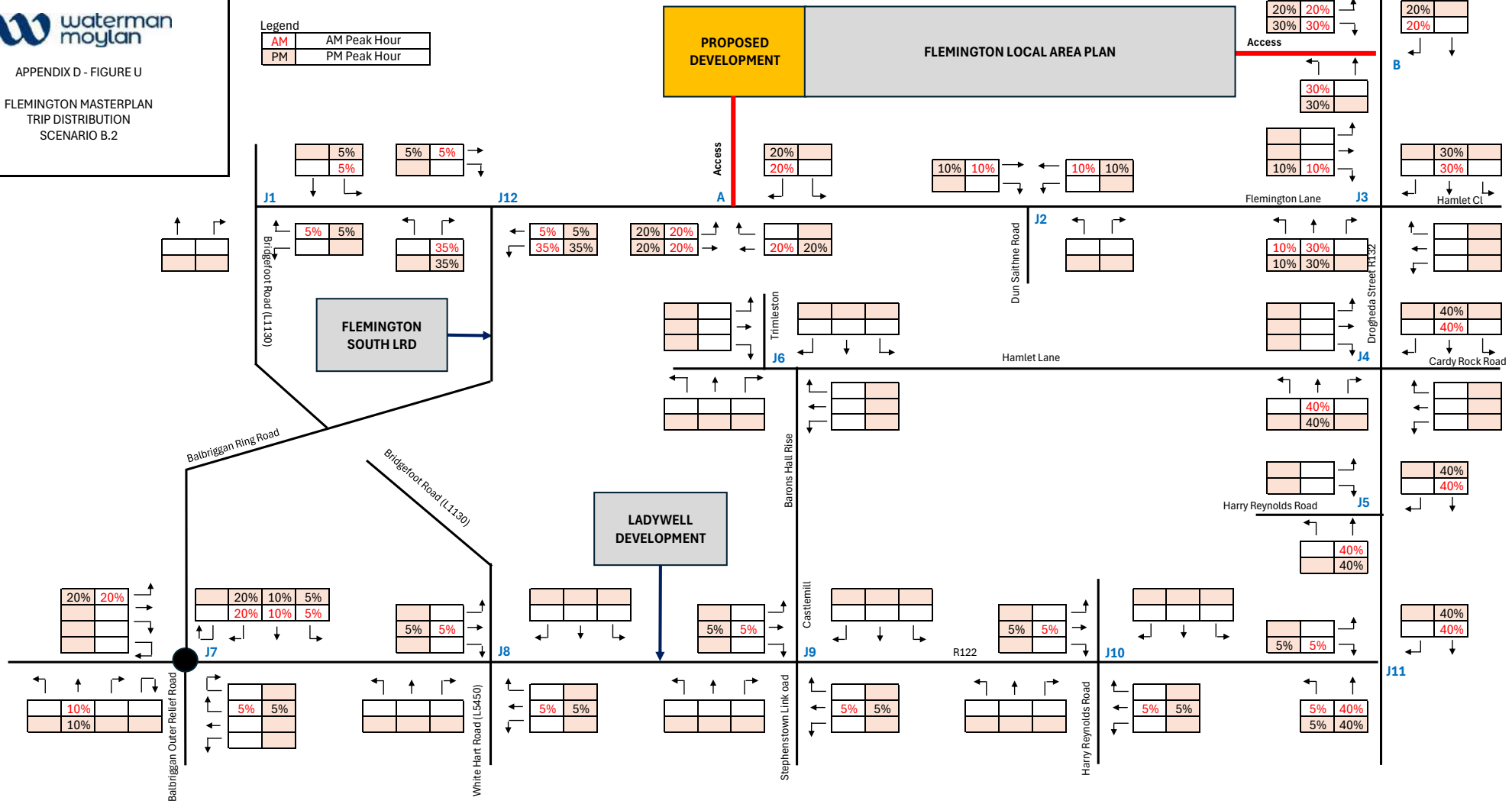


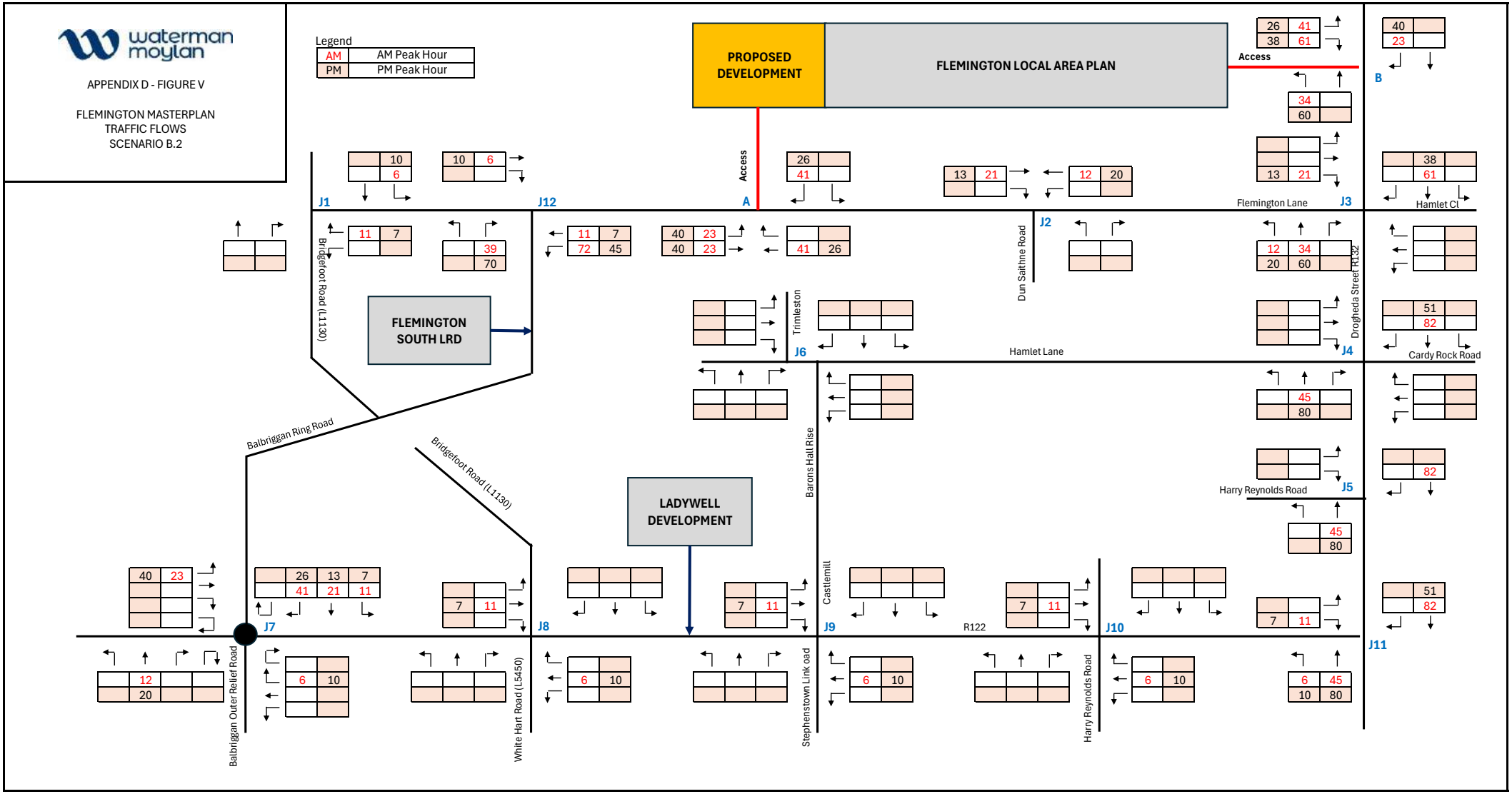

APPENDIX D - FIGURE S
FLEMINGTON SOUTH LRD
TRIP DISTRIBUTION
SCENARIO B.2
Legend
AM
AM Peak Hour
PM
PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
Access
Access
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
J1
J12
A
J2
J3
B
J4
J5
J6
J7
J8
J9
J10
J11
R122
Bridgefoot Road (L1130)
Dun Saithne Road
Flemington Lane
Hamlet Cl
Drogheda Street R132
Hamlet Lane
Trimleston
Cardy Rock Road
Balbriggan Ring Road
Bridgefoot Road (L1130)
Barons Hall Rise
Harry Reynolds Road
Castlemill
Balbriggan Outer Relief Road
White Hart Road (L5450)
Stephenstown Link oad
Harry Reynolds Road

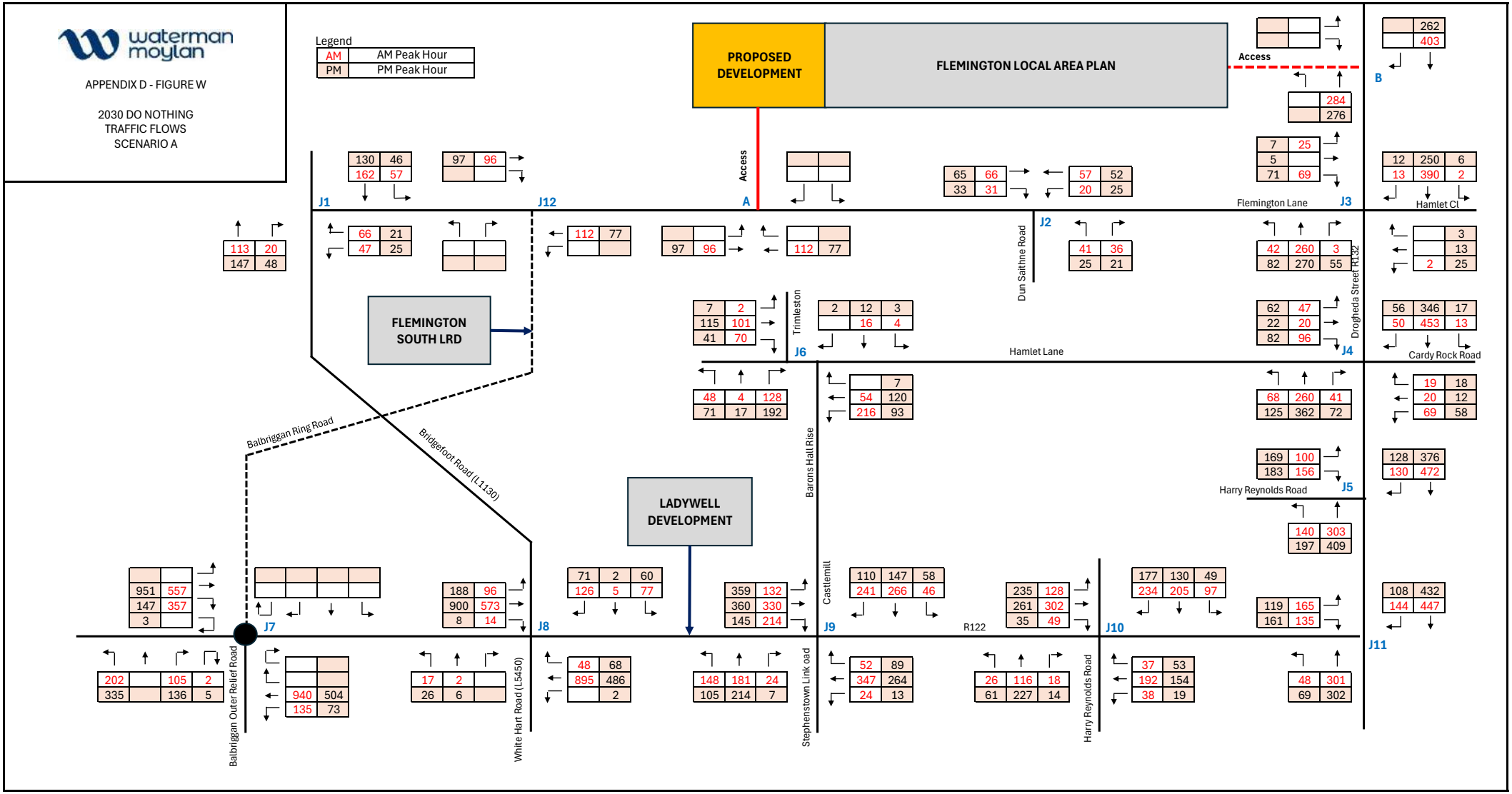

APPENDIX D - FIGURE T
FLEMINGTON SOUTH LRD
TRAFFIC FLOWS
SCENARIO B.2
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
Access
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
J1
J12
A
J2
J3
B
J4
J5
J6
J7
J8
J9
J10
J11
R122
Bridgefoot Road (L1130)
Balbriggan Ring Road
Balbriggan Outer Relief Road
White Hart Road (L5450)
Barons Hall Rise
Castlemill
Stephenstown Link oad
Harry Reynolds Road
Trimleston
Dun Saithne Road
Flemington Lane
Hamlet Lane
Drogheda Street R132
Hamlet Cl
Cardy Rock Road

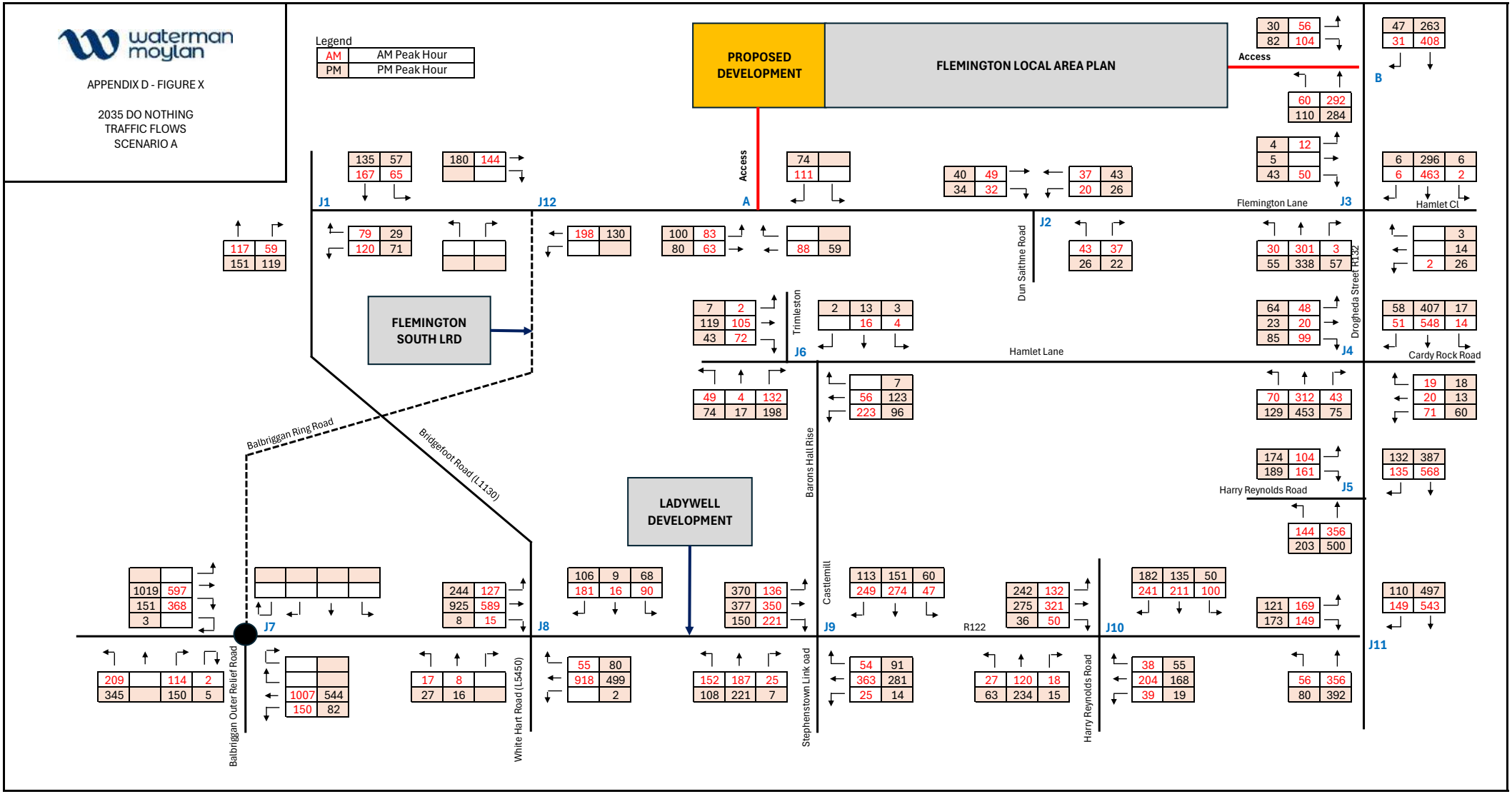
APPENDIX D - FIGURE U

FLEMINGTON MASTERPLAN
TRIP DISTRIBUTION
SCENARIO B.2




APPENDIX D - FIGURE V
FLEMINGTON MASTERPLAN
TRAFFIC FLOWS
SCENARIO B.2
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
Access
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
J1
J12
A
J2
J3
J4
J5
J6
J7
J8
J9
J10
J11
B
Bridgefoot Road (L1130)
Balbriggan Ring Road
Balbriggan Outer Relief Road
White Hart Road (L5450)
Trimleston
Hamlet Lane
Flemington Lane
Dun Saithne Road
Drogheda Street R132
Hamlet Cl
Cardy Rock Road
Barons Hall Rise
Harry Reynolds Road
Castlemill
R122
Stephenstown Link oad

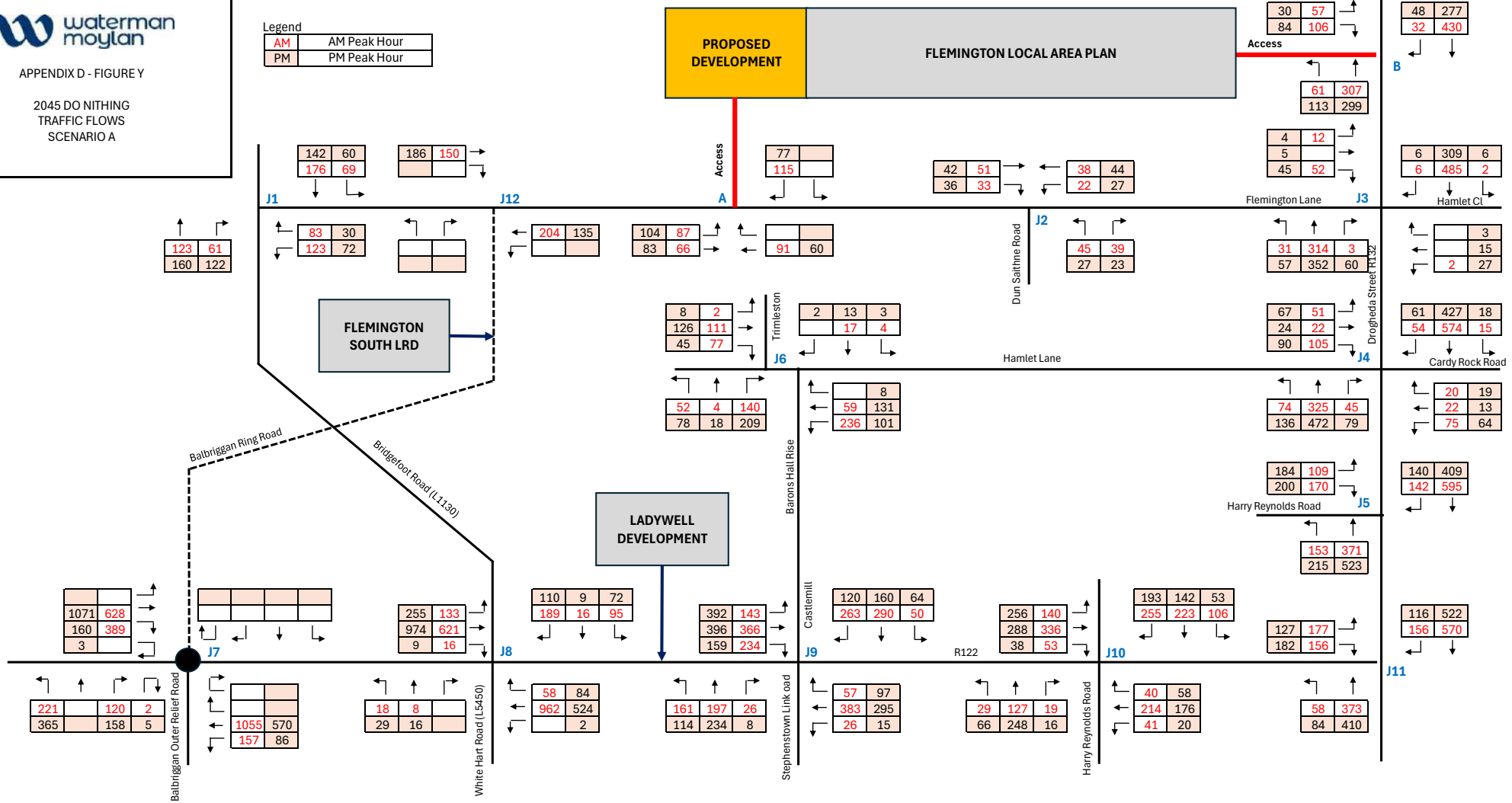

APPENDIX D - FIGURE W
2030 DO NOTHING
TRAFFIC FLOWS
SCENARIO A
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
Access
Flemington Lane
Hamlet Lane
Cardy Rock Road
Harry Reynolds Road
Dun Saithne Road
Drogheda Street R132
Trimleston
Barons Hall Rise
Castlemill
Stephenstown Link oad
Harry Reynolds Road
R122
Balbriggan Ring Road
Bridgefoot Road (L1130)
Balbriggan Outer Relief Road
White Hart Road (L5450)
J1
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J10
J11

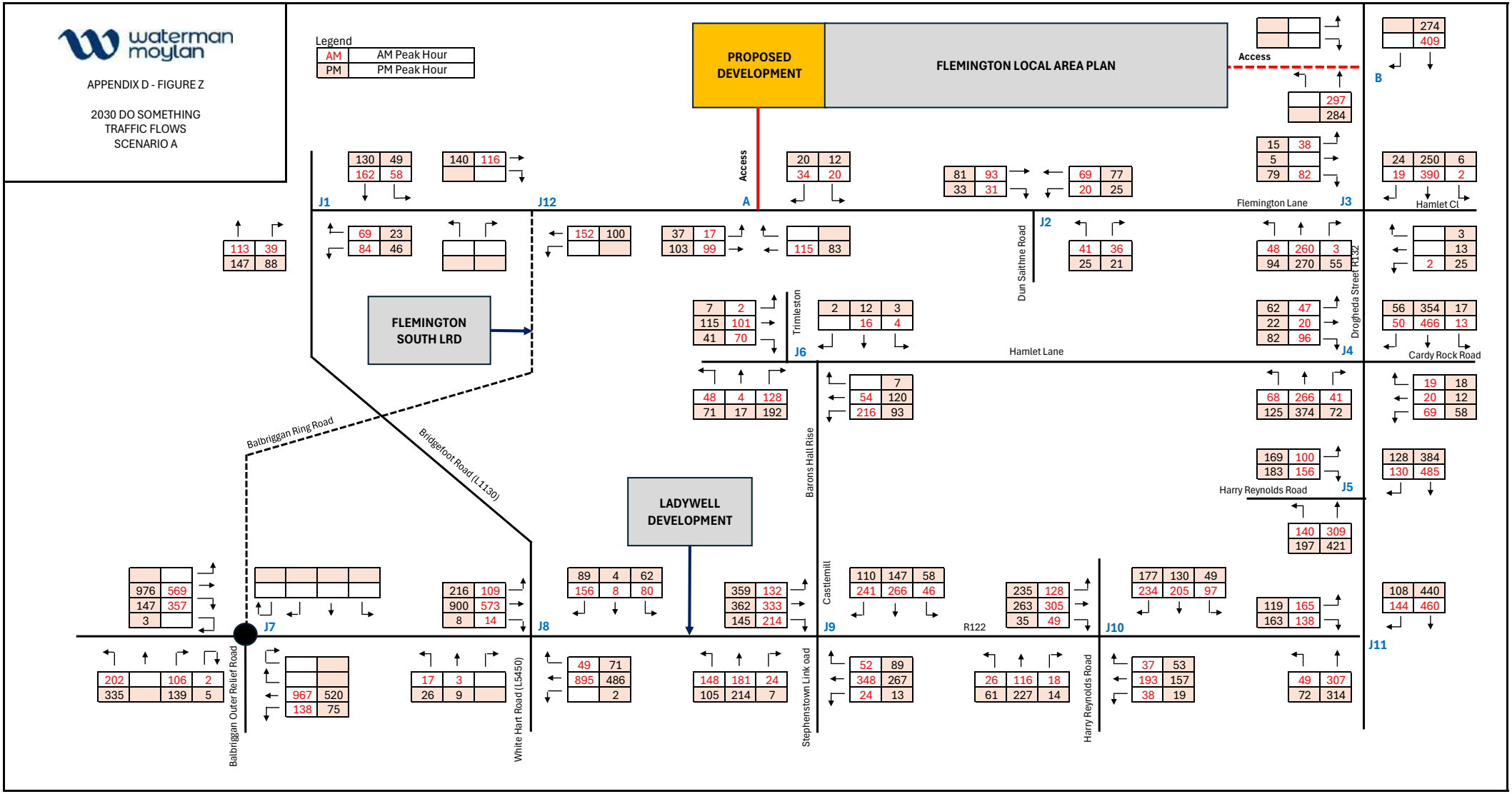

APPENDIX D - FIGURE X
2035 DO NOTHING TRAFFIC FLOWS SCENARIO A
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
Access
Access
J1
J12
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J2
J3
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J4
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J6
J7
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J9
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J11
Flemington Lane
Hamlet Ct
Dun Saithne Road
Drogheda Street R132
Hamlet Lane
Cardy Rock Road
Trimleston
Barons Hall Rise
Harry Reynolds Road
Balbriggan Ring Road
Bridgefoot Road (L1130)
Balbriggan Outer Relief Road
White Hart Road (L5450)
Castlemill
Stephenstown Link oad
R122
Harry Reynolds Road

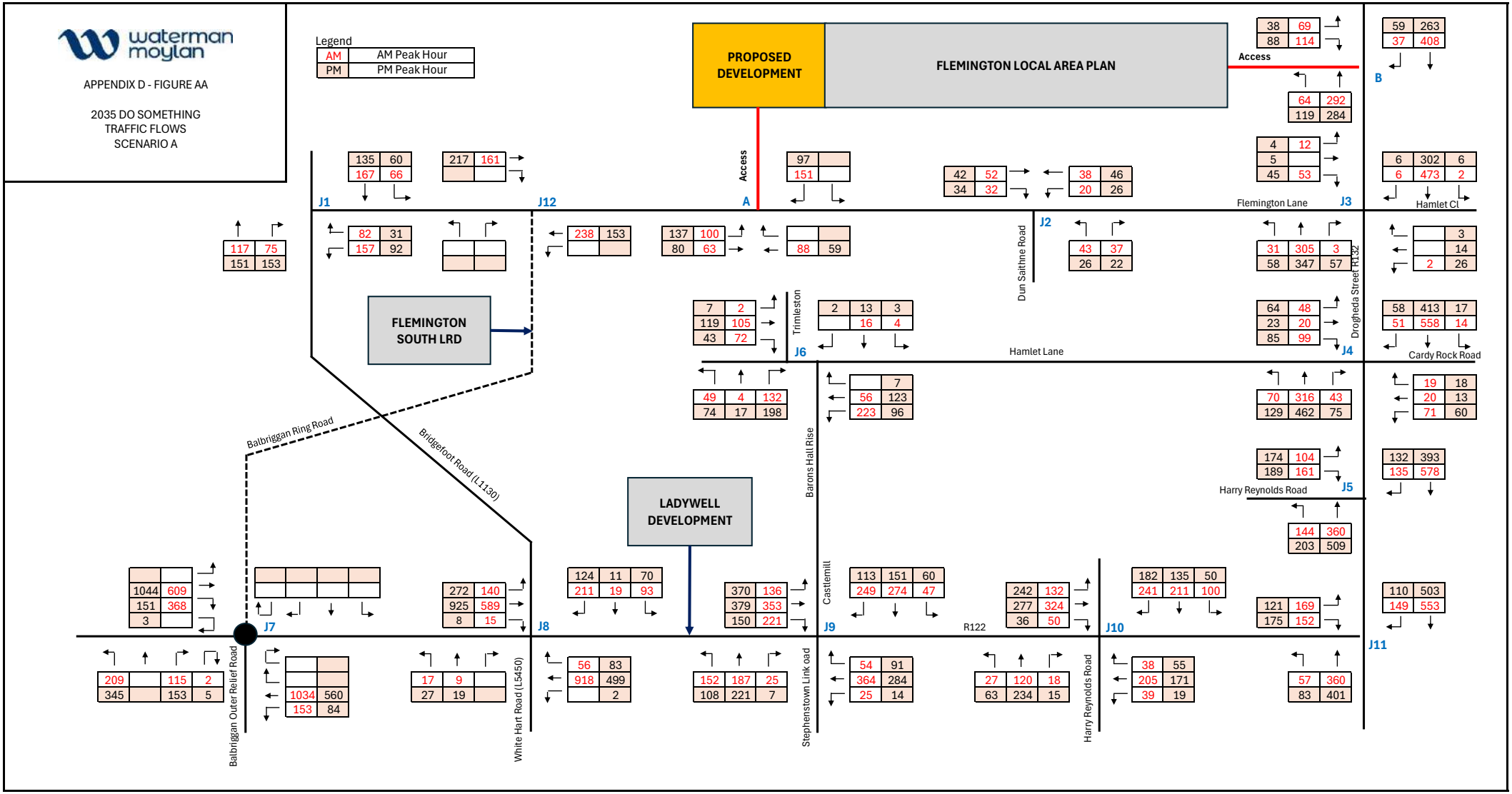
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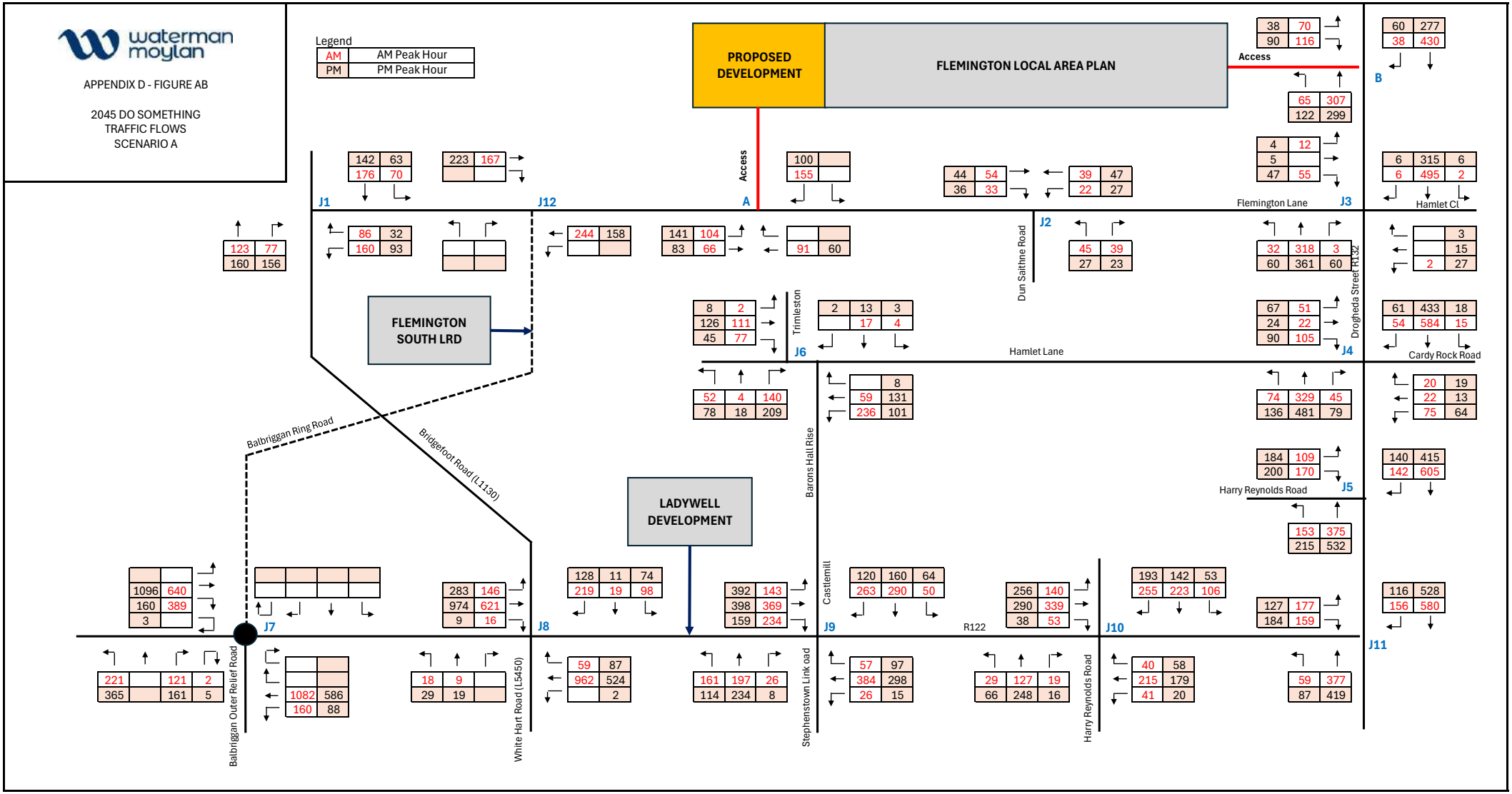
APPENDIX D - FIGURE Y

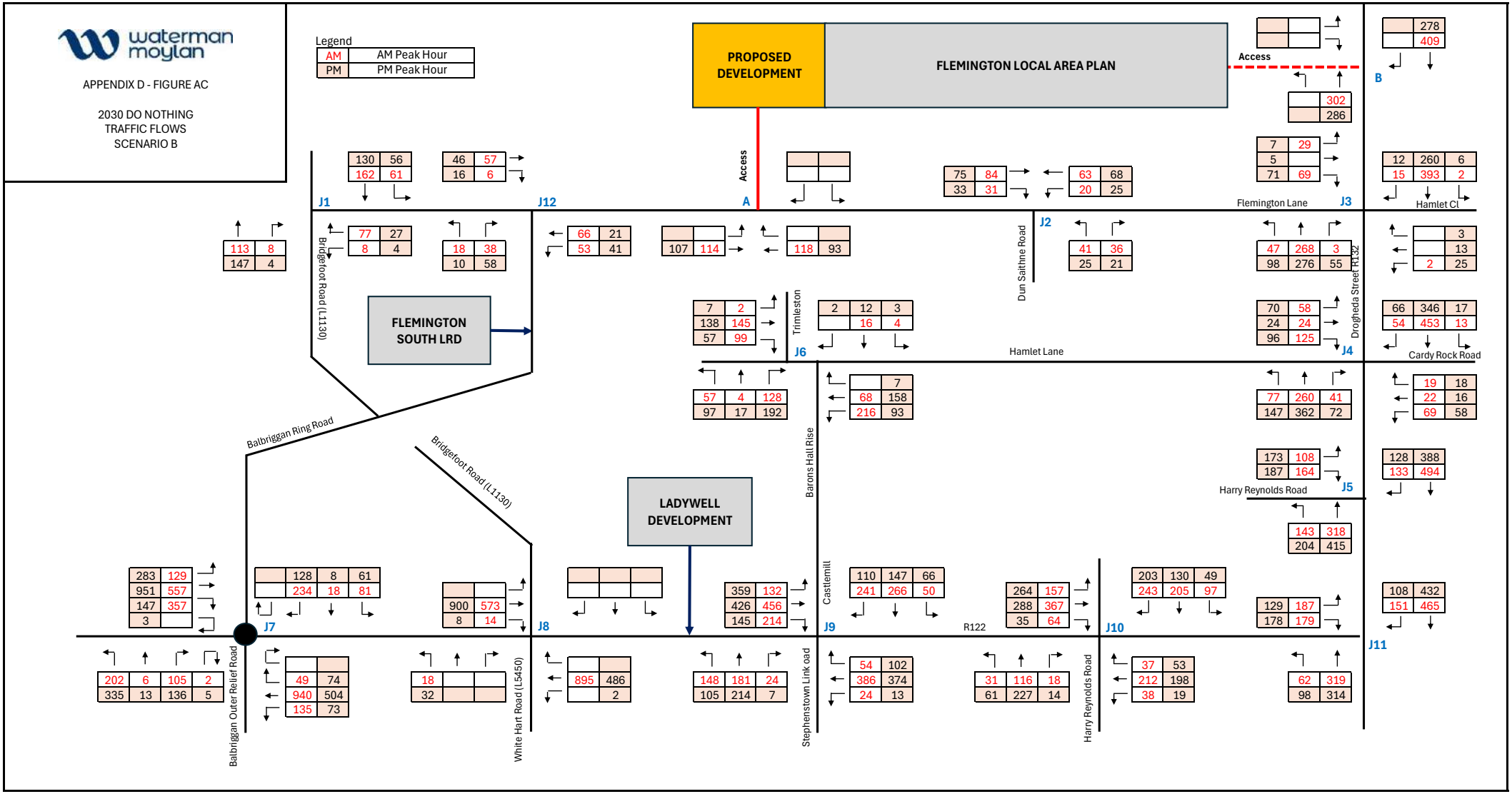
2045 DO NITHING
TRAFFIC FLOWS
SCENARIO A

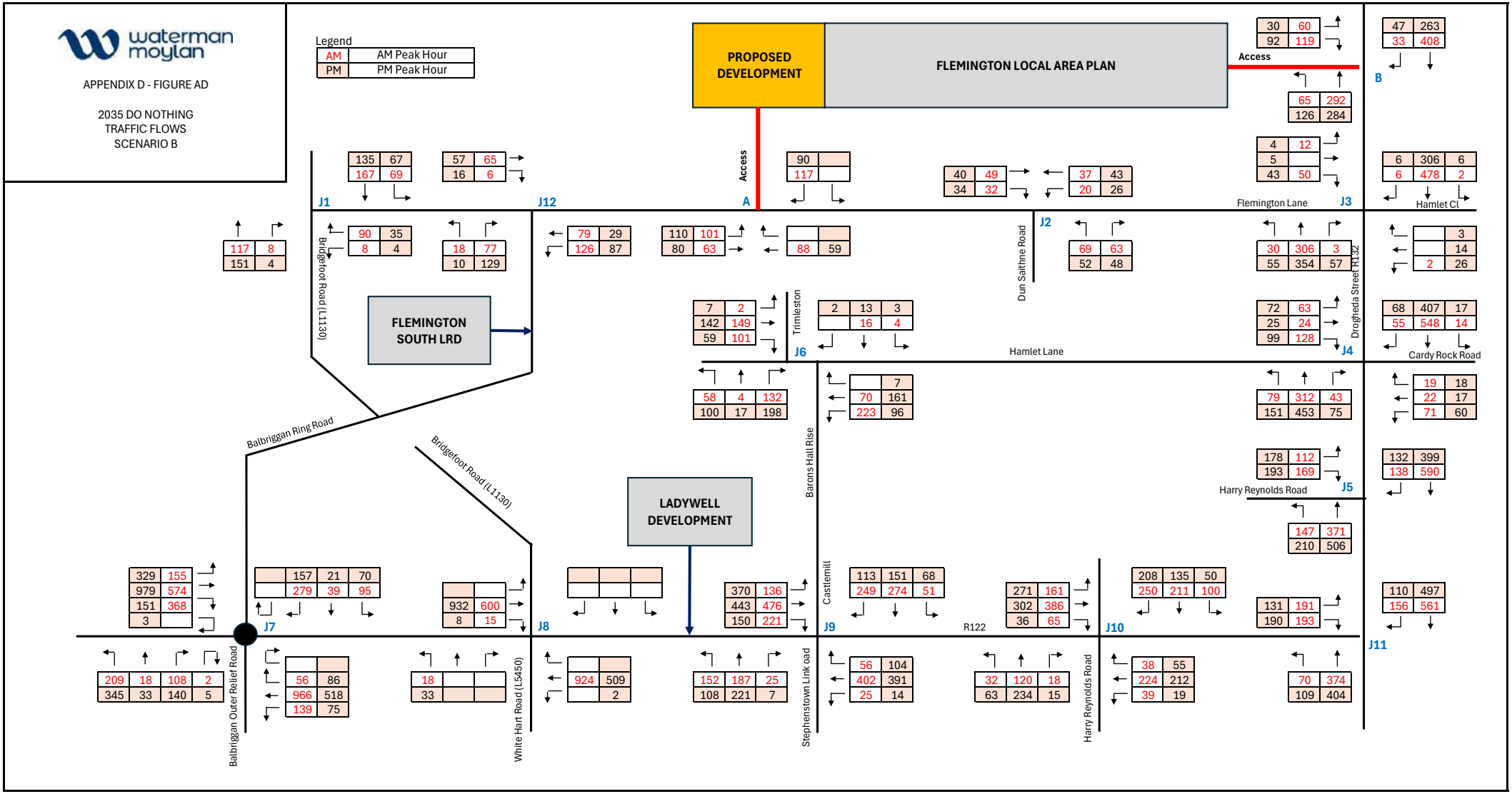



APPENDIX D - FIGURE Z
2030 DO SOMETHING
TRAFFIC FLOWS
SCENARIO A
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
Access
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
J1
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R122
Flemington Lane
Hamlet Ct
Dun Saithne Road
Drogheda Street R132
Hamlet Lane
Cardy Rock Road
Trimleston
Barons Hall Rise
Harry Reynolds Road
Castlemill
Stephenstown Link oad
Balbriggan Ring Road
Bridgefoot Road (L1130)
Balbriggan Outer Relief Road
White Hart Road (L5450)


APPENDIX D - FIGURE AA
2035 DO SOMETHING
TRAFFIC FLOWS
SCENARIO A
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
Access
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J1
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Flemington Lane
Hamlet Cl
Dun Saithne Road
Drogheda Street R132
Hamlet Lane
Cardy Rock Road
Trimleston
Barons Hall Rise
Harry Reynolds Road
Balbriggan Ring Road
Bridgefoot Road (L1130)
Balbriggan Outer Relief Road
White Hart Road (L5450)
Castlemill
Stephenstown Link oad
R122
Harry Reynolds Road


APPENDIX D - FIGURE AB
2045 DO SOMETHING
TRAFFIC FLOWS
SCENARIO A
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
Access
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
J1
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Flemington Lane
Hamlet Lane
Hamlet Cl
Cardy Rock Road
Drogheda Street R132
Dun Saithne Road
Trimleston
Harry Reynolds Road
Barons Hall Rise
Castlemill
R122
Stephenstown Link oad
Harry Reynolds Road
Balbriggan Ring Road
Bridgefoot Road (L1130)
Balbriggan Outer Relief Road
White Hart Road (L5450)

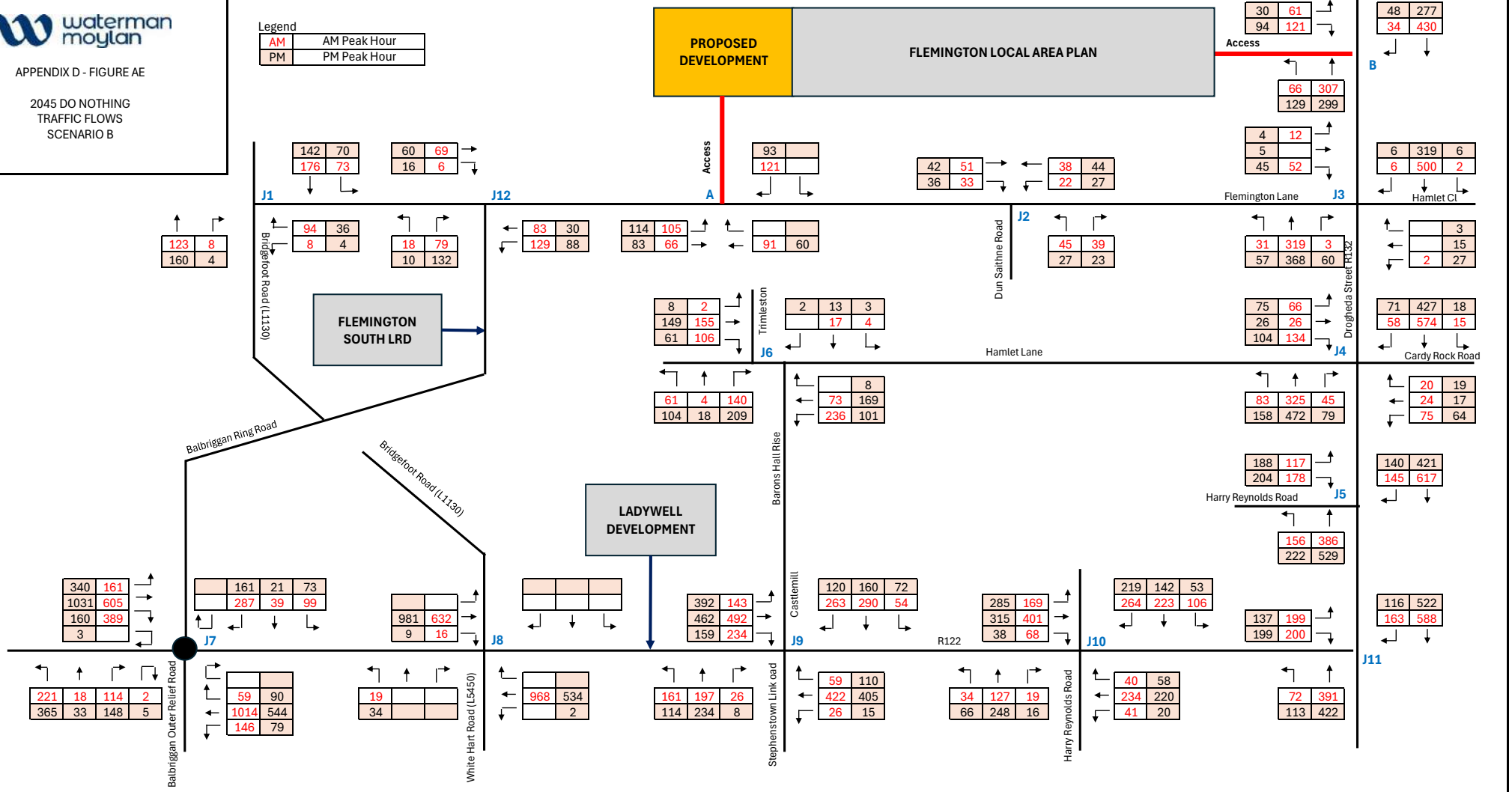

APPENDIX D - FIGURE AC
2030 DO NOTHING
TRAFFIC FLOWS
SCENARIO B
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
Access
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
J1
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J2
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J4
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J8
J9
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J11
R122
Bridgefoot Road (L1130)
Dun Saithne Road
Flemington Lane
Hamlet Cl
Drogheda Street R132
Hamlet Lane
Cardy Rock Road
Trimleston
Balbriggan Ring Road
Barons Hall Rise
Harry Reynolds Road
Castlemill
Balbriggan Outer Relief Road
White Hart Road (L5450)
Stephenstown Link oad
Harry Reynolds Road


APPENDIX D - FIGURE AD
2035 DO NOTHING
TRAFFIC FLOWS
SCENARIO B
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
Access
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
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Bridgefoot Road (L1130)
Balbriggan Ring Road
Balbriggan Outer Relief Road
White Hart Road (L5450)
Barons Hall Rise
Castlemill
Stephenstown Link oad
Harry Reynolds Road
R122
Trimleston
Dun Saithne Road
Flemington Lane
Hamlet Lane
Drogheda Street R132
Hamlet Cl
Cardy Rock Road

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APPENDIX D - FIGURE AE

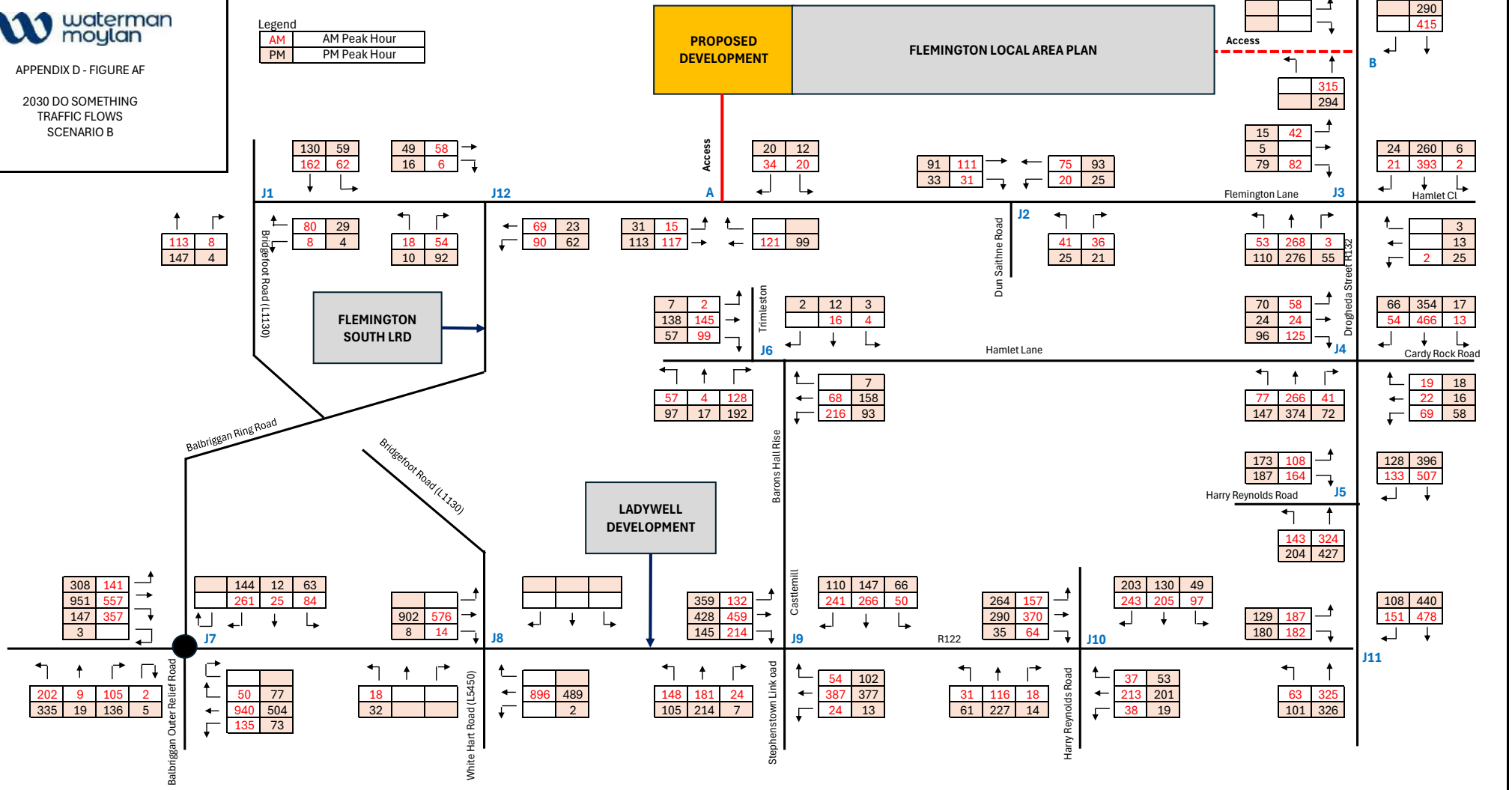
2045 DO NOTHING
TRAFFIC FLOWS
SCENARIO B

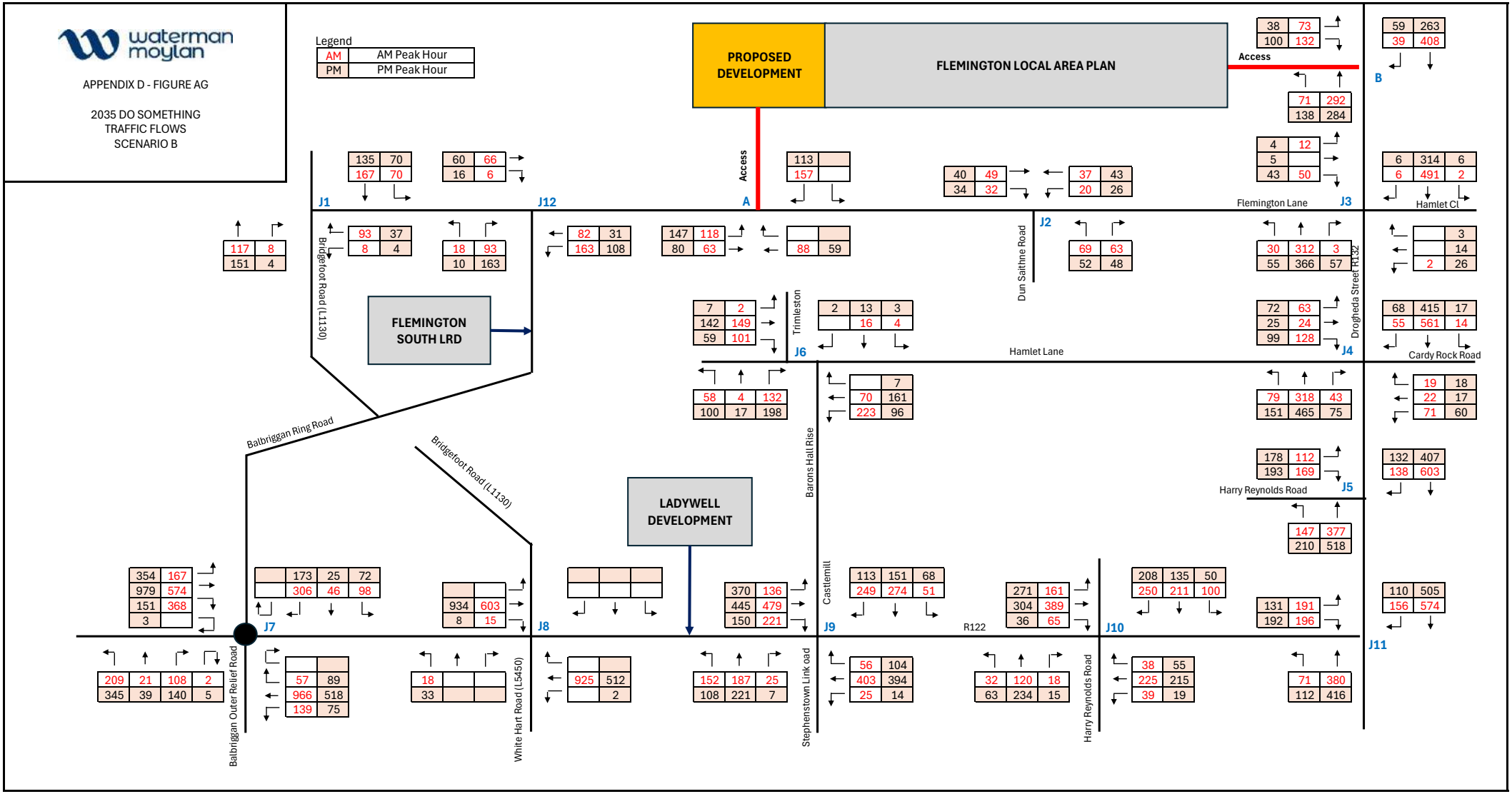


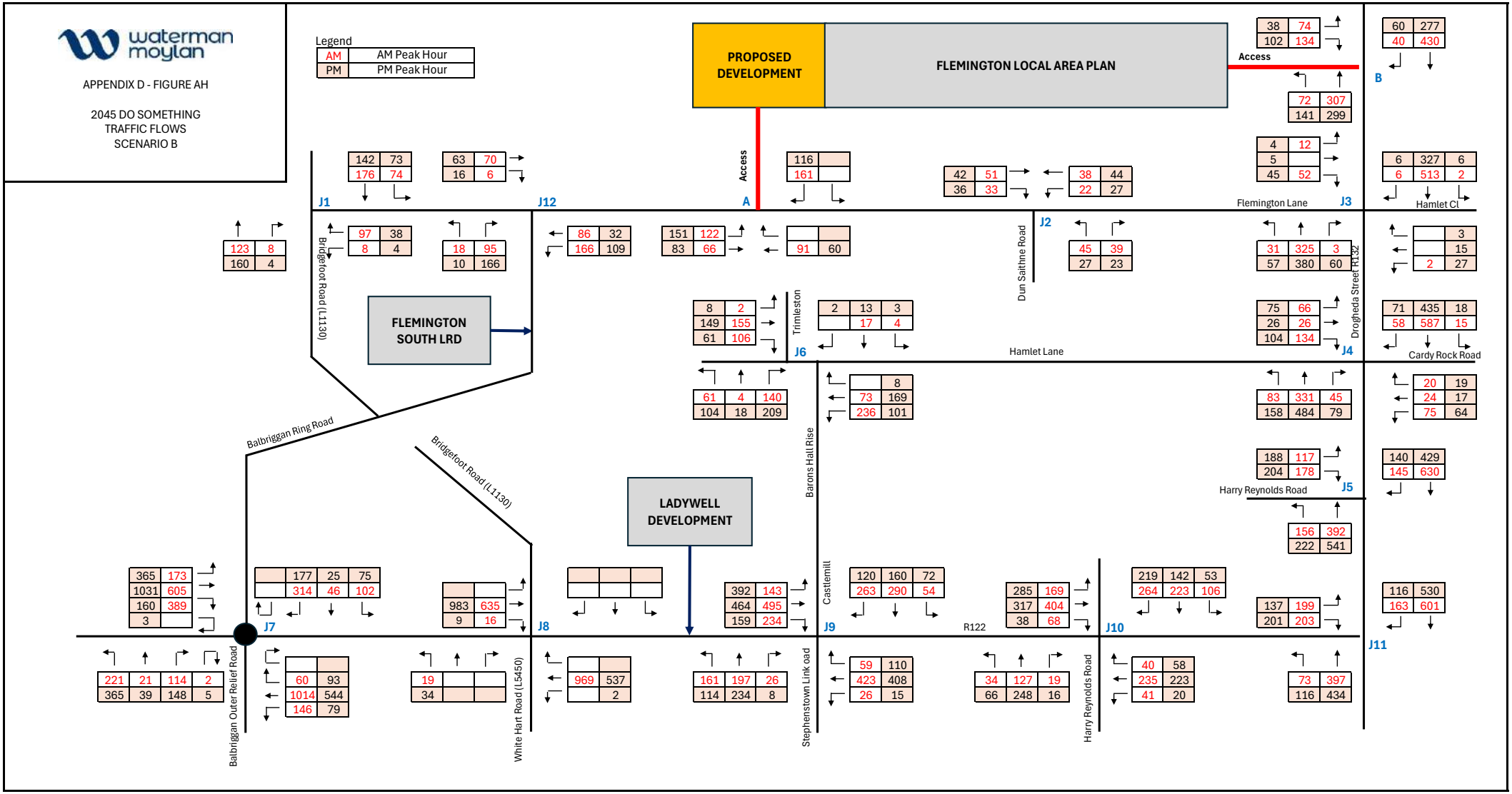
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APPENDIX D - FIGURE AF

2030 DO SOMETHING
TRAFFIC FLOWS
SCENARIO B




APPENDIX D - FIGURE AG
2035 DO SOMETHING
TRAFFIC FLOWS
SCENARIO B
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
Access
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
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Balbriggan Ring Road
Bridgefoot Road (L1130)
Barons Hall Rise
Castlemill
Stephenstown Link oad
Harry Reynolds Road
R122
Balbriggan Outer Relief Road
White Hart Road (L5450)
Dun Saithne Road
Trimleston
Flemington Lane
Hamlet Lane
Drogheda Street R132
Hamlet Cl
Cardy Rock Road


APPENDIX D - FIGURE AH
2045 DO SOMETHING
TRAFFIC FLOWS
SCENARIO B
Legend
AM AM Peak Hour
PM PM Peak Hour
PROPOSED DEVELOPMENT
FLEMINGTON LOCAL AREA PLAN
Access
FLEMINGTON SOUTH LRD
LADYWELL DEVELOPMENT
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Bridgefoot Road (L1130)
Dun Saithne Road
Flemington Lane
Hamlet Cl
Drogheda Street R132
Hamlet Lane
Cardy Rock Road
Trimleston
Balbriggan Ring Road
Barons Hall Rise
Harry Reynolds Road
Castlemill
R122
Balbriggan Outer Relief Road
White Hart Road (L5450)
Stephenstown Link oad
Harry Reynolds Road

E. Modelling Output Reports – Scenario A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: A_Junction 1.j9
Path: N:\Projects\25\25-107 Flemington Balbriggan\Design\Civil\TTA\Junction Modelling\A_Junction 1
Report generation date: 05/05/2026 12:43:56

»Scenario A - Junction 1 - 2026 BASE YEAR, AM
»Scenario A - Junction 1 - 2026 BASE YEAR, PM
»Scenario A - Junction 1 - 2030 DO NOTHING, AM
»Scenario A - Junction 1 - 2030 DO NOTHING, PM
»Scenario A - Junction 1 - 2035 DO NOTHING, AM
»Scenario A - Junction 1 - 2035 DO NOTHING, PM
»Scenario A - Junction 1 - 2045 DO NOTHING, AM
»Scenario A - Junction 1 - 2045 DO NOTHING, PM
»Scenario A - Junction 1 - 2030 DO SOMETHING, AM
»Scenario A - Junction 1 - 2030 DO SOMETHING, PM
»Scenario A - Junction 1 - 2035 DO SOMETHING, AM
»Scenario A - Junction 1 - 2035 DO SOMETHING, PM
»Scenario A - Junction 1 - 2045 DO SOMETHING, AM
»Scenario A - Junction 1 - 2045 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Scenario A - Junction 1 - 2026 BASE YEAR					
Stream B-C	0.1	6.80	0.08	0.0	5.92	0.04
Stream B-A	0.2	8.87	0.14	0.0	8.56	0.05
Stream C-AB	0.0	6.51	0.03	0.1	6.62	0.08
	Scenario A - Junction 1 - 2030 DO NOTHING					
Stream B-C	0.1	6.93	0.09	0.0	5.99	0.04
Stream B-A	0.2	9.14	0.15	0.1	8.72	0.05
Stream C-AB	0.0	6.58	0.04	0.1	6.70	0.09
	Scenario A - Junction 1 - 2035 DO NOTHING					
Stream B-C	0.1	6.98	0.09	0.0	6.03	0.05
Stream B-A	0.2	9.24	0.16	0.1	8.79	0.06
Stream C-AB	0.0	6.60	0.04	0.1	6.73	0.09
	Scenario A - Junction 1 - 2045 DO NOTHING					
Stream B-C	0.1	7.09	0.10	0.0	6.07	0.05
Stream B-A	0.2	9.47	0.17	0.1	8.92	0.06
Stream C-AB	0.0	6.66	0.04	0.1	6.78	0.10
	Scenario A - Junction 1 - 2030 DO SOMETHING					
Stream B-C	0.2	7.09	0.15	0.1	5.94	0.08
Stream B-A	0.2	10.01	0.17	0.1	9.64	0.06
Stream C-AB	0.1	6.78	0.07	0.2	7.17	0.16
	Scenario A - Junction 1 - 2035 DO SOMETHING					
Stream B-C	0.2	7.15	0.15	0.1	5.98	0.08
Stream B-A	0.2	10.09	0.18	0.1	9.65	0.07
Stream C-AB	0.1	6.76	0.07	0.2	7.12	0.16
	Scenario A - Junction 1 - 2045 DO SOMETHING					
Stream B-C	0.2	7.29	0.16	0.1	6.03	0.08
Stream B-A	0.2	10.33	0.19	0.1	9.78	0.07
Stream C-AB	0.1	6.83	0.07	0.2	7.17	0.16

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	Junction 1
Location	Flemington Lane / Bridgefoot Road junciton. Balbriggan, Co. Dublin
Site number	01
Date	05/05/2026
Version	1
Status	(new file)
Identifier	
Client	Lagan Homes
Jobnumber	25-107
Enumerator	DOMAIN\f.demaio
Description	Scenario A

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 BASE YEAR	AM	ONE HOUR	08:00	09:30	15	✓
D2	2026 BASE YEAR	PM	ONE HOUR	17:00	18:30	15	✓
D3	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D5	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D6	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D7	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D8	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D9	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D10	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D11	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D12	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D13	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D14	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Scenario A - Junction 1	✓	100.000	100.000

Scenario A - Junction 1 - 2026 BASE YEAR, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.00			100.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	7.00	5.20	4.40	4.00		2.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	554	0.105	0.266	0.167	0.380
B-C	653	0.104	0.264	-	-
C-B	632	0.255	0.255	-	-

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

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

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	203	100.000
B		ONE HOUR	✓	104	100.000
C		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	53	150
	B	61	0	43
	C	105	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	6.80	0.1	A	39	59
B-A	0.14	8.87	0.2	A	56	84
C-AB	0.03	6.51	0.0	A	17	25
C-A					96	144
A-B					49	73
A-C					138	206

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	605	0.054	32	0.0	0.1	6.343	A
B-A	46	11	501	0.092	46	0.0	0.1	7.970	A
C-AB	14	3	595	0.023	14	0.0	0.0	6.257	A
C-A	79	20			79				
A-B	40	10			40				
A-C	113	28			113				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	595	0.065	39	0.1	0.1	6.532	A
B-A	55	14	491	0.112	55	0.1	0.1	8.329	A
C-AB	16	4	588	0.028	16	0.0	0.0	6.360	A
C-A	94	24			94				
A-B	48	12			48				
A-C	135	34			135				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	582	0.081	47	0.1	0.1	6.802	A
B-A	67	17	477	0.141	67	0.1	0.2	8.865	A
C-AB	20	5	579	0.034	20	0.0	0.0	6.506	A
C-A	115	29			115				
A-B	58	15			58				
A-C	165	41			165				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	582	0.081	47	0.1	0.1	6.803	A
B-A	67	17	477	0.141	67	0.2	0.2	8.870	A
C-AB	20	5	579	0.034	20	0.0	0.0	6.506	A
C-A	115	29			115				
A-B	58	15			58				
A-C	165	41			165				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	595	0.065	39	0.1	0.1	6.535	A
B-A	55	14	491	0.112	55	0.2	0.1	8.337	A
C-AB	16	4	588	0.028	16	0.0	0.0	6.361	A
C-A	94	24			94				
A-B	48	12			48				
A-C	135	34			135				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	605	0.054	32	0.1	0.1	6.356	A
B-A	46	11	501	0.092	46	0.1	0.1	7.987	A
C-AB	14	3	595	0.023	14	0.0	0.0	6.257	A
C-A	79	20			79				
A-B	40	10			40				
A-C	113	28			113				

Scenario A - Junction 1 - 2026 BASE YEAR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 BASE YEAR	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	163	100.000
B		ONE HOUR	✓	42	100.000
C		ONE HOUR	✓	180	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	42	121
	B	19	0	23
	C	136	44	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.92	0.0	A	21	32
B-A	0.05	8.56	0.0	A	17	26
C-AB	0.08	6.62	0.1	A	41	62
C-A					124	186
A-B					39	58
A-C					111	167

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	656	0.026	17	0.0	0.0	5.694	A
B-A	14	4	471	0.030	14	0.0	0.0	7.961	A
C-AB	33	8	606	0.055	33	0.0	0.1	6.343	A
C-A	102	26			102				
A-B	32	8			32				
A-C	91	23			91				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	649	0.032	21	0.0	0.0	5.786	A
B-A	17	4	460	0.037	17	0.0	0.0	8.203	A
C-AB	40	10	603	0.067	40	0.1	0.1	6.464	A
C-A	122	30			122				
A-B	38	9			38				
A-C	109	27			109				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	640	0.040	25	0.0	0.0	5.917	A
B-A	21	5	446	0.047	21	0.0	0.0	8.558	A
C-AB	49	12	599	0.083	49	0.1	0.1	6.624	A
C-A	149	37			149				
A-B	46	12			46				
A-C	133	33			133				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	640	0.040	25	0.0	0.0	5.918	A
B-A	21	5	446	0.047	21	0.0	0.0	8.559	A
C-AB	49	12	599	0.083	49	0.1	0.1	6.624	A
C-A	149	37			149				
A-B	46	12			46				
A-C	133	33			133				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	649	0.032	21	0.0	0.0	5.790	A
B-A	17	4	460	0.037	17	0.0	0.0	8.205	A
C-AB	40	10	603	0.067	40	0.1	0.1	6.468	A
C-A	122	30			122				
A-B	38	9			38				
A-C	109	27			109				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	656	0.026	17	0.0	0.0	5.696	A
B-A	14	4	471	0.030	14	0.0	0.0	7.966	A
C-AB	33	8	606	0.055	34	0.1	0.1	6.349	A
C-A	102	26			102				
A-B	32	8			32				
A-C	91	23			91				

Scenario A - Junction 1 - 2030 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	219	100.000
B		ONE HOUR	✓	113	100.000
C		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	57	162
	B	66	0	47
	C	113	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	6.93	0.1	A	43	65
B-A	0.15	9.14	0.2	A	61	91
C-AB	0.04	6.58	0.0	A	18	28
C-A					104	155
A-B					52	78
A-C					149	223

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	602	0.059	35	0.0	0.1	6.415	A
B-A	50	12	497	0.100	49	0.0	0.1	8.119	A
C-AB	15	4	592	0.026	15	0.0	0.0	6.302	A
C-A	85	21			85				
A-B	43	11			43				
A-C	122	30			122				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	591	0.071	42	0.1	0.1	6.624	A
B-A	59	15	486	0.122	59	0.1	0.1	8.526	A
C-AB	18	5	585	0.031	18	0.0	0.0	6.416	A
C-A	101	25			101				
A-B	51	13			51				
A-C	146	36			146				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	576	0.090	52	0.1	0.1	6.929	A
B-A	73	18	470	0.155	72	0.1	0.2	9.137	A
C-AB	22	6	575	0.039	22	0.0	0.0	6.576	A
C-A	124	31			124				
A-B	63	16			63				
A-C	178	45			178				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	576	0.090	52	0.1	0.1	6.930	A
B-A	73	18	470	0.155	73	0.2	0.2	9.143	A
C-AB	22	6	575	0.039	22	0.0	0.0	6.578	A
C-A	124	31			124				
A-B	63	16			63				
A-C	178	45			178				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	591	0.072	42	0.1	0.1	6.631	A
B-A	59	15	486	0.122	59	0.2	0.1	8.536	A
C-AB	18	5	585	0.031	18	0.0	0.0	6.416	A
C-A	101	25			101				
A-B	51	13			51				
A-C	146	36			146				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	601	0.059	35	0.1	0.1	6.428	A
B-A	50	12	497	0.100	50	0.1	0.1	8.140	A
C-AB	15	4	592	0.026	15	0.0	0.0	6.303	A
C-A	85	21			85				
A-B	43	11			43				
A-C	122	30			122				

Scenario A - Junction 1 - 2030 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	176	100.000
B		ONE HOUR	✓	46	100.000
C		ONE HOUR	✓	195	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	46	130
	B	21	0	25
	C	147	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.99	0.0	A	23	34
B-A	0.05	8.72	0.1	A	19	29
C-AB	0.09	6.70	0.1	A	45	67
C-A					134	201
A-B					42	63
A-C					119	179

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	652	0.029	19	0.0	0.0	5.742	A
B-A	16	4	467	0.034	16	0.0	0.0	8.050	A
C-AB	37	9	605	0.060	36	0.0	0.1	6.394	A
C-A	110	28			110				
A-B	35	9			35				
A-C	98	24			98				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	645	0.035	22	0.0	0.0	5.844	A
B-A	19	5	456	0.041	19	0.0	0.0	8.322	A
C-AB	44	11	601	0.073	44	0.1	0.1	6.525	A
C-A	131	33			131				
A-B	41	10			41				
A-C	117	29			117				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	634	0.043	27	0.0	0.0	5.989	A
B-A	23	6	440	0.053	23	0.0	0.1	8.720	A
C-AB	54	14	597	0.091	54	0.1	0.1	6.699	A
C-A	160	40			160				
A-B	51	13			51				
A-C	143	36			143				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	634	0.043	28	0.0	0.0	5.990	A
B-A	23	6	440	0.053	23	0.1	0.1	8.722	A
C-AB	54	14	597	0.091	54	0.1	0.1	6.699	A
C-A	160	40			160				
A-B	51	13			51				
A-C	143	36			143				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	644	0.035	23	0.0	0.0	5.846	A
B-A	19	5	456	0.041	19	0.1	0.0	8.323	A
C-AB	44	11	601	0.073	44	0.1	0.1	6.530	A
C-A	131	33			131				
A-B	41	10			41				
A-C	117	29			117				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	652	0.029	19	0.0	0.0	5.747	A
B-A	16	4	467	0.034	16	0.0	0.0	8.055	A
C-AB	37	9	605	0.060	37	0.1	0.1	6.403	A
C-A	110	28			110				
A-B	35	9			35				
A-C	98	24			98				

Scenario A - Junction 1 - 2035 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	226	100.000
B		ONE HOUR	✓	116	100.000
C		ONE HOUR	✓	137	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	59	167
	B	68	0	48
	C	117	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	6.98	0.1	A	44	66
B-A	0.16	9.24	0.2	A	62	94
C-AB	0.04	6.60	0.0	A	18	28
C-A					107	161
A-B					54	81
A-C					153	230

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	599	0.060	36	0.0	0.1	6.448	A
B-A	51	13	495	0.103	51	0.0	0.1	8.170	A
C-AB	15	4	591	0.026	15	0.0	0.0	6.316	A
C-A	88	22			88				
A-B	44	11			44				
A-C	126	31			126				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	589	0.073	43	0.1	0.1	6.666	A
B-A	61	15	484	0.126	61	0.1	0.1	8.595	A
C-AB	18	5	583	0.031	18	0.0	0.0	6.433	A
C-A	105	26			105				
A-B	53	13			53				
A-C	150	38			150				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	573	0.092	53	0.1	0.1	6.983	A
B-A	75	19	468	0.160	75	0.1	0.2	9.235	A
C-AB	22	6	573	0.039	22	0.0	0.0	6.597	A
C-A	129	32			129				
A-B	65	16			65				
A-C	184	46			184				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	573	0.092	53	0.1	0.1	6.984	A
B-A	75	19	468	0.160	75	0.2	0.2	9.242	A
C-AB	22	6	573	0.039	22	0.0	0.0	6.597	A
C-A	129	32			129				
A-B	65	16			65				
A-C	184	46			184				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	588	0.073	43	0.1	0.1	6.670	A
B-A	61	15	484	0.126	61	0.2	0.1	8.606	A
C-AB	18	5	583	0.031	18	0.0	0.0	6.436	A
C-A	105	26			105				
A-B	53	13			53				
A-C	150	38			150				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	599	0.060	36	0.1	0.1	6.461	A
B-A	51	13	495	0.103	51	0.1	0.1	8.191	A
C-AB	15	4	591	0.026	15	0.0	0.0	6.317	A
C-A	88	22			88				
A-B	44	11			44				
A-C	126	31			126				

Scenario A - Junction 1 - 2035 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	182	100.000
B		ONE HOUR	✓	48	100.000
C		ONE HOUR	✓	200	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	47	135
	B	22	0	26
	C	151	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	6.03	0.0	A	24	36
B-A	0.06	8.79	0.1	A	20	30
C-AB	0.09	6.73	0.1	A	46	69
C-A					138	206
A-B					43	65
A-C					124	186

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	650	0.030	19	0.0	0.0	5.763	A
B-A	17	4	466	0.036	16	0.0	0.0	8.089	A
C-AB	37	9	604	0.062	37	0.0	0.1	6.412	A
C-A	113	28			113				
A-B	35	9			35				
A-C	102	25			102				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	642	0.036	23	0.0	0.0	5.873	A
B-A	20	5	454	0.044	20	0.0	0.0	8.373	A
C-AB	45	11	600	0.075	45	0.1	0.1	6.547	A
C-A	135	34			135				
A-B	42	11			42				
A-C	121	30			121				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	632	0.045	29	0.0	0.0	6.025	A
B-A	24	6	438	0.055	24	0.0	0.1	8.792	A
C-AB	55	14	596	0.093	55	0.1	0.1	6.725	A
C-A	165	41			165				
A-B	52	13			52				
A-C	149	37			149				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	632	0.045	29	0.0	0.0	6.026	A
B-A	24	6	438	0.055	24	0.1	0.1	8.793	A
C-AB	55	14	596	0.093	55	0.1	0.1	6.728	A
C-A	165	41			165				
A-B	52	13			52				
A-C	149	37			149				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	642	0.036	23	0.0	0.0	5.877	A
B-A	20	5	454	0.044	20	0.1	0.0	8.376	A
C-AB	45	11	601	0.075	45	0.1	0.1	6.549	A
C-A	135	34			135				
A-B	42	11			42				
A-C	121	30			121				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	650	0.030	20	0.0	0.0	5.771	A
B-A	17	4	466	0.036	17	0.0	0.0	8.096	A
C-AB	37	9	604	0.062	37	0.1	0.1	6.421	A
C-A	113	28			113				
A-B	35	9			35				
A-C	102	25			102				

Scenario A - Junction 1 - 2045 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	239	100.000
B		ONE HOUR	✓	123	100.000
C		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	63	176
	B	72	0	51
	C	123	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	7.09	0.1	A	47	70
B-A	0.17	9.47	0.2	A	66	99
C-AB	0.04	6.66	0.0	A	20	31
C-A					113	169
A-B					58	87
A-C					162	242

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	10	597	0.064	38	0.0	0.1	6.508	A
B-A	54	14	492	0.110	54	0.0	0.1	8.292	A
C-AB	17	4	589	0.028	17	0.0	0.0	6.354	A
C-A	93	23			93				
A-B	47	12			47				
A-C	133	33			133				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	585	0.078	46	0.1	0.1	6.743	A
B-A	65	16	480	0.135	65	0.1	0.2	8.756	A
C-AB	20	5	581	0.034	20	0.0	0.0	6.482	A
C-A	110	28			110				
A-B	57	14			57				
A-C	158	40			158				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	569	0.099	56	0.1	0.1	7.090	A
B-A	79	20	463	0.171	79	0.2	0.2	9.465	A
C-AB	24	6	571	0.043	24	0.0	0.0	6.659	A
C-A	135	34			135				
A-B	69	17			69				
A-C	194	48			194				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	569	0.099	56	0.1	0.1	7.091	A
B-A	79	20	463	0.171	79	0.2	0.2	9.474	A
C-AB	24	6	571	0.043	24	0.0	0.0	6.661	A
C-A	135	34			135				
A-B	69	17			69				
A-C	194	48			194				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	585	0.078	46	0.1	0.1	6.751	A
B-A	65	16	480	0.135	65	0.2	0.2	8.768	A
C-AB	20	5	581	0.034	20	0.0	0.0	6.485	A
C-A	110	28			110				
A-B	57	14			57				
A-C	158	40			158				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	10	596	0.064	38	0.1	0.1	6.521	A
B-A	54	14	492	0.110	54	0.2	0.1	8.313	A
C-AB	17	4	589	0.028	17	0.0	0.0	6.357	A
C-A	93	23			93				
A-B	47	12			47				
A-C	133	33			133				

Scenario A - Junction 1 - 2045 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	192	100.000
B		ONE HOUR	✓	50	100.000
C		ONE HOUR	✓	212	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	50	142
	B	23	0	27
	C	160	52	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	6.07	0.0	A	25	37
B-A	0.06	8.92	0.1	A	21	32
C-AB	0.10	6.78	0.1	A	49	73
C-A					146	219
A-B					46	69
A-C					130	195

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	648	0.031	20	0.0	0.0	5.793	A
B-A	17	4	463	0.037	17	0.0	0.0	8.160	A
C-AB	40	10	603	0.066	39	0.0	0.1	6.451	A
C-A	120	30			120				
A-B	38	9			38				
A-C	107	27			107				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	640	0.038	24	0.0	0.0	5.908	A
B-A	21	5	450	0.046	21	0.0	0.0	8.465	A
C-AB	48	12	599	0.080	48	0.1	0.1	6.593	A
C-A	143	36			143				
A-B	45	11			45				
A-C	128	32			128				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	629	0.047	30	0.0	0.0	6.071	A
B-A	25	6	433	0.059	25	0.0	0.1	8.918	A
C-AB	59	15	596	0.099	59	0.1	0.1	6.781	A
C-A	174	44			174				
A-B	55	14			55				
A-C	156	39			156				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	628	0.047	30	0.0	0.0	6.071	A
B-A	25	6	433	0.059	25	0.1	0.1	8.920	A
C-AB	59	15	596	0.099	59	0.1	0.1	6.781	A
C-A	174	44			174				
A-B	55	14			55				
A-C	156	39			156				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	639	0.038	24	0.0	0.0	5.910	A
B-A	21	5	450	0.046	21	0.1	0.0	8.469	A
C-AB	48	12	600	0.080	48	0.1	0.1	6.595	A
C-A	143	36			143				
A-B	45	11			45				
A-C	128	32			128				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	647	0.031	20	0.0	0.0	5.798	A
B-A	17	4	463	0.037	17	0.0	0.0	8.165	A
C-AB	40	10	603	0.066	40	0.1	0.1	6.457	A
C-A	120	30			120				
A-B	38	9			38				
A-C	107	27			107				

Scenario A - Junction 1 - 2030 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	220	100.000
B		ONE HOUR	✓	152	100.000
C		ONE HOUR	✓	151	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	58	162
	B	69	0	83
	C	113	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	7.09	0.2	A	76	114
B-A	0.17	10.01	0.2	B	63	95
C-AB	0.07	6.78	0.1	A	35	53
C-A					103	155
A-B					53	80
A-C					149	223

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	632	0.099	62	0.0	0.1	6.372	A
B-A	52	13	466	0.111	51	0.0	0.1	8.751	A
C-AB	29	7	594	0.049	29	0.0	0.1	6.433	A
C-A	85	21			85				
A-B	44	11			44				
A-C	122	30			122				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	621	0.120	75	0.1	0.1	6.656	A
B-A	62	16	455	0.136	62	0.1	0.2	9.247	A
C-AB	35	9	587	0.059	34	0.1	0.1	6.577	A
C-A	101	25			101				
A-B	52	13			52				
A-C	146	36			146				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	23	604	0.151	91	0.1	0.2	7.084	A
B-A	76	19	439	0.173	76	0.2	0.2	10.005	B
C-AB	43	11	579	0.073	42	0.1	0.1	6.776	A
C-A	124	31			124				
A-B	64	16			64				
A-C	178	45			178				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	23	604	0.151	91	0.2	0.2	7.088	A
B-A	76	19	439	0.173	76	0.2	0.2	10.014	B
C-AB	43	11	579	0.073	43	0.1	0.1	6.776	A
C-A	124	31			124				
A-B	64	16			64				
A-C	178	45			178				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	620	0.120	75	0.2	0.1	6.665	A
B-A	62	16	455	0.136	62	0.2	0.2	9.263	A
C-AB	35	9	588	0.059	35	0.1	0.1	6.581	A
C-A	101	25			101				
A-B	52	13			52				
A-C	146	36			146				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	632	0.099	63	0.1	0.1	6.387	A
B-A	52	13	467	0.111	52	0.2	0.1	8.775	A
C-AB	29	7	594	0.049	29	0.1	0.1	6.440	A
C-A	85	21			85				
A-B	44	11			44				
A-C	122	30			122				

Scenario A - Junction 1 - 2030 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	179	100.000
B		ONE HOUR	✓	69	100.000
C		ONE HOUR	✓	234	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	49	130
	B	23	0	46
	C	147	87	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	5.94	0.1	A	42	63
B-A	0.06	9.64	0.1	A	21	32
C-AB	0.16	7.17	0.2	A	83	124
C-A					132	198
A-B					45	67
A-C					119	179

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	682	0.051	34	0.0	0.1	5.610	A
B-A	17	4	433	0.040	17	0.0	0.0	8.730	A
C-AB	67	17	610	0.110	66	0.0	0.1	6.690	A
C-A	109	27			109				
A-B	37	9			37				
A-C	98	24			98				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	674	0.061	41	0.1	0.1	5.744	A
B-A	21	5	420	0.049	21	0.0	0.1	9.093	A
C-AB	81	20	609	0.132	80	0.1	0.2	6.890	A
C-A	130	32			130				
A-B	44	11			44				
A-C	117	29			117				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	663	0.076	51	0.1	0.1	5.934	A
B-A	25	6	403	0.063	25	0.1	0.1	9.634	A
C-AB	100	25	609	0.165	100	0.2	0.2	7.160	A
C-A	157	39			157				
A-B	54	13			54				
A-C	143	36			143				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	663	0.076	51	0.1	0.1	5.935	A
B-A	25	6	403	0.063	25	0.1	0.1	9.636	A
C-AB	100	25	609	0.165	100	0.2	0.2	7.166	A
C-A	157	39			157				
A-B	54	13			54				
A-C	143	36			143				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	674	0.061	41	0.1	0.1	5.748	A
B-A	21	5	420	0.049	21	0.1	0.1	9.098	A
C-AB	81	20	609	0.132	81	0.2	0.2	6.898	A
C-A	130	32			130				
A-B	44	11			44				
A-C	117	29			117				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	682	0.051	35	0.1	0.1	5.616	A
B-A	17	4	433	0.040	17	0.1	0.0	8.742	A
C-AB	67	17	610	0.110	67	0.2	0.1	6.704	A
C-A	109	27			109				
A-B	37	9			37				
A-C	98	24			98				

Scenario A - Junction 1 - 2035 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	227	100.000
B		ONE HOUR	✓	155	100.000
C		ONE HOUR	✓	152	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	60	167
	B	71	0	84
	C	117	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	7.15	0.2	A	77	116
B-A	0.18	10.09	0.2	B	65	98
C-AB	0.07	6.76	0.1	A	32	49
C-A					107	160
A-B					55	83
A-C					153	230

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	630	0.100	63	0.0	0.1	6.405	A
B-A	53	13	466	0.115	53	0.0	0.1	8.782	A
C-AB	27	7	592	0.045	26	0.0	0.0	6.425	A
C-A	88	22			88				
A-B	45	11			45				
A-C	126	31			126				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	617	0.122	75	0.1	0.1	6.705	A
B-A	64	16	455	0.140	64	0.1	0.2	9.293	A
C-AB	32	8	586	0.054	32	0.0	0.1	6.566	A
C-A	105	26			105				
A-B	54	13			54				
A-C	150	38			150				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	601	0.154	92	0.1	0.2	7.148	A
B-A	78	20	439	0.178	78	0.2	0.2	10.075	B
C-AB	39	10	577	0.068	39	0.1	0.1	6.763	A
C-A	128	32			128				
A-B	66	17			66				
A-C	184	46			184				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	601	0.154	92	0.2	0.2	7.153	A
B-A	78	20	439	0.178	78	0.2	0.2	10.086	B
C-AB	39	10	577	0.068	39	0.1	0.1	6.763	A
C-A	128	32			128				
A-B	66	17			66				
A-C	184	46			184				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	617	0.122	76	0.2	0.1	6.717	A
B-A	64	16	455	0.140	64	0.2	0.2	9.309	A
C-AB	32	8	586	0.054	32	0.1	0.1	6.568	A
C-A	105	26			105				
A-B	54	13			54				
A-C	150	38			150				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	629	0.101	63	0.1	0.1	6.427	A
B-A	53	13	467	0.115	54	0.2	0.1	8.809	A
C-AB	27	7	592	0.045	27	0.1	0.0	6.428	A
C-A	88	22			88				
A-B	45	11			45				
A-C	126	31			126				

Scenario A - Junction 1 - 2035 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	185	100.000
B		ONE HOUR	✓	71	100.000
C		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	50	135
	B	24	0	47
	C	151	82	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	5.98	0.1	A	43	65
B-A	0.07	9.65	0.1	A	22	33
C-AB	0.16	7.12	0.2	A	78	117
C-A					136	204
A-B					46	69
A-C					124	186

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	680	0.052	35	0.0	0.1	5.640	A
B-A	18	5	434	0.042	18	0.0	0.0	8.733	A
C-AB	63	16	608	0.104	63	0.0	0.1	6.661	A
C-A	112	28			112				
A-B	38	9			38				
A-C	102	25			102				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	671	0.063	42	0.1	0.1	5.779	A
B-A	22	5	421	0.051	22	0.0	0.1	9.098	A
C-AB	76	19	607	0.125	76	0.1	0.1	6.853	A
C-A	134	33			134				
A-B	45	11			45				
A-C	121	30			121				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	660	0.078	52	0.1	0.1	5.977	A
B-A	26	7	403	0.066	26	0.1	0.1	9.646	A
C-AB	94	24	606	0.156	94	0.1	0.2	7.112	A
C-A	162	41			162				
A-B	55	14			55				
A-C	149	37			149				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	660	0.078	52	0.1	0.1	5.978	A
B-A	26	7	403	0.066	26	0.1	0.1	9.648	A
C-AB	94	24	606	0.156	94	0.2	0.2	7.118	A
C-A	162	41			162				
A-B	55	14			55				
A-C	149	37			149				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	671	0.063	42	0.1	0.1	5.784	A
B-A	22	5	421	0.051	22	0.1	0.1	9.103	A
C-AB	76	19	607	0.125	76	0.2	0.2	6.861	A
C-A	134	33			134				
A-B	45	11			45				
A-C	121	30			121				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	679	0.052	35	0.1	0.1	5.648	A
B-A	18	5	434	0.042	18	0.1	0.0	8.744	A
C-AB	63	16	608	0.104	63	0.1	0.1	6.674	A
C-A	112	28			112				
A-B	38	9			38				
A-C	102	25			102				

Scenario A - Junction 1 - 2045 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	240	100.000
B		ONE HOUR	✓	162	100.000
C		ONE HOUR	✓	160	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	64	176
	B	75	0	87
	C	123	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.16	7.29	0.2	A	80	120
B-A	0.19	10.33	0.2	B	69	103
C-AB	0.07	6.83	0.1	A	34	52
C-A					112	169
A-B					59	88
A-C					162	242

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	625	0.105	65	0.0	0.1	6.487	A
B-A	56	14	464	0.122	56	0.0	0.1	8.896	A
C-AB	28	7	590	0.048	28	0.0	0.1	6.466	A
C-A	92	23			92				
A-B	48	12			48				
A-C	133	33			133				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	612	0.128	78	0.1	0.1	6.804	A
B-A	67	17	452	0.149	67	0.1	0.2	9.448	A
C-AB	34	8	583	0.058	34	0.1	0.1	6.616	A
C-A	110	28			110				
A-B	58	14			58				
A-C	158	40			158				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	595	0.161	96	0.1	0.2	7.285	A
B-A	83	21	435	0.190	82	0.2	0.2	10.314	B
C-AB	41	10	574	0.072	41	0.1	0.1	6.826	A
C-A	135	34			135				
A-B	70	18			70				
A-C	194	48			194				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	594	0.161	96	0.2	0.2	7.290	A
B-A	83	21	435	0.190	83	0.2	0.2	10.326	B
C-AB	41	10	574	0.072	41	0.1	0.1	6.826	A
C-A	135	34			135				
A-B	70	18			70				
A-C	194	48			194				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	612	0.128	78	0.2	0.1	6.815	A
B-A	67	17	452	0.149	68	0.2	0.2	9.471	A
C-AB	34	8	583	0.058	34	0.1	0.1	6.621	A
C-A	110	28			110				
A-B	58	14			58				
A-C	158	40			158				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	625	0.105	66	0.1	0.1	6.508	A
B-A	56	14	464	0.122	57	0.2	0.1	8.924	A
C-AB	28	7	590	0.048	28	0.1	0.1	6.469	A
C-A	92	23			92				
A-B	48	12			48				
A-C	133	33			133				

Scenario A - Junction 1 - 2045 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	195	100.000
B		ONE HOUR	✓	73	100.000
C		ONE HOUR	✓	245	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	53	142
	B	25	0	48
	C	160	85	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	6.03	0.1	A	44	66
B-A	0.07	9.78	0.1	A	23	34
C-AB	0.16	7.17	0.2	A	81	121
C-A					144	216
A-B					49	73
A-C					130	195

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	676	0.053	36	0.0	0.1	5.675	A
B-A	19	5	432	0.044	19	0.0	0.0	8.801	A
C-AB	65	16	608	0.108	65	0.0	0.1	6.700	A
C-A	119	30			119				
A-B	40	10			40				
A-C	107	27			107				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	668	0.065	43	0.1	0.1	5.821	A
B-A	22	6	418	0.054	22	0.0	0.1	9.190	A
C-AB	79	20	606	0.130	79	0.1	0.2	6.900	A
C-A	141	35			141				
A-B	48	12			48				
A-C	128	32			128				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	656	0.081	53	0.1	0.1	6.031	A
B-A	28	7	399	0.069	27	0.1	0.1	9.781	A
C-AB	98	25	606	0.162	98	0.2	0.2	7.169	A
C-A	171	43			171				
A-B	58	15			58				
A-C	156	39			156				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	656	0.081	53	0.1	0.1	6.032	A
B-A	28	7	399	0.069	28	0.1	0.1	9.782	A
C-AB	98	25	606	0.162	98	0.2	0.2	7.173	A
C-A	171	43			171				
A-B	58	15			58				
A-C	156	39			156				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	668	0.065	43	0.1	0.1	5.824	A
B-A	22	6	418	0.054	23	0.1	0.1	9.197	A
C-AB	79	20	606	0.130	79	0.2	0.2	6.908	A
C-A	141	35			141				
A-B	48	12			48				
A-C	128	32			128				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	676	0.053	36	0.1	0.1	5.683	A
B-A	19	5	432	0.044	19	0.1	0.0	8.812	A
C-AB	65	16	608	0.108	66	0.2	0.1	6.716	A
C-A	119	30			119				
A-B	40	10			40				
A-C	107	27			107				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: A_Junction 2.j9
Path: N:\Projects\25\25-107 Flemington Balbriggan\Design\Civil\TTA\Junction Modelling\A_Junction 2
Report generation date: 05/05/2026 13:31:50

»Scenario A - Junction 2 - 2026 BASE YEAR, AM
»Scenario A - Junction 2 - 2026 BASE YEAR, PM
»Scenario A - Junction 2 - 2030 DO NOTHING, AM
»Scenario A - Junction 2 - 2030 DO NOTHING, PM
»Scenario A - Junction 2 - 2035 DO NOTHING, AM
»Scenario A - Junction 2 - 2035 DO NOTHING, PM
»Scenario A - Junction 2 - 2045 DO NOTHING, AM
»Scenario A - Junction 2 - 2045 DO NOTHING, PM
»Scenario A - Junction 2 - 2030 DO SOMETHING, AM
»Scenario A - Junction 2 - 2030 DO SOMETHING, PM
»Scenario A - Junction 2 - 2035 DO SOMETHING, AM
»Scenario A - Junction 2 - 2035 DO SOMETHING, PM
»Scenario A - Junction 2 - 2045 DO SOMETHING, AM
»Scenario A - Junction 2 - 2045 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Scenario A - Junction 2 - 2026 BASE YEAR					
Stream B-C	0.1	5.68	0.06	0.0	5.92	0.04
Stream B-A	0.1	7.66	0.07	0.0	7.48	0.04
Stream C-AB	0.1	6.27	0.05	0.1	6.30	0.05
	Scenario A - Junction 2 - 2030 DO NOTHING					
Stream B-C	0.1	5.74	0.07	0.0	5.97	0.04
Stream B-A	0.1	7.76	0.08	0.0	7.55	0.05
Stream C-AB	0.1	6.32	0.06	0.1	6.34	0.06
	Scenario A - Junction 2 - 2035 DO NOTHING					
Stream B-C	0.1	6.16	0.07	0.0	5.91	0.04
Stream B-A	0.1	7.56	0.08	0.0	7.34	0.05
Stream C-AB	0.1	6.26	0.06	0.1	6.30	0.06
	Scenario A - Junction 2 - 2045 DO NOTHING					
Stream B-C	0.1	5.69	0.07	0.0	5.93	0.05
Stream B-A	0.1	7.60	0.08	0.1	7.37	0.05
Stream C-AB	0.1	6.28	0.06	0.1	6.33	0.07
	Scenario A - Junction 2 - 2030 DO SOMETHING					
Stream B-C	0.1	5.77	0.07	0.0	6.04	0.04
Stream B-A	0.1	7.89	0.08	0.0	7.70	0.05
Stream C-AB	0.1	6.34	0.06	0.1	6.40	0.06
	Scenario A - Junction 2 - 2035 DO SOMETHING					
Stream B-C	0.1	6.16	0.07	0.0	5.91	0.04
Stream B-A	0.1	7.56	0.08	0.0	7.34	0.05
Stream C-AB	0.1	6.26	0.06	0.1	6.30	0.06
	Scenario A - Junction 2 - 2045 DO SOMETHING					
Stream B-C	0.1	5.69	0.07	0.0	5.93	0.05
Stream B-A	0.1	7.60	0.08	0.1	7.37	0.05
Stream C-AB	0.1	6.28	0.06	0.1	6.33	0.07

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.

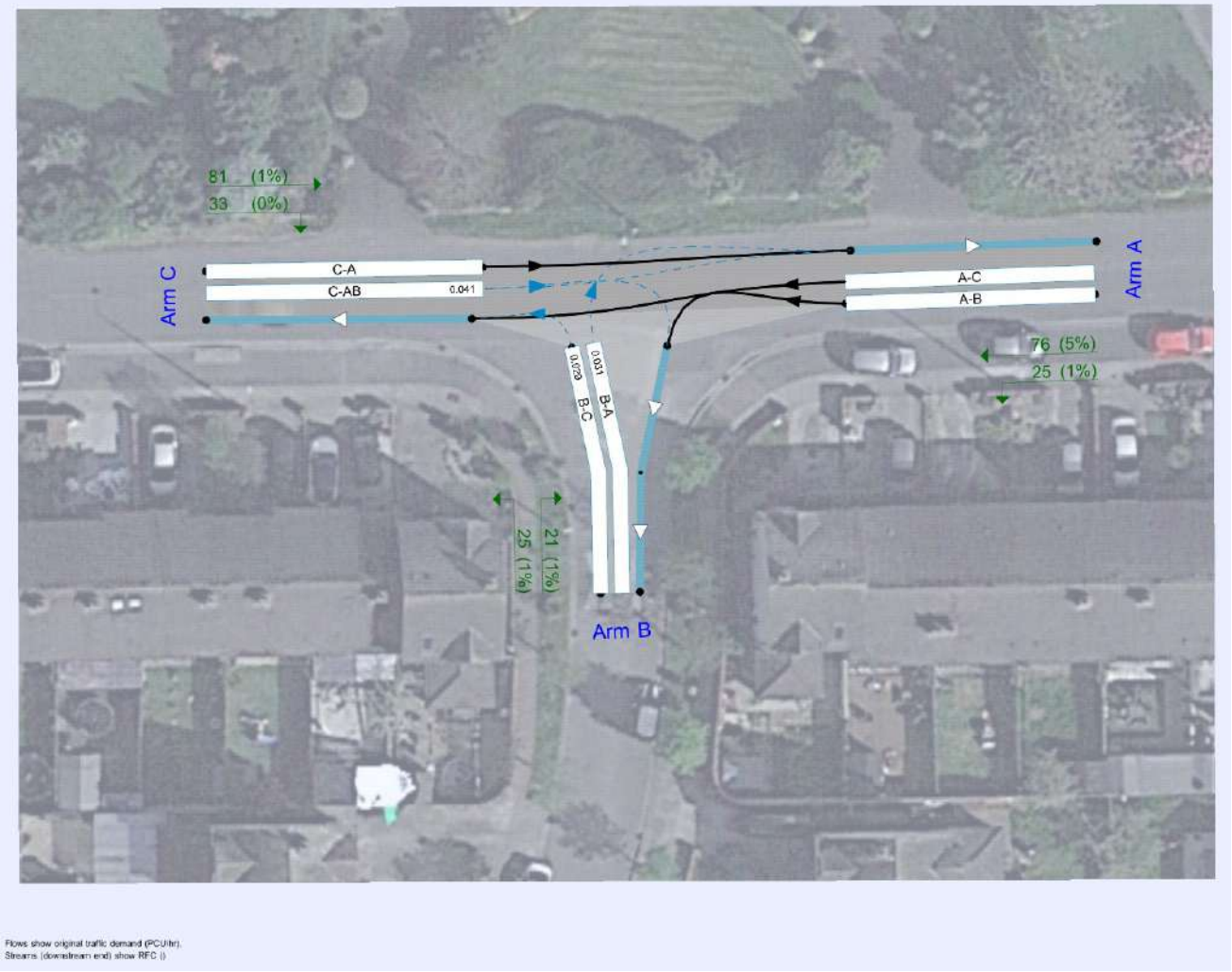
File summary

File Description

Title	Junction 2
Location	Flemington Lane / Dun Saithne Road Junction. Balbriggan, Fingal Co. Dublin
Site number	2
Date	05/05/2026
Version	
Status	(new file)
Identifier	
Client	Lagan Homes
Jobnumber	25-107
Enumerator	DOMAIN\f.demaio
Description	Scenario A

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 BASE YEAR	AM	ONE HOUR	08:00	09:30	15	✓
D2	2026 BASE YEAR	PM	ONE HOUR	17:00	18:30	15	✓
D3	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D5	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D6	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D7	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D8	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D9	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D10	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D11	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D12	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D13	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D14	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Scenario A - Junction 2	✓	100.000	100.000

Scenario A - Junction 2 - 2026 BASE YEAR, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.80			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	9.00	4.40	2.36	2.20	2.20		1.00	80	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.101	0.255	0.161	0.365
B-C	714	0.110	0.279	-	-
C-B	620	0.242	0.242	-	-

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

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

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	71	100.000
B		ONE HOUR	✓	71	100.000
C		ONE HOUR	✓	89	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	53
	B	33	0	38
	C	61	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	5.68	0.1	0.5	A	35	52
B-A	0.07	7.66	0.1	0.5	A	30	45
C-AB	0.05	6.27	0.1	0.5	A	26	39
C-A						56	84
A-B						17	25
A-C						49	73

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	693	0.041	28	0.0	0.0	5.471	A
B-A	25	6	523	0.047	25	0.0	0.0	7.287	A
C-AB	21	5	609	0.035	21	0.0	0.0	6.121	A
C-A	46	11			46				
A-B	14	3			14				
A-C	40	10			40				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	688	0.050	34	0.0	0.1	5.557	A
B-A	30	7	518	0.057	30	0.0	0.1	7.443	A
C-AB	25	6	607	0.042	25	0.0	0.0	6.186	A
C-A	55	14			55				
A-B	16	4			16				
A-C	48	12			48				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	10	682	0.061	42	0.1	0.1	5.674	A
B-A	36	9	511	0.071	36	0.1	0.1	7.661	A
C-AB	31	8	605	0.051	31	0.0	0.1	6.273	A
C-A	67	17			67				
A-B	20	5			20				
A-C	58	15			58				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	10	682	0.061	42	0.1	0.1	5.675	A
B-A	36	9	511	0.071	36	0.1	0.1	7.660	A
C-AB	31	8	605	0.051	31	0.1	0.1	6.273	A
C-A	67	17			67				
A-B	20	5			20				
A-C	58	15			58				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	688	0.050	34	0.1	0.1	5.559	A
B-A	30	7	518	0.057	30	0.1	0.1	7.444	A
C-AB	25	6	607	0.042	25	0.1	0.0	6.187	A
C-A	55	14			55				
A-B	16	4			16				
A-C	48	12			48				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	692	0.041	29	0.1	0.0	5.477	A
B-A	25	6	523	0.047	25	0.1	0.1	7.296	A
C-AB	21	5	609	0.035	21	0.0	0.0	6.124	A
C-A	46	11			46				
A-B	14	3			14				
A-C	40	10			40				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.06	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.26	0.47	0.50			N/A	N/A
B-A	0.08	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.05	0.03	0.26	0.46	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Scenario A - Junction 2 - 2026 BASE YEAR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 BASE YEAR	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	71	100.000
B		ONE HOUR	✓	42	100.000
C		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	23	48
	B	19	0	23
	C	60	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.92	0.0	0.5	A	21	32
B-A	0.04	7.48	0.0	0.5	A	17	26
C-AB	0.05	6.30	0.1	0.5	A	28	41
C-A						55	82
A-B						21	32
A-C						44	66

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	646	0.027	17	0.0	0.0	5.778	A
B-A	14	4	519	0.028	14	0.0	0.0	7.199	A
C-AB	23	6	609	0.037	22	0.0	0.0	6.136	A
C-A	45	11			45				
A-B	17	4			17				
A-C	36	9			36				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	643	0.032	21	0.0	0.0	5.838	A
B-A	17	4	514	0.033	17	0.0	0.0	7.315	A
C-AB	27	7	607	0.045	27	0.0	0.0	6.204	A
C-A	54	13			54				
A-B	21	5			21				
A-C	43	11			43				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	639	0.040	25	0.0	0.0	5.923	A
B-A	21	5	507	0.041	21	0.0	0.0	7.479	A
C-AB	33	8	605	0.055	33	0.0	0.1	6.296	A
C-A	66	16			66				
A-B	25	6			25				
A-C	53	13			53				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	639	0.040	25	0.0	0.0	5.924	A
B-A	21	5	507	0.041	21	0.0	0.0	7.479	A
C-AB	33	8	605	0.055	33	0.1	0.1	6.296	A
C-A	66	16			66				
A-B	25	6			25				
A-C	53	13			53				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	643	0.032	21	0.0	0.0	5.839	A
B-A	17	4	514	0.033	17	0.0	0.0	7.316	A
C-AB	27	7	607	0.045	27	0.1	0.0	6.208	A
C-A	54	13			54				
A-B	21	5			21				
A-C	43	11			43				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	646	0.027	17	0.0	0.0	5.782	A
B-A	14	4	519	0.028	14	0.0	0.0	7.201	A
C-AB	23	6	609	0.037	23	0.0	0.0	6.139	A
C-A	45	11			45				
A-B	17	4			17				
A-C	36	9			36				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.03	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.04	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

18:00 - 18:15

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

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Scenario A - Junction 2 - 2030 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	77	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	57
	B	36	0	41
	C	66	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	5.74	0.1	0.5	A	38	56
B-A	0.08	7.76	0.1	0.5	A	33	50
C-AB	0.06	6.32	0.1	0.5	A	29	43
C-A						60	91
A-B						18	28
A-C						52	78

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	690	0.045	31	0.0	0.0	5.515	A
B-A	27	7	522	0.052	27	0.0	0.1	7.343	A
C-AB	23	6	608	0.039	23	0.0	0.0	6.153	A
C-A	50	12			50				
A-B	15	4			15				
A-C	43	11			43				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	685	0.054	37	0.0	0.1	5.609	A
B-A	32	8	516	0.063	32	0.1	0.1	7.514	A
C-AB	28	7	606	0.046	28	0.0	0.0	6.225	A
C-A	59	15			59				
A-B	18	4			18				
A-C	51	13			51				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	679	0.067	45	0.1	0.1	5.739	A
B-A	40	10	508	0.078	40	0.1	0.1	7.756	A
C-AB	34	9	604	0.057	34	0.0	0.1	6.320	A
C-A	72	18			72				
A-B	22	6			22				
A-C	63	16			63				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	679	0.067	45	0.1	0.1	5.740	A
B-A	40	10	508	0.078	40	0.1	0.1	7.757	A
C-AB	34	9	604	0.057	34	0.1	0.1	6.320	A
C-A	72	18			72				
A-B	22	6			22				
A-C	63	16			63				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	685	0.054	37	0.1	0.1	5.611	A
B-A	32	8	516	0.063	32	0.1	0.1	7.518	A
C-AB	28	7	606	0.046	28	0.1	0.0	6.228	A
C-A	59	15			59				
A-B	18	4			18				
A-C	51	13			51				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	689	0.045	31	0.1	0.0	5.521	A
B-A	27	7	522	0.052	27	0.1	0.1	7.351	A
C-AB	23	6	608	0.039	23	0.0	0.0	6.156	A
C-A	50	12			50				
A-B	15	4			15				
A-C	43	11			43				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.07	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.26	0.47	0.50			N/A	N/A
B-A	0.08	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Scenario A - Junction 2 - 2030 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	77	100.000
B		ONE HOUR	✓	46	100.000
C		ONE HOUR	✓	98	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	52
	B	21	0	25
	C	65	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.97	0.0	0.5	A	23	34
B-A	0.05	7.55	0.0	0.5	A	19	29
C-AB	0.06	6.34	0.1	0.5	A	30	46
C-A						59	89
A-B						23	34
A-C						48	72

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	644	0.029	19	0.0	0.0	5.812	A
B-A	16	4	518	0.031	16	0.0	0.0	7.233	A
C-AB	25	6	608	0.041	25	0.0	0.0	6.168	A
C-A	49	12			49				
A-B	19	5			19				
A-C	39	10			39				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	641	0.035	22	0.0	0.0	5.878	A
B-A	19	5	513	0.037	19	0.0	0.0	7.362	A
C-AB	30	7	606	0.049	30	0.0	0.1	6.243	A
C-A	58	15			58				
A-B	22	6			22				
A-C	47	12			47				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	636	0.043	27	0.0	0.0	5.972	A
B-A	23	6	505	0.046	23	0.0	0.0	7.545	A
C-AB	37	9	604	0.061	37	0.1	0.1	6.343	A
C-A	71	18			71				
A-B	28	7			28				
A-C	57	14			57				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	636	0.043	28	0.0	0.0	5.973	A
B-A	23	6	505	0.046	23	0.0	0.0	7.545	A
C-AB	37	9	604	0.061	37	0.1	0.1	6.343	A
C-A	71	18			71				
A-B	28	7			28				
A-C	57	14			57				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	641	0.035	23	0.0	0.0	5.882	A
B-A	19	5	513	0.037	19	0.0	0.0	7.366	A
C-AB	30	7	606	0.049	30	0.1	0.1	6.246	A
C-A	58	15			58				
A-B	22	6			22				
A-C	47	12			47				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	644	0.029	19	0.0	0.0	5.816	A
B-A	16	4	518	0.031	16	0.0	0.0	7.239	A
C-AB	25	6	608	0.041	25	0.1	0.0	6.174	A
C-A	49	12			49				
A-B	19	5			19				
A-C	39	10			39				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	0.03	0.26	0.47	0.49			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Scenario A - Junction 2 - 2035 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	45	100.000
B		ONE HOUR	✓	80	100.000
C		ONE HOUR	✓	60	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	25
	B	37	0	43
	C	28	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	6.16	0.1	0.5	A	39	59
B-A	0.08	7.56	0.1	0.5	A	34	51
C-AB	0.06	6.26	0.1	0.5	A	29	44
C-A						26	38
A-B						18	28
A-C						23	34

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	645	0.050	32	0.0	0.1	5.930	A
B-A	28	7	530	0.053	28	0.0	0.1	7.227	A
C-AB	24	6	613	0.039	24	0.0	0.0	6.111	A
C-A	21	5			21				
A-B	15	4			15				
A-C	19	5			19				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	642	0.060	39	0.1	0.1	6.025	A
B-A	33	8	527	0.063	33	0.1	0.1	7.365	A
C-AB	29	7	612	0.047	29	0.0	0.0	6.175	A
C-A	25	6			25				
A-B	18	4			18				
A-C	22	6			22				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	638	0.074	47	0.1	0.1	6.157	A
B-A	41	10	522	0.078	41	0.1	0.1	7.557	A
C-AB	35	9	610	0.058	35	0.0	0.1	6.263	A
C-A	31	8			31				
A-B	22	6			22				
A-C	28	7			28				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	638	0.074	47	0.1	0.1	6.158	A
B-A	41	10	522	0.078	41	0.1	0.1	7.557	A
C-AB	35	9	610	0.058	35	0.1	0.1	6.263	A
C-A	31	8			31				
A-B	22	6			22				
A-C	28	7			28				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	642	0.060	39	0.1	0.1	6.027	A
B-A	33	8	527	0.063	33	0.1	0.1	7.366	A
C-AB	29	7	612	0.047	29	0.1	0.0	6.176	A
C-A	25	6			25				
A-B	18	4			18				
A-C	22	6			22				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	645	0.050	32	0.1	0.1	5.934	A
B-A	28	7	531	0.053	28	0.1	0.1	7.233	A
C-AB	24	6	613	0.039	24	0.0	0.0	6.114	A
C-A	21	5			21				
A-B	15	4			15				
A-C	19	5			19				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.07	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.26	0.47	0.50			N/A	N/A
B-A	0.08	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Scenario A - Junction 2 - 2035 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	49	100.000
B		ONE HOUR	✓	48	100.000
C		ONE HOUR	✓	61	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	26	23
	B	22	0	26
	C	27	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.91	0.0	0.5	A	24	36
B-A	0.05	7.34	0.0	0.5	A	20	30
C-AB	0.06	6.30	0.1	0.5	A	31	47
C-A						25	37
A-B						24	36
A-C						21	32

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	649	0.030	19	0.0	0.0	5.769	A
B-A	17	4	529	0.031	16	0.0	0.0	7.097	A
C-AB	26	6	612	0.042	25	0.0	0.0	6.134	A
C-A	20	5			20				
A-B	20	5			20				
A-C	17	4			17				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	647	0.036	23	0.0	0.0	5.829	A
B-A	20	5	525	0.038	20	0.0	0.0	7.196	A
C-AB	31	8	611	0.050	31	0.0	0.1	6.204	A
C-A	24	6			24				
A-B	23	6			23				
A-C	21	5			21				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	644	0.044	29	0.0	0.0	5.909	A
B-A	24	6	520	0.047	24	0.0	0.0	7.335	A
C-AB	38	9	609	0.062	37	0.1	0.1	6.298	A
C-A	30	7			30				
A-B	29	7			29				
A-C	25	6			25				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	644	0.044	29	0.0	0.0	5.910	A
B-A	24	6	520	0.047	24	0.0	0.0	7.335	A
C-AB	38	9	609	0.062	38	0.1	0.1	6.298	A
C-A	30	7			30				
A-B	29	7			29				
A-C	25	6			25				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	647	0.036	23	0.0	0.0	5.830	A
B-A	20	5	525	0.038	20	0.0	0.0	7.197	A
C-AB	31	8	611	0.050	31	0.1	0.1	6.205	A
C-A	24	6			24				
A-B	23	6			23				
A-C	21	5			21				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	649	0.030	20	0.0	0.0	5.773	A
B-A	17	4	529	0.031	17	0.0	0.0	7.102	A
C-AB	26	6	612	0.042	26	0.1	0.0	6.139	A
C-A	20	5			20				
A-B	20	5			20				
A-C	17	4			17				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.05	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Scenario A - Junction 2 - 2045 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	48	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	63	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	26
	B	39	0	45
	C	30	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	5.69	0.1	0.5	A	41	62
B-A	0.08	7.60	0.1	0.5	A	36	54
C-AB	0.06	6.28	0.1	0.5	A	30	46
C-A						27	41
A-B						20	30
A-C						24	36

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	8	697	0.049	34	0.0	0.1	5.481	A
B-A	29	7	530	0.055	29	0.0	0.1	7.252	A
C-AB	25	6	612	0.041	25	0.0	0.0	6.123	A
C-A	23	6			23				
A-B	17	4			17				
A-C	20	5			20				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	693	0.058	40	0.1	0.1	5.570	A
B-A	35	9	527	0.067	35	0.1	0.1	7.397	A
C-AB	30	7	611	0.049	30	0.0	0.1	6.191	A
C-A	27	7			27				
A-B	20	5			20				
A-C	23	6			23				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	688	0.072	49	0.1	0.1	5.692	A
B-A	43	11	521	0.082	43	0.1	0.1	7.601	A
C-AB	36	9	609	0.060	36	0.1	0.1	6.282	A
C-A	33	8			33				
A-B	24	6			24				
A-C	29	7			29				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	688	0.072	50	0.1	0.1	5.692	A
B-A	43	11	521	0.082	43	0.1	0.1	7.601	A
C-AB	36	9	609	0.060	36	0.1	0.1	6.282	A
C-A	33	8			33				
A-B	24	6			24				
A-C	29	7			29				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	693	0.058	41	0.1	0.1	5.572	A
B-A	35	9	527	0.067	35	0.1	0.1	7.398	A
C-AB	30	7	611	0.049	30	0.1	0.1	6.192	A
C-A	27	7			27				
A-B	20	5			20				
A-C	23	6			23				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	8	697	0.049	34	0.1	0.1	5.487	A
B-A	29	7	530	0.055	29	0.1	0.1	7.260	A
C-AB	25	6	612	0.041	25	0.1	0.0	6.129	A
C-A	23	6			23				
A-B	17	4			17				
A-C	20	5			20				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.07	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.26	0.47	0.50			N/A	N/A
B-A	0.09	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.06	0.03	0.26	0.47	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Scenario A - Junction 2 - 2045 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	51	100.000
B		ONE HOUR	✓	50	100.000
C		ONE HOUR	✓	65	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	27	24
	B	23	0	27
	C	29	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	5.93	0.0	0.5	A	25	37
B-A	0.05	7.37	0.1	0.5	A	21	32
C-AB	0.07	6.33	0.1	0.5	A	33	50
C-A						27	40
A-B						25	37
A-C						22	33

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	649	0.031	20	0.0	0.0	5.784	A
B-A	17	4	528	0.033	17	0.0	0.0	7.114	A
C-AB	27	7	612	0.044	27	0.0	0.0	6.152	A
C-A	22	5			22				
A-B	20	5			20				
A-C	18	5			18				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	646	0.038	24	0.0	0.0	5.846	A
B-A	21	5	524	0.039	21	0.0	0.0	7.219	A
C-AB	32	8	611	0.053	32	0.0	0.1	6.226	A
C-A	26	6			26				
A-B	24	6			24				
A-C	22	5			22				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	643	0.046	30	0.0	0.0	5.930	A
B-A	25	6	519	0.049	25	0.0	0.1	7.366	A
C-AB	40	10	609	0.065	40	0.1	0.1	6.326	A
C-A	32	8			32				
A-B	30	7			30				
A-C	26	7			26				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	643	0.046	30	0.0	0.0	5.930	A
B-A	25	6	519	0.049	25	0.1	0.1	7.366	A
C-AB	40	10	609	0.065	40	0.1	0.1	6.326	A
C-A	32	8			32				
A-B	30	7			30				
A-C	26	7			26				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	646	0.038	24	0.0	0.0	5.849	A
B-A	21	5	524	0.039	21	0.1	0.0	7.223	A
C-AB	32	8	611	0.053	32	0.1	0.1	6.227	A
C-A	26	6			26				
A-B	24	6			24				
A-C	22	5			22				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	648	0.031	20	0.0	0.0	5.788	A
B-A	17	4	528	0.033	17	0.0	0.0	7.117	A
C-AB	27	7	612	0.044	27	0.1	0.0	6.156	A
C-A	22	5			22				
A-B	20	5			20				
A-C	18	5			18				

Queue Variation Results for each time segment

17:00 - 17:15

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

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.05	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

18:15 - 18:30

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

Scenario A - Junction 2 - 2030 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.49	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)	Run automatically
D9	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	88	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	68
	B	36	0	41
	C	92	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	5.77	0.1	0.5	A	38	56
B-A	0.08	7.89	0.1	0.5	A	33	50
C-AB	0.06	6.34	0.1	0.5	A	29	43
C-A						84	126
A-B						18	28
A-C						62	94

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	687	0.045	31	0.0	0.0	5.535	A
B-A	27	7	517	0.052	27	0.0	0.1	7.422	A
C-AB	23	6	607	0.039	23	0.0	0.0	6.167	A
C-A	69	17			69				
A-B	15	4			15				
A-C	51	13			51				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	682	0.054	37	0.0	0.1	5.634	A
B-A	32	8	510	0.063	32	0.1	0.1	7.613	A
C-AB	28	7	605	0.046	28	0.0	0.0	6.239	A
C-A	83	21			83				
A-B	18	4			18				
A-C	61	15			61				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	675	0.067	45	0.1	0.1	5.771	A
B-A	40	10	501	0.079	40	0.1	0.1	7.886	A
C-AB	34	9	603	0.057	34	0.0	0.1	6.336	A
C-A	101	25			101				
A-B	22	6			22				
A-C	75	19			75				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	675	0.067	45	0.1	0.1	5.772	A
B-A	40	10	501	0.079	40	0.1	0.1	7.887	A
C-AB	34	9	603	0.057	34	0.1	0.1	6.336	A
C-A	101	25			101				
A-B	22	6			22				
A-C	75	19			75				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	682	0.054	37	0.1	0.1	5.638	A
B-A	32	8	510	0.063	32	0.1	0.1	7.617	A
C-AB	28	7	605	0.046	28	0.1	0.0	6.243	A
C-A	83	21			83				
A-B	18	4			18				
A-C	61	15			61				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	687	0.045	31	0.1	0.0	5.543	A
B-A	27	7	517	0.052	27	0.1	0.1	7.430	A
C-AB	23	6	607	0.039	23	0.0	0.0	6.170	A
C-A	69	17			69				
A-B	15	4			15				
A-C	51	13			51				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.07	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.26	0.47	0.50			N/A	N/A
B-A	0.09	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Scenario A - Junction 2 - 2030 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	101	100.000
B		ONE HOUR	✓	46	100.000
C		ONE HOUR	✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	76
	B	21	0	25
	C	81	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	6.04	0.0	0.5	A	23	34
B-A	0.05	7.70	0.0	0.5	A	19	29
C-AB	0.06	6.40	0.1	0.5	A	30	46
C-A						74	111
A-B						23	34
A-C						70	105

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	640	0.029	19	0.0	0.0	5.855	A
B-A	16	4	512	0.031	16	0.0	0.0	7.328	A
C-AB	25	6	604	0.041	25	0.0	0.0	6.210	A
C-A	61	15			61				
A-B	19	5			19				
A-C	57	14			57				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	635	0.035	22	0.0	0.0	5.932	A
B-A	19	5	505	0.037	19	0.0	0.0	7.480	A
C-AB	30	7	602	0.050	30	0.0	0.1	6.292	A
C-A	73	18			73				
A-B	22	6			22				
A-C	68	17			68				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	629	0.044	27	0.0	0.0	6.041	A
B-A	23	6	495	0.047	23	0.0	0.0	7.698	A
C-AB	37	9	599	0.061	37	0.1	0.1	6.404	A
C-A	89	22			89				
A-B	28	7			28				
A-C	84	21			84				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	629	0.044	28	0.0	0.0	6.041	A
B-A	23	6	495	0.047	23	0.0	0.0	7.698	A
C-AB	37	9	599	0.061	37	0.1	0.1	6.404	A
C-A	89	22			89				
A-B	28	7			28				
A-C	84	21			84				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	635	0.035	23	0.0	0.0	5.933	A
B-A	19	5	505	0.037	19	0.0	0.0	7.481	A
C-AB	30	7	602	0.050	30	0.1	0.1	6.294	A
C-A	73	18			73				
A-B	22	6			22				
A-C	68	17			68				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	640	0.029	19	0.0	0.0	5.857	A
B-A	16	4	512	0.031	16	0.0	0.0	7.331	A
C-AB	25	6	604	0.041	25	0.1	0.0	6.215	A
C-A	61	15			61				
A-B	19	5			19				
A-C	57	14			57				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.05	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Scenario A - Junction 2 - 2035 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	45	100.000
B		ONE HOUR	✓	80	100.000
C		ONE HOUR	✓	60	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	25
	B	37	0	43
	C	28	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	6.16	0.1	0.5	A	39	59
B-A	0.08	7.56	0.1	0.5	A	34	51
C-AB	0.06	6.26	0.1	0.5	A	29	44
C-A						26	38
A-B						18	28
A-C						23	34

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	645	0.050	32	0.0	0.1	5.930	A
B-A	28	7	530	0.053	28	0.0	0.1	7.227	A
C-AB	24	6	613	0.039	24	0.0	0.0	6.111	A
C-A	21	5			21				
A-B	15	4			15				
A-C	19	5			19				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	642	0.060	39	0.1	0.1	6.025	A
B-A	33	8	527	0.063	33	0.1	0.1	7.365	A
C-AB	29	7	612	0.047	29	0.0	0.0	6.175	A
C-A	25	6			25				
A-B	18	4			18				
A-C	22	6			22				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	638	0.074	47	0.1	0.1	6.157	A
B-A	41	10	522	0.078	41	0.1	0.1	7.557	A
C-AB	35	9	610	0.058	35	0.0	0.1	6.263	A
C-A	31	8			31				
A-B	22	6			22				
A-C	28	7			28				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	638	0.074	47	0.1	0.1	6.158	A
B-A	41	10	522	0.078	41	0.1	0.1	7.557	A
C-AB	35	9	610	0.058	35	0.1	0.1	6.263	A
C-A	31	8			31				
A-B	22	6			22				
A-C	28	7			28				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	642	0.060	39	0.1	0.1	6.027	A
B-A	33	8	527	0.063	33	0.1	0.1	7.366	A
C-AB	29	7	612	0.047	29	0.1	0.0	6.176	A
C-A	25	6			25				
A-B	18	4			18				
A-C	22	6			22				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	645	0.050	32	0.1	0.1	5.934	A
B-A	28	7	531	0.053	28	0.1	0.1	7.233	A
C-AB	24	6	613	0.039	24	0.0	0.0	6.114	A
C-A	21	5			21				
A-B	15	4			15				
A-C	19	5			19				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.07	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.26	0.47	0.50			N/A	N/A
B-A	0.08	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Scenario A - Junction 2 - 2035 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	49	100.000
B		ONE HOUR	✓	48	100.000
C		ONE HOUR	✓	61	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	26	23
	B	22	0	26
	C	27	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.91	0.0	0.5	A	24	36
B-A	0.05	7.34	0.0	0.5	A	20	30
C-AB	0.06	6.30	0.1	0.5	A	31	47
C-A						25	37
A-B						24	36
A-C						21	32

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	649	0.030	19	0.0	0.0	5.769	A
B-A	17	4	529	0.031	16	0.0	0.0	7.097	A
C-AB	26	6	612	0.042	25	0.0	0.0	6.134	A
C-A	20	5			20				
A-B	20	5			20				
A-C	17	4			17				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	647	0.036	23	0.0	0.0	5.829	A
B-A	20	5	525	0.038	20	0.0	0.0	7.196	A
C-AB	31	8	611	0.050	31	0.0	0.1	6.204	A
C-A	24	6			24				
A-B	23	6			23				
A-C	21	5			21				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	644	0.044	29	0.0	0.0	5.909	A
B-A	24	6	520	0.047	24	0.0	0.0	7.335	A
C-AB	38	9	609	0.062	37	0.1	0.1	6.298	A
C-A	30	7			30				
A-B	29	7			29				
A-C	25	6			25				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	644	0.044	29	0.0	0.0	5.910	A
B-A	24	6	520	0.047	24	0.0	0.0	7.335	A
C-AB	38	9	609	0.062	38	0.1	0.1	6.298	A
C-A	30	7			30				
A-B	29	7			29				
A-C	25	6			25				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	647	0.036	23	0.0	0.0	5.830	A
B-A	20	5	525	0.038	20	0.0	0.0	7.197	A
C-AB	31	8	611	0.050	31	0.1	0.1	6.205	A
C-A	24	6			24				
A-B	23	6			23				
A-C	21	5			21				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	649	0.030	20	0.0	0.0	5.773	A
B-A	17	4	529	0.031	17	0.0	0.0	7.102	A
C-AB	26	6	612	0.042	26	0.1	0.0	6.139	A
C-A	20	5			20				
A-B	20	5			20				
A-C	17	4			17				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.05	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Scenario A - Junction 2 - 2045 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	48	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	63	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	26
	B	39	0	45
	C	30	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	5.69	0.1	0.5	A	41	62
B-A	0.08	7.60	0.1	0.5	A	36	54
C-AB	0.06	6.28	0.1	0.5	A	30	46
C-A						27	41
A-B						20	30
A-C						24	36

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	8	697	0.049	34	0.0	0.1	5.481	A
B-A	29	7	530	0.055	29	0.0	0.1	7.252	A
C-AB	25	6	612	0.041	25	0.0	0.0	6.123	A
C-A	23	6			23				
A-B	17	4			17				
A-C	20	5			20				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	693	0.058	40	0.1	0.1	5.570	A
B-A	35	9	527	0.067	35	0.1	0.1	7.397	A
C-AB	30	7	611	0.049	30	0.0	0.1	6.191	A
C-A	27	7			27				
A-B	20	5			20				
A-C	23	6			23				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	688	0.072	49	0.1	0.1	5.692	A
B-A	43	11	521	0.082	43	0.1	0.1	7.601	A
C-AB	36	9	609	0.060	36	0.1	0.1	6.282	A
C-A	33	8			33				
A-B	24	6			24				
A-C	29	7			29				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	688	0.072	50	0.1	0.1	5.692	A
B-A	43	11	521	0.082	43	0.1	0.1	7.601	A
C-AB	36	9	609	0.060	36	0.1	0.1	6.282	A
C-A	33	8			33				
A-B	24	6			24				
A-C	29	7			29				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	693	0.058	41	0.1	0.1	5.572	A
B-A	35	9	527	0.067	35	0.1	0.1	7.398	A
C-AB	30	7	611	0.049	30	0.1	0.1	6.192	A
C-A	27	7			27				
A-B	20	5			20				
A-C	23	6			23				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	8	697	0.049	34	0.1	0.1	5.487	A
B-A	29	7	530	0.055	29	0.1	0.1	7.260	A
C-AB	25	6	612	0.041	25	0.1	0.0	6.129	A
C-A	23	6			23				
A-B	17	4			17				
A-C	20	5			20				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.07	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.03	0.26	0.47	0.50			N/A	N/A
B-A	0.09	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.06	0.03	0.26	0.47	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Scenario A - Junction 2 - 2045 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	51	100.000
B		ONE HOUR	✓	50	100.000
C		ONE HOUR	✓	65	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	27	24
	B	23	0	27
	C	29	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	5.93	0.0	0.5	A	25	37
B-A	0.05	7.37	0.1	0.5	A	21	32
C-AB	0.07	6.33	0.1	0.5	A	33	50
C-A						27	40
A-B						25	37
A-C						22	33

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	649	0.031	20	0.0	0.0	5.784	A
B-A	17	4	528	0.033	17	0.0	0.0	7.114	A
C-AB	27	7	612	0.044	27	0.0	0.0	6.152	A
C-A	22	5			22				
A-B	20	5			20				
A-C	18	5			18				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	646	0.038	24	0.0	0.0	5.846	A
B-A	21	5	524	0.039	21	0.0	0.0	7.219	A
C-AB	32	8	611	0.053	32	0.0	0.1	6.226	A
C-A	26	6			26				
A-B	24	6			24				
A-C	22	5			22				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	643	0.046	30	0.0	0.0	5.930	A
B-A	25	6	519	0.049	25	0.0	0.1	7.366	A
C-AB	40	10	609	0.065	40	0.1	0.1	6.326	A
C-A	32	8			32				
A-B	30	7			30				
A-C	26	7			26				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	643	0.046	30	0.0	0.0	5.930	A
B-A	25	6	519	0.049	25	0.1	0.1	7.366	A
C-AB	40	10	609	0.065	40	0.1	0.1	6.326	A
C-A	32	8			32				
A-B	30	7			30				
A-C	26	7			26				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	646	0.038	24	0.0	0.0	5.849	A
B-A	21	5	524	0.039	21	0.1	0.0	7.223	A
C-AB	32	8	611	0.053	32	0.1	0.1	6.227	A
C-A	26	6			26				
A-B	24	6			24				
A-C	22	5			22				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	648	0.031	20	0.0	0.0	5.788	A
B-A	17	4	528	0.033	17	0.0	0.0	7.117	A
C-AB	27	7	612	0.044	27	0.1	0.0	6.156	A
C-A	22	5			22				
A-B	20	5			20				
A-C	18	5			18				

Queue Variation Results for each time segment

17:00 - 17:15

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

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.05	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

18:15 - 18:30

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

TRANSYT 16

Version: 16.0.1.8473
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Filename: A_Junction 3.t16
Path: N:\Projects\25\25-107 Flemington Balbriggan\Design\Civil\Traffic\Junction Modelling\A_Junction 3 - Signalised
Report generation date: 28/05/2026 17:03:59

»A1 - Scenario A - Junction 3 - AM : D1 - 2026 BASELINE, AM :
»A1 - Scenario A - Junction 3 - AM : D3 - 2030 DO NOTHING, AM :
»A1 - Scenario A - Junction 3 - AM : D5 - 2035 DO NOTHING, AM :
»A1 - Scenario A - Junction 3 - AM : D7 - 2045 DO NOTHING, AM :
»A1 - Scenario A - Junction 3 - AM : D9 - 2030 DO SOMETHING, AM :
»A1 - Scenario A - Junction 3 - AM : D11 - 2035 DO SOMETHING, AM :
»A1 - Scenario A - Junction 3 - AM : D13 - 2045 DO SOMETHING, AM :
»A2 - Scenario A - Junction 3 - PM : D2 - 2026 BASELINE, PM :
»A2 - Scenario A - Junction 3 - PM : D4 - 2030 DO NOTHING, PM :
»A2 - Scenario A - Junction 3 - PM : D6 - 2035 DO NOTHING, PM :
»A2 - Scenario A - Junction 3 - PM : D8 - 2045 DO NOTHING, PM :
»A2 - Scenario A - Junction 3 - PM : D10 - 2030 DO SOMETHING, PM :
»A2 - Scenario A - Junction 3 - PM : D12 - 2035 DO SOMETHING, PM :
»A2 - Scenario A - Junction 3 - PM : D14 - 2045 DO SOMETHING, PM :

Summary of network performance

	AM		
	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario A - Junction 3 - AM - 2026 BASELINE		
Network	38.07	54% (TS 2/1)	0 (0%)
	Scenario A - Junction 3 - AM - 2030 DO NOTHING		
Network	3.10	59% (TS 2/1)	0 (0%)
	Scenario A - Junction 3 - AM - 2035 DO NOTHING		
Network	2.11	36% (TS 3/1)	0 (0%)
	Scenario A - Junction 3 - AM - 2045 DO NOTHING		
Network	2.51	38% (TS 3/1)	0 (0%)
	Scenario A - Junction 3 - AM - 2030 DO SOMETHING		
Network	4.07	75% (TS 2/1)	0 (0%)
	Scenario A - Junction 3 - AM - 2035 DO SOMETHING		
Network	2.42	37% (TS 3/1)	0 (0%)
	Scenario A - Junction 3 - AM - 2045 DO SOMETHING		
Network	2.32	39% (TS 3/1)	0 (0%)

	PM		
	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario A - Junction 3 - PM - 2026 BASELINE		
Network	2.73	48% (TS 2/1)	0 (0%)
	Scenario A - Junction 3 - PM - 2030 DO NOTHING		
Network	3.21	52% (TS 2/1)	0 (0%)
	Scenario A - Junction 3 - PM - 2035 DO NOTHING		
Network	2.39	32% (TS 1/1)	0 (0%)
	Scenario A - Junction 3 - PM - 2045 DO NOTHING		
Network	2.54	34% (TS 1/1)	0 (0%)
	Scenario A - Junction 3 - PM - 2030 DO SOMETHING		
Network	3.67	62% (TS 2/1)	0 (0%)
	Scenario A - Junction 3 - PM - 2035 DO SOMETHING		
Network	2.45	34% (TS 1/1)	0 (0%)
	Scenario A - Junction 3 - PM - 2045 DO SOMETHING		
Network	2.60	35% (TS 1/1)	0 (0%)

File summary

File description

File title	Junction 3
Location	Flemington Lane, R132 and Hamlet Close, Balbriggan, Fingal Co. Dublin
Site number	3
UTCRegion	
Driving side	Left
Date	06/12/2011
Version	1
Status	(new file)
Identifier	
Client	Legan Homes
Jobnumber	25-107
Enumerator	DOMAIN\f.demaio
Description	Scenario A

Model and Results

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

Units

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

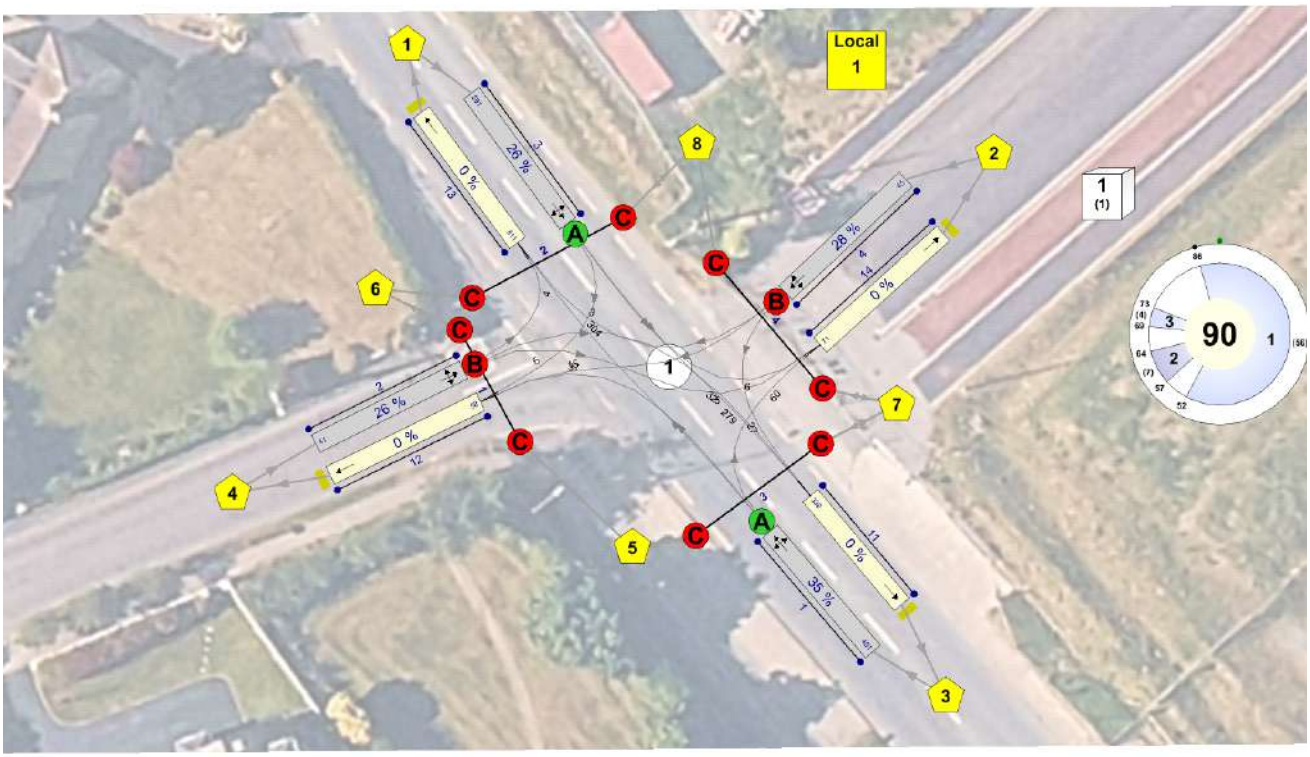
Sorting

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

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	10000	10000	-1	3	60	✓			0	0	0.00

Network Diagrams



Junction 3
Diagram produced using TRANSYT 16.0.1.8473

A1 - Scenario A - Junction 3 - AM
D1 - 2026 BASELINE, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	28/05/2026 16:44:17	28/05/2026 16:44:17	0.31	08:00	90	545.05	38.07	54.38	2/1	0	0	2/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction 3 - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2026 BASELINE	AM	(untitled)			08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	246	246
2	1	87	87
3	1	363	363
4	1	1	1
11	1	415	415
12	1	51	51
13	1	228	228
14	1	3	3

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	1	350	12	0	0	0	0
	2	0	0	1	0	0	0	0	0
	3	205	2	0	39	0	0	0	0
	4	23	0	64	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	500	500	0
	6	0	0	0	0	500	0	0	500
	7	0	0	0	0	500	0	0	500
	8	0	0	0	0	0	500	500	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	1
	2		1	3	3/1, 11/1	Normal	350
	3		1	4	3/1, 12/1	Normal	12
	5		2	3	4/1, 11/1	Normal	1
	6		2	4	4/1, 12/1	Normal	0
	7		2	1	4/1, 13/1	Normal	0
	8		3	2	1/1, 14/1	Normal	2
	9		3	4	1/1, 12/1	Normal	39
	10		3	1	1/1, 13/1	Normal	205
	11		4	2	2/1, 14/1	Normal	0
	12		4	3	2/1, 11/1	Normal	64
	13		4	1	2/1, 13/1	Normal	23

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	500
	18		8	6	2:2E, 2:1X	Normal	500
	22		5	7	3:2E, 3:1X	Normal	500
	23		5	6	1:1E, 1:2X	Normal	500
	34		6	8	2:1E, 2:2X	Normal	500
	35		6	5	1:2E, 1:1X	Normal	500
	41		7	8	4:2E, 4:1X	Normal	500
	42		7	5	3:1E, 3:2X	Normal	500

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	52, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

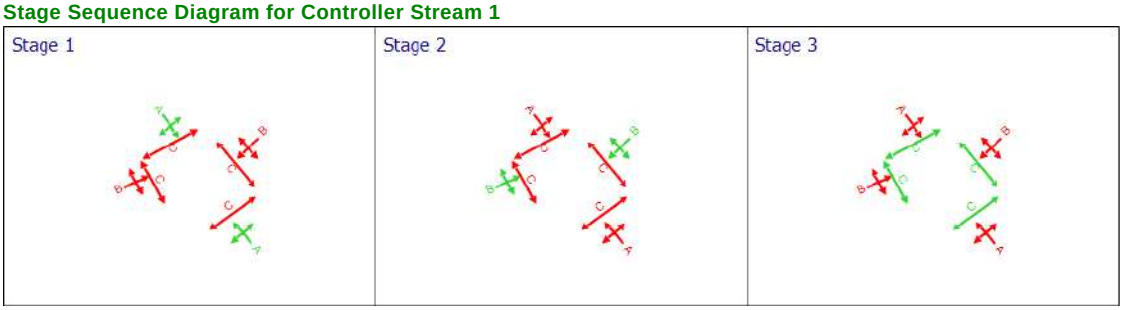
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	52	56	1	7
	2	✓	2	B	57	64	7	1	7
	3	✓	3	C	69	73	4	1	4

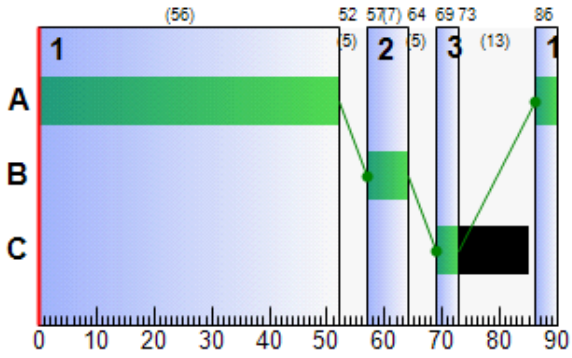
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	52	56
2	1	1	1	B	57	64	7
3	1	1	1	A	86	52	56
4	1	1	1	B	57	64	7

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	28/05/2026 16:44:17	28/05/2026 16:44:17	0.31	08:00	90	545.05	38.07	54.38	2/1	0	0	2/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	54	66	1394	486	6.78	37.26	4.48	41.74

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	26	4000	32	31.90	503.31	503.31

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	246	1800	56	0.00	22	317	19.45	7.45	40.95	2.63
2	1	Access to Clubhouse (S/R/L)	1	1	B	87	1800	7	0.00	54	66	64.37	52.37	108.09	2.39
3	1	R132 (S/R/L)	1	1	A	363	1800	56	0.00	32	183	20.32	8.32	44.55	4.21
4	1	Flemington Lane (S/R/L)	1	1	B	1	1800	7	7.00	1	14300	49.88	37.88	89.80	0.00
11	1	Exit Lane				415	Unrestricted	90	14.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				51	Unrestricted	90	72.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				228	Unrestricted	90	18.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				3	Unrestricted	90	90.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	C tr pe (£
(ALL)	(ALL)	(untitled)	1	1	C	500 <	11000	4	26	252	40.90	31.90	10.28 +	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	139.40	7.27	19.17	2.20	0.42	37.26	4.48	0.00	41.74
Bus									
Tram									
Pedestrians	52.00	45.44	1.14	35.44	0.00	503.31	0.00	0.00	503.31
TOTAL	191.40	52.72	3.63	37.65	0.42	540.57	4.48	0.00	545.05

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A1 - Scenario A - Junction 3 - AM
D3 - 2030 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	28/05/2026 16:44:17	28/05/2026 16:44:17	0.67	08:00	90	49.31	3.10	58.75	2/1	0	0	2/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction 3 - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	AM	(untitled)			08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	305	305
2	1	94	94
3	1	405	405
4	1	2	2
11	1	461	461
12	1	55	55
13	1	285	285
14	1	5	5

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	2	390	13	0	0	0	0
	2	0	0	2	0	0	0	0	0
	3	260	3	0	42	0	0	0	0
	4	25	0	69	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	2
	2		1	3	3/1, 11/1	Normal	390
	3		1	4	3/1, 12/1	Normal	13
	5		2	3	4/1, 11/1	Normal	2
	6		2	4	4/1, 12/1	Normal	0
	7		2	1	4/1, 13/1	Normal	0
	8		3	2	1/1, 14/1	Normal	3
	9		3	4	1/1, 12/1	Normal	42
	10		3	1	1/1, 13/1	Normal	260
	11		4	2	2/1, 14/1	Normal	0
	12		4	3	2/1, 11/1	Normal	69
	13		4	1	2/1, 13/1	Normal	25

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	52, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

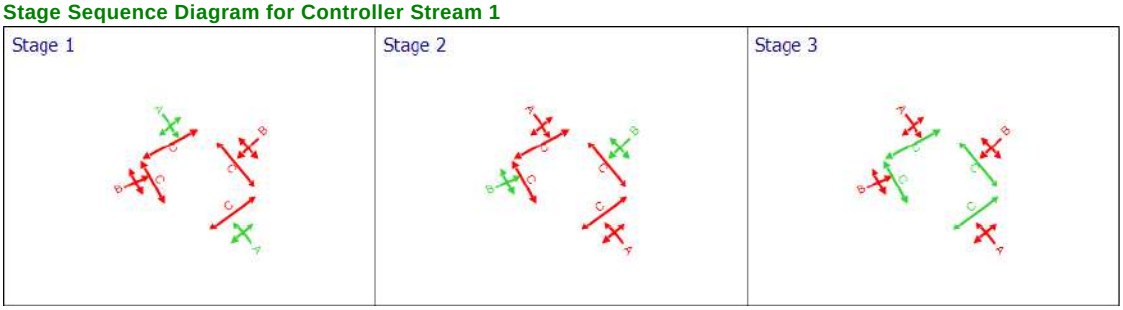
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	52	56	1	7
	2	✓	2	B	57	64	7	1	7
	3	✓	3	C	69	73	4	1	4

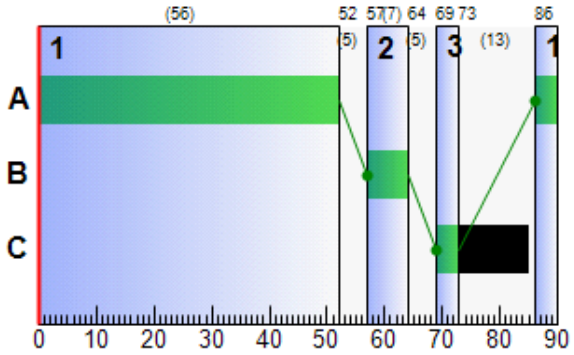
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	52	56
2	1	1	1	B	57	64	7
3	1	1	1	A	86	52	56
4	1	1	1	B	57	64	7

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	28/05/2026 16:44:17	28/05/2026 16:44:17	0.67	08:00	90	49.31	3.10	58.75	2/1	0	0	2/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	59	53	1612	486	6.92	44.02	5.29	49.31

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	305	1800	56	0.00	27	236	19.87	7.87	42.49	3.35
2	1	Access to Clubhouse (S/R/L)	1	1	B	94	1800	7	0.00	59	53	66.99	54.99	110.80	2.65
3	1	R132 (S/R/L)	1	1	A	405	1800	56	0.00	36	153	20.68	8.68	45.93	4.82
4	1	Flemington Lane (S/R/L)	1	1	B	2	1800	7	7.00	1	7100	49.95	37.95	89.80	0.00
11	1	Exit Lane				461	Unrestricted	90	14.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				55	Unrestricted	90	69.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				285	Unrestricted	90	18.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				5	Unrestricted	90	90.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	161.20	8.47	19.02	2.55	0.55	44.02	5.29	0.00	49.31
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	161.20	8.47	19.02	2.55	0.55	44.02	5.29	0.00	49.31

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

A1 - Scenario A - Junction 3 - AM
D5 - 2035 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	28/05/2026 16:44:17	28/05/2026 16:44:17	0.91	08:00	90	34.41	2.11	35.96	3/1	0	0	3/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction 3 - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	AM	(untitled)			08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	288	288
2	1	41	41
3	1	410	410
4	1	2	2
11	1	433	433
12	1	24	24
13	1	279	279
14	1	5	5

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	2	402	6	0	0	0	0
	2	0	0	2	0	0	0	0	0
	3	267	3	0	18	0	0	0	0
	4	12	0	29	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	2
	2		1	3	3/1, 11/1	Normal	402
	3		1	4	3/1, 12/1	Normal	6
	5		2	3	4/1, 11/1	Normal	2
	6		2	4	4/1, 12/1	Normal	0
	7		2	1	4/1, 13/1	Normal	0
	8		3	2	1/1, 14/1	Normal	3
	9		3	4	1/1, 12/1	Normal	18
	10		3	1	1/1, 13/1	Normal	267
	11		4	2	2/1, 14/1	Normal	0
	12		4	3	2/1, 11/1	Normal	29
	13		4	1	2/1, 13/1	Normal	12

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	52, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

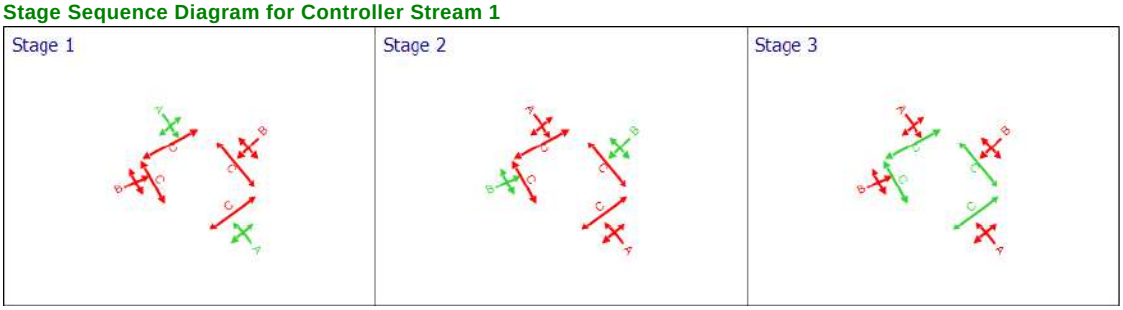
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	52	56	1	7
	2	✓	2	B	57	64	7	1	7
	3	✓	3	C	69	73	4	1	4

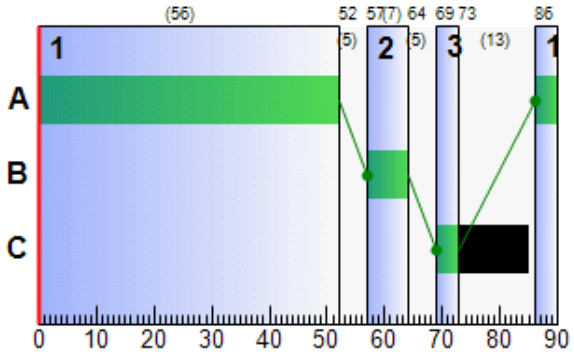
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	52	56
2	1	1	1	B	57	64	7
3	1	1	1	A	86	52	56
4	1	1	1	B	57	64	7

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	28/05/2026 16:44:17	28/05/2026 16:44:17	0.91	08:00	90	34.41	2.11	35.96	3/1	0	0	3/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	36	150	1482	486	5.13	30.01	4.40	34.41

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	288	1800	56	0.00	25	256	19.74	7.74	42.17	3.16
2	1	Access to Clubhouse (S/R/L)	1	1	B	41	1800	7	6.00	26	251	54.10	42.10	95.15	0.99
3	1	R132 (S/R/L)	1	1	A	410	1800	56	0.00	36	150	20.72	8.72	46.02	4.88
4	1	Flemington Lane (S/R/L)	1	1	B	2	1800	7	7.00	1	7100	49.95	37.95	89.80	0.00
11	1	Exit Lane				433	Unrestricted	90	18.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				24	Unrestricted	90	82.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				279	Unrestricted	90	21.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				5	Unrestricted	90	90.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	148.20	7.05	21.01	1.93	0.19	30.01	4.40	0.00	34.41
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	148.20	7.05	21.01	1.93	0.19	30.01	4.40	0.00	34.41

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

A1 - Scenario A - Junction 3 - AM
D7 - 2045 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	28/05/2026 16:44:18	28/05/2026 16:44:18	0.18	08:00	90	40.64	2.51	37.89	3/1	0	0	3/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction 3 - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	AM	(untitled)			08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	302	302
2	1	48	48
3	1	432	432
4	1	19	19
11	1	457	457
12	1	39	39
13	1	295	295
14	1	10	10

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	2	424	6	0	0	0	0
	2	3	0	2	14	0	0	0	0
	3	280	3	0	19	0	0	0	0
	4	12	5	31	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	2
	2		1	3	3/1, 11/1	Normal	424
	3		1	4	3/1, 12/1	Normal	6
	5		2	3	4/1, 11/1	Normal	2
	6		2	4	4/1, 12/1	Normal	14
	7		2	1	4/1, 13/1	Normal	3
	8		3	2	1/1, 14/1	Normal	3
	9		3	4	1/1, 12/1	Normal	19
	10		3	1	1/1, 13/1	Normal	280
	11		4	2	2/1, 14/1	Normal	5
	12		4	3	2/1, 11/1	Normal	31
	13		4	1	2/1, 13/1	Normal	12

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	52, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

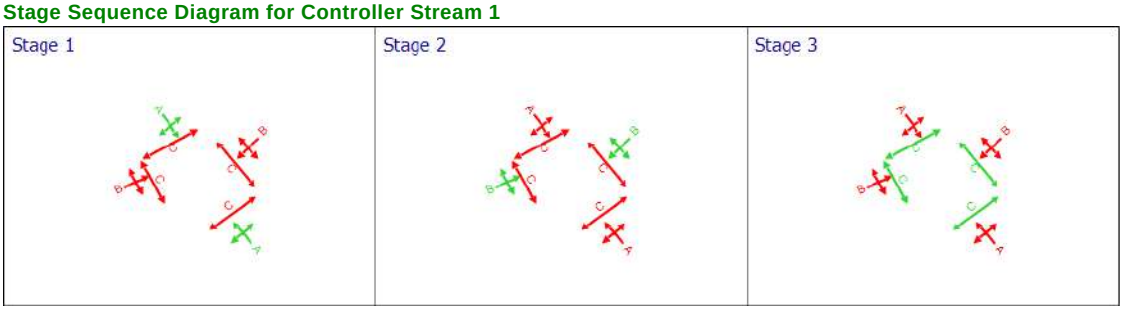
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	52	56	1	7
	2	✓	2	B	57	64	7	1	7
	3	✓	3	C	69	73	4	1	4

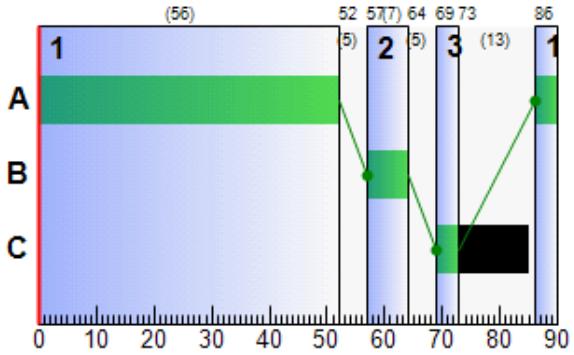
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	52	56
2	1	1	1	B	57	64	7
3	1	1	1	A	86	52	56
4	1	1	1	B	57	64	7

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	28/05/2026 16:44:18	28/05/2026 16:44:18	0.18	08:00	90	40.64	2.51	37.89	3/1	0	0	3/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	38	138	1602	486	5.65	35.68	4.96	40.64

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	302	1800	56	0.00	26	240	19.84	7.84	42.45	3.32
2	1	Access to Clubhouse (S/R/L)	1	1	B	48	1800	7	5.00	30	200	55.21	43.21	97.27	1.18
3	1	R132 (S/R/L)	1	1	A	432	1800	56	0.00	38	138	20.93	8.93	46.97	5.28
4	1	Flemington Lane (S/R/L)	1	1	B	19	1800	7	7.00	12	658	51.32	39.32	91.47	0.44
11	1	Exit Lane				457	Unrestricted	90	18.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				39	Unrestricted	90	74.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				295	Unrestricted	90	20.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				10	Unrestricted	90	88.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	160.20	7.85	20.40	2.28	0.24	35.68	4.96	0.00	40.64
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	160.20	7.85	20.40	2.28	0.24	35.68	4.96	0.00	40.64

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

A1 - Scenario A - Junction 3 - AM
D9 - 2030 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	28/05/2026 16:44:18	28/05/2026 16:44:18	0.58	08:00	90	63.74	4.07	75.00	2/1	0	0	2/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction 3 - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	AM	(untitled)			08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	311	311
2	1	120	120
3	1	411	411
4	1	2	2
11	1	474	474
12	1	67	67
13	1	298	298
14	1	5	5

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	2	390	19	0	0	0	0
	2	0	0	2	0	0	0	0	0
	3	260	3	0	48	0	0	0	0
	4	38	0	82	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	2
	2		1	3	3/1, 11/1	Normal	390
	3		1	4	3/1, 12/1	Normal	19
	5		2	3	4/1, 11/1	Normal	2
	6		2	4	4/1, 12/1	Normal	0
	7		2	1	4/1, 13/1	Normal	0
	8		3	2	1/1, 14/1	Normal	3
	9		3	4	1/1, 12/1	Normal	48
	10		3	1	1/1, 13/1	Normal	260
	11		4	2	2/1, 14/1	Normal	0
	12		4	3	2/1, 11/1	Normal	82
	13		4	1	2/1, 13/1	Normal	38

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	52, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

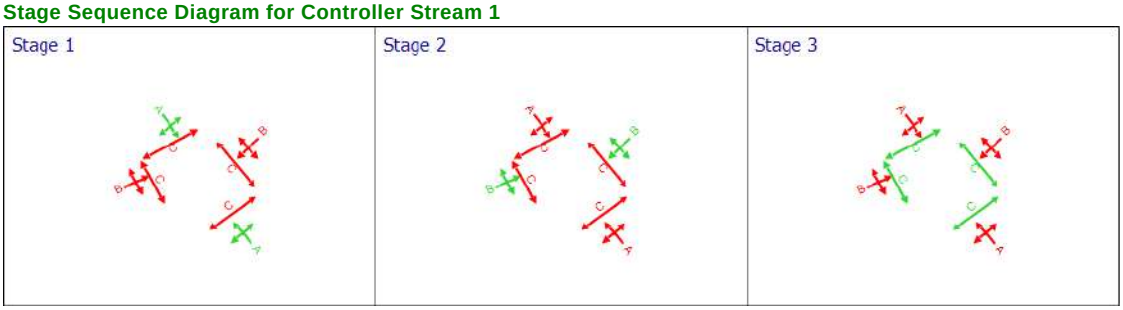
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	52	56	1	7
	2	✓	2	B	57	64	7	1	7
	3	✓	3	C	69	73	4	1	4

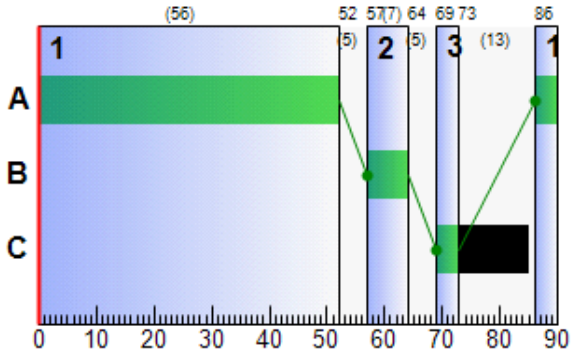
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	52	56
2	1	1	1	B	57	64	7
3	1	1	1	A	86	52	56
4	1	1	1	B	57	64	7

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	28/05/2026 16:44:18	28/05/2026 16:44:18	0.58	08:00	90	63.74	4.07	75.00	2/1	0	0	2/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	75	20	1688	486	8.68	57.78	5.97	63.74

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	311	1800	56	0.00	27	230	19.91	7.91	42.56	3.42
2	1	Access to Clubhouse (S/R/L)	1	1	B	120	1800	7	0.00	75	20	83.03	71.03	126.99	3.93
3	1	R132 (S/R/L)	1	1	A	411	1800	56	0.00	36	150	20.73	8.73	46.04	4.90
4	1	Flemington Lane (S/R/L)	1	1	B	2	1800	7	7.00	1	7100	49.95	37.95	89.80	0.00
11	1	Exit Lane				474	Unrestricted	90	13.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				67	Unrestricted	90	33.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				298	Unrestricted	90	16.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				5	Unrestricted	90	90.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	168.80	9.70	17.41	2.88	1.19	57.78	5.97	0.00	63.74
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	168.80	9.70	17.41	2.88	1.19	57.78	5.97	0.00	63.74

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

A1 - Scenario A - Junction 3 - AM
D11 - 2035 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	28/05/2026 16:44:18	28/05/2026 16:44:18	0.82	08:00	90	39.14	2.42	37.11	3/1	0	0	3/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction 3 - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	AM	(untitled)			08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	294	294
2	1	46	46
3	1	423	423
4	1	18	18
11	1	446	446
12	1	37	37
13	1	288	288
14	1	10	10

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	2	415	6	0	0	0	0
	2	3	0	2	13	0	0	0	0
	3	273	3	0	18	0	0	0	0
	4	12	5	29	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	2
	2		1	3	3/1, 11/1	Normal	415
	3		1	4	3/1, 12/1	Normal	6
	5		2	3	4/1, 11/1	Normal	2
	6		2	4	4/1, 12/1	Normal	13
	7		2	1	4/1, 13/1	Normal	3
	8		3	2	1/1, 14/1	Normal	3
	9		3	4	1/1, 12/1	Normal	18
	10		3	1	1/1, 13/1	Normal	273
	11		4	2	2/1, 14/1	Normal	5
	12		4	3	2/1, 11/1	Normal	29
	13		4	1	2/1, 13/1	Normal	12

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	52, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

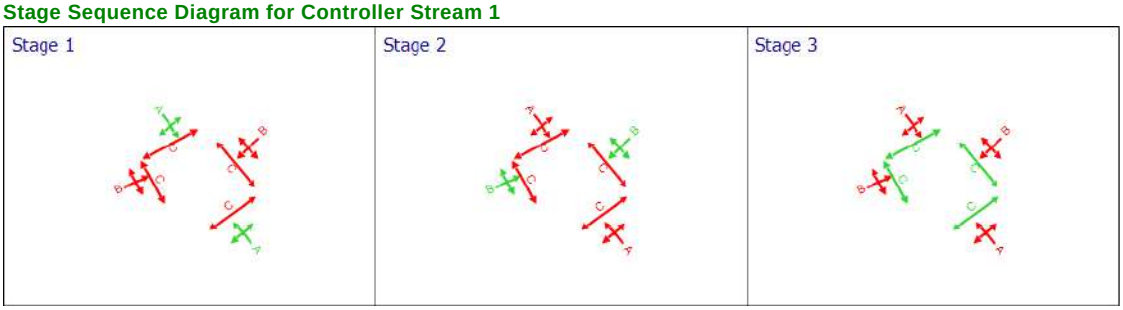
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	52	56	1	7
	2	✓	2	B	57	64	7	1	7
	3	✓	3	C	69	73	4	1	4

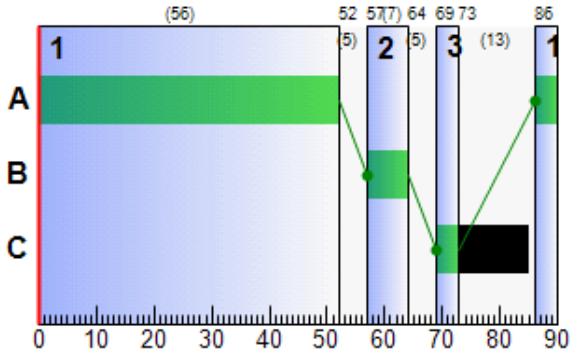
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	52	56
2	1	1	1	B	57	64	7
3	1	1	1	A	86	52	56
4	1	1	1	B	57	64	7

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	28/05/2026 16:44:18	28/05/2026 16:44:18	0.82	08:00	90	39.14	2.42	37.11	3/1	0	0	3/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	37	143	1562	486	5.57	34.35	4.79	39.14

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	294	1800	56	0.00	26	249	19.79	7.79	42.32	3.23
2	1	Access to Clubhouse (S/R/L)	1	1	B	46	1800	7	5.00	29	213	54.87	42.87	96.92	1.13
3	1	R132 (S/R/L)	1	1	A	423	1800	56	0.00	37	143	20.84	8.84	46.48	5.16
4	1	Flemington Lane (S/R/L)	1	1	B	18	1800	7	7.00	11	700	51.23	39.23	91.37	0.42
11	1	Exit Lane				446	Unrestricted	90	18.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				37	Unrestricted	90	74.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				288	Unrestricted	90	21.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				10	Unrestricted	90	88.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	156.20	7.63	20.48	2.20	0.22	34.35	4.79	0.00	39.14
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	156.20	7.63	20.48	2.20	0.22	34.35	4.79	0.00	39.14

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

A1 - Scenario A - Junction 3 - AM
D13 - 2045 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	28/05/2026 16:44:16	28/05/2026 16:44:17	1.09	08:00	90	37.77	2.32	39.04	3/1	0	0	3/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction 3 - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	AM	(untitled)			08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	308	308
2	1	43	43
3	1	445	445
4	1	2	2
11	1	470	470
12	1	25	25
13	1	298	298
14	1	5	5

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	2	437	6	0	0	0	0
	2	0	0	2	0	0	0	0	0
	3	286	3	0	19	0	0	0	0
	4	12	0	31	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	2
	2		1	3	3/1, 11/1	Normal	437
	3		1	4	3/1, 12/1	Normal	6
	5		2	3	4/1, 11/1	Normal	2
	6		2	4	4/1, 12/1	Normal	0
	7		2	1	4/1, 13/1	Normal	0
	8		3	2	1/1, 14/1	Normal	3
	9		3	4	1/1, 12/1	Normal	19
	10		3	1	1/1, 13/1	Normal	286
	11		4	2	2/1, 14/1	Normal	0
	12		4	3	2/1, 11/1	Normal	31
	13		4	1	2/1, 13/1	Normal	12

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	52, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

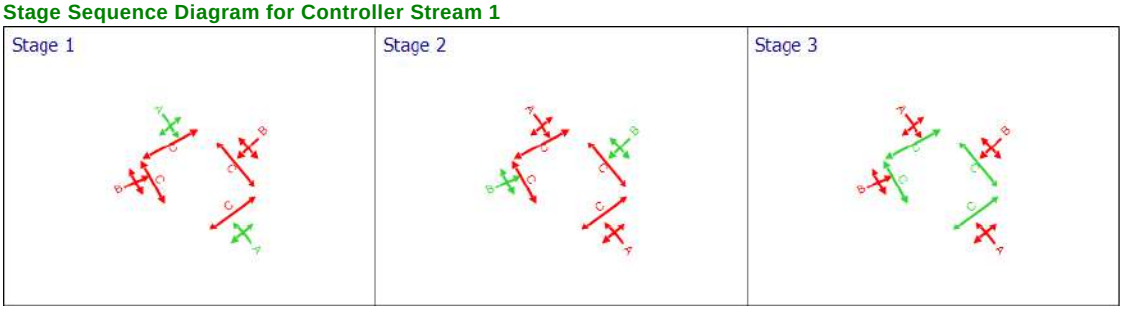
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	52	56	1	7
	2	✓	2	B	57	64	7	1	7
	3	✓	3	C	69	73	4	1	4

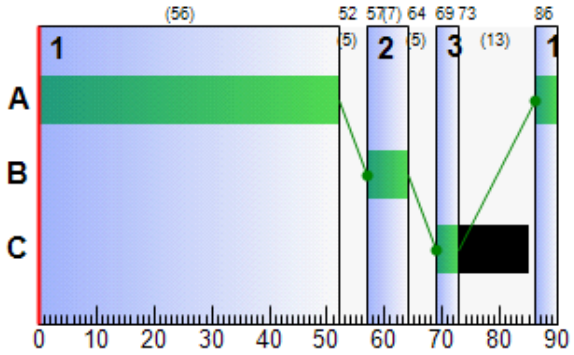
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	52	56
2	1	1	1	B	57	64	7
3	1	1	1	A	86	52	56
4	1	1	1	B	57	64	7

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	28/05/2026 16:44:16	28/05/2026 16:44:17	1.09	08:00	90	37.77	2.32	39.04	3/1	0	0	3/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	39	131	1596	486	5.23	32.95	4.82	37.77

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	308	1800	56	0.00	27	233	19.89	7.89	42.53	3.39
2	1	Access to Clubhouse (S/R/L)	1	1	B	43	1800	7	6.00	27	235	54.38	42.38	95.60	1.05
3	1	R132 (S/R/L)	1	1	A	445	1800	56	0.00	39	131	21.05	9.05	47.26	5.44
4	1	Flemington Lane (S/R/L)	1	1	B	2	1800	7	7.00	1	7100	49.95	37.95	89.80	0.00
11	1	Exit Lane				470	Unrestricted	90	18.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				25	Unrestricted	90	81.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				298	Unrestricted	90	21.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				5	Unrestricted	90	90.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	159.60	7.64	20.89	2.10	0.22	32.95	4.82	0.00	37.77
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	159.60	7.64	20.89	2.10	0.22	32.95	4.82	0.00	37.77

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

A2 - Scenario A - Junction 3 - PM
D2 - 2026 BASELINE, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	28/05/2026 16:44:19	28/05/2026 16:44:19	0.82	17:00	90	43.35	2.73	47.50	2/1	0	0	2/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction 3 - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2026 BASELINE	PM	(untitled)			17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	350	350
2	1	76	76
3	1	232	232
4	1	37	37
11	1	305	305
12	1	99	99
13	1	231	231
14	1	60	60

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	5	216	11	0	0	0	0
	2	2	0	23	12	0	0	0	0
	3	223	51	0	76	0	0	0	0
	4	6	4	66	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	5
	2		1	3	3/1, 11/1	Normal	216
	3		1	4	3/1, 12/1	Normal	11
	5		2	3	4/1, 11/1	Normal	23
	6		2	4	4/1, 12/1	Normal	12
	7		2	1	4/1, 13/1	Normal	2
	8		3	2	1/1, 14/1	Normal	51
	9		3	4	1/1, 12/1	Normal	76
	10		3	1	1/1, 13/1	Normal	223
	11		4	2	2/1, 14/1	Normal	4
	12		4	3	2/1, 11/1	Normal	66
	13		4	1	2/1, 13/1	Normal	6

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	52, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

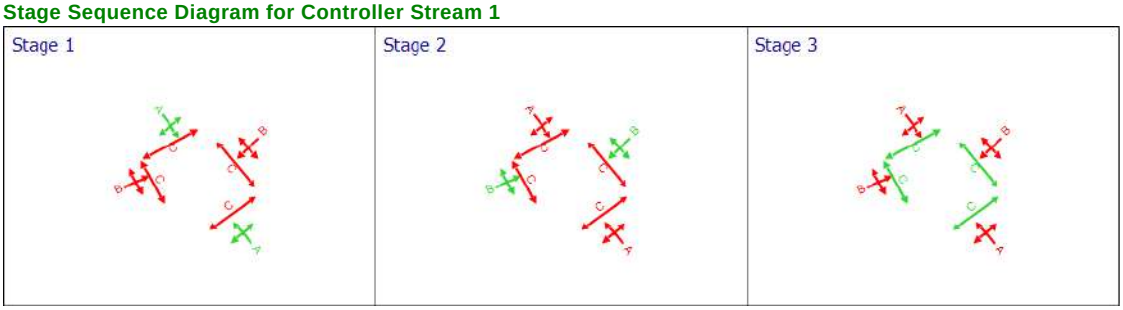
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	52	56	1	7
	2	✓	2	B	57	64	7	1	7
	3	✓	3	C	69	73	4	1	4

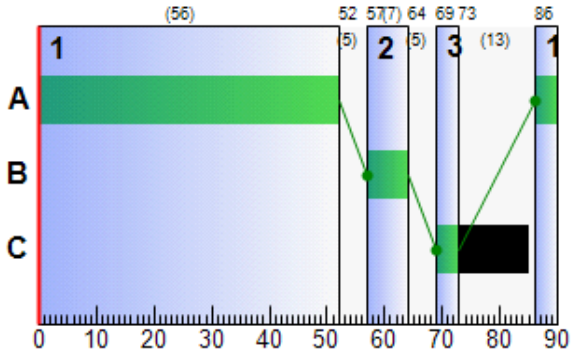
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	52	56
2	1	1	1	B	57	64	7
3	1	1	1	A	86	52	56
4	1	1	1	B	57	64	7

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	28/05/2026 16:44:19	28/05/2026 16:44:19	0.82	17:00	90	43.35	2.73	47.50	2/1	0	0	2/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	48	89	1390	486	7.08	38.83	4.52	43.35

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	350	1800	56	0.00	31	193	20.21	8.21	43.77	3.96
2	1	Access to Clubhouse (S/R/L)	1	1	B	76	1800	7	0.00	48	89	61.05	49.05	103.95	2.01
3	1	R132 (S/R/L)	1	1	A	232	1800	56	0.00	20	342	19.35	7.35	40.20	2.41
4	1	Flemington Lane (S/R/L)	1	1	B	37	1800	7	6.00	23	289	53.56	41.56	94.62	0.89
11	1	Exit Lane				305	Unrestricted	90	14.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				99	Unrestricted	90	25.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				231	Unrestricted	90	22.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				60	Unrestricted	90	66.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	139.00	7.37	18.87	2.39	0.34	38.83	4.52	0.00	43.35
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	139.00	7.37	18.87	2.39	0.34	38.83	4.52	0.00	43.35

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

A2 - Scenario A - Junction 3 - PM
D4 - 2030 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	28/05/2026 16:44:19	28/05/2026 16:44:20	1.09	17:00	90	50.84	3.21	51.88	2/1	0	0	2/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction 3 - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	PM	(untitled)			17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	407	407
2	1	83	83
3	1	268	268
4	1	41	41
11	1	346	346
12	1	107	107
13	1	280	280
14	1	66	66

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	6	250	12	0	0	0	0
	2	3	0	25	13	0	0	0	0
	3	270	55	0	82	0	0	0	0
	4	7	5	71	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	6
	2		1	3	3/1, 11/1	Normal	250
	3		1	4	3/1, 12/1	Normal	12
	5		2	3	4/1, 11/1	Normal	25
	6		2	4	4/1, 12/1	Normal	13
	7		2	1	4/1, 13/1	Normal	3
	8		3	2	1/1, 14/1	Normal	55
	9		3	4	1/1, 12/1	Normal	82
	10		3	1	1/1, 13/1	Normal	270
	11		4	2	2/1, 14/1	Normal	5
	12		4	3	2/1, 11/1	Normal	71
	13		4	1	2/1, 13/1	Normal	7

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	52, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

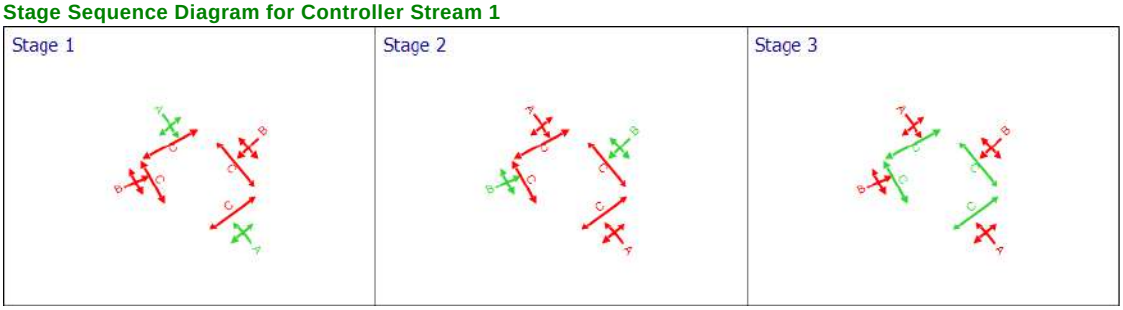
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	52	56	1	7
	2	✓	2	B	57	64	7	1	7
	3	✓	3	C	69	73	4	1	4

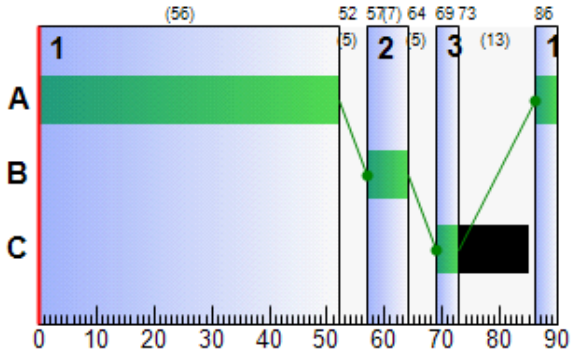
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	52	56
2	1	1	1	B	57	64	7
3	1	1	1	A	86	52	56
4	1	1	1	B	57	64	7

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	28/05/2026 16:44:19	28/05/2026 16:44:20	1.09	17:00	90	50.84	3.21	51.88	2/1	0	0	2/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	52	73	1598	486	7.22	45.52	5.33	50.84

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	407	1800	56	0.00	36	152	20.70	8.70	45.97	4.85
2	1	Access to Clubhouse (S/R/L)	1	1	B	83	1800	7	0.00	52	73	63.05	51.05	105.91	2.23
3	1	R132 (S/R/L)	1	1	A	268	1800	56	0.00	24	283	19.60	7.60	41.34	2.86
4	1	Flemington Lane (S/R/L)	1	1	B	41	1800	7	6.00	26	251	54.10	42.10	95.15	0.99
11	1	Exit Lane				346	Unrestricted	90	13.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				107	Unrestricted	90	24.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				280	Unrestricted	90	21.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				66	Unrestricted	90	30.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	159.80	8.53	18.73	2.75	0.45	45.52	5.33	0.00	50.84
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	159.80	8.53	18.73	2.75	0.45	45.52	5.33	0.00	50.84

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

A2 - Scenario A - Junction 3 - PM
D6 - 2035 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	28/05/2026 16:44:20	28/05/2026 16:44:20	0.63	17:00	90	38.41	2.39	32.46	1/1	0	0	1/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction 3 - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	PM	(untitled)			17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	370	370
2	1	39	39
3	1	270	270
4	1	43	43
11	1	314	314
12	1	55	55
13	1	285	285
14	1	68	68

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	6	258	6	0	0	0	0
	2	3	0	26	14	0	0	0	0
	3	278	57	0	35	0	0	0	0
	4	4	5	30	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	6
	2		1	3	3/1, 11/1	Normal	258
	3		1	4	3/1, 12/1	Normal	6
	5		2	3	4/1, 11/1	Normal	26
	6		2	4	4/1, 12/1	Normal	14
	7		2	1	4/1, 13/1	Normal	3
	8		3	2	1/1, 14/1	Normal	57
	9		3	4	1/1, 12/1	Normal	35
	10		3	1	1/1, 13/1	Normal	278
	11		4	2	2/1, 14/1	Normal	5
	12		4	3	2/1, 11/1	Normal	30
	13		4	1	2/1, 13/1	Normal	4

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	52, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

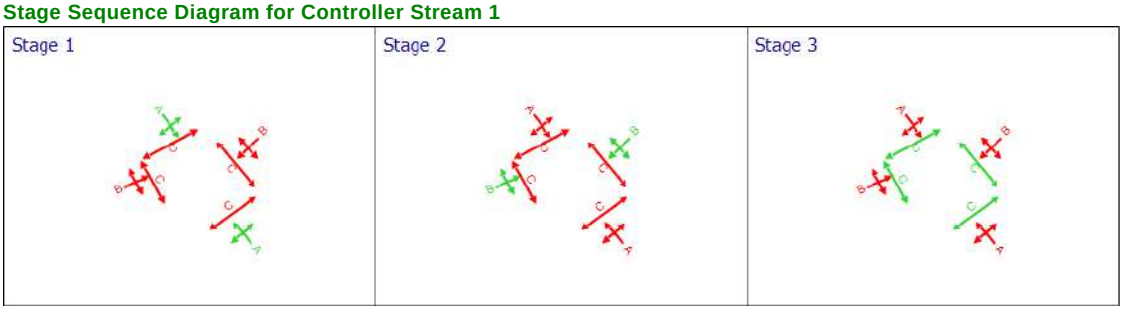
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	52	56	1	7
	2	✓	2	B	57	64	7	1	7
	3	✓	3	C	69	73	4	1	4

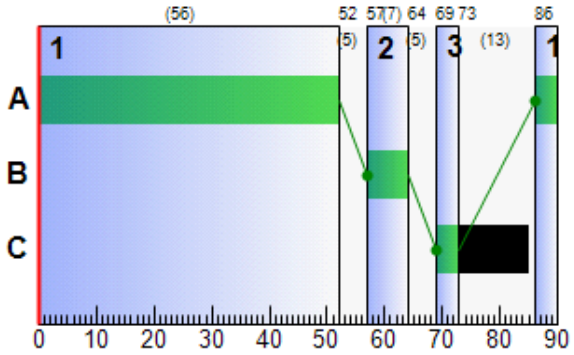
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	52	56
2	1	1	1	B	57	64	7
3	1	1	1	A	86	52	56
4	1	1	1	B	57	64	7

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	28/05/2026 16:44:20	28/05/2026 16:44:20	0.63	17:00	90	38.41	2.39	32.46	1/1	0	0	1/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	32	177	1444	486	5.96	33.96	4.45	38.41

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	370	1800	56	0.00	32	177	20.38	8.38	44.72	4.29
2	1	Access to Clubhouse (S/R/L)	1	1	B	39	1800	7	6.00	24	269	53.83	41.83	94.88	0.94
3	1	R132 (S/R/L)	1	1	A	270	1800	56	0.00	24	280	19.61	7.61	41.35	2.89
4	1	Flemington Lane (S/R/L)	1	1	B	43	1800	7	6.00	27	235	54.38	42.38	95.60	1.05
11	1	Exit Lane				314	Unrestricted	90	16.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				55	Unrestricted	90	68.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				285	Unrestricted	90	23.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				68	Unrestricted	90	30.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	144.40	7.20	20.04	2.19	0.20	33.96	4.45	0.00	38.41
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	144.40	7.20	20.04	2.19	0.20	33.96	4.45	0.00	38.41

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

A2 - Scenario A - Junction 3 - PM
D8 - 2045 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	28/05/2026 16:44:20	28/05/2026 16:44:20	0.88	17:00	90	40.82	2.54	34.12	1/1	0	0	1/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction 3 - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	PM	(untitled)			17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	389	389
2	1	41	41
3	1	283	283
4	1	45	45
11	1	330	330
12	1	58	58
13	1	299	299
14	1	71	71

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	6	271	6	0	0	0	0
	2	3	0	27	15	0	0	0	0
	3	292	60	0	37	0	0	0	0
	4	4	5	32	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	6
	2		1	3	3/1, 11/1	Normal	271
	3		1	4	3/1, 12/1	Normal	6
	5		2	3	4/1, 11/1	Normal	27
	6		2	4	4/1, 12/1	Normal	15
	7		2	1	4/1, 13/1	Normal	3
	8		3	2	1/1, 14/1	Normal	60
	9		3	4	1/1, 12/1	Normal	37
	10		3	1	1/1, 13/1	Normal	292
	11		4	2	2/1, 14/1	Normal	5
	12		4	3	2/1, 11/1	Normal	32
	13		4	1	2/1, 13/1	Normal	4

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	52, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

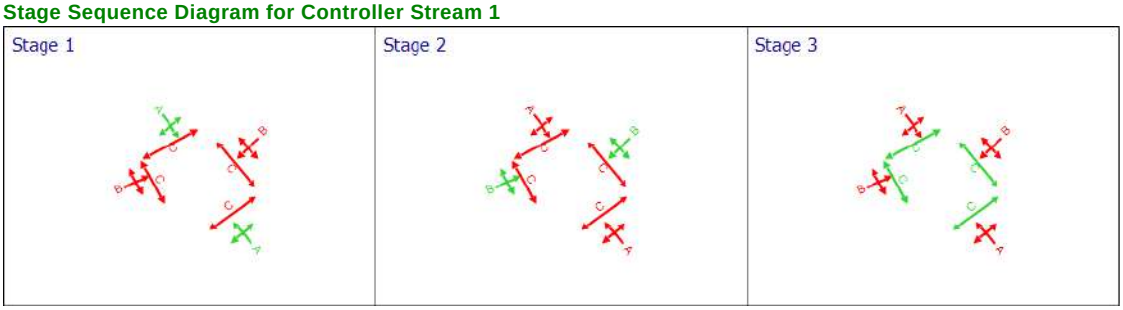
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	52	56	1	7
	2	✓	2	B	57	64	7	1	7
	3	✓	3	C	69	73	4	1	4

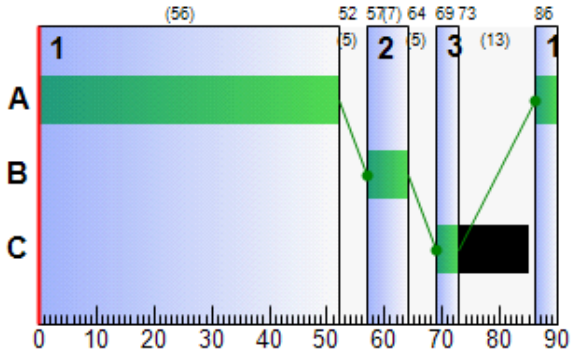
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	52	56
2	1	1	1	B	57	64	7
3	1	1	1	A	86	52	56
4	1	1	1	B	57	64	7

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	28/05/2026 16:44:20	28/05/2026 16:44:20	0.88	17:00	90	40.82	2.54	34.12	1/1	0	0	1/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	34	164	1516	486	6.03	36.09	4.73	40.82

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	389	1800	56	0.00	34	164	20.54	8.54	45.22	4.63
2	1	Access to Clubhouse (S/R/L)	1	1	B	41	1800	7	6.00	26	251	54.10	42.10	95.15	0.99
3	1	R132 (S/R/L)	1	1	A	283	1800	56	0.00	25	263	19.70	7.70	41.96	3.11
4	1	Flemington Lane (S/R/L)	1	1	B	45	1800	7	5.00	28	220	54.71	42.71	96.69	1.10
11	1	Exit Lane				330	Unrestricted	90	16.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				58	Unrestricted	90	67.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				299	Unrestricted	90	23.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				71	Unrestricted	90	29.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	151.60	7.59	19.96	2.31	0.23	36.09	4.73	0.00	40.82
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	151.60	7.59	19.96	2.31	0.23	36.09	4.73	0.00	40.82

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

A2 - Scenario A - Junction 3 - PM
D10 - 2030 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	28/05/2026 16:44:20	28/05/2026 16:44:21	1.14	17:00	90	57.94	3.67	61.88	2/1	0	0	2/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction 3 - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	PM	(untitled)			17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	419	419
2	1	99	99
3	1	280	280
4	1	41	41
11	1	354	354
12	1	131	131
13	1	288	288
14	1	66	66

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	6	250	24	0	0	0	0
	2	3	0	25	13	0	0	0	0
	3	270	55	0	94	0	0	0	0
	4	15	5	79	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	6
	2		1	3	3/1, 11/1	Normal	250
	3		1	4	3/1, 12/1	Normal	24
	5		2	3	4/1, 11/1	Normal	25
	6		2	4	4/1, 12/1	Normal	13
	7		2	1	4/1, 13/1	Normal	3
	8		3	2	1/1, 14/1	Normal	55
	9		3	4	1/1, 12/1	Normal	94
	10		3	1	1/1, 13/1	Normal	270
	11		4	2	2/1, 14/1	Normal	5
	12		4	3	2/1, 11/1	Normal	79
	13		4	1	2/1, 13/1	Normal	15

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	52, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

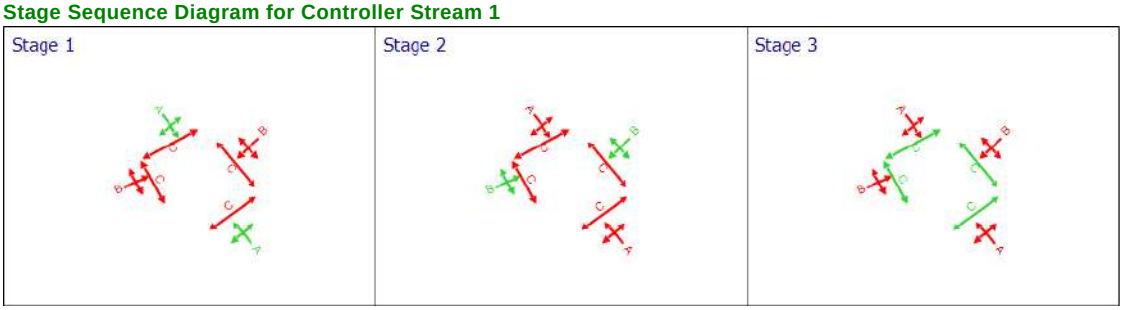
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	52	56	1	7
	2	✓	2	B	57	64	7	1	7
	3	✓	3	C	69	73	4	1	4

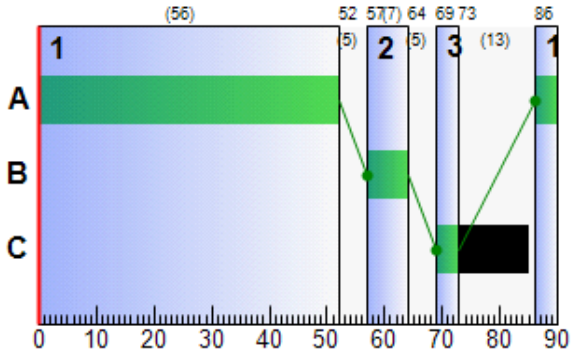
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	52	56
2	1	1	1	B	57	64	7
3	1	1	1	A	86	52	56
4	1	1	1	B	57	64	7

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	28/05/2026 16:44:20	28/05/2026 16:44:21	1.14	17:00	90	57.94	3.67	61.88	2/1	0	0	2/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	62	45	1678	486	7.88	52.16	5.78	57.94

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	419	1800	56	0.00	37	145	20.80	8.80	46.18	4.99
2	1	Access to Clubhouse (S/R/L)	1	1	B	99	1800	7	0.00	62	45	69.17	57.17	112.89	2.85
3	1	R132 (S/R/L)	1	1	A	280	1800	56	0.00	25	266	19.68	7.68	41.69	3.07
4	1	Flemington Lane (S/R/L)	1	1	B	41	1800	7	6.00	26	251	54.10	42.10	95.15	0.99
11	1	Exit Lane				354	Unrestricted	90	13.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				131	Unrestricted	90	23.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				288	Unrestricted	90	19.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				66	Unrestricted	90	31.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	167.80	9.27	18.11	3.00	0.68	52.16	5.78	0.00	57.94
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	167.80	9.27	18.11	3.00	0.68	52.16	5.78	0.00	57.94

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

A2 - Scenario A - Junction 3 - PM
D12 - 2035 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	28/05/2026 16:44:21	28/05/2026 16:44:21	0.40	17:00	90	39.38	2.45	33.51	1/1	0	0	1/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction 3 - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	PM	(untitled)			17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	382	382
2	1	39	39
3	1	278	278
4	1	43	43
11	1	322	322
12	1	55	55
13	1	297	297
14	1	68	68

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	6	266	6	0	0	0	0
	2	3	0	26	14	0	0	0	0
	3	290	57	0	35	0	0	0	0
	4	4	5	30	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	6
	2		1	3	3/1, 11/1	Normal	266
	3		1	4	3/1, 12/1	Normal	6
	5		2	3	4/1, 11/1	Normal	26
	6		2	4	4/1, 12/1	Normal	14
	7		2	1	4/1, 13/1	Normal	3
	8		3	2	1/1, 14/1	Normal	57
	9		3	4	1/1, 12/1	Normal	35
	10		3	1	1/1, 13/1	Normal	290
	11		4	2	2/1, 14/1	Normal	5
	12		4	3	2/1, 11/1	Normal	30
	13		4	1	2/1, 13/1	Normal	4

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	52, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

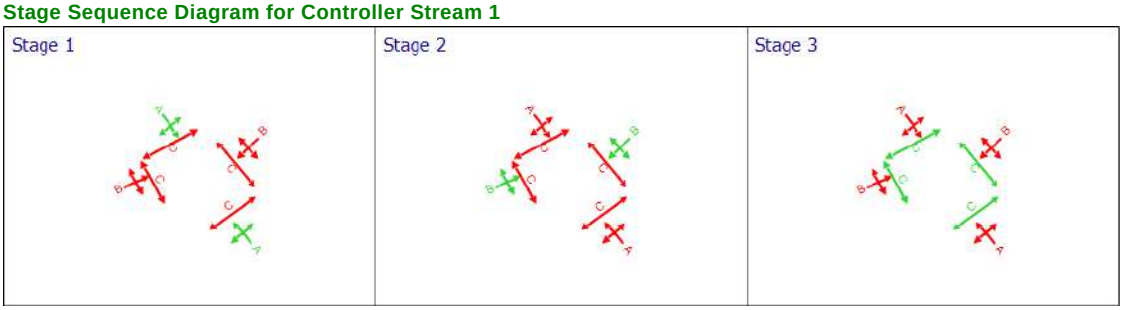
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	52	56	1	7
	2	✓	2	B	57	64	7	1	7
	3	✓	3	C	69	73	4	1	4

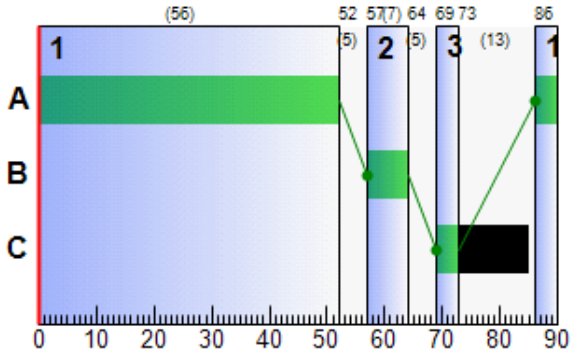
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	52	56
2	1	1	1	B	57	64	7
3	1	1	1	A	86	52	56
4	1	1	1	B	57	64	7

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	28/05/2026 16:44:21	28/05/2026 16:44:21	0.40	17:00	90	39.38	2.45	33.51	1/1	0	0	1/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	34	169	1484	486	5.95	34.80	4.58	39.38

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	382	1800	56	0.00	34	169	20.48	8.48	44.92	4.43
2	1	Access to Clubhouse (S/R/L)	1	1	B	39	1800	7	6.00	24	269	53.83	41.83	94.88	0.94
3	1	R132 (S/R/L)	1	1	A	278	1800	56	0.00	24	269	19.66	7.66	41.51	3.05
4	1	Flemington Lane (S/R/L)	1	1	B	43	1800	7	6.00	27	235	54.38	42.38	95.60	1.05
11	1	Exit Lane				322	Unrestricted	90	16.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				55	Unrestricted	90	67.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				297	Unrestricted	90	23.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				68	Unrestricted	90	30.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	148.40	7.40	20.06	2.24	0.21	34.80	4.58	0.00	39.38
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	148.40	7.40	20.06	2.24	0.21	34.80	4.58	0.00	39.38

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

A2 - Scenario A - Junction 3 - PM
D14 - 2045 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	28/05/2026 16:44:18	28/05/2026 16:44:19	1.54	17:00	90	41.86	2.60	35.18	1/1	0	0	1/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction 3 - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	PM	(untitled)			17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	401	401
2	1	41	41
3	1	291	291
4	1	45	45
11	1	338	338
12	1	58	58
13	1	311	311
14	1	71	71

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	6	279	6	0	0	0	0
	2	3	0	27	15	0	0	0	0
	3	304	60	0	37	0	0	0	0
	4	4	5	32	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	6
	2		1	3	3/1, 11/1	Normal	279
	3		1	4	3/1, 12/1	Normal	6
	5		2	3	4/1, 11/1	Normal	27
	6		2	4	4/1, 12/1	Normal	15
	7		2	1	4/1, 13/1	Normal	3
	8		3	2	1/1, 14/1	Normal	60
	9		3	4	1/1, 12/1	Normal	37
	10		3	1	1/1, 13/1	Normal	304
	11		4	2	2/1, 14/1	Normal	5
	12		4	3	2/1, 11/1	Normal	32
	13		4	1	2/1, 13/1	Normal	4

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	52, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

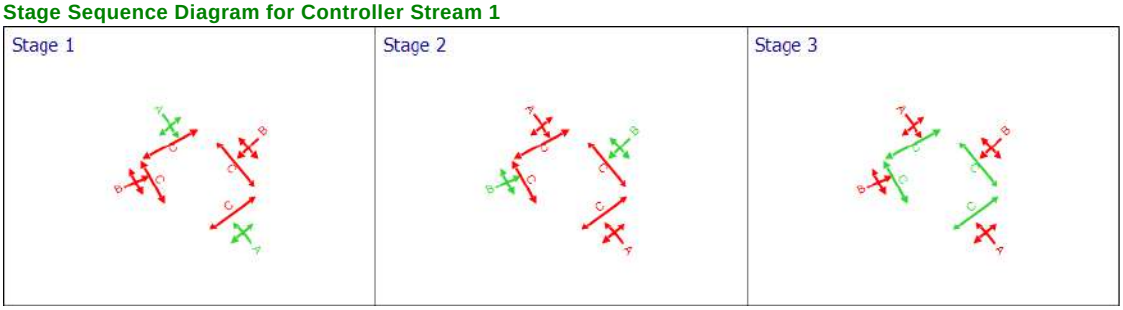
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	52	56	1	7
	2	✓	2	B	57	64	7	1	7
	3	✓	3	C	69	73	4	1	4

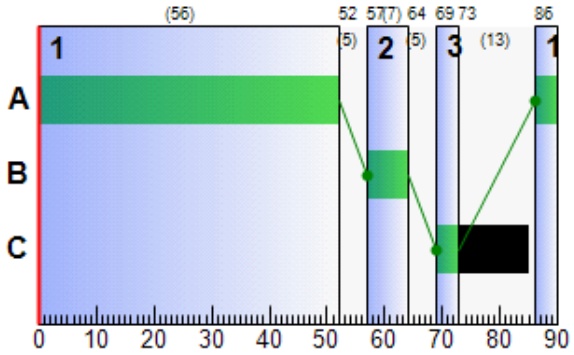
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	52	56
2	1	1	1	B	57	64	7
3	1	1	1	A	86	52	56
4	1	1	1	B	57	64	7

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	28/05/2026 16:44:18	28/05/2026 16:44:19	1.54	17:00	90	41.86	2.60	35.18	1/1	0	0	1/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	35	156	1556	486	6.02	36.98	4.88	41.86

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	401	1800	56	0.00	35	156	20.64	8.64	45.83	4.77
2	1	Access to Clubhouse (S/R/L)	1	1	B	41	1800	7	6.00	26	251	54.10	42.10	95.15	0.99
3	1	R132 (S/R/L)	1	1	A	291	1800	56	0.00	26	253	19.76	7.76	42.26	3.20
4	1	Flemington Lane (S/R/L)	1	1	B	45	1800	7	5.00	28	220	54.71	42.71	96.69	1.10
11	1	Exit Lane				338	Unrestricted	90	16.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				58	Unrestricted	90	66.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				311	Unrestricted	90	23.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				71	Unrestricted	90	29.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	155.60	7.79	19.97	2.37	0.24	36.98	4.88	0.00	41.86
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	155.60	7.79	19.97	2.37	0.24	36.98	4.88	0.00	41.86

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

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: A_Junction A.j9
Path: N:\Projects\25\25-107 Flemington Balbriggan\Design\Civil\TTA\Junction Modelling\A_Junction A
Report generation date: 05/05/2026 12:46:03

»Scenario A - Junciton A - 2026 BASE YEAR, AM
»Scenario A - Junciton A - 2026 BASE YEAR, PM
»Scenario A - Junciton A - 2030 DO NOTHING, AM
»Scenario A - Junciton A - 2030 DO NOTHING, PM
»Scenario A - Junciton A - 2035 DO NOTHING, AM
»Scenario A - Junciton A - 2035 DO NOTHING, PM
»Scenario A - Junciton A - 2045 DO NOTHING, AM
»Scenario A - Junciton A - 2045 DO NOTHING, PM
»Scenario A - Junciton A - 2030 DO SOMETHING, AM
»Scenario A - Junciton A - 2030 DO SOMETHING, PM
»Scenario A - Junciton A - 2035 DO SOMETHING, AM
»Scenario A - Junciton A - 2035 DO SOMETHING, PM
»Scenario A - Junciton A - 2045 DO SOMETHING, AM
»Scenario A - Junciton A - 2045 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Scenario A - Junciton A - 2026 BASE YEAR					
Stream B-AC	0.2	7.24	0.19	0.1	6.75	0.13
Stream C-AB	0.2	7.21	0.16	0.2	7.23	0.17
Stream A-BC	0.0	0.00	0.00	0.0	0.00	0.00
	Scenario A - Junciton A - 2030 DO NOTHING					
Stream B-AC	0.3	7.37	0.20	0.2	6.84	0.14
Stream C-AB	0.2	7.32	0.18	0.2	7.34	0.18
Stream A-BC	0.0	0.00	0.00	0.0	0.00	0.00
	Scenario A - Junciton A - 2035 DO NOTHING					
Stream B-AC	0.1	6.66	0.09	0.1	6.41	0.06
Stream C-AB	0.1	6.68	0.08	0.1	6.61	0.08
Stream A-BC	0.1	2.56	0.05	0.0	2.52	0.03
	Scenario A - Junciton A - 2045 DO NOTHING					
Stream B-AC	0.1	6.72	0.09	0.1	6.43	0.06
Stream C-AB	0.1	6.72	0.08	0.1	6.65	0.08
Stream A-BC	0.1	2.56	0.05	0.0	2.52	0.04
	Scenario A - Junciton A - 2030 DO SOMETHING					
Stream B-AC	0.3	7.59	0.21	0.2	7.01	0.15
Stream C-AB	0.2	7.55	0.19	0.2	7.48	0.19
Stream A-BC	0.0	2.49	0.04	0.0	2.45	0.02
	Scenario A - Junciton A - 2035 DO SOMETHING					
Stream B-AC	0.1	6.80	0.09	0.1	6.48	0.06
Stream C-AB	0.1	6.79	0.08	0.1	6.65	0.08
Stream A-BC	0.1	2.64	0.08	0.1	2.56	0.05
	Scenario A - Junciton A - 2045 DO SOMETHING					
Stream B-AC	0.1	6.86	0.09	0.1	6.51	0.06
Stream C-AB	0.1	6.84	0.08	0.1	6.69	0.08
Stream A-BC	0.1	2.64	0.08	0.1	2.56	0.05

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

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

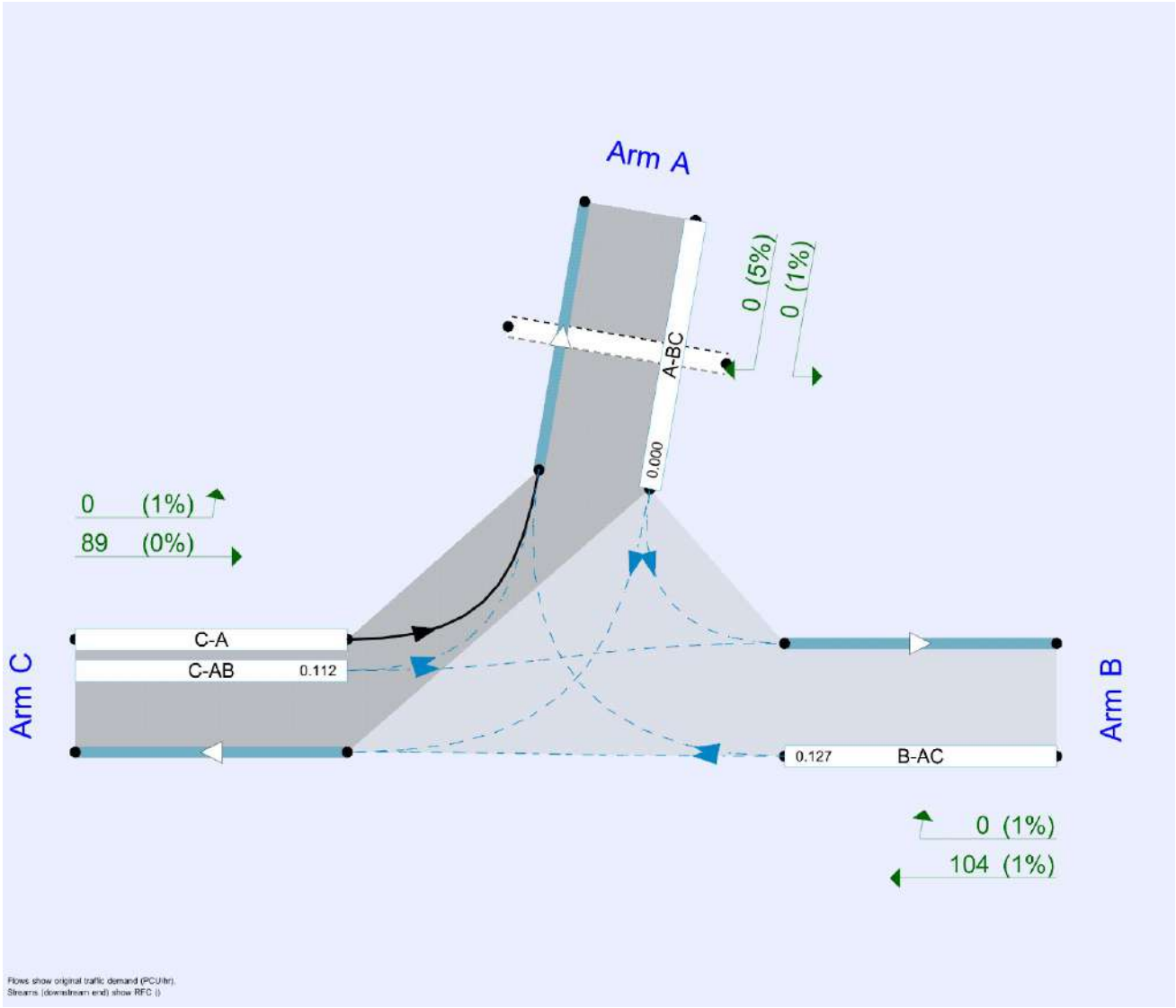
File summary

File Description

Title	Junction A
Location	Access road to Subject Site (N) / Flemington Lane (E) / Flemington Lane (W). Balbriggan, Co. Dublin
Site number	A
Date	05/05/2026
Version	1
Status	(new file)
Identifier	
Client	Lagan Homes
Jobnumber	25-107
Enumerator	DOMAIN\f.demaio
Description	Scenario A

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 BASE YEAR	AM	ONE HOUR	08:00	09:30	15	✓
D2	2026 BASE YEAR	PM	ONE HOUR	17:00	18:30	15	✓
D3	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D5	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D6	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D7	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D8	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D9	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D10	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D11	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D12	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D13	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D14	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Scenario A - Junciton A	✓	100.000	100.000

Scenario A - Junciton A - 2026 BASE YEAR, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.00			40.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	100	40

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A	1.00	3.00	2.00	1.00	6.00	6.00	30.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	503	0.096	0.242	0.152	0.345
B-C	617	0.099	0.249	-	-
C-B	597	0.241	0.241	-	-

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

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

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	104	100.000
C		ONE HOUR	✓	89	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	104
	C	0	89	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	7.24	0.2	A	95	143
C-AB	0.16	7.21	0.2	A	82	123
C-A					0	0
A-BC	0.00	0.00	0.0	A	0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20		617	0.127	78	0.0	0.1	6.740	A
C-AB	67	17		597	0.112	67	0.0	0.1	6.779	A
C-A	0	0				0				
A-BC	0	0	75.29	1606	0.000	0	0.0	0.0	0.000	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23		617	0.152	93	0.1	0.2	6.946	A
C-AB	80	20		597	0.134	80	0.1	0.2	6.958	A
C-A	0	0				0				
A-BC	0	0	89.90	1581	0.000	0	0.0	0.0	0.000	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	29		617	0.186	114	0.2	0.2	7.234	A
C-AB	98	24		597	0.164	98	0.2	0.2	7.208	A
C-A	0	0				0				
A-BC	0	0	110.10	1555	0.000	0	0.0	0.0	0.000	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	29		617	0.186	115	0.2	0.2	7.240	A
C-AB	98	24		597	0.164	98	0.2	0.2	7.211	A
C-A	0	0				0				
A-BC	0	0	110.10	1555	0.000	0	0.0	0.0	0.000	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23		617	0.152	94	0.2	0.2	6.957	A
C-AB	80	20		597	0.134	80	0.2	0.2	6.967	A
C-A	0	0				0				
A-BC	0	0	89.90	1581	0.000	0	0.0	0.0	0.000	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20		617	0.127	78	0.2	0.1	6.759	A
C-AB	67	17		597	0.112	67	0.2	0.1	6.793	A
C-A	0	0				0				
A-BC	0	0	75.29	1606	0.000	0	0.0	0.0	0.000	A

Scenario A - Junciton A - 2026 BASE YEAR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 BASE YEAR	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	71	100.000
C		ONE HOUR	✓	90	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	71
	C	0	90	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	6.75	0.1	A	65	98
C-AB	0.17	7.23	0.2	A	83	124
C-A					0	0
A-BC	0.00	0.00	0.0	A	0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13		617	0.087	53	0.0	0.1	6.447	A
C-AB	68	17		597	0.113	67	0.0	0.1	6.789	A
C-A	0	0				0				
A-BC	0	0	75.29	1606	0.000	0	0.0	0.0	0.000	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16		617	0.104	64	0.1	0.1	6.576	A
C-AB	81	20		597	0.136	81	0.1	0.2	6.970	A
C-A	0	0				0				
A-BC	0	0	89.90	1581	0.000	0	0.0	0.0	0.000	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20		617	0.127	78	0.1	0.1	6.749	A
C-AB	99	25		597	0.166	99	0.2	0.2	7.224	A
C-A	0	0				0				
A-BC	0	0	110.10	1555	0.000	0	0.0	0.0	0.000	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20		617	0.127	78	0.1	0.1	6.751	A
C-AB	99	25		597	0.166	99	0.2	0.2	7.227	A
C-A	0	0				0				
A-BC	0	0	110.10	1555	0.000	0	0.0	0.0	0.000	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16		617	0.104	64	0.1	0.1	6.579	A
C-AB	81	20		597	0.136	81	0.2	0.2	6.977	A
C-A	0	0				0				
A-BC	0	0	89.90	1581	0.000	0	0.0	0.0	0.000	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13		617	0.087	54	0.1	0.1	6.457	A
C-AB	68	17		597	0.113	68	0.2	0.1	6.805	A
C-A	0	0				0				
A-BC	0	0	75.29	1606	0.000	0	0.0	0.0	0.000	A

Scenario A - Junciton A - 2030 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	112	100.000
C		ONE HOUR	✓	96	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	112
	C	0	96	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	7.37	0.3	A	103	154
C-AB	0.18	7.32	0.2	A	88	132
C-A					0	0
A-BC	0.00	0.00	0.0	A	0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21		617	0.137	84	0.0	0.2	6.812	A
C-AB	72	18		597	0.121	72	0.0	0.1	6.844	A
C-A	0	0				0				
A-BC	0	0	75.29	1606	0.000	0	0.0	0.0	0.000	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25		617	0.163	101	0.2	0.2	7.043	A
C-AB	86	22		597	0.145	86	0.1	0.2	7.043	A
C-A	0	0				0				
A-BC	0	0	89.90	1581	0.000	0	0.0	0.0	0.000	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31		617	0.200	123	0.2	0.3	7.363	A
C-AB	106	26		597	0.177	106	0.2	0.2	7.321	A
C-A	0	0				0				
A-BC	0	0	110.10	1555	0.000	0	0.0	0.0	0.000	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31		617	0.200	123	0.2	0.3	7.369	A
C-AB	106	26		597	0.177	106	0.2	0.2	7.324	A
C-A	0	0				0				
A-BC	0	0	110.10	1555	0.000	0	0.0	0.0	0.000	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25		617	0.163	101	0.3	0.2	7.052	A
C-AB	86	22		597	0.145	86	0.2	0.2	7.054	A
C-A	0	0				0				
A-BC	0	0	89.90	1581	0.000	0	0.0	0.0	0.000	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21		617	0.137	84	0.2	0.2	6.836	A
C-AB	72	18		597	0.121	72	0.2	0.1	6.864	A
C-A	0	0				0				
A-BC	0	0	75.29	1606	0.000	0	0.0	0.0	0.000	A

Scenario A - Junciton A - 2030 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.12	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)	Run automatically
D4	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	97	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	77
	C	0	97	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	6.84	0.2	A	71	106
C-AB	0.18	7.34	0.2	A	89	134
C-A					0	0
A-BC	0.00	0.00	0.0	A	0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14		617	0.094	58	0.0	0.1	6.500	A
C-AB	73	18		597	0.122	72	0.0	0.1	6.854	A
C-A	0	0				0				
A-BC	0	0	75.29	1606	0.000	0	0.0	0.0	0.000	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17		617	0.112	69	0.1	0.1	6.641	A
C-AB	87	22		597	0.146	87	0.1	0.2	7.056	A
C-A	0	0				0				
A-BC	0	0	89.90	1581	0.000	0	0.0	0.0	0.000	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21		617	0.137	85	0.1	0.2	6.833	A
C-AB	107	27		597	0.179	107	0.2	0.2	7.339	A
C-A	0	0				0				
A-BC	0	0	110.10	1555	0.000	0	0.0	0.0	0.000	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21		617	0.137	85	0.2	0.2	6.835	A
C-AB	107	27		597	0.179	107	0.2	0.2	7.341	A
C-A	0	0				0				
A-BC	0	0	110.10	1555	0.000	0	0.0	0.0	0.000	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17		617	0.112	69	0.2	0.1	6.644	A
C-AB	87	22		597	0.146	87	0.2	0.2	7.063	A
C-A	0	0				0				
A-BC	0	0	89.90	1581	0.000	0	0.0	0.0	0.000	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14		617	0.094	58	0.1	0.1	6.512	A
C-AB	73	18		597	0.122	73	0.2	0.1	6.874	A
C-A	0	0				0				
A-BC	0	0	75.29	1606	0.000	0	0.0	0.0	0.000	A

Scenario A - Junciton A - 2035 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.51	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)	Run automatically
D5	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	70	100.000
B		ONE HOUR	✓	47	100.000
C		ONE HOUR	✓	100	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	70
	B	0	0	47
	C	60	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	6.66	0.1	A	43	65
C-AB	0.08	6.68	0.1	A	37	55
C-A					55	82
A-BC	0.05	2.56	0.1	A	64	96

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9		603	0.059	35	0.0	0.1	6.394	A
C-AB	30	8		587	0.052	30	0.0	0.1	6.467	A
C-A	45	11				45				
A-BC	53	13	75.29	1606	0.033	53	0.0	0.0	2.433	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11		601	0.070	42	0.1	0.1	6.507	A
C-AB	36	9		585	0.062	36	0.1	0.1	6.556	A
C-A	54	13				54				
A-BC	63	16	89.90	1581	0.040	63	0.0	0.0	2.488	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13		597	0.087	52	0.1	0.1	6.663	A
C-AB	44	11		584	0.076	44	0.1	0.1	6.677	A
C-A	66	16				66				
A-BC	77	19	110.10	1555	0.050	77	0.0	0.1	2.557	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13		597	0.087	52	0.1	0.1	6.663	A
C-AB	44	11		583	0.076	44	0.1	0.1	6.680	A
C-A	66	16				66				
A-BC	77	19	110.10	1555	0.050	77	0.1	0.1	2.557	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11		601	0.070	42	0.1	0.1	6.512	A
C-AB	36	9		585	0.062	36	0.1	0.1	6.560	A
C-A	54	13				54				
A-BC	63	16	89.90	1581	0.040	63	0.1	0.0	2.490	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9		603	0.059	35	0.1	0.1	6.401	A
C-AB	30	8		587	0.052	30	0.1	0.1	6.472	A
C-A	45	11				45				
A-BC	53	13	75.29	1606	0.033	53	0.0	0.0	2.435	A

Scenario A - Junciton A - 2035 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	48	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	100	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	48
	B	0	0	33
	C	60	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	6.41	0.1	A	30	45
C-AB	0.08	6.61	0.1	A	37	55
C-A					55	82
A-BC	0.03	2.52	0.0	A	44	66

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6		608	0.041	25	0.0	0.0	6.236	A
C-AB	30	8		591	0.051	30	0.0	0.1	6.420	A
C-A	45	11				45				
A-BC	36	9	75.29	1606	0.023	36	0.0	0.0	2.407	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7		606	0.049	30	0.0	0.1	6.309	A
C-AB	36	9		590	0.061	36	0.1	0.1	6.499	A
C-A	54	13				54				
A-BC	43	11	89.90	1581	0.027	43	0.0	0.0	2.456	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9		603	0.060	36	0.1	0.1	6.410	A
C-AB	44	11		589	0.075	44	0.1	0.1	6.606	A
C-A	66	16				66				
A-BC	53	13	110.10	1555	0.034	53	0.0	0.0	2.516	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9		603	0.060	36	0.1	0.1	6.411	A
C-AB	44	11		589	0.075	44	0.1	0.1	6.609	A
C-A	66	16				66				
A-BC	53	13	110.10	1555	0.034	53	0.0	0.0	2.516	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7		606	0.049	30	0.1	0.1	6.313	A
C-AB	36	9		590	0.061	36	0.1	0.1	6.503	A
C-A	54	13				54				
A-BC	43	11	89.90	1581	0.027	43	0.0	0.0	2.458	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6		608	0.041	25	0.1	0.0	6.239	A
C-AB	30	8		591	0.051	30	0.1	0.1	6.426	A
C-A	45	11				45				
A-BC	36	9	75.29	1606	0.023	36	0.0	0.0	2.407	A

Scenario A - Junciton A - 2045 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	74	100.000
B		ONE HOUR	✓	50	100.000
C		ONE HOUR	✓	107	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	74
	B	0	0	50
	C	64	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	6.72	0.1	A	46	69
C-AB	0.08	6.72	0.1	A	40	60
C-A					58	88
A-BC	0.05	2.56	0.1	A	68	102

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9		603	0.062	37	0.0	0.1	6.428	A
C-AB	33	8		586	0.055	32	0.0	0.1	6.494	A
C-A	48	12				48				
A-BC	56	14	75.29	1606	0.035	56	0.0	0.0	2.438	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11		600	0.075	45	0.1	0.1	6.549	A
C-AB	39	10		585	0.067	39	0.1	0.1	6.593	A
C-A	57	14				57				
A-BC	67	17	89.90	1581	0.042	66	0.0	0.0	2.494	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14		596	0.092	55	0.1	0.1	6.717	A
C-AB	48	12		583	0.082	48	0.1	0.1	6.724	A
C-A	70	17				70				
A-BC	81	20	110.10	1555	0.052	81	0.0	0.1	2.564	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14		596	0.092	55	0.1	0.1	6.717	A
C-AB	48	12		583	0.082	48	0.1	0.1	6.724	A
C-A	70	17				70				
A-BC	81	20	110.10	1555	0.052	81	0.1	0.1	2.564	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11		600	0.075	45	0.1	0.1	6.554	A
C-AB	39	10		585	0.067	39	0.1	0.1	6.598	A
C-A	57	14				57				
A-BC	67	17	89.90	1581	0.042	67	0.1	0.0	2.496	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9		603	0.062	38	0.1	0.1	6.435	A
C-AB	33	8		586	0.055	33	0.1	0.1	6.501	A
C-A	48	12				48				
A-BC	56	14	75.29	1606	0.035	56	0.0	0.0	2.440	A

Scenario A - Junciton A - 2045 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	51	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	107	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	51
	B	0	0	34
	C	64	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	6.43	0.1	A	31	47
C-AB	0.08	6.65	0.1	A	40	60
C-A					58	88
A-BC	0.04	2.52	0.0	A	47	70

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6		607	0.042	25	0.0	0.0	6.250	A
C-AB	33	8		591	0.055	32	0.0	0.1	6.446	A
C-A	48	12				48				
A-BC	38	10	75.29	1606	0.024	38	0.0	0.0	2.411	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8		605	0.051	31	0.0	0.1	6.327	A
C-AB	39	10		590	0.066	39	0.1	0.1	6.534	A
C-A	57	14				57				
A-BC	46	11	89.90	1581	0.029	46	0.0	0.0	2.461	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9		603	0.062	37	0.1	0.1	6.432	A
C-AB	48	12		589	0.081	48	0.1	0.1	6.648	A
C-A	70	18				70				
A-BC	56	14	110.10	1555	0.036	56	0.0	0.0	2.521	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9		603	0.062	37	0.1	0.1	6.432	A
C-AB	48	12		589	0.081	48	0.1	0.1	6.648	A
C-A	70	18				70				
A-BC	56	14	110.10	1555	0.036	56	0.0	0.0	2.521	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8		605	0.051	31	0.1	0.1	6.330	A
C-AB	39	10		590	0.066	39	0.1	0.1	6.535	A
C-A	57	14				57				
A-BC	46	11	89.90	1581	0.029	46	0.0	0.0	2.461	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6		607	0.042	26	0.1	0.0	6.256	A
C-AB	33	8		590	0.055	33	0.1	0.1	6.455	A
C-A	48	12				48				
A-BC	38	10	75.29	1606	0.024	38	0.0	0.0	2.411	A

Scenario A - Junciton A - 2030 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	53	100.000
B		ONE HOUR	✓	115	100.000
C		ONE HOUR	✓	116	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	33
	B	0	0	115
	C	17	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	7.59	0.3	A	106	158
C-AB	0.19	7.55	0.2	A	91	137
C-A					15	23
A-BC	0.04	2.49	0.0	A	49	73

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	22		609	0.142	86	0.0	0.2	6.943	A
C-AB	75	19		589	0.127	74	0.0	0.1	6.984	A
C-A	13	3				13				
A-BC	40	10	75.29	1606	0.025	40	0.0	0.0	2.378	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26		607	0.170	103	0.2	0.2	7.209	A
C-AB	89	22		588	0.152	89	0.1	0.2	7.217	A
C-A	15	4				15				
A-BC	48	12	89.90	1581	0.030	48	0.0	0.0	2.427	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	32		605	0.209	126	0.2	0.3	7.587	A
C-AB	110	27		587	0.187	109	0.2	0.2	7.543	A
C-A	18	5				18				
A-BC	58	15	110.10	1555	0.038	58	0.0	0.0	2.488	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	32		605	0.209	127	0.3	0.3	7.593	A
C-AB	110	27		587	0.187	110	0.2	0.2	7.549	A
C-A	18	5				18				
A-BC	58	15	110.10	1555	0.038	58	0.0	0.0	2.488	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26		607	0.170	104	0.3	0.2	7.219	A
C-AB	89	22		588	0.152	90	0.2	0.2	7.228	A
C-A	15	4				15				
A-BC	48	12	89.90	1581	0.030	48	0.0	0.0	2.427	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	22		609	0.142	87	0.2	0.2	6.967	A
C-AB	75	19		589	0.127	75	0.2	0.1	7.005	A
C-A	13	3				13				
A-BC	40	10	75.29	1606	0.025	40	0.0	0.0	2.380	A

Scenario A - Junciton A - 2030 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	32	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	139	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	20
	B	0	0	83
	C	36	103	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	7.01	0.2	A	76	114
C-AB	0.19	7.48	0.2	A	95	143
C-A					32	48
A-BC	0.02	2.45	0.0	A	29	44

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16		612	0.102	62	0.0	0.1	6.605	A
C-AB	78	20		595	0.131	77	0.0	0.2	6.951	A
C-A	27	7				27				
A-BC	24	6	75.29	1606	0.015	24	0.0	0.0	2.354	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19		611	0.122	75	0.1	0.1	6.777	A
C-AB	93	23		595	0.157	93	0.2	0.2	7.170	A
C-A	32	8				32				
A-BC	29	7	89.90	1581	0.018	29	0.0	0.0	2.398	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23		610	0.150	91	0.1	0.2	7.009	A
C-AB	115	29		596	0.193	115	0.2	0.2	7.472	A
C-A	38	10				38				
A-BC	35	9	110.10	1555	0.023	35	0.0	0.0	2.450	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23		610	0.150	91	0.2	0.2	7.012	A
C-AB	115	29		596	0.193	115	0.2	0.2	7.481	A
C-A	38	10				38				
A-BC	35	9	110.10	1555	0.023	35	0.0	0.0	2.450	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19		611	0.122	75	0.2	0.1	6.783	A
C-AB	93	23		595	0.157	94	0.2	0.2	7.182	A
C-A	32	8				32				
A-BC	29	7	89.90	1581	0.018	29	0.0	0.0	2.398	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16		612	0.102	63	0.1	0.1	6.621	A
C-AB	78	20		595	0.131	78	0.2	0.2	6.969	A
C-A	27	7				27				
A-BC	24	6	75.29	1606	0.015	24	0.0	0.0	2.356	A

Scenario A - Junciton A - 2035 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	110	100.000
B		ONE HOUR	✓	47	100.000
C		ONE HOUR	✓	117	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	110
	B	0	0	47
	C	77	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	6.80	0.1	A	43	65
C-AB	0.08	6.79	0.1	A	37	56
C-A					70	106
A-BC	0.08	2.64	0.1	A	101	151

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9		596	0.059	35	0.0	0.1	6.480	A
C-AB	30	8		580	0.052	30	0.0	0.1	6.539	A
C-A	58	14				58				
A-BC	83	21	75.29	1606	0.052	83	0.0	0.1	2.481	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11		592	0.071	42	0.1	0.1	6.614	A
C-AB	36	9		578	0.063	36	0.1	0.1	6.650	A
C-A	69	17				69				
A-BC	99	25	89.90	1581	0.063	99	0.1	0.1	2.549	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13		586	0.088	52	0.1	0.1	6.800	A
C-AB	45	11		574	0.078	44	0.1	0.1	6.794	A
C-A	84	21				84				
A-BC	121	30	110.10	1555	0.078	121	0.1	0.1	2.635	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13		586	0.088	52	0.1	0.1	6.800	A
C-AB	45	11		574	0.078	45	0.1	0.1	6.794	A
C-A	84	21				84				
A-BC	121	30	110.10	1555	0.078	121	0.1	0.1	2.635	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11		592	0.071	42	0.1	0.1	6.619	A
C-AB	36	9		578	0.063	36	0.1	0.1	6.652	A
C-A	69	17				69				
A-BC	99	25	89.90	1581	0.063	99	0.1	0.1	2.549	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9		596	0.059	35	0.1	0.1	6.489	A
C-AB	30	8		580	0.052	30	0.1	0.1	6.550	A
C-A	58	14				58				
A-BC	83	21	75.29	1606	0.052	83	0.1	0.1	2.483	A

Scenario A - Junciton A - 2035 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	71	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	136	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	71
	B	0	0	33
	C	96	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	6.48	0.1	A	30	45
C-AB	0.08	6.65	0.1	A	37	56
C-A					88	132
A-BC	0.05	2.56	0.1	A	65	98

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6		603	0.041	25	0.0	0.0	6.282	A
C-AB	30	8		588	0.052	30	0.0	0.1	6.454	A
C-A	72	18				72				
A-BC	53	13	75.29	1606	0.033	53	0.0	0.0	2.434	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7		601	0.049	30	0.0	0.1	6.366	A
C-AB	36	9		587	0.062	36	0.1	0.1	6.536	A
C-A	86	21				86				
A-BC	64	16	89.90	1581	0.040	64	0.0	0.0	2.490	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9		597	0.061	36	0.1	0.1	6.483	A
C-AB	45	11		586	0.076	45	0.1	0.1	6.646	A
C-A	105	26				105				
A-BC	78	20	110.10	1555	0.050	78	0.0	0.1	2.559	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9		597	0.061	36	0.1	0.1	6.483	A
C-AB	45	11		586	0.076	45	0.1	0.1	6.649	A
C-A	105	26				105				
A-BC	78	20	110.10	1555	0.050	78	0.1	0.1	2.559	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7		601	0.049	30	0.1	0.1	6.370	A
C-AB	36	9		587	0.062	36	0.1	0.1	6.538	A
C-A	86	21				86				
A-BC	64	16	89.90	1581	0.040	64	0.1	0.0	2.490	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6		603	0.041	25	0.1	0.0	6.288	A
C-AB	30	8		588	0.052	30	0.1	0.1	6.459	A
C-A	72	18				72				
A-BC	53	13	75.29	1606	0.033	53	0.0	0.0	2.434	A

Scenario A - Junciton A - 2045 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	114	100.000
B		ONE HOUR	✓	50	100.000
C		ONE HOUR	✓	124	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	114
	B	0	0	50
	C	81	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	6.86	0.1	A	46	69
C-AB	0.08	6.84	0.1	A	40	60
C-A					74	111
A-BC	0.08	2.64	0.1	A	105	157

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9		595	0.063	37	0.0	0.1	6.515	A
C-AB	33	8		580	0.056	32	0.0	0.1	6.572	A
C-A	61	15				61				
A-BC	86	21	75.29	1606	0.053	86	0.0	0.1	2.486	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11		591	0.076	45	0.1	0.1	6.657	A
C-AB	39	10		577	0.068	39	0.1	0.1	6.687	A
C-A	72	18				72				
A-BC	102	26	89.90	1581	0.065	102	0.1	0.1	2.555	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14		585	0.094	55	0.1	0.1	6.856	A
C-AB	48	12		574	0.084	48	0.1	0.1	6.841	A
C-A	89	22				89				
A-BC	126	31	110.10	1555	0.081	125	0.1	0.1	2.643	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	14		585	0.094	55	0.1	0.1	6.857	A
C-AB	48	12		574	0.084	48	0.1	0.1	6.844	A
C-A	89	22				89				
A-BC	126	31	110.10	1555	0.081	126	0.1	0.1	2.643	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11		591	0.076	45	0.1	0.1	6.660	A
C-AB	39	10		577	0.068	39	0.1	0.1	6.690	A
C-A	72	18				72				
A-BC	102	26	89.90	1581	0.065	103	0.1	0.1	2.555	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9		595	0.063	38	0.1	0.1	6.525	A
C-AB	33	8		580	0.056	33	0.1	0.1	6.582	A
C-A	61	15				61				
A-BC	86	21	75.29	1606	0.053	86	0.1	0.1	2.488	A

Scenario A - Junciton A - 2045 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	74	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	143	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	74
	B	0	0	34
	C	100	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	6.51	0.1	A	31	47
C-AB	0.08	6.69	0.1	A	40	60
C-A					91	137
A-BC	0.05	2.56	0.1	A	68	102

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6		603	0.042	25	0.0	0.0	6.296	A
C-AB	33	8		588	0.055	32	0.0	0.1	6.478	A
C-A	75	19				75				
A-BC	56	14	75.29	1606	0.035	56	0.0	0.0	2.438	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8		600	0.051	31	0.0	0.1	6.384	A
C-AB	39	10		587	0.067	39	0.1	0.1	6.569	A
C-A	90	22				90				
A-BC	67	17	89.90	1581	0.042	66	0.0	0.0	2.494	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9		596	0.063	37	0.1	0.1	6.505	A
C-AB	48	12		586	0.082	48	0.1	0.1	6.687	A
C-A	109	27				109				
A-BC	81	20	110.10	1555	0.052	81	0.0	0.1	2.564	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9		596	0.063	37	0.1	0.1	6.505	A
C-AB	48	12		586	0.082	48	0.1	0.1	6.687	A
C-A	109	27				109				
A-BC	81	20	110.10	1555	0.052	81	0.1	0.1	2.564	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8		600	0.051	31	0.1	0.1	6.388	A
C-AB	39	10		587	0.067	39	0.1	0.1	6.571	A
C-A	90	22				90				
A-BC	67	17	89.90	1581	0.042	67	0.1	0.0	2.496	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6		603	0.042	26	0.1	0.0	6.303	A
C-AB	33	8		588	0.055	33	0.1	0.1	6.487	A
C-A	75	19				75				
A-BC	56	14	75.29	1606	0.035	56	0.0	0.0	2.440	A

TRANSYT 16

Version: 16.0.1.8473
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Filename: A_Junctino B.t16
Path: N:\Projects\25\25-107 Flemington Balbriggan\Design\Civil\Traffic\Junction Modelling\A_Junction B - Signalised
Report generation date: 27/08/2026 11:40:44

»A1 - Scenario A - Junction B - AM : D1 - 2026 BASELINE, AM :
»A1 - Scenario A - Junction B - AM : D3 - 2030 DO NOTHING, AM :
»A1 - Scenario A - Junction B - AM : D5 - 2030 DO SOMETHING, AM :
»A1 - Scenario A - Junction B - AM : D7 - 2035 DO NOTHING, AM :
»A1 - Scenario A - Junction B - AM : D9 - 2035 DO SOMETHING, AM :
»A1 - Scenario A - Junction B - AM : D11 - 2045 DO NOTHING, AM :
»A1 - Scenario A - Junction B - AM : D13 - 2045 DO SOMETHING, AM :
»A2 - Scenario A - Junction B - PM : D2 - 2026 BASELINE, PM :
»A2 - Scenario A - Junction B - PM : D4 - 2030 DO NOTHING, PM :
»A2 - Scenario A - Junction B - PM : D6 - 2030 DO SOMETHING, PM :
»A2 - Scenario A - Junction B - PM : D8 - 2035 DO NOTHING, PM :
»A2 - Scenario A - Junction B - PM : D10 - 2035 DO SOEMTHING, PM :
»A2 - Scenario A - Junction B - PM : D12 - 2045 DO NOTHING, PM :
»A2 - Scenario A - Junction B - PM : D14 - 2045 DO SOMETHING, PM :

Summary of network performance

	AM			
	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario A - Junction B - AM - 2026 BASELINE			
Network	A1 D1	2.81	41% (TS 2/1)	0 (0%)
	Scenario A - Junction B - AM - 2030 DO NOTHING			
Network	A1 D3	3.48	46% (TS 2/1)	0 (0%)
	Scenario A - Junction B - AM - 2030 DO SOMETHING			
Network	A1 D5	3.62	46% (TS 2/1)	0 (0%)
	Scenario A - Junction B - AM - 2035 DO NOTHING			
Network	A1 D7	6.10	47% (TS 1/1)	0 (0%)
	Scenario A - Junction B - AM - 2035 DO SOMETHING			
Network	A1 D9	6.56	54% (TS 1/1)	0 (0%)
	Scenario A - Junction B - AM - 2045 DO NOTHING			
Network	A1 D11	6.43	49% (TS 2/1)	0 (0%)
	Scenario A - Junction B - AM - 2045 DO SOMETHING			
Network	A1 D13	6.90	54% (TS 1/1)	0 (0%)

	PM			
	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario A - Junction B - PM - 2026 BASELINE			
Network	A2 D2	1.80	28% (TS 3/2)	0 (0%)
	Scenario A - Junction B - PM - 2030 DO NOTHING			
Network	A2 D4	2.23	34% (TS 3/2)	0 (0%)
	Scenario A - Junction B - PM - 2030 DO SOMETHING			
Network	A2 D6	2.33	35% (TS 3/2)	0 (0%)
	Scenario A - Junction B - PM - 2035 DO NOTHING			
Network	A2 D8	4.83	44% (TS 1/1)	0 (0%)
	Scenario A - Junction B - PM - 2035 DO SOEMTHING			
Network	A2 D10	5.31	50% (TS 1/1)	0 (0%)
	Scenario A - Junction B - PM - 2045 DO NOTHING			
Network	A2 D12	5.05	45% (TS 1/1)	0 (0%)
	Scenario A - Junction B - PM - 2045 DO SOMETHING			
Network	A2 D14	5.53	51% (TS 1/1)	0 (0%)

File summary

File description

File title	Junction B
Location	R132 & Access Road, Balbriggan, Co. Dublin
Site number	JB
UTCRegion	
Driving side	Left
Date	11/06/2018
Version	
Status	(new file)
Identifier	
Client	Lagan Homes
Jobnumber	25-107
Enumerator	DOMAIN\Traffic
Description	Scenario A

Model and Results

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

Units

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

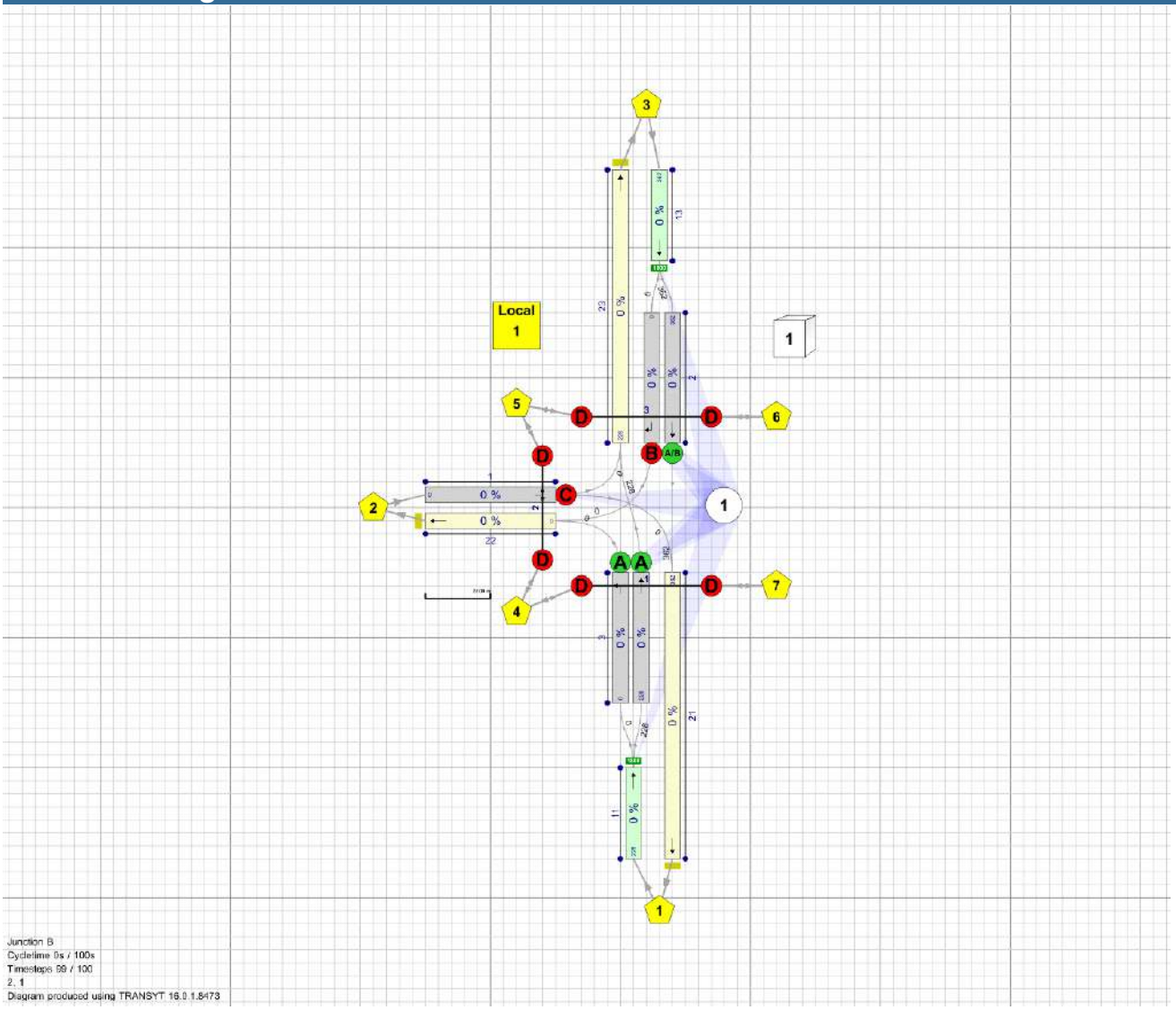
Sorting

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

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	10000	10000	-1	3	60	✓			0	0	0.00

Network Diagrams



A1 - Scenario A - Junction B - AM
D1 - 2026 BASELINE, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:40:30	27/08/2026 11:40:30	0.10	08:00	100	44.61	2.81	41.04	2/1	0	0	2/1	13/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction B - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2026 BASELINE	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	0	0
2	1	362	362
	2	0	0
3	1	0	0
	2	228	228
11	1	228	228
13	1	362	362
21	1	362	362
22	1	0	0
23	1	228	228

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	0	228	0	0	0	0
	2	0	0	0	0	0	0	0
	3	362	0	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	0
	5		1	2	11/1, 3/1, 22/1	Normal	0
	6		1	3	11/1, 3/2, 23/1	Normal	228
	7		2	3	1/1, 23/1	Normal	0
	8		3	1	13/1, 2/1, 21/1	Normal	362
	9		3	2	13/1, 2/2, 22/1	Normal	0

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	36, 50, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

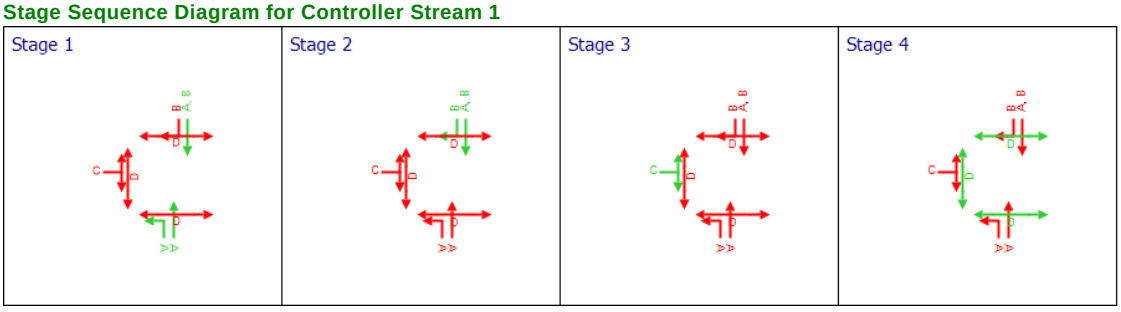
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	36	40	1	7
	2	✓	2	B	43	50	7	1	7
	3	✓	3	C	57	75	18	1	7
	4	✓	4	D	82	89	7	1	7

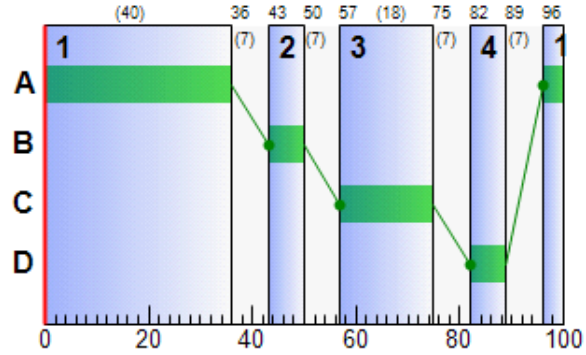
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	57	75	18
2	1	1	1	A	96	36	40
2	2	1	1	B	43	50	7
3	1	1	1	A	96	36	40
3	2	1	1	A	96	36	40

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:40:30	27/08/2026 11:40:30	0.10	08:00	100	44.61	2.81	41.04	2/1	0	0	2/1	13/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	41	119	1770	652	5.71	39.86	4.76	44.61

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		0	1800	18	19.00	0	Unrestricted	0.00	0.00	0.00	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	362	1800	47	0.00	41	119	19.13	14.33	62.72	
	2	R132 (N) - Straight Lane	1	1	B		0	1800	7	8.00	0	Unrestricted	0.00	0.00	0.00	
3	1	R132 (S) - Left Turn Lane	1	1	A		0	1800	40	41.00	0	Unrestricted	0.00	0.00	0.00	
	2	R132 (S) - Through Lane	1	1	A		228	1800	40	0.00	31	191	25.83	21.03	66.77	
11	1	R132 (S) - Feeder Lane	1				228	1800	100	0.00	13	611	7.35	0.15	0.00	
13	1	R132 (N) - Feeder Lane	1				362	1800	100	0.00	20	348	7.45	0.25	0.00	
21	1	R132 (S) - Exit Lane					362	Unrestricted	100	38.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					228	Unrestricted	100	54.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	118.00	6.74	17.51	2.81	39.86	4.76	0.00	44.61
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	118.00	6.74	17.51	2.81	39.86	4.76	0.00	44.61

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

A1 - Scenario A - Junction B - AM
D3 - 2030 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:40:30	27/08/2026 11:40:30	0.25	08:00	100	55.10	3.48	45.69	2/1	0	0	2/1	13/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction B - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	0	0
2	1	403	403
	2	0	0
3	1	0	0
	2	284	284
11	1	284	284
13	1	403	403
21	1	403	403
22	1	0	0
23	1	284	284

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	0	284	0	0	0	0
	2	0	0	0	0	0	0	0
	3	403	0	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	0
	5		1	2	11/1, 3/1, 22/1	Normal	0
	6		1	3	11/1, 3/2, 23/1	Normal	284
	7		2	3	1/1, 23/1	Normal	0
	8		3	1	13/1, 2/1, 21/1	Normal	403
	9		3	2	13/1, 2/2, 22/1	Normal	0

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	36, 50, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

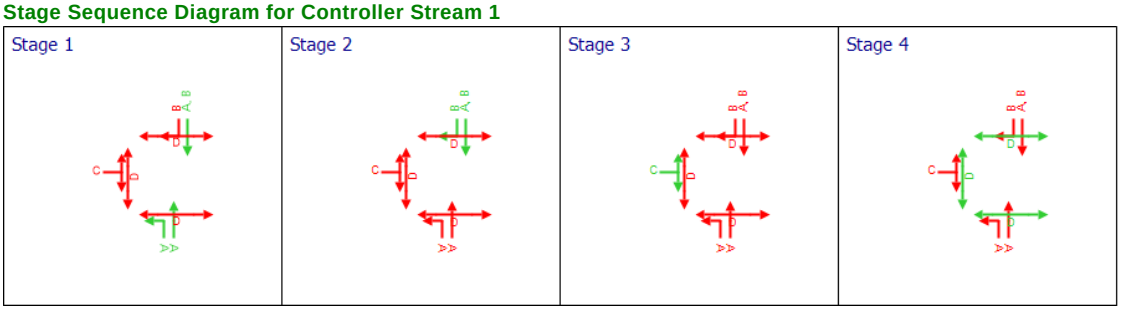
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	36	40	1	7
	2	✓	2	B	43	50	7	1	7
	3	✓	3	C	57	75	18	1	7
	4	✓	4	D	82	89	7	1	7

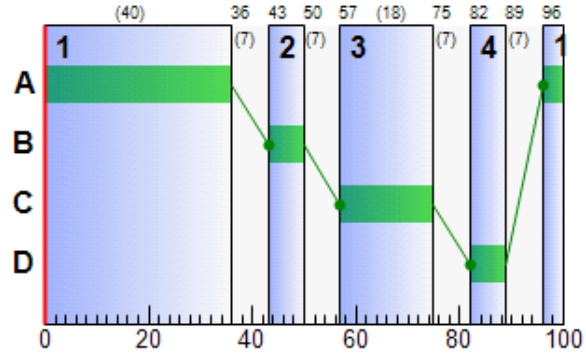
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	57	75	18
2	1	1	1	A	96	36	40
2	2	1	1	B	43	50	7
3	1	1	1	A	96	36	40
3	2	1	1	A	96	36	40

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:40:30	27/08/2026 11:40:30	0.25	08:00	100	55.10	3.48	45.69	2/1	0	0	2/1	13/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	46	97	2061	652	6.07	49.36	5.74	55.10

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		0	1800	18	19.00	0	Unrestricted	0.00	0.00	0.00	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	403	1800	47	0.00	46	97	19.79	14.99	64.64	
	2	R132 (N) - Straight Lane	1	1	B		0	1800	7	8.00	0	Unrestricted	0.00	0.00	0.00	
3	1	R132 (S) - Left Turn Lane	1	1	A		0	1800	40	41.00	0	Unrestricted	0.00	0.00	0.00	
	2	R132 (S) - Through Lane	1	1	A		284	1800	40	0.00	38	134	26.99	22.19	69.44	
11	1	R132 (S) - Feeder Lane	1				284	1800	100	0.00	16	470	7.39	0.19	0.00	
13	1	R132 (N) - Feeder Lane	1				403	1800	100	0.00	22	302	7.49	0.29	0.00	
21	1	R132 (S) - Exit Lane					403	Unrestricted	100	38.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					284	Unrestricted	100	54.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	137.40	8.06	17.06	3.48	49.36	5.74	0.00	55.10
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	137.40	8.06	17.06	3.48	49.36	5.74	0.00	55.10

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

A1 - Scenario A - Junction B - AM
D5 - 2030 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:40:30	27/08/2026 11:40:30	0.41	08:00	100	57.38	3.62	46.37	2/1	0	0	2/1	13/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction B - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	0	0
2	1	409	409
	2	0	0
3	1	0	0
	2	297	297
11	1	297	297
13	1	409	409
21	1	409	409
22	1	0	0
23	1	297	297

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	0	297	0	0	0	0
	2	0	0	0	0	0	0	0
	3	409	0	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	0
	5		1	2	11/1, 3/1, 22/1	Normal	0
	6		1	3	11/1, 3/2, 23/1	Normal	297
	7		2	3	1/1, 23/1	Normal	0
	8		3	1	13/1, 2/1, 21/1	Normal	409
	9		3	2	13/1, 2/2, 22/1	Normal	0

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	36, 50, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

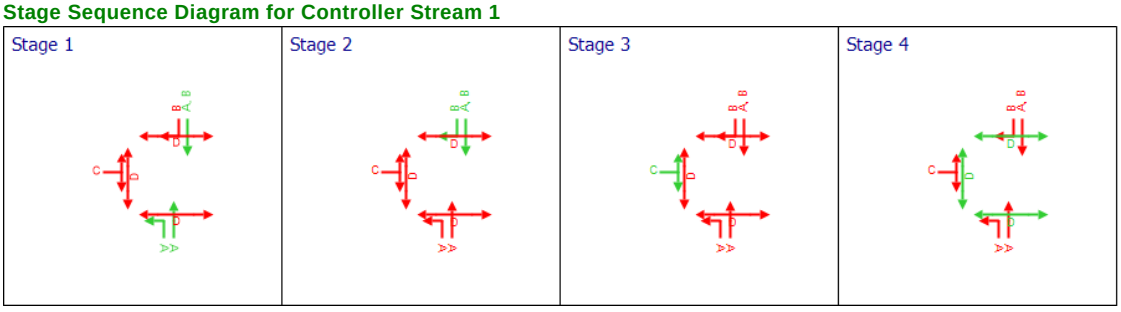
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	36	40	1	7
	2	✓	2	B	43	50	7	1	7
	3	✓	3	C	57	75	18	1	7
	4	✓	4	D	82	89	7	1	7

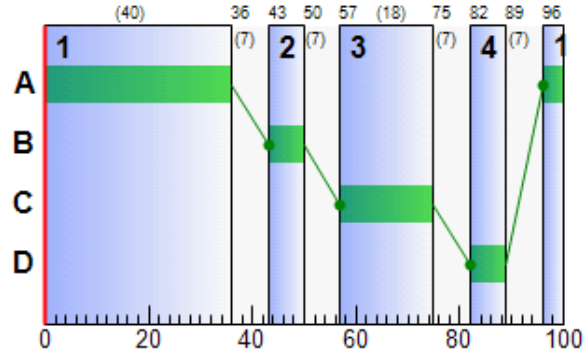
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	57	75	18
2	1	1	1	A	96	36	40
2	2	1	1	B	43	50	7
3	1	1	1	A	96	36	40
3	2	1	1	A	96	36	40

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:40:30	27/08/2026 11:40:30	0.41	08:00	100	57.38	3.62	46.37	2/1	0	0	2/1	13/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	46	94	2118	652	6.15	51.41	5.96	57.38

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		0	1800	18	19.00	0	Unrestricted	0.00	0.00	0.00	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	409	1800	47	0.00	46	94	19.90	15.10	65.23	
	2	R132 (N) - Straight Lane	1	1	B		0	1800	7	8.00	0	Unrestricted	0.00	0.00	0.00	
3	1	R132 (S) - Left Turn Lane	1	1	A		0	1800	40	41.00	0	Unrestricted	0.00	0.00	0.00	
	2	R132 (S) - Through Lane	1	1	A		297	1800	40	0.00	40	124	27.29	22.49	70.28	
11	1	R132 (S) - Feeder Lane	1				297	1800	100	0.00	17	445	7.40	0.20	0.00	
13	1	R132 (N) - Feeder Lane	1				409	1800	100	0.00	23	296	7.49	0.29	0.00	
21	1	R132 (S) - Exit Lane					409	Unrestricted	100	38.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					297	Unrestricted	100	53.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	141.20	8.33	16.96	3.62	51.41	5.96	0.00	57.38
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	141.20	8.33	16.96	3.62	51.41	5.96	0.00	57.38

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

A1 - Scenario A - Junction B - AM
D7 - 2035 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:40:30	27/08/2026 11:40:30	0.60	08:00	100	95.12	6.10	46.78	1/1	0	0	1/1	13/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction B - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	160	160
2	1	408	408
	2	31	31
3	1	60	60
	2	292	292
11	1	352	352
13	1	439	439
21	1	464	464
22	1	91	91
23	1	396	396

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	60	292	0	0	0	0
	2	56	0	104	0	0	0	0
	3	408	31	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	56
	5		1	2	11/1, 3/1, 22/1	Normal	60
	6		1	3	11/1, 3/2, 23/1	Normal	292
	7		2	3	1/1, 23/1	Normal	104
	8		3	1	13/1, 2/1, 21/1	Normal	408
	9		3	2	13/1, 2/2, 22/1	Normal	31

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	36, 50, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

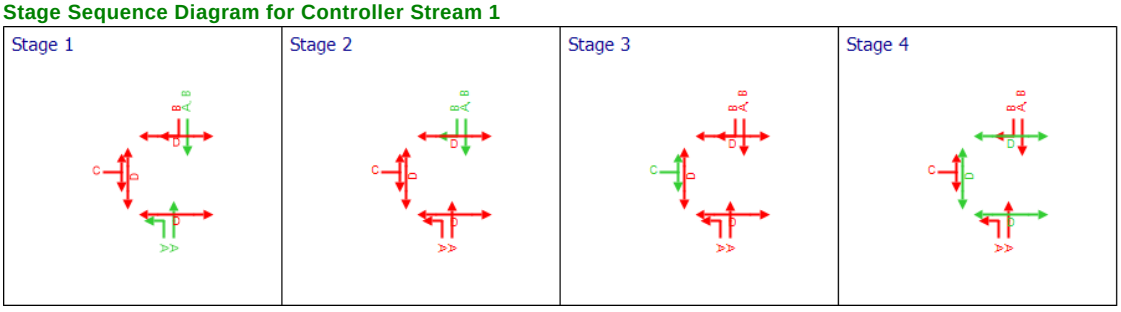
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	36	40	1	7
	2	✓	2	B	43	50	7	1	7
	3	✓	3	C	57	75	18	1	7
	4	✓	4	D	82	89	7	1	7

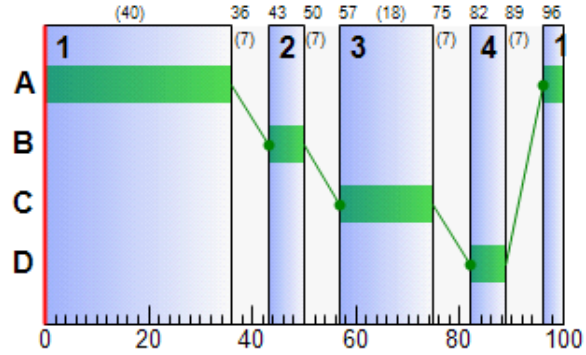
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	57	75	18
2	1	1	1	A	96	36	40
2	2	1	1	B	43	50	7
3	1	1	1	A	96	36	40
3	2	1	1	A	96	36	40

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:40:30	27/08/2026 11:40:30	0.60	08:00	100	95.12	6.10	46.78	1/1	0	0	1/1	13/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	47	92	2693	652	8.15	86.57	8.55	95.12

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		160	1800	18	0.00	47	92	46.60	40.60	91.36	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	408	1800	47	0.00	46	95	19.88	15.08	65.13	
	2	R132 (N) - Straight Lane	1	1	B		31	1800	7	6.00	22	318	51.34	46.54	95.20	
3	1	R132 (S) - Left Turn Lane	1	1	A		60	1800	40	0.00	8	1007	23.03	18.23	59.58	
	2	R132 (S) - Through Lane	1	1	A		292	1800	40	0.00	40	127	27.17	22.37	70.12	
11	1	R132 (S) - Feeder Lane	1				352	1800	100	0.00	20	360	7.44	0.24	0.00	
13	1	R132 (N) - Feeder Lane	1				439	1800	100	0.00	24	269	7.52	0.32	0.00	
21	1	R132 (S) - Exit Lane					464	Unrestricted	100	19.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					91	Unrestricted	100	48.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					396	Unrestricted	100	31.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	182.20	12.17	14.97	6.10	86.57	8.55	0.00	95.12
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	182.20	12.17	14.97	6.10	86.57	8.55	0.00	95.12

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

A1 - Scenario A - Junction B - AM
D9 - 2035 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:40:30	27/08/2026 11:40:30	0.80	08:00	100	102.20	6.56	53.51	1/1	0	0	1/1	13/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction B - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	183	183
2	1	408	408
	2	37	37
3	1	64	64
	2	292	292
11	1	356	356
13	1	445	445
21	1	477	477
22	1	101	101
23	1	406	406

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	64	292	0	0	0	0
	2	69	0	114	0	0	0	0
	3	408	37	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	69
	5		1	2	11/1, 3/1, 22/1	Normal	64
	6		1	3	11/1, 3/2, 23/1	Normal	292
	7		2	3	1/1, 23/1	Normal	114
	8		3	1	13/1, 2/1, 21/1	Normal	408
	9		3	2	13/1, 2/2, 22/1	Normal	37

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	36, 50, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

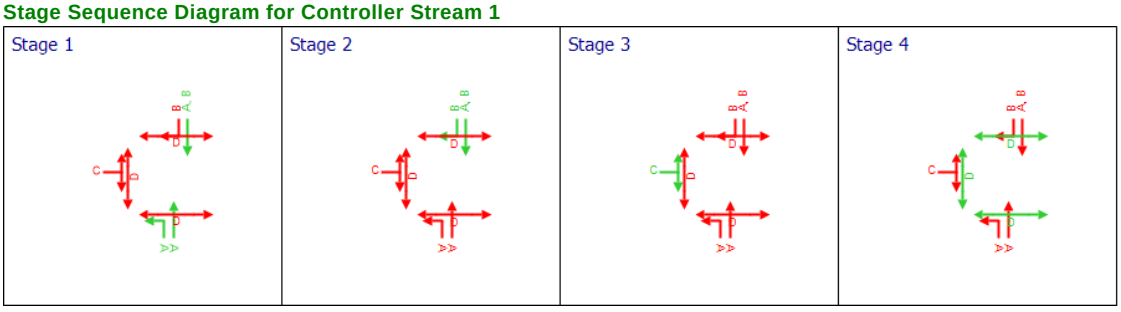
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	36	40	1	7
	2	✓	2	B	43	50	7	1	7
	3	✓	3	C	57	75	18	1	7
	4	✓	4	D	82	89	7	1	7

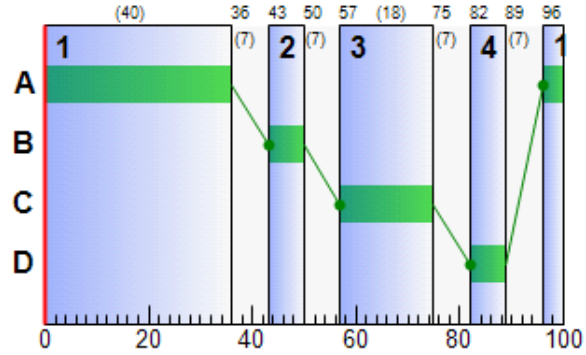
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	57	75	18
2	1	1	1	A	96	36	40
2	2	1	1	B	43	50	7
3	1	1	1	A	96	36	40
3	2	1	1	A	96	36	40

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:40:30	27/08/2026 11:40:30	0.80	08:00	100	102.20	6.56	53.51	1/1	0	0	1/1	13/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	54	68	2769	652	8.53	93.21	8.99	102.20

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		183	1800	18	0.00	54	68	48.52	42.52	94.35	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	408	1800	47	0.00	46	95	19.88	15.08	65.13	
	2	R132 (N) - Straight	1	1	B		37	1800	7	6.00	26	250	52.32	47.52	96.07	
3	1	R132 (S) - Left Turn Lane	1	1	A		64	1800	40	0.00	9	938	23.10	18.30	59.97	
	2	R132 (S) - Through Lane	1	1	A		292	1800	40	0.00	40	127	27.17	22.37	70.12	
11	1	R132 (S) - Feeder Lane	1				356	1800	100	0.00	20	355	7.45	0.25	0.00	
13	1	R132 (N) - Feeder Lane	1				445	1800	100	0.00	25	264	7.53	0.33	0.00	
21	1	R132 (S) - Exit Lane					477	Unrestricted	100	18.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					101	Unrestricted	100	47.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					406	Unrestricted	100	30.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	187.65	12.82	14.64	6.56	93.21	8.99	0.00	102.20
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	187.65	12.82	14.64	6.56	93.21	8.99	0.00	102.20

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

A1 - Scenario A - Junction B - AM
D11 - 2045 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:40:30	27/08/2026 11:40:31	1.02	08:00	100	100.32	6.43	48.75	2/1	0	0	2/1	13/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction B - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	163	163
2	1	430	430
	2	32	32
3	1	61	61
	2	307	307
11	1	368	368
13	1	462	462
21	1	487	487
22	1	93	93
23	1	413	413

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	61	307	0	0	0	0
	2	57	0	106	0	0	0	0
	3	430	32	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	57
	5		1	2	11/1, 3/1, 22/1	Normal	61
	6		1	3	11/1, 3/2, 23/1	Normal	307
	7		2	3	1/1, 23/1	Normal	106
	8		3	1	13/1, 2/1, 21/1	Normal	430
	9		3	2	13/1, 2/2, 22/1	Normal	32

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	36, 50, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

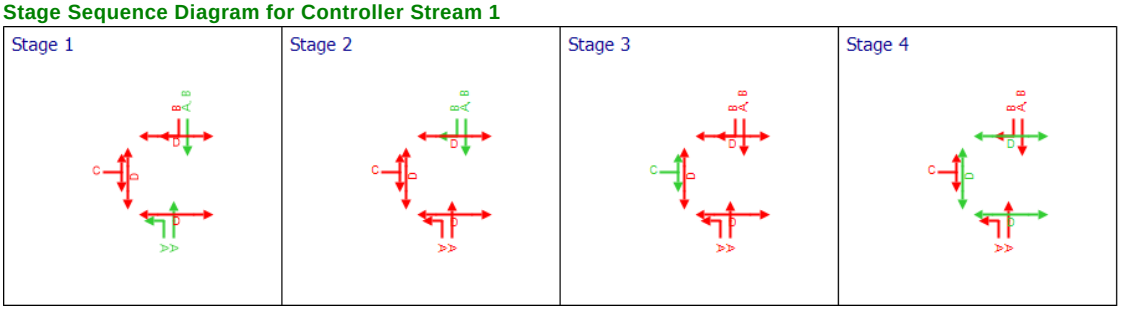
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	36	40	1	7
	2	✓	2	B	43	50	7	1	7
	3	✓	3	C	57	75	18	1	7
	4	✓	4	D	82	89	7	1	7

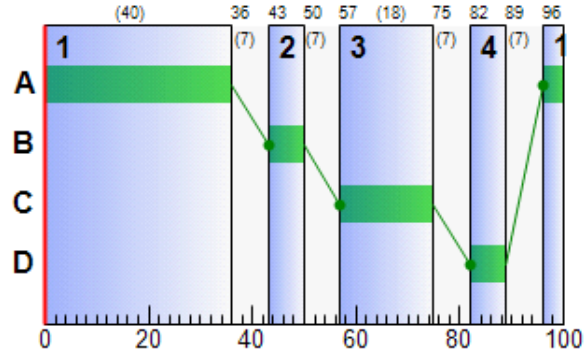
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	57	75	18
2	1	1	1	A	96	36	40
2	2	1	1	B	43	50	7
3	1	1	1	A	96	36	40
3	2	1	1	A	96	36	40

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:40:30	27/08/2026 11:40:31	1.02	08:00	100	100.32	6.43	48.75	2/1	0	0	2/1	13/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	49	85	2816	652	8.22	91.30	9.02	100.32

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		163	1800	18	0.00	48	89	46.83	40.83	91.88	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	430 <	1800	47	0.00	49	85	20.28	15.48	66.33	7
	2	R132 (N) - Straight Lane	1	1	B		32	1800	7	6.00	22	305	51.50	46.70	95.34	
3	1	R132 (S) - Left Turn Lane	1	1	A		61	1800	40	0.00	8	989	23.04	18.24	59.75	
	2	R132 (S) - Through Lane	1	1	A		307	1800	40	0.00	42	116	27.52	22.72	70.84	
11	1	R132 (S) - Feeder Lane	1				368	1800	100	0.00	20	340	7.46	0.26	0.00	
13	1	R132 (N) - Feeder Lane	1				462	1800	100	3.00	26	251	7.55	0.35	0.00	
21	1	R132 (S) - Exit Lane					487	Unrestricted	100	19.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					93	Unrestricted	100	48.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					413	Unrestricted	100	31.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	190.45	12.78	14.90	6.43	91.30	9.02	0.00	100.32
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	190.45	12.78	14.90	6.43	91.30	9.02	0.00	100.32

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

A1 - Scenario A - Junction B - AM
D13 - 2045 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:40:29	27/08/2026 11:40:29	0.93	08:00	100	107.50	6.90	54.39	1/1	0	0	1/1	13/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction B - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	186	186
2	1	430	430
	2	38	38
3	1	65	65
	2	307	307
11	1	372	372
13	1	468	468
21	1	500	500
22	1	103	103
23	1	423	423

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	65	307	0	0	0	0
	2	70	0	116	0	0	0	0
	3	430	38	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	70
	5		1	2	11/1, 3/1, 22/1	Normal	65
	6		1	3	11/1, 3/2, 23/1	Normal	307
	7		2	3	1/1, 23/1	Normal	116
	8		3	1	13/1, 2/1, 21/1	Normal	430
	9		3	2	13/1, 2/2, 22/1	Normal	38

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	36, 50, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

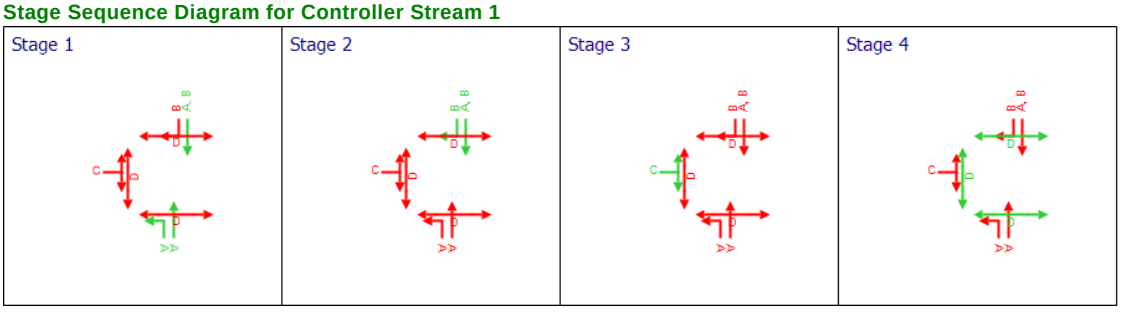
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	36	40	1	7
	2	✓	2	B	43	50	7	1	7
	3	✓	3	C	57	75	18	1	7
	4	✓	4	D	82	89	7	1	7

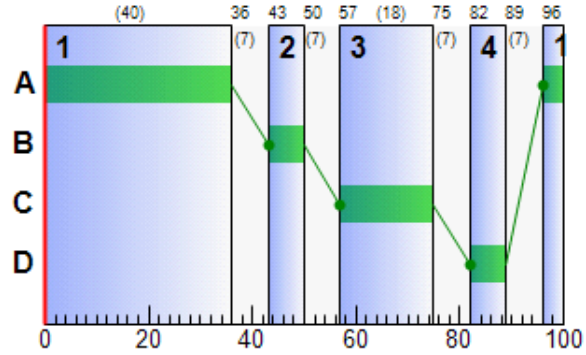
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	57	75	18
2	1	1	1	A	96	36	40
2	2	1	1	B	43	50	7
3	1	1	1	A	96	36	40
3	2	1	1	A	96	36	40

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:40:29	27/08/2026 11:40:29	0.93	08:00	100	107.50	6.90	54.39	1/1	0	0	1/1	13/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	54	65	2892	652	8.59	98.04	9.46	107.50

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		186	1800	18	0.00	54	65	48.80	42.80	94.73	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	430 <	1800	47	0.00	49	85	20.28	15.48	66.33	7
	2	R132 (N) - Straight Lane	1	1	B		38	1800	7	6.00	26	241	52.49	47.69	96.22	
3	1	R132 (S) - Left Turn Lane	1	1	A		65	1800	40	0.00	9	922	23.11	18.31	60.00	
	2	R132 (S) - Through Lane	1	1	A		307	1800	40	0.00	42	116	27.52	22.72	70.84	
11	1	R132 (S) - Feeder Lane	1				372	1800	100	0.00	21	335	7.46	0.26	0.00	
13	1	R132 (N) - Feeder Lane	1				468	1800	100	3.00	26	246	7.55	0.35	0.00	
21	1	R132 (S) - Exit Lane					500	Unrestricted	100	18.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					103	Unrestricted	100	47.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					423	Unrestricted	100	30.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	195.90	13.43	14.58	6.90	98.04	9.46	0.00	107.50
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	195.90	13.43	14.58	6.90	98.04	9.46	0.00	107.50

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

A2 - Scenario A - Junction B - PM
D2 - 2026 BASELINE, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:40:31	27/08/2026 11:40:31	0.73	17:00	100	28.79	1.80	28.27	3/2	0	0	3/2	11/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction B - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2026 BASELINE	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	0	0
2	1	227	227
	2	0	0
3	1	0	0
	2	229	229
11	1	229	229
13	1	227	227
21	1	227	227
22	1	0	0
23	1	229	229

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	0	229	0	0	0	0
	2	0	0	0	0	0	0	0
	3	227	0	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	0
	5		1	2	11/1, 3/1, 22/1	Normal	0
	6		1	3	11/1, 3/2, 23/1	Normal	229
	7		2	3	1/1, 23/1	Normal	0
	8		3	1	13/1, 2/1, 21/1	Normal	227
	9		3	2	13/1, 2/2, 22/1	Normal	0

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	40, 55, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

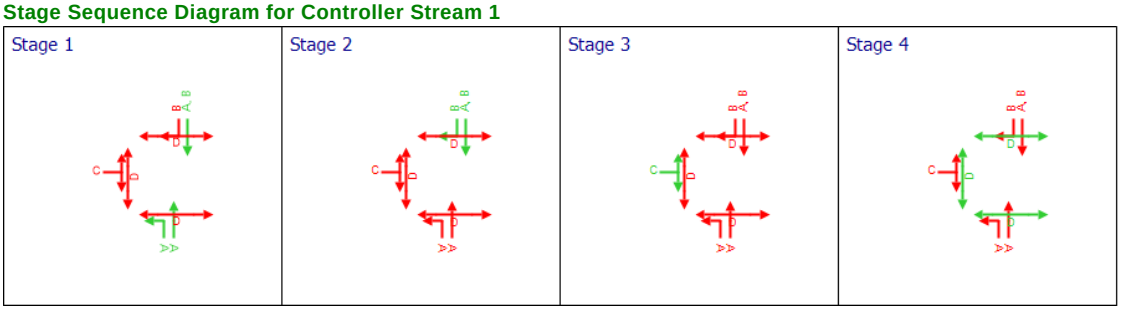
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	40	44	1	7
	2	✓	2	B	47	55	8	1	7
	3	✓	3	C	62	75	13	1	7
	4	✓	4	D	82	89	7	1	7

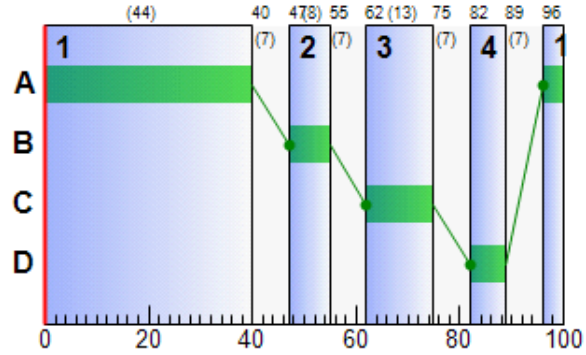
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	62	75	13
2	1	1	1	A	96	40	44
2	2	1	1	B	47	55	8
3	1	1	1	A	96	40	44
3	2	1	1	A	96	40	44

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:40:31	27/08/2026 11:40:31	0.73	17:00	100	28.79	1.80	28.27	3/2	0	0	3/2	11/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	28	218	1368	661	4.74	25.60	3.19	28.79

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		0	1800	13	14.00	0	Unrestricted	0.00	0.00	0.00	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	227	1800	52	0.00	23	285	14.73	9.93	49.72	
	2	R132 (N) - Straight Lane	1	1	B		0	1800	8	9.00	0	Unrestricted	0.00	0.00	0.00	
3	1	R132 (S) - Left Turn Lane	1	1	A		0	1800	44	45.00	0	Unrestricted	0.00	0.00	0.00	
	2	R132 (S) - Through Lane	1	1	A		229	1800	44	0.00	28	218	23.01	18.21	61.74	
11	1	R132 (S) - Feeder Lane	1				229	1800	100	0.00	13	607	7.35	0.15	0.00	
13	1	R132 (N) - Feeder Lane	1				227	1800	100	0.00	13	614	7.34	0.14	0.00	
21	1	R132 (S) - Exit Lane					227	Unrestricted	100	36.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					229	Unrestricted	100	50.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	91.20	4.84	18.83	1.80	25.60	3.19	0.00	28.79
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	91.20	4.84	18.83	1.80	25.60	3.19	0.00	28.79

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

A2 - Scenario A - Junction B - PM
D4 - 2030 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:40:31	27/08/2026 11:40:31	0.88	17:00	100	35.56	2.23	34.07	3/2	0	0	3/2	11/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction B - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	0	0
2	1	262	262
	2	0	0
3	1	0	0
	2	276	276
11	1	276	276
13	1	262	262
21	1	262	262
22	1	0	0
23	1	276	276

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	0	276	0	0	0	0
	2	0	0	0	0	0	0	0
	3	262	0	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	0
	5		1	2	11/1, 3/1, 22/1	Normal	0
	6		1	3	11/1, 3/2, 23/1	Normal	276
	7		2	3	1/1, 23/1	Normal	0
	8		3	1	13/1, 2/1, 21/1	Normal	262
	9		3	2	13/1, 2/2, 22/1	Normal	0

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	40, 55, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

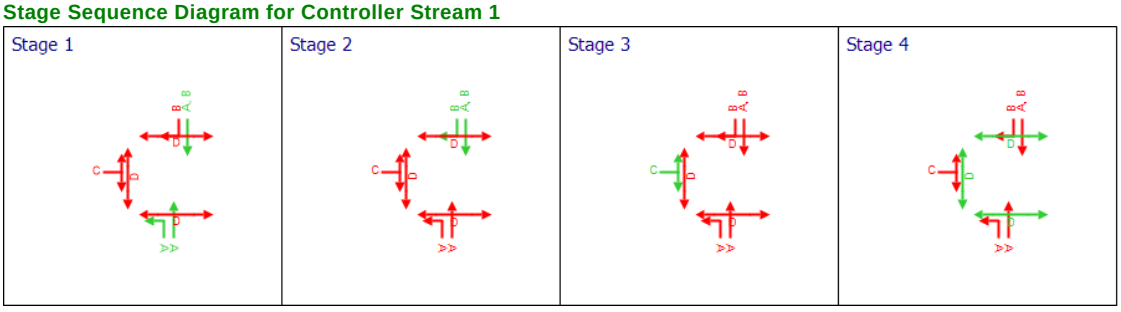
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	40	44	1	7
	2	✓	2	B	47	55	8	1	7
	3	✓	3	C	62	75	13	1	7
	4	✓	4	D	82	89	7	1	7

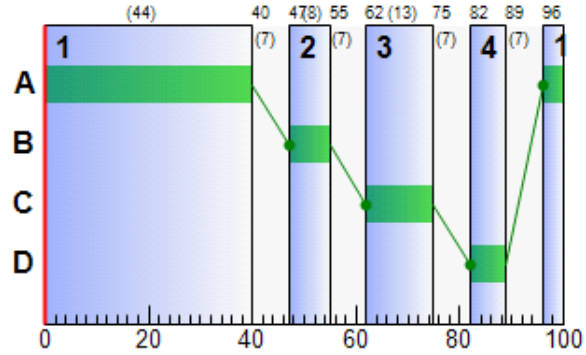
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	62	75	13
2	1	1	1	A	96	40	44
2	2	1	1	B	47	55	8
3	1	1	1	A	96	40	44
3	2	1	1	A	96	40	44

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:40:31	27/08/2026 11:40:31	0.88	17:00	100	35.56	2.23	34.07	3/2	0	0	3/2	11/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	34	164	1614	661	4.98	31.68	3.89	35.56

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		0	1800	13	14.00	0	Unrestricted	0.00	0.00	0.00	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	262	1800	52	0.00	27	234	15.06	10.26	51.01	
	2	R132 (N) - Straight Lane	1	1	B		0	1800	8	9.00	0	Unrestricted	0.00	0.00	0.00	
3	1	R132 (S) - Left Turn Lane	1	1	A		0	1800	44	45.00	0	Unrestricted	0.00	0.00	0.00	
	2	R132 (S) - Through Lane	1	1	A		276	1800	44	0.00	34	164	23.81	19.01	63.90	
11	1	R132 (S) - Feeder Lane	1				276	1800	100	0.00	15	487	7.38	0.18	0.00	
13	1	R132 (N) - Feeder Lane	1				262	1800	100	0.00	15	518	7.37	0.17	0.00	
21	1	R132 (S) - Exit Lane					262	Unrestricted	100	35.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					276	Unrestricted	100	50.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	107.60	5.82	18.50	2.23	31.68	3.89	0.00	35.56
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	107.60	5.82	18.50	2.23	31.68	3.89	0.00	35.56

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

A2 - Scenario A - Junction B - PM
D6 - 2030 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:40:31	27/08/2026 11:40:32	1.02	17:00	100	37.17	2.33	35.06	3/2	0	0	3/2	11/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction B - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	0	0
2	1	274	274
	2	0	0
3	1	0	0
	2	284	284
11	1	284	284
13	1	274	274
21	1	274	274
22	1	0	0
23	1	284	284

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	0	284	0	0	0	0
	2	0	0	0	0	0	0	0
	3	274	0	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	0
	5		1	2	11/1, 3/1, 22/1	Normal	0
	6		1	3	11/1, 3/2, 23/1	Normal	284
	7		2	3	1/1, 23/1	Normal	0
	8		3	1	13/1, 2/1, 21/1	Normal	274
	9		3	2	13/1, 2/2, 22/1	Normal	0

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	40, 55, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

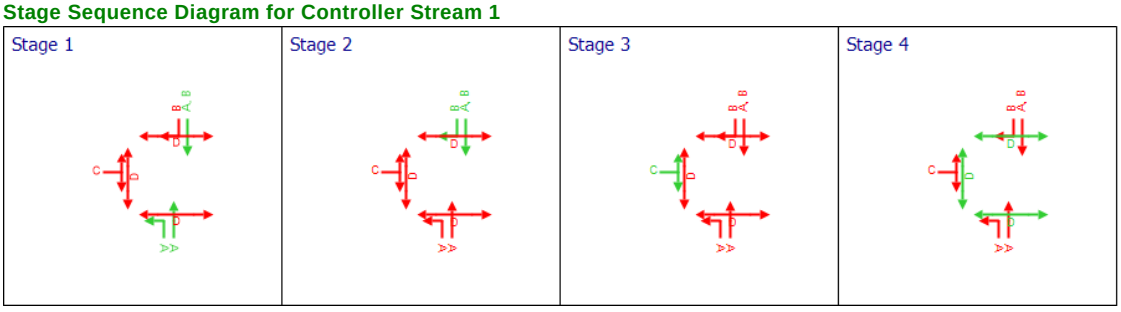
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	40	44	1	7
	2	✓	2	B	47	55	8	1	7
	3	✓	3	C	62	75	13	1	7
	4	✓	4	D	82	89	7	1	7

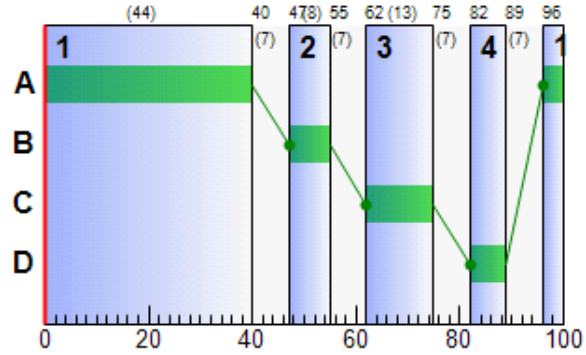
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	62	75	13
2	1	1	1	A	96	40	44
2	2	1	1	B	47	55	8
3	1	1	1	A	96	40	44
3	2	1	1	A	96	40	44

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:40:31	27/08/2026 11:40:32	1.02	17:00	100	37.17	2.33	35.06	3/2	0	0	3/2	11/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	35	157	1674	661	5.01	33.09	4.08	37.17

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		0	1800	13	14.00	0	Unrestricted	0.00	0.00	0.00	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	274	1800	52	0.00	28	219	15.18	10.38	51.86	
	2	R132 (N) - Straight Lane	1	1	B		0	1800	8	9.00	0	Unrestricted	0.00	0.00	0.00	
3	1	R132 (S) - Left Turn Lane	1	1	A		0	1800	44	45.00	0	Unrestricted	0.00	0.00	0.00	
	2	R132 (S) - Through Lane	1	1	A		284	1800	44	0.00	35	157	23.96	19.16	64.64	
11	1	R132 (S) - Feeder Lane	1				284	1800	100	0.00	16	470	7.39	0.19	0.00	
13	1	R132 (N) - Feeder Lane	1				274	1800	100	0.00	15	491	7.38	0.18	0.00	
21	1	R132 (S) - Exit Lane					274	Unrestricted	100	35.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					284	Unrestricted	100	50.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	111.60	6.05	18.45	2.33	33.09	4.08	0.00	37.17
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	111.60	6.05	18.45	2.33	33.09	4.08	0.00	37.17

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

A2 - Scenario A - Junction B - PM
D8 - 2035 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:40:32	27/08/2026 11:40:32	0.22	17:00	100	75.30	4.83	44.44	1/1	0	0	1/1	11/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction B - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) -			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	112	112
2	1	263	263
	2	47	47
3	1	110	110
	2	284	284
11	1	394	394
13	1	310	310
21	1	345	345
22	1	157	157
23	1	314	314

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	110	284	0	0	0	0
	2	82	0	30	0	0	0	0
	3	263	47	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	82
	5		1	2	11/1, 3/1, 22/1	Normal	110
	6		1	3	11/1, 3/2, 23/1	Normal	284
	7		2	3	1/1, 23/1	Normal	30
	8		3	1	13/1, 2/1, 21/1	Normal	263
	9		3	2	13/1, 2/2, 22/1	Normal	47

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	40, 55, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

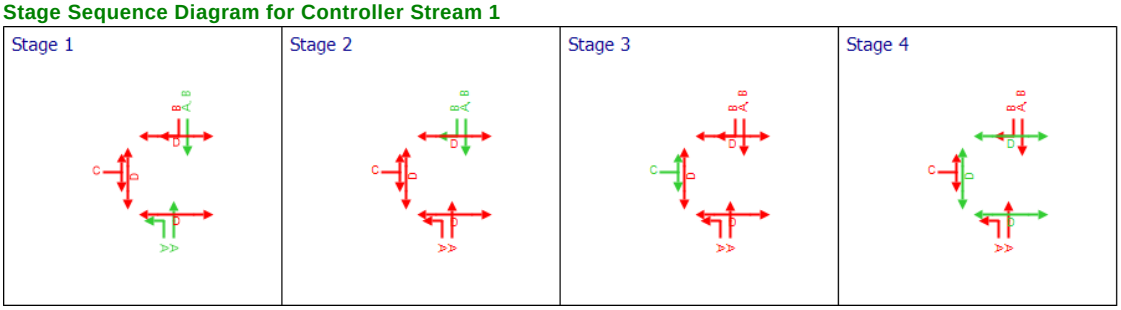
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	40	44	1	7
	2	✓	2	B	47	55	8	1	7
	3	✓	3	C	62	75	13	1	7
	4	✓	4	D	82	89	7	1	7

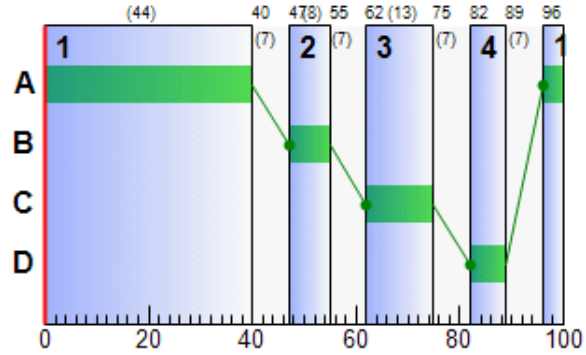
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	62	75	13
2	1	1	1	A	96	40	44
2	2	1	1	B	47	55	8
3	1	1	1	A	96	40	44
3	2	1	1	A	96	40	44

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:40:32	27/08/2026 11:40:32	0.22	17:00	100	75.30	4.83	44.44	1/1	0	0	1/1	11/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	44	103	2336	661	7.45	68.62	6.68	75.30

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		112	1800	13	0.00	44	103	51.11	45.11	95.40	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	263	1800	52	0.00	27	233	15.07	10.27	51.04	
	2	R132 (N) - Straight Lane	1	1	B		47	1800	8	6.00	29	210	51.87	47.07	96.28	
3	1	R132 (S) - Left Turn Lane	1	1	A		110	1800	44	0.00	14	563	21.28	16.48	57.17	
	2	R132 (S) - Through Lane	1	1	A		284	1800	44	0.00	35	157	23.96	19.16	64.64	
11	1	R132 (S) - Feeder Lane	1				394	1800	100	0.00	22	311	7.48	0.28	0.00	
13	1	R132 (N) - Feeder Lane	1				310	1800	100	0.00	17	423	7.41	0.21	0.00	
21	1	R132 (S) - Exit Lane					345	Unrestricted	100	17.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					157	Unrestricted	100	40.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					314	Unrestricted	100	36.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	157.60	10.09	15.63	4.83	68.62	6.68	0.00	75.30
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	157.60	10.09	15.63	4.83	68.62	6.68	0.00	75.30

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

A2 - Scenario A - Junction B - PM
D10 - 2035 DO SOEMTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:40:32	27/08/2026 11:40:32	0.42	17:00	100	82.47	5.31	50.00	1/1	0	0	1/1	11/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction B - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOEMTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	126	126
2	1	263	263
	2	59	59
3	1	119	119
	2	284	284
11	1	403	403
13	1	322	322
21	1	351	351
22	1	178	178
23	1	322	322

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	119	284	0	0	0	0
	2	88	0	38	0	0	0	0
	3	263	59	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	88
	5		1	2	11/1, 3/1, 22/1	Normal	119
	6		1	3	11/1, 3/2, 23/1	Normal	284
	7		2	3	1/1, 23/1	Normal	38
	8		3	1	13/1, 2/1, 21/1	Normal	263
	9		3	2	13/1, 2/2, 22/1	Normal	59

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	40, 55, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

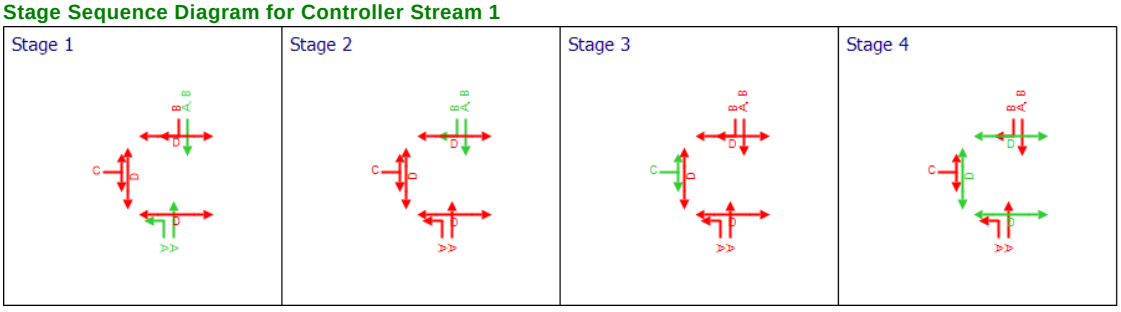
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	40	44	1	7
	2	✓	2	B	47	55	8	1	7
	3	✓	3	C	62	75	13	1	7
	4	✓	4	D	82	89	7	1	7

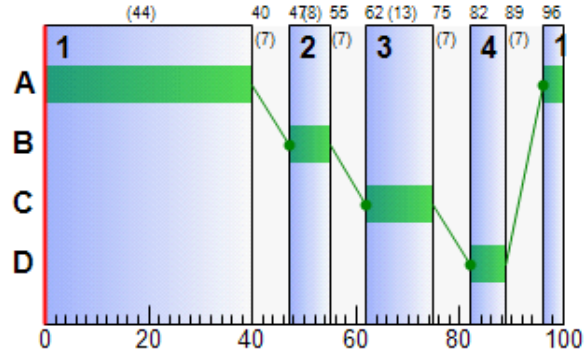
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	62	75	13
2	1	1	1	A	96	40	44
2	2	1	1	B	47	55	8
3	1	1	1	A	96	40	44
3	2	1	1	A	96	40	44

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:40:32	27/08/2026 11:40:32	0.42	17:00	100	82.47	5.31	50.00	1/1	0	0	1/1	11/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	50	80	2427	661	7.87	75.35	7.11	82.47

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		126	1800	13	0.00	50	80	52.84	46.84	97.72	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	263	1800	52	0.00	27	233	15.07	10.27	51.04	
	2	R132 (N) - Straight Lane	1	1	B		59	1800	8	5.00	36	147	53.93	49.13	98.79	
3	1	R132 (S) - Left Turn Lane	1	1	A		119	1800	44	0.00	15	513	21.38	16.58	57.20	
	2	R132 (S) - Through Lane	1	1	A		284	1800	44	0.00	35	157	23.96	19.16	64.64	
11	1	R132 (S) - Feeder Lane	1				403	1800	100	0.00	22	302	7.49	0.29	0.00	
13	1	R132 (N) - Feeder Lane	1				322	1800	100	0.00	18	403	7.42	0.22	0.00	
21	1	R132 (S) - Exit Lane					351	Unrestricted	100	16.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					178	Unrestricted	100	39.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					322	Unrestricted	100	35.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	163.90	10.77	15.22	5.31	75.35	7.11	0.00	82.47
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	163.90	10.77	15.22	5.31	75.35	7.11	0.00	82.47

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

A2 - Scenario A - Junction B - PM
D12 - 2045 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:40:32	27/08/2026 11:40:32	0.63	17:00	100	78.76	5.05	45.24	1/1	0	0	1/1	11/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction B - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	114	114
2	1	277	277
	2	48	48
3	1	113	113
	2	299	299
11	1	412	412
13	1	325	325
21	1	361	361
22	1	161	161
23	1	329	329

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	113	299	0	0	0	0
	2	84	0	30	0	0	0	0
	3	277	48	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	84
	5		1	2	11/1, 3/1, 22/1	Normal	113
	6		1	3	11/1, 3/2, 23/1	Normal	299
	7		2	3	1/1, 23/1	Normal	30
	8		3	1	13/1, 2/1, 21/1	Normal	277
	9		3	2	13/1, 2/2, 22/1	Normal	48

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	40, 55, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

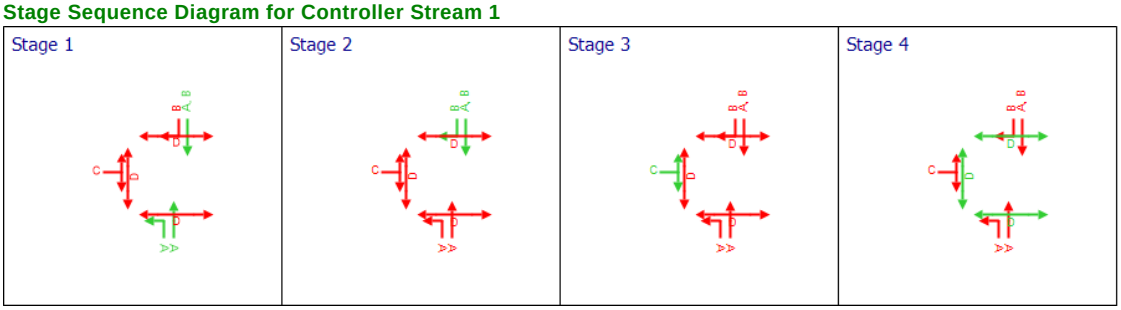
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	40	44	1	7
	2	✓	2	B	47	55	8	1	7
	3	✓	3	C	62	75	13	1	7
	4	✓	4	D	82	89	7	1	7

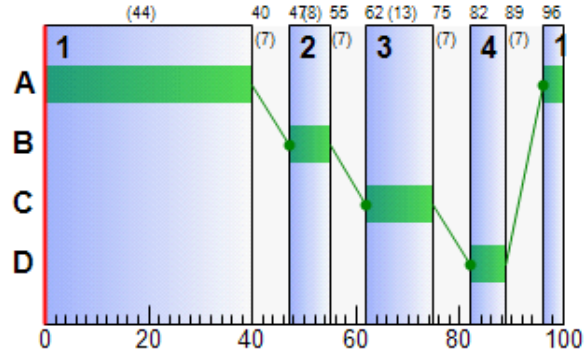
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	62	75	13
2	1	1	1	A	96	40	44
2	2	1	1	B	47	55	8
3	1	1	1	A	96	40	44
3	2	1	1	A	96	40	44

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:40:32	27/08/2026 11:40:32	0.63	17:00	100	78.76	5.05	45.24	1/1	0	0	1/1	11/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	45	99	2439	661	7.46	71.76	7.00	78.76

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		114	1800	13	0.00	45	99	51.34	45.34	95.58	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	277	1800	52	0.00	28	216	15.21	10.41	52.02	
	2	R132 (N) - Straight Lane	1	1	B		48	1800	8	6.00	30	204	52.03	47.23	96.41	
3	1	R132 (S) - Left Turn Lane	1	1	A		113	1800	44	0.00	14	545	21.31	16.51	57.18	
	2	R132 (S) - Through Lane	1	1	A		299	1800	44	0.00	37	144	24.24	19.44	65.03	
11	1	R132 (S) - Feeder Lane	1				412	1800	100	0.00	23	293	7.50	0.30	0.00	
13	1	R132 (N) - Feeder Lane	1				325	1800	100	0.00	18	398	7.42	0.22	0.00	
21	1	R132 (S) - Exit Lane					361	Unrestricted	100	17.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					161	Unrestricted	100	40.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					329	Unrestricted	100	35.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	164.50	10.54	15.61	5.05	71.76	7.00	0.00	78.76
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	164.50	10.54	15.61	5.05	71.76	7.00	0.00	78.76

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

A2 - Scenario A - Junction B - PM
D14 - 2045 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:40:31	27/08/2026 11:40:31	0.58	17:00	100	86.01	5.53	50.79	1/1	0	0	1/1	11/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - Junction B - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	128	128
2	1	277	277
	2	60	60
3	1	122	122
	2	299	299
11	1	421	421
13	1	337	337
21	1	367	367
22	1	182	182
23	1	337	337

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	122	299	0	0	0	0
	2	90	0	38	0	0	0	0
	3	277	60	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	90
	5		1	2	11/1, 3/1, 22/1	Normal	122
	6		1	3	11/1, 3/2, 23/1	Normal	299
	7		2	3	1/1, 23/1	Normal	38
	8		3	1	13/1, 2/1, 21/1	Normal	277
	9		3	2	13/1, 2/2, 22/1	Normal	60

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	40, 55, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

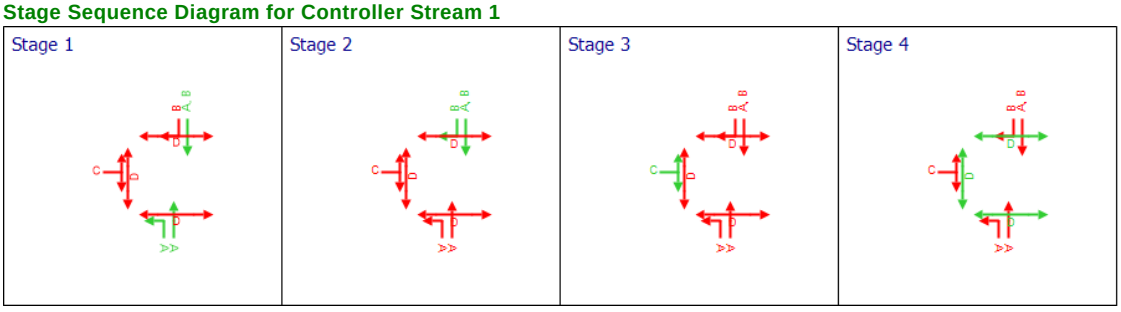
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	40	44	1	7
	2	✓	2	B	47	55	8	1	7
	3	✓	3	C	62	75	13	1	7
	4	✓	4	D	82	89	7	1	7

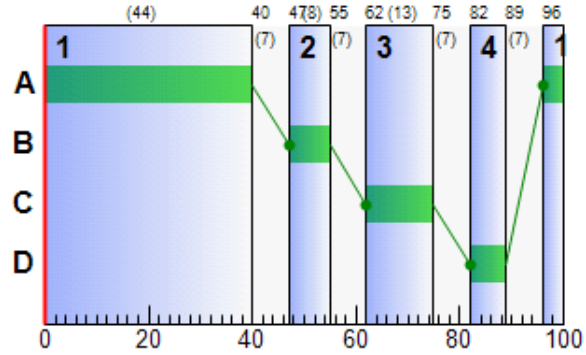
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	62	75	13
2	1	1	1	A	96	40	44
2	2	1	1	B	47	55	8
3	1	1	1	A	96	40	44
3	2	1	1	A	96	40	44

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:40:31	27/08/2026 11:40:31	0.58	17:00	100	86.01	5.53	50.79	1/1	0	0	1/1	11/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	51	77	2530	661	7.87	78.57	7.44	86.01

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		128	1800	13	0.00	51	77	53.11	47.11	97.96	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	277	1800	52	0.00	28	216	15.21	10.41	52.02	
	2	R132 (N) - Straight Lane	1	1	B		60	1800	8	0.00	37	143	54.13	49.33	99.07	
3	1	R132 (S) - Left Turn Lane	1	1	A		122	1800	44	0.00	15	498	21.42	16.62	57.21	
	2	R132 (S) - Through Lane	1	1	A		299	1800	44	0.00	37	144	24.24	19.44	65.03	
11	1	R132 (S) - Feeder Lane	1				421	1800	100	0.00	23	285	7.51	0.31	0.00	
13	1	R132 (N) - Feeder Lane	1				337	1800	100	0.00	19	381	7.43	0.23	0.00	
21	1	R132 (S) - Exit Lane					367	Unrestricted	100	16.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					182	Unrestricted	100	39.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					337	Unrestricted	100	34.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	170.80	11.23	15.21	5.53	78.57	7.44	0.00	86.01
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	170.80	11.23	15.21	5.53	78.57	7.44	0.00	86.01

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

F. Modelling Output Reports – Scenario B

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: B_Junction 1.j9
Path: N:\Projects\25\25-107 Flemington Balbriggan\Design\Civil\TTA\Junction Modelling\B_Junction 1
Report generation date: 05/05/2026 12:47:39

»Scenario B - 2030 DO NOTHING, AM
»Scenario B - 2030 DO NOTHING, PM
»Scenario B - 2035 DO NOTHING, AM
»Scenario B - 2035 DO NOTHING, PM
»Scenario B - 2045 DO NOTHING, AM
»Scenario B - 2045 DO NOTHING, PM
»Scenario B - 2030 DO SOMETHING, AM
»Scenario B - 2030 DO SOMETHING, PM
»Scenario B - 2035 DO SOMETHING, AM
»Scenario B - 2035 DO SOMETHING, PM
»Scenario B - 2045 DO SOMETHING, AM
»Scenario B - 2045 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Scenario B - 2030 DO NOTHING					
Stream B-C	0.0	7.15	0.02	0.0	6.72	0.01
Stream B-A	0.2	8.37	0.16	0.1	7.39	0.06
Stream C-AB	0.0	6.47	0.02	0.0	6.31	0.01
	Scenario B - 2035 DO NOTHING					
Stream B-C	0.1	7.60	0.07	0.1	6.84	0.06
Stream B-A	0.3	10.11	0.24	0.1	8.97	0.13
Stream C-AB	0.1	6.91	0.07	0.1	6.71	0.06
	Scenario B - 2045 DO NOTHING					
Stream B-C	0.1	7.69	0.07	0.1	6.89	0.06
Stream B-A	0.3	10.34	0.25	0.1	9.07	0.13
Stream C-AB	0.1	6.95	0.07	0.1	6.74	0.06
	Scenario B - 2030 DO SOMETHING					
Stream B-C	0.0	7.18	0.02	0.0	6.74	0.01
Stream B-A	0.2	8.55	0.17	0.1	7.42	0.06
Stream C-AB	0.0	6.47	0.02	0.0	6.32	0.01
	Scenario B - 2035 DO SOMETHING					
Stream B-C	0.1	7.63	0.07	0.1	6.88	0.06
Stream B-A	0.3	10.19	0.25	0.2	9.00	0.13
Stream C-AB	0.1	6.91	0.07	0.1	6.72	0.06
	Scenario B - 2045 DO SOMETHING					
Stream B-C	0.1	7.72	0.07	0.1	6.93	0.06
Stream B-A	0.4	10.43	0.26	0.2	9.10	0.13
Stream C-AB	0.1	6.96	0.07	0.1	6.75	0.06

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	Junction 1
Location	Flemington Lane / Bridgefoot Road junciton. Balbriggan, Co. Dublin
Site number	01
Date	05/05/2026
Version	1
Status	(new file)
Identifier	
Client	Lagan Homes
Jobnumber	25-107
Enumerator	DOMAIN\f.demaio
Description	Scenario B

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D2	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D3	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D4	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D5	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D6	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D7	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D8	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D9	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D10	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D11	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D12	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

Scenario B - 2030 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.00			100.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	7.00	5.20	4.40	4.00		2.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	605	0.115	0.291	0.183	0.415
B-C	588	0.094	0.238	-	-
C-B	632	0.255	0.255	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	223	100.000
B		ONE HOUR	✓	85	100.000
C		ONE HOUR	✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	61	162
	B	77	0	8
	C	113	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	7.15	0.0	A	7	11
B-A	0.16	8.37	0.2	A	71	106
C-AB	0.02	6.47	0.0	A	7	11
C-A					104	156
A-B					56	84
A-C					149	223

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	540	0.011	6	0.0	0.0	6.807	A
B-A	58	14	547	0.106	57	0.0	0.1	7.428	A
C-AB	6	2	590	0.010	6	0.0	0.0	6.227	A
C-A	85	21			85				
A-B	46	11			46				
A-C	122	30			122				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	530	0.014	7	0.0	0.0	6.948	A
B-A	69	17	535	0.129	69	0.1	0.1	7.800	A
C-AB	7	2	582	0.012	7	0.0	0.0	6.325	A
C-A	102	25			102				
A-B	55	14			55				
A-C	146	36			146				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	517	0.017	9	0.0	0.0	7.154	A
B-A	85	21	519	0.163	85	0.1	0.2	8.359	A
C-AB	9	2	571	0.015	9	0.0	0.0	6.466	A
C-A	124	31			124				
A-B	67	17			67				
A-C	178	45			178				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	517	0.017	9	0.0	0.0	7.155	A
B-A	85	21	519	0.163	85	0.2	0.2	8.366	A
C-AB	9	2	571	0.015	9	0.0	0.0	6.466	A
C-A	124	31			124				
A-B	67	17			67				
A-C	178	45			178				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	530	0.014	7	0.0	0.0	6.950	A
B-A	69	17	535	0.129	69	0.2	0.2	7.810	A
C-AB	7	2	582	0.012	7	0.0	0.0	6.326	A
C-A	102	25			102				
A-B	55	14			55				
A-C	146	36			146				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	540	0.011	6	0.0	0.0	6.812	A
B-A	58	14	547	0.106	58	0.2	0.1	7.444	A
C-AB	6	2	590	0.010	6	0.0	0.0	6.229	A
C-A	85	21			85				
A-B	46	11			46				
A-C	122	30			122				

Scenario B - 2030 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	186	100.000
B		ONE HOUR	✓	31	100.000
C		ONE HOUR	✓	151	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	56	130
	B	27	0	4
	C	147	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.72	0.0	A	4	6
B-A	0.06	7.39	0.1	A	25	37
C-AB	0.01	6.31	0.0	A	4	6
C-A					135	202
A-B					51	77
A-C					119	179

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	561	0.005	3	0.0	0.0	6.516	A
B-A	20	5	547	0.037	20	0.0	0.0	6.904	A
C-AB	3	0.75	597	0.005	3	0.0	0.0	6.124	A
C-A	111	28			111				
A-B	42	11			42				
A-C	98	24			98				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	554	0.006	4	0.0	0.0	6.599	A
B-A	24	6	536	0.045	24	0.0	0.0	7.103	A
C-AB	4	0.90	590	0.006	4	0.0	0.0	6.200	A
C-A	132	33			132				
A-B	50	13			50				
A-C	117	29			117				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	546	0.008	4	0.0	0.0	6.718	A
B-A	30	7	521	0.057	30	0.0	0.1	7.393	A
C-AB	4	1	581	0.008	4	0.0	0.0	6.307	A
C-A	162	40			162				
A-B	62	15			62				
A-C	143	36			143				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	546	0.008	4	0.0	0.0	6.718	A
B-A	30	7	521	0.057	30	0.1	0.1	7.393	A
C-AB	4	1	581	0.008	4	0.0	0.0	6.307	A
C-A	162	40			162				
A-B	62	15			62				
A-C	143	36			143				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	554	0.006	4	0.0	0.0	6.602	A
B-A	24	6	536	0.045	24	0.1	0.0	7.104	A
C-AB	4	0.90	590	0.006	4	0.0	0.0	6.200	A
C-A	132	33			132				
A-B	50	13			50				
A-C	117	29			117				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	561	0.005	3	0.0	0.0	6.519	A
B-A	20	5	547	0.037	20	0.0	0.0	6.911	A
C-AB	3	0.75	597	0.005	3	0.0	0.0	6.124	A
C-A	111	28			111				
A-B	42	11			42				
A-C	98	24			98				

Scenario B - 2035 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	280	100.000
B		ONE HOUR	✓	137	100.000
C		ONE HOUR	✓	175	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	88	192
	B	104	0	33
	C	142	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.60	0.1	A	30	45
B-A	0.24	10.11	0.3	B	95	143
C-AB	0.07	6.91	0.1	A	31	46
C-A					130	195
A-B					81	121
A-C					176	264

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	547	0.045	25	0.0	0.0	6.959	A
B-A	78	20	510	0.154	78	0.0	0.2	8.396	A
C-AB	25	6	583	0.043	25	0.0	0.0	6.518	A
C-A	107	27			107				
A-B	66	17			66				
A-C	145	36			145				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	534	0.056	30	0.0	0.1	7.213	A
B-A	93	23	495	0.189	93	0.2	0.2	9.047	A
C-AB	30	8	574	0.052	30	0.0	0.1	6.680	A
C-A	127	32			127				
A-B	79	20			79				
A-C	173	43			173				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	515	0.071	36	0.1	0.1	7.600	A
B-A	115	29	474	0.241	114	0.2	0.3	10.089	B
C-AB	37	9	564	0.066	37	0.1	0.1	6.908	A
C-A	156	39			156				
A-B	97	24			97				
A-C	211	53			211				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	515	0.071	36	0.1	0.1	7.602	A
B-A	115	29	474	0.241	114	0.3	0.3	10.107	B
C-AB	37	9	564	0.066	37	0.1	0.1	6.908	A
C-A	156	39			156				
A-B	97	24			97				
A-C	211	53			211				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	533	0.056	30	0.1	0.1	7.221	A
B-A	93	23	495	0.189	94	0.3	0.2	9.071	A
C-AB	30	8	575	0.052	30	0.1	0.1	6.685	A
C-A	127	32			127				
A-B	79	20			79				
A-C	173	43			173				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	547	0.045	25	0.1	0.0	6.970	A
B-A	78	20	510	0.154	79	0.2	0.2	8.431	A
C-AB	25	6	583	0.043	25	0.1	0.0	6.524	A
C-A	107	27			107				
A-B	66	17			66				
A-C	145	36			145				

Scenario B - 2035 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	242	100.000
B		ONE HOUR	✓	82	100.000
C		ONE HOUR	✓	205	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	82	160
	B	53	0	29
	C	176	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	6.84	0.1	A	27	40
B-A	0.13	8.97	0.1	A	49	73
C-AB	0.06	6.71	0.1	A	27	40
C-A					161	242
A-B					75	113
A-C					147	220

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	588	0.037	22	0.0	0.0	6.424	A
B-A	40	10	496	0.080	40	0.0	0.1	7.956	A
C-AB	22	6	590	0.037	22	0.0	0.0	6.395	A
C-A	132	33			132				
A-B	62	15			62				
A-C	120	30			120				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	577	0.045	26	0.0	0.0	6.593	A
B-A	48	12	483	0.099	48	0.1	0.1	8.357	A
C-AB	26	7	584	0.045	26	0.0	0.0	6.527	A
C-A	158	39			158				
A-B	74	18			74				
A-C	144	36			144				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	564	0.057	32	0.0	0.1	6.837	A
B-A	58	15	464	0.126	58	0.1	0.1	8.967	A
C-AB	33	8	575	0.057	33	0.0	0.1	6.706	A
C-A	193	48			193				
A-B	90	23			90				
A-C	176	44			176				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	564	0.057	32	0.1	0.1	6.838	A
B-A	58	15	464	0.126	58	0.1	0.1	8.972	A
C-AB	33	8	575	0.057	33	0.1	0.1	6.708	A
C-A	193	48			193				
A-B	90	23			90				
A-C	176	44			176				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	577	0.045	26	0.1	0.0	6.596	A
B-A	48	12	483	0.099	48	0.1	0.1	8.365	A
C-AB	26	7	584	0.045	26	0.1	0.0	6.530	A
C-A	158	39			158				
A-B	74	18			74				
A-C	144	36			144				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	587	0.037	22	0.0	0.0	6.430	A
B-A	40	10	496	0.080	40	0.1	0.1	7.970	A
C-AB	22	6	590	0.037	22	0.0	0.0	6.401	A
C-A	132	33			132				
A-B	62	15			62				
A-C	120	30			120				

Scenario B - 2045 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	293	100.000
B		ONE HOUR	✓	141	100.000
C		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	92	201
	B	108	0	33
	C	148	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.69	0.1	A	30	45
B-A	0.25	10.34	0.3	B	99	149
C-AB	0.07	6.95	0.1	A	31	46
C-A					135	203
A-B					84	127
A-C					184	277

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	543	0.046	25	0.0	0.0	7.010	A
B-A	81	20	508	0.160	81	0.0	0.2	8.496	A
C-AB	25	6	580	0.043	25	0.0	0.0	6.545	A
C-A	111	28			111				
A-B	69	17			69				
A-C	151	38			151				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	529	0.056	30	0.0	0.1	7.278	A
B-A	97	24	492	0.197	97	0.2	0.2	9.197	A
C-AB	30	8	572	0.053	30	0.0	0.1	6.714	A
C-A	133	33			133				
A-B	83	21			83				
A-C	181	45			181				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	509	0.071	36	0.1	0.1	7.686	A
B-A	119	30	470	0.253	119	0.2	0.3	10.322	B
C-AB	37	9	560	0.066	37	0.1	0.1	6.950	A
C-A	162	41			162				
A-B	101	25			101				
A-C	221	55			221				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	509	0.071	36	0.1	0.1	7.690	A
B-A	119	30	470	0.253	119	0.3	0.3	10.343	B
C-AB	37	9	561	0.066	37	0.1	0.1	6.950	A
C-A	162	41			162				
A-B	101	25			101				
A-C	221	55			221				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	529	0.056	30	0.1	0.1	7.286	A
B-A	97	24	492	0.197	97	0.3	0.3	9.222	A
C-AB	30	8	572	0.053	30	0.1	0.1	6.718	A
C-A	133	33			133				
A-B	83	21			83				
A-C	181	45			181				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	543	0.046	25	0.1	0.0	7.022	A
B-A	81	20	508	0.160	82	0.3	0.2	8.539	A
C-AB	25	6	581	0.043	25	0.1	0.0	6.548	A
C-A	111	28			111				
A-B	69	17			69				
A-C	151	38			151				

Scenario B - 2045 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	252	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	214	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	85	167
	B	54	0	29
	C	185	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	6.89	0.1	A	27	40
B-A	0.13	9.07	0.1	A	50	74
C-AB	0.06	6.74	0.1	A	27	41
C-A					169	254
A-B					78	117
A-C					153	230

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	585	0.037	22	0.0	0.0	6.457	A
B-A	41	10	494	0.082	40	0.0	0.1	7.998	A
C-AB	22	6	589	0.037	22	0.0	0.0	6.414	A
C-A	139	35			139				
A-B	64	16			64				
A-C	126	31			126				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	574	0.045	26	0.0	0.0	6.632	A
B-A	49	12	480	0.101	48	0.1	0.1	8.425	A
C-AB	26	7	582	0.045	26	0.0	0.0	6.549	A
C-A	166	41			166				
A-B	76	19			76				
A-C	150	38			150				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	560	0.057	32	0.0	0.1	6.885	A
B-A	59	15	460	0.129	59	0.1	0.1	9.068	A
C-AB	33	8	573	0.057	33	0.0	0.1	6.733	A
C-A	203	51			203				
A-B	94	23			94				
A-C	184	46			184				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	560	0.057	32	0.1	0.1	6.887	A
B-A	59	15	460	0.129	59	0.1	0.1	9.073	A
C-AB	33	8	573	0.057	33	0.1	0.1	6.736	A
C-A	203	51			203				
A-B	94	23			94				
A-C	184	46			184				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	574	0.045	26	0.1	0.0	6.638	A
B-A	49	12	480	0.101	49	0.1	0.1	8.433	A
C-AB	26	7	582	0.045	26	0.1	0.0	6.550	A
C-A	166	41			166				
A-B	76	19			76				
A-C	150	38			150				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	584	0.037	22	0.0	0.0	6.464	A
B-A	41	10	494	0.082	41	0.1	0.1	8.019	A
C-AB	22	6	589	0.037	22	0.0	0.0	6.420	A
C-A	139	35			139				
A-B	64	16			64				
A-C	126	31			126				

Scenario B - 2030 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	224	100.000
B		ONE HOUR	✓	88	100.000
C		ONE HOUR	✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	62	162
	B	80	0	8
	C	113	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	7.18	0.0	A	7	11
B-A	0.17	8.55	0.2	A	73	110
C-AB	0.02	6.47	0.0	A	7	11
C-A					104	156
A-B					57	85
A-C					149	223

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	539	0.011	6	0.0	0.0	6.823	A
B-A	60	15	540	0.111	60	0.0	0.1	7.555	A
C-AB	6	2	590	0.010	6	0.0	0.0	6.229	A
C-A	85	21			85				
A-B	47	12			47				
A-C	122	30			122				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	529	0.014	7	0.0	0.0	6.968	A
B-A	72	18	529	0.136	72	0.1	0.2	7.948	A
C-AB	7	2	582	0.012	7	0.0	0.0	6.328	A
C-A	102	25			102				
A-B	56	14			56				
A-C	146	36			146				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	515	0.017	9	0.0	0.0	7.179	A
B-A	88	22	514	0.172	88	0.2	0.2	8.539	A
C-AB	9	2	571	0.015	9	0.0	0.0	6.469	A
C-A	124	31			124				
A-B	68	17			68				
A-C	178	45			178				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	515	0.017	9	0.0	0.0	7.180	A
B-A	88	22	514	0.172	88	0.2	0.2	8.546	A
C-AB	9	2	571	0.015	9	0.0	0.0	6.469	A
C-A	124	31			124				
A-B	68	17			68				
A-C	178	45			178				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	529	0.014	7	0.0	0.0	6.972	A
B-A	72	18	529	0.136	72	0.2	0.2	7.960	A
C-AB	7	2	582	0.012	7	0.0	0.0	6.328	A
C-A	102	25			102				
A-B	56	14			56				
A-C	146	36			146				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	539	0.011	6	0.0	0.0	6.826	A
B-A	60	15	540	0.111	60	0.2	0.1	7.577	A
C-AB	6	2	590	0.010	6	0.0	0.0	6.229	A
C-A	85	21			85				
A-B	47	12			47				
A-C	122	30			122				

Scenario B - 2030 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	189	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	151	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	59	130
	B	29	0	4
	C	147	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.74	0.0	A	4	6
B-A	0.06	7.42	0.1	A	27	40
C-AB	0.01	6.32	0.0	A	4	6
C-A					135	202
A-B					54	81
A-C					119	179

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	559	0.005	3	0.0	0.0	6.536	A
B-A	22	5	547	0.040	22	0.0	0.0	6.916	A
C-AB	3	0.75	596	0.005	3	0.0	0.0	6.130	A
C-A	111	28			111				
A-B	44	11			44				
A-C	98	24			98				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	553	0.007	4	0.0	0.0	6.621	A
B-A	26	7	537	0.049	26	0.0	0.1	7.120	A
C-AB	4	0.90	589	0.006	4	0.0	0.0	6.207	A
C-A	132	33			132				
A-B	53	13			53				
A-C	117	29			117				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	544	0.008	4	0.0	0.0	6.743	A
B-A	32	8	522	0.061	32	0.1	0.1	7.419	A
C-AB	4	1	580	0.008	4	0.0	0.0	6.316	A
C-A	162	40			162				
A-B	65	16			65				
A-C	143	36			143				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	544	0.008	4	0.0	0.0	6.743	A
B-A	32	8	522	0.061	32	0.1	0.1	7.419	A
C-AB	4	1	580	0.008	4	0.0	0.0	6.316	A
C-A	162	40			162				
A-B	65	16			65				
A-C	143	36			143				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	553	0.007	4	0.0	0.0	6.622	A
B-A	26	7	537	0.049	26	0.1	0.1	7.122	A
C-AB	4	0.90	589	0.006	4	0.0	0.0	6.207	A
C-A	132	33			132				
A-B	53	13			53				
A-C	117	29			117				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	559	0.005	3	0.0	0.0	6.540	A
B-A	22	5	547	0.040	22	0.1	0.0	6.922	A
C-AB	3	0.75	596	0.005	3	0.0	0.0	6.132	A
C-A	111	28			111				
A-B	44	11			44				
A-C	98	24			98				

Scenario B - 2035 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.64	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)	Run automatically
D9	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	281	100.000
B		ONE HOUR	✓	140	100.000
C		ONE HOUR	✓	175	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	89	192
	B	107	0	33
	C	142	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.63	0.1	A	30	45
B-A	0.25	10.19	0.3	B	98	147
C-AB	0.07	6.91	0.1	A	31	46
C-A					130	195
A-B					82	123
A-C					176	264

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	546	0.046	25	0.0	0.0	6.978	A
B-A	81	20	510	0.158	80	0.0	0.2	8.429	A
C-AB	25	6	583	0.043	25	0.0	0.0	6.520	A
C-A	107	27			107				
A-B	67	17			67				
A-C	145	36			145				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	532	0.056	30	0.0	0.1	7.236	A
B-A	96	24	495	0.194	96	0.2	0.2	9.098	A
C-AB	30	8	574	0.052	30	0.0	0.1	6.683	A
C-A	127	32			127				
A-B	80	20			80				
A-C	173	43			173				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	513	0.071	36	0.1	0.1	7.630	A
B-A	118	29	475	0.248	117	0.2	0.3	10.170	B
C-AB	37	9	563	0.066	37	0.1	0.1	6.911	A
C-A	156	39			156				
A-B	98	24			98				
A-C	211	53			211				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	513	0.071	36	0.1	0.1	7.632	A
B-A	118	29	475	0.248	118	0.3	0.3	10.190	B
C-AB	37	9	563	0.066	37	0.1	0.1	6.911	A
C-A	156	39			156				
A-B	98	24			98				
A-C	211	53			211				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	532	0.056	30	0.1	0.1	7.244	A
B-A	96	24	495	0.194	97	0.3	0.2	9.123	A
C-AB	30	8	574	0.052	30	0.1	0.1	6.685	A
C-A	127	32			127				
A-B	80	20			80				
A-C	173	43			173				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	545	0.046	25	0.1	0.0	6.990	A
B-A	81	20	510	0.158	81	0.2	0.2	8.467	A
C-AB	25	6	583	0.043	25	0.1	0.0	6.524	A
C-A	107	27			107				
A-B	67	17			67				
A-C	145	36			145				

Scenario B - 2035 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	245	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	205	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	85	160
	B	55	0	29
	C	176	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	6.88	0.1	A	27	40
B-A	0.13	9.00	0.2	A	50	76
C-AB	0.06	6.72	0.1	A	27	40
C-A					161	242
A-B					78	117
A-C					147	220

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	585	0.037	22	0.0	0.0	6.455	A
B-A	41	10	498	0.083	41	0.0	0.1	7.952	A
C-AB	22	6	590	0.037	22	0.0	0.0	6.402	A
C-A	132	33			132				
A-B	64	16			64				
A-C	120	30			120				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	575	0.045	26	0.0	0.0	6.627	A
B-A	49	12	484	0.102	49	0.1	0.1	8.367	A
C-AB	26	7	583	0.045	26	0.0	0.0	6.535	A
C-A	158	39			158				
A-B	76	19			76				
A-C	144	36			144				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	561	0.057	32	0.0	0.1	6.876	A
B-A	61	15	465	0.130	60	0.1	0.1	8.991	A
C-AB	33	8	574	0.057	33	0.0	0.1	6.716	A
C-A	193	48			193				
A-B	94	23			94				
A-C	176	44			176				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	561	0.057	32	0.1	0.1	6.877	A
B-A	61	15	465	0.130	61	0.1	0.2	8.996	A
C-AB	33	8	574	0.057	33	0.1	0.1	6.719	A
C-A	193	48			193				
A-B	94	23			94				
A-C	176	44			176				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	574	0.045	26	0.1	0.0	6.633	A
B-A	49	12	484	0.102	50	0.2	0.1	8.375	A
C-AB	26	7	583	0.045	26	0.1	0.0	6.538	A
C-A	158	39			158				
A-B	76	19			76				
A-C	144	36			144				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	584	0.037	22	0.0	0.0	6.462	A
B-A	41	10	498	0.083	42	0.1	0.1	7.974	A
C-AB	22	6	590	0.037	22	0.0	0.0	6.405	A
C-A	132	33			132				
A-B	64	16			64				
A-C	120	30			120				

Scenario B - 2045 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	294	100.000
B		ONE HOUR	✓	144	100.000
C		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	93	201
	B	111	0	33
	C	148	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	7.72	0.1	A	30	45
B-A	0.26	10.43	0.4	B	102	153
C-AB	0.07	6.96	0.1	A	31	46
C-A					135	203
A-B					85	128
A-C					184	277

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	542	0.046	25	0.0	0.0	7.029	A
B-A	84	21	508	0.164	83	0.0	0.2	8.534	A
C-AB	25	6	580	0.043	25	0.0	0.0	6.547	A
C-A	111	28			111				
A-B	70	18			70				
A-C	151	38			151				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	528	0.056	30	0.0	0.1	7.301	A
B-A	100	25	492	0.203	100	0.2	0.3	9.249	A
C-AB	30	8	572	0.053	30	0.0	0.1	6.716	A
C-A	133	33			133				
A-B	84	21			84				
A-C	181	45			181				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	507	0.072	36	0.1	0.1	7.717	A
B-A	122	31	471	0.260	122	0.3	0.3	10.407	B
C-AB	37	9	560	0.066	37	0.1	0.1	6.954	A
C-A	162	41			162				
A-B	102	26			102				
A-C	221	55			221				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	507	0.072	36	0.1	0.1	7.721	A
B-A	122	31	471	0.260	122	0.3	0.4	10.430	B
C-AB	37	9	560	0.066	37	0.1	0.1	6.956	A
C-A	162	41			162				
A-B	102	26			102				
A-C	221	55			221				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	527	0.056	30	0.1	0.1	7.306	A
B-A	100	25	492	0.203	100	0.4	0.3	9.279	A
C-AB	30	8	572	0.053	30	0.1	0.1	6.721	A
C-A	133	33			133				
A-B	84	21			84				
A-C	181	45			181				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	541	0.046	25	0.1	0.0	7.041	A
B-A	84	21	508	0.164	84	0.3	0.2	8.574	A
C-AB	25	6	580	0.043	25	0.1	0.0	6.553	A
C-A	111	28			111				
A-B	70	18			70				
A-C	151	38			151				

Scenario B - 2045 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.64	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)	Run automatically
D12	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	255	100.000
B		ONE HOUR	✓	85	100.000
C		ONE HOUR	✓	214	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	88	167
	B	56	0	29
	C	185	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	6.93	0.1	A	27	40
B-A	0.13	9.10	0.2	A	51	77
C-AB	0.06	6.75	0.1	A	27	41
C-A					169	254
A-B					81	121
A-C					153	230

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	582	0.038	22	0.0	0.0	6.488	A
B-A	42	11	496	0.085	42	0.0	0.1	8.007	A
C-AB	22	6	588	0.037	22	0.0	0.0	6.420	A
C-A	139	35			139				
A-B	66	17			66				
A-C	126	31			126				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	571	0.046	26	0.0	0.0	6.666	A
B-A	50	13	481	0.105	50	0.1	0.1	8.436	A
C-AB	26	7	581	0.045	26	0.0	0.0	6.557	A
C-A	166	41			166				
A-B	79	20			79				
A-C	150	38			150				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	557	0.057	32	0.0	0.1	6.924	A
B-A	62	15	461	0.134	62	0.1	0.2	9.096	A
C-AB	33	8	572	0.057	33	0.0	0.1	6.744	A
C-A	203	51			203				
A-B	97	24			97				
A-C	184	46			184				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	557	0.057	32	0.1	0.1	6.925	A
B-A	62	15	461	0.134	62	0.2	0.2	9.099	A
C-AB	33	8	572	0.057	33	0.1	0.1	6.747	A
C-A	203	51			203				
A-B	97	24			97				
A-C	184	46			184				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	571	0.046	26	0.1	0.0	6.669	A
B-A	50	13	481	0.105	50	0.2	0.1	8.447	A
C-AB	26	7	581	0.045	26	0.1	0.0	6.561	A
C-A	166	41			166				
A-B	79	20			79				
A-C	150	38			150				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	582	0.038	22	0.0	0.0	6.495	A
B-A	42	11	496	0.085	42	0.1	0.1	8.024	A
C-AB	22	6	588	0.037	22	0.0	0.0	6.424	A
C-A	139	35			139				
A-B	66	17			66				
A-C	126	31			126				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: B_Junction 2.j9
Path: N:\Projects\25\25-107 Flemington Balbriggan\Design\Civil\TTA\Junction Modelling\B_Junction 2
Report generation date: 05/05/2026 12:54:55

»Scenario B - Junction 2 - 2030 DO NOTHING, AM
»Scenario B - Junction 2 - 2030 DO NOTHING, PM
»Scenario B - Junction 2 - 2035 DO NOTHING, AM
»Scenario B - Junction 2 - 2035 DO NOTHING, PM
»Scenario B - Junction 2 - 2045 DO NOTHING, AM
»Scenario B - Junction 2 - 2045 DO NOTHING, PM
»Scenario B - Junction 2 - 2030 DO SOMETHING, AM
»Scenario B - Junction 2 - 2030 DO SOMETHING, PM
»Scenario B - Junction 2 - 2035 DO SOMETHING, AM
»Scenario B - Junction 2 - 2035 DO SOMETHING, PM
»Scenario B - Junction 2 - 2045 DO SOMETHING, AM
»Scenario B - Junction 2 - 2045 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Scenario B - Junction 2 - 2030 DO NOTHING					
Stream B-C	0.1	5.76	0.07	0.0	6.02	0.04
Stream B-A	0.1	7.84	0.08	0.0	7.64	0.05
Stream C-AB	0.1	6.33	0.06	0.1	6.39	0.06
	Scenario B - Junction 2 - 2035 DO NOTHING					
Stream B-C	0.1	6.19	0.11	0.1	5.95	0.08
Stream B-A	0.2	8.39	0.14	0.1	8.07	0.10
Stream C-AB	0.1	6.69	0.11	0.1	6.74	0.11
	Scenario B - Junction 2 - 2045 DO NOTHING					
Stream B-C	0.1	6.23	0.12	0.1	5.97	0.09
Stream B-A	0.2	8.45	0.14	0.1	8.12	0.11
Stream C-AB	0.1	6.71	0.11	0.1	6.77	0.11
	Scenario B - Junction 2 - 2030 DO SOMETHING					
Stream B-C	0.1	5.79	0.07	0.0	6.09	0.04
Stream B-A	0.1	7.97	0.08	0.0	7.80	0.05
Stream C-AB	0.1	6.34	0.06	0.1	6.44	0.06
	Scenario B - Junction 2 - 2035 DO SOMETHING					
Stream B-C	0.1	6.19	0.11	0.0	5.91	0.04
Stream B-A	0.2	8.39	0.14	0.0	7.34	0.05
Stream C-AB	0.1	6.69	0.11	0.1	6.30	0.06
	Scenario B - Junction 2 - 2045 DO SOMETHING					
Stream B-C	0.1	6.23	0.12	0.1	5.97	0.09
Stream B-A	0.2	8.45	0.14	0.1	8.12	0.11
Stream C-AB	0.1	6.71	0.11	0.1	6.77	0.11

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.

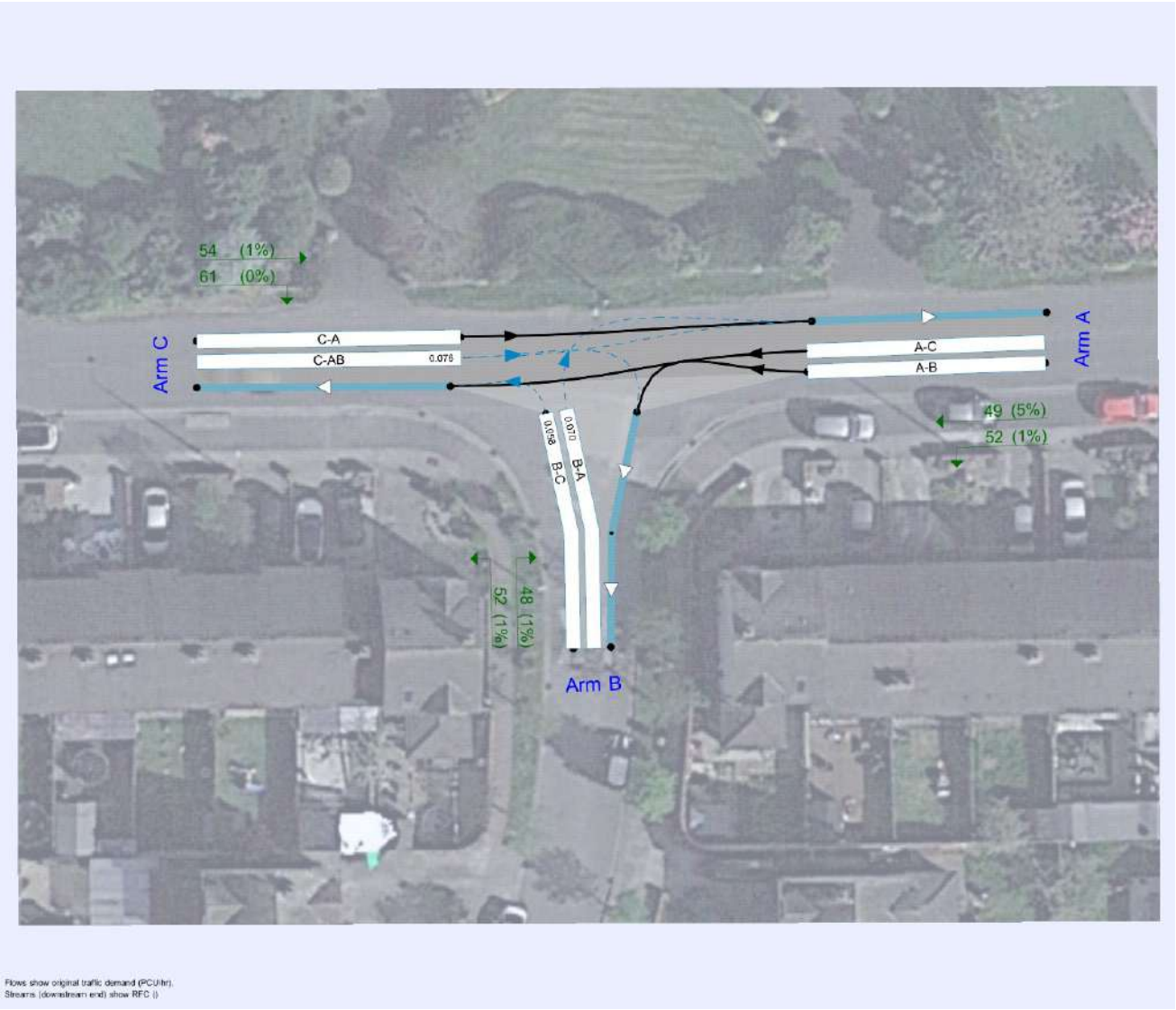
File summary

File Description

Title	Junction 2
Location	Flemington Lane / Dun Saithne Road Junction. Balbriggan, Fingal Co. Dublin
Site number	2
Date	05/05/2026
Version	
Status	(new file)
Identifier	
Client	Lagan Homes
Jobnumber	25-107
Enumerator	DOMAIN\f.demaio
Description	Scenario B

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D2	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D3	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D4	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D5	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D6	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D7	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D8	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D9	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D10	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D11	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D12	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Scenario B - Junction 2	✓	100.000	100.000

Scenario B - Junction 2 - 2030 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.80			80.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	9.00	4.40	2.36	2.20	2.20		1.00	80	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	551	0.101	0.256	0.161	0.365
B-C	713	0.110	0.279	-	-
C-B	620	0.242	0.242	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	83	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	115	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	63
	B	36	0	41
	C	84	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	5.76	0.1	A	38	56
B-A	0.08	7.84	0.1	A	33	50
C-AB	0.06	6.33	0.1	A	29	43
C-A					77	115
A-B					18	28
A-C					58	87

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	689	0.045	31	0.0	0.0	5.526	A
B-A	27	7	518	0.052	27	0.0	0.1	7.393	A
C-AB	23	6	608	0.039	23	0.0	0.0	6.159	A
C-A	63	16			63				
A-B	15	4			15				
A-C	47	12			47				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	683	0.054	37	0.0	0.1	5.622	A
B-A	32	8	512	0.063	32	0.1	0.1	7.576	A
C-AB	28	7	606	0.046	28	0.0	0.0	6.231	A
C-A	75	19			75				
A-B	18	4			18				
A-C	57	14			57				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	677	0.067	45	0.1	0.1	5.757	A
B-A	40	10	503	0.079	40	0.1	0.1	7.838	A
C-AB	34	9	603	0.057	34	0.0	0.1	6.326	A
C-A	92	23			92				
A-B	22	6			22				
A-C	69	17			69				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	677	0.067	45	0.1	0.1	5.757	A
B-A	40	10	503	0.079	40	0.1	0.1	7.839	A
C-AB	34	9	603	0.057	34	0.1	0.1	6.329	A
C-A	92	23			92				
A-B	22	6			22				
A-C	69	17			69				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	683	0.054	37	0.1	0.1	5.627	A
B-A	32	8	512	0.063	32	0.1	0.1	7.577	A
C-AB	28	7	606	0.046	28	0.1	0.0	6.232	A
C-A	75	19			75				
A-B	18	4			18				
A-C	57	14			57				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	688	0.045	31	0.1	0.0	5.532	A
B-A	27	7	519	0.052	27	0.1	0.1	7.401	A
C-AB	23	6	608	0.039	23	0.0	0.0	6.163	A
C-A	63	16			63				
A-B	15	4			15				
A-C	47	12			47				

Scenario B - Junction 2 - 2030 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.12	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)	Run automatically
D2	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	93	100.000
B		ONE HOUR	✓	46	100.000
C		ONE HOUR	✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	68
	B	21	0	25
	C	75	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	6.02	0.0	A	23	34
B-A	0.05	7.64	0.0	A	19	29
C-AB	0.06	6.39	0.1	A	30	46
C-A					69	103
A-B					23	34
A-C					62	94

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	641	0.029	19	0.0	0.0	5.841	A
B-A	16	4	514	0.031	16	0.0	0.0	7.295	A
C-AB	25	6	606	0.041	25	0.0	0.0	6.196	A
C-A	56	14			56				
A-B	19	5			19				
A-C	51	13			51				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	637	0.035	22	0.0	0.0	5.914	A
B-A	19	5	508	0.037	19	0.0	0.0	7.439	A
C-AB	30	7	603	0.049	30	0.0	0.1	6.276	A
C-A	67	17			67				
A-B	22	6			22				
A-C	61	15			61				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	632	0.044	27	0.0	0.0	6.018	A
B-A	23	6	499	0.046	23	0.0	0.0	7.644	A
C-AB	37	9	600	0.061	37	0.1	0.1	6.384	A
C-A	82	21			82				
A-B	28	7			28				
A-C	75	19			75				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	632	0.044	28	0.0	0.0	6.018	A
B-A	23	6	499	0.046	23	0.0	0.0	7.644	A
C-AB	37	9	601	0.061	37	0.1	0.1	6.386	A
C-A	82	21			82				
A-B	28	7			28				
A-C	75	19			75				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	637	0.035	23	0.0	0.0	5.915	A
B-A	19	5	508	0.037	19	0.0	0.0	7.440	A
C-AB	30	7	603	0.049	30	0.1	0.1	6.277	A
C-A	67	17			67				
A-B	22	6			22				
A-C	61	15			61				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	641	0.029	19	0.0	0.0	5.843	A
B-A	16	4	514	0.031	16	0.0	0.0	7.298	A
C-AB	25	6	606	0.041	25	0.1	0.0	6.202	A
C-A	56	14			56				
A-B	19	5			19				
A-C	51	13			51				

Scenario B - Junction 2 - 2035 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	95	100.000
B		ONE HOUR	✓	130	100.000
C		ONE HOUR	✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	45	50
	B	62	0	68
	C	53	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	6.19	0.1	A	62	94
B-A	0.14	8.39	0.2	A	57	85
C-AB	0.11	6.69	0.1	A	53	79
C-A					48	72
A-B					41	62
A-C					46	69

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	678	0.076	51	0.0	0.1	5.794	A
B-A	47	12	519	0.090	46	0.0	0.1	7.691	A
C-AB	43	11	606	0.071	43	0.0	0.1	6.392	A
C-A	40	10			40				
A-B	34	8			34				
A-C	38	9			38				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	671	0.091	61	0.1	0.1	5.957	A
B-A	56	14	512	0.109	56	0.1	0.1	7.972	A
C-AB	52	13	604	0.085	52	0.1	0.1	6.520	A
C-A	47	12			47				
A-B	40	10			40				
A-C	45	11			45				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	662	0.113	75	0.1	0.1	6.190	A
B-A	68	17	502	0.136	68	0.1	0.2	8.384	A
C-AB	63	16	601	0.105	63	0.1	0.1	6.695	A
C-A	58	14			58				
A-B	50	12			50				
A-C	55	14			55				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	662	0.113	75	0.1	0.1	6.191	A
B-A	68	17	502	0.136	68	0.2	0.2	8.389	A
C-AB	63	16	601	0.105	63	0.1	0.1	6.695	A
C-A	58	14			58				
A-B	50	12			50				
A-C	55	14			55				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	671	0.091	61	0.1	0.1	5.961	A
B-A	56	14	512	0.109	56	0.2	0.1	7.980	A
C-AB	52	13	604	0.085	52	0.1	0.1	6.522	A
C-A	47	12			47				
A-B	40	10			40				
A-C	45	11			45				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	678	0.076	51	0.1	0.1	5.807	A
B-A	47	12	519	0.090	47	0.1	0.1	7.707	A
C-AB	43	11	606	0.071	43	0.1	0.1	6.399	A
C-A	40	10			40				
A-B	34	8			34				
A-C	38	9			38				

Scenario B - Junction 2 - 2035 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.52	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)	Run automatically
D4	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	99	100.000
B		ONE HOUR	✓	98	100.000
C		ONE HOUR	✓	111	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	51	48
	B	47	0	51
	C	52	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	5.95	0.1	A	47	70
B-A	0.10	8.07	0.1	A	43	65
C-AB	0.11	6.74	0.1	A	55	82
C-A					47	71
A-B					47	70
A-C					44	66

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	10	681	0.056	38	0.0	0.1	5.655	A
B-A	35	9	519	0.068	35	0.0	0.1	7.505	A
C-AB	45	11	605	0.074	44	0.0	0.1	6.417	A
C-A	39	10			39				
A-B	38	10			38				
A-C	36	9			36				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	675	0.068	46	0.1	0.1	5.775	A
B-A	42	11	512	0.083	42	0.1	0.1	7.735	A
C-AB	53	13	603	0.089	53	0.1	0.1	6.551	A
C-A	46	12			46				
A-B	46	11			46				
A-C	43	11			43				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	668	0.084	56	0.1	0.1	5.945	A
B-A	52	13	502	0.103	52	0.1	0.1	8.066	A
C-AB	66	16	600	0.109	66	0.1	0.1	6.735	A
C-A	57	14			57				
A-B	56	14			56				
A-C	53	13			53				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	668	0.084	56	0.1	0.1	5.946	A
B-A	52	13	502	0.103	52	0.1	0.1	8.069	A
C-AB	66	16	600	0.109	66	0.1	0.1	6.737	A
C-A	57	14			57				
A-B	56	14			56				
A-C	53	13			53				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	675	0.068	46	0.1	0.1	5.778	A
B-A	42	11	512	0.082	42	0.1	0.1	7.741	A
C-AB	53	13	603	0.089	54	0.1	0.1	6.554	A
C-A	46	12			46				
A-B	46	11			46				
A-C	43	11			43				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	10	681	0.056	38	0.1	0.1	5.662	A
B-A	35	9	519	0.068	35	0.1	0.1	7.515	A
C-AB	45	11	605	0.074	45	0.1	0.1	6.426	A
C-A	39	10			39				
A-B	38	10			38				
A-C	36	9			36				

Scenario B - Junction 2 - 2045 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	98	100.000
B		ONE HOUR	✓	134	100.000
C		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	47	51
	B	64	0	70
	C	55	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	6.23	0.1	A	64	96
B-A	0.14	8.45	0.2	A	59	88
C-AB	0.11	6.71	0.1	A	54	80
C-A					50	75
A-B					43	65
A-C					47	70

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	677	0.078	52	0.0	0.1	5.820	A
B-A	48	12	518	0.093	48	0.0	0.1	7.727	A
C-AB	44	11	605	0.072	44	0.0	0.1	6.405	A
C-A	41	10			41				
A-B	35	9			35				
A-C	38	10			38				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	670	0.094	63	0.1	0.1	5.989	A
B-A	58	14	511	0.113	57	0.1	0.1	8.019	A
C-AB	53	13	603	0.087	52	0.1	0.1	6.536	A
C-A	49	12			49				
A-B	42	11			42				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	660	0.117	77	0.1	0.1	6.230	A
B-A	70	18	500	0.141	70	0.1	0.2	8.450	A
C-AB	65	16	601	0.107	64	0.1	0.1	6.715	A
C-A	60	15			60				
A-B	52	13			52				
A-C	56	14			56				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	660	0.117	77	0.1	0.1	6.234	A
B-A	70	18	500	0.141	70	0.2	0.2	8.454	A
C-AB	65	16	601	0.107	65	0.1	0.1	6.715	A
C-A	60	15			60				
A-B	52	13			52				
A-C	56	14			56				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	670	0.094	63	0.1	0.1	5.996	A
B-A	58	14	511	0.113	58	0.2	0.1	8.027	A
C-AB	53	13	603	0.087	53	0.1	0.1	6.538	A
C-A	49	12			49				
A-B	42	11			42				
A-C	46	11			46				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	676	0.078	53	0.1	0.1	5.830	A
B-A	48	12	518	0.093	48	0.1	0.1	7.742	A
C-AB	44	11	605	0.072	44	0.1	0.1	6.414	A
C-A	41	10			41				
A-B	35	9			35				
A-C	38	10			38				

Scenario B - Junction 2 - 2045 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	101	100.000
B		ONE HOUR	✓	100	100.000
C		ONE HOUR	✓	115	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	52	49
	B	48	0	52
	C	54	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	5.97	0.1	A	48	72
B-A	0.11	8.12	0.1	A	44	66
C-AB	0.11	6.77	0.1	A	56	85
C-A					49	74
A-B					48	72
A-C					45	67

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	680	0.058	39	0.0	0.1	5.669	A
B-A	36	9	518	0.070	36	0.0	0.1	7.531	A
C-AB	46	12	605	0.076	46	0.0	0.1	6.436	A
C-A	40	10			40				
A-B	39	10			39				
A-C	37	9			37				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	674	0.069	47	0.1	0.1	5.792	A
B-A	43	11	511	0.084	43	0.1	0.1	7.769	A
C-AB	55	14	603	0.092	55	0.1	0.1	6.575	A
C-A	48	12			48				
A-B	47	12			47				
A-C	44	11			44				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	667	0.086	57	0.1	0.1	5.966	A
B-A	53	13	501	0.106	53	0.1	0.1	8.112	A
C-AB	68	17	600	0.113	68	0.1	0.1	6.762	A
C-A	59	15			59				
A-B	57	14			57				
A-C	54	13			54				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	666	0.086	57	0.1	0.1	5.967	A
B-A	53	13	501	0.106	53	0.1	0.1	8.115	A
C-AB	68	17	600	0.113	68	0.1	0.1	6.767	A
C-A	59	15			59				
A-B	57	14			57				
A-C	54	13			54				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	674	0.069	47	0.1	0.1	5.797	A
B-A	43	11	511	0.084	43	0.1	0.1	7.775	A
C-AB	55	14	603	0.092	55	0.1	0.1	6.580	A
C-A	48	12			48				
A-B	47	12			47				
A-C	44	11			44				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	680	0.058	39	0.1	0.1	5.678	A
B-A	36	9	518	0.070	36	0.1	0.1	7.544	A
C-AB	46	12	605	0.076	46	0.1	0.1	6.446	A
C-A	40	10			40				
A-B	39	10			39				
A-C	37	9			37				

Scenario B - Junction 2 - 2030 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	94	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	141	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	74
	B	36	0	41
	C	110	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	5.79	0.1	A	38	56
B-A	0.08	7.97	0.1	A	33	50
C-AB	0.06	6.34	0.1	A	29	43
C-A					101	151
A-B					18	28
A-C					68	102

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	686	0.045	31	0.0	0.0	5.546	A
B-A	27	7	513	0.053	27	0.0	0.1	7.473	A
C-AB	23	6	606	0.039	23	0.0	0.0	6.173	A
C-A	83	21			83				
A-B	15	4			15				
A-C	56	14			56				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	681	0.054	37	0.0	0.1	5.647	A
B-A	32	8	506	0.064	32	0.1	0.1	7.677	A
C-AB	28	7	604	0.046	28	0.0	0.0	6.246	A
C-A	99	25			99				
A-B	18	4			18				
A-C	67	17			67				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	673	0.067	45	0.1	0.1	5.789	A
B-A	40	10	496	0.080	40	0.1	0.1	7.970	A
C-AB	35	9	602	0.057	34	0.0	0.1	6.342	A
C-A	121	30			121				
A-B	22	6			22				
A-C	81	20			81				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	673	0.067	45	0.1	0.1	5.790	A
B-A	40	10	496	0.080	40	0.1	0.1	7.971	A
C-AB	35	9	602	0.057	35	0.1	0.1	6.344	A
C-A	121	30			121				
A-B	22	6			22				
A-C	81	20			81				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	680	0.054	37	0.1	0.1	5.652	A
B-A	32	8	506	0.064	32	0.1	0.1	7.681	A
C-AB	28	7	604	0.046	28	0.1	0.0	6.247	A
C-A	99	25			99				
A-B	18	4			18				
A-C	67	17			67				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	686	0.045	31	0.1	0.0	5.552	A
B-A	27	7	513	0.053	27	0.1	0.1	7.478	A
C-AB	23	6	606	0.039	23	0.0	0.0	6.179	A
C-A	83	21			83				
A-B	15	4			15				
A-C	56	14			56				

Scenario B - Junction 2 - 2030 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	117	100.000
B		ONE HOUR	✓	46	100.000
C		ONE HOUR	✓	124	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	92
	B	21	0	25
	C	91	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	6.09	0.0	A	23	34
B-A	0.05	7.80	0.0	A	19	29
C-AB	0.06	6.44	0.1	A	31	46
C-A					83	125
A-B					23	34
A-C					84	127

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	637	0.030	19	0.0	0.0	5.883	A
B-A	16	4	507	0.031	16	0.0	0.0	7.392	A
C-AB	25	6	602	0.041	25	0.0	0.0	6.238	A
C-A	68	17			68				
A-B	19	5			19				
A-C	69	17			69				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	632	0.036	22	0.0	0.0	5.969	A
B-A	19	5	500	0.038	19	0.0	0.0	7.559	A
C-AB	30	7	599	0.050	30	0.0	0.1	6.326	A
C-A	82	20			82				
A-B	22	6			22				
A-C	83	21			83				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	625	0.044	27	0.0	0.0	6.087	A
B-A	23	6	489	0.047	23	0.0	0.0	7.801	A
C-AB	37	9	595	0.062	37	0.1	0.1	6.445	A
C-A	100	25			100				
A-B	28	7			28				
A-C	101	25			101				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	625	0.044	28	0.0	0.0	6.088	A
B-A	23	6	489	0.047	23	0.0	0.0	7.801	A
C-AB	37	9	595	0.062	37	0.1	0.1	6.445	A
C-A	100	25			100				
A-B	28	7			28				
A-C	101	25			101				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	631	0.036	23	0.0	0.0	5.972	A
B-A	19	5	500	0.038	19	0.0	0.0	7.563	A
C-AB	30	7	599	0.050	30	0.1	0.1	6.327	A
C-A	82	20			82				
A-B	22	6			22				
A-C	83	21			83				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	636	0.030	19	0.0	0.0	5.887	A
B-A	16	4	508	0.031	16	0.0	0.0	7.397	A
C-AB	25	6	602	0.041	25	0.1	0.0	6.244	A
C-A	68	17			68				
A-B	19	5			19				
A-C	69	17			69				

Scenario B - Junction 2 - 2035 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	95	100.000
B		ONE HOUR	✓	130	100.000
C		ONE HOUR	✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	45	50
	B	62	0	68
	C	53	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	6.19	0.1	A	62	94
B-A	0.14	8.39	0.2	A	57	85
C-AB	0.11	6.69	0.1	A	53	79
C-A					48	72
A-B					41	62
A-C					46	69

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	678	0.076	51	0.0	0.1	5.794	A
B-A	47	12	519	0.090	46	0.0	0.1	7.691	A
C-AB	43	11	606	0.071	43	0.0	0.1	6.392	A
C-A	40	10			40				
A-B	34	8			34				
A-C	38	9			38				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	671	0.091	61	0.1	0.1	5.957	A
B-A	56	14	512	0.109	56	0.1	0.1	7.972	A
C-AB	52	13	604	0.085	52	0.1	0.1	6.520	A
C-A	47	12			47				
A-B	40	10			40				
A-C	45	11			45				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	662	0.113	75	0.1	0.1	6.190	A
B-A	68	17	502	0.136	68	0.1	0.2	8.384	A
C-AB	63	16	601	0.105	63	0.1	0.1	6.695	A
C-A	58	14			58				
A-B	50	12			50				
A-C	55	14			55				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	662	0.113	75	0.1	0.1	6.191	A
B-A	68	17	502	0.136	68	0.2	0.2	8.389	A
C-AB	63	16	601	0.105	63	0.1	0.1	6.695	A
C-A	58	14			58				
A-B	50	12			50				
A-C	55	14			55				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	671	0.091	61	0.1	0.1	5.961	A
B-A	56	14	512	0.109	56	0.2	0.1	7.980	A
C-AB	52	13	604	0.085	52	0.1	0.1	6.522	A
C-A	47	12			47				
A-B	40	10			40				
A-C	45	11			45				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	678	0.076	51	0.1	0.1	5.807	A
B-A	47	12	519	0.090	47	0.1	0.1	7.707	A
C-AB	43	11	606	0.071	43	0.1	0.1	6.399	A
C-A	40	10			40				
A-B	34	8			34				
A-C	38	9			38				

Scenario B - Junction 2 - 2035 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	49	100.000
B		ONE HOUR	✓	48	100.000
C		ONE HOUR	✓	61	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	26	23
	B	22	0	26
	C	27	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.91	0.0	A	24	36
B-A	0.05	7.34	0.0	A	20	30
C-AB	0.06	6.30	0.1	A	31	47
C-A					25	37
A-B					24	36
A-C					21	32

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	649	0.030	19	0.0	0.0	5.769	A
B-A	17	4	529	0.031	16	0.0	0.0	7.097	A
C-AB	26	6	612	0.042	25	0.0	0.0	6.134	A
C-A	20	5			20				
A-B	20	5			20				
A-C	17	4			17				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	647	0.036	23	0.0	0.0	5.829	A
B-A	20	5	525	0.038	20	0.0	0.0	7.196	A
C-AB	31	8	611	0.050	31	0.0	0.1	6.204	A
C-A	24	6			24				
A-B	23	6			23				
A-C	21	5			21				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	644	0.044	29	0.0	0.0	5.909	A
B-A	24	6	520	0.047	24	0.0	0.0	7.335	A
C-AB	38	9	609	0.062	37	0.1	0.1	6.298	A
C-A	30	7			30				
A-B	29	7			29				
A-C	25	6			25				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	644	0.044	29	0.0	0.0	5.910	A
B-A	24	6	520	0.047	24	0.0	0.0	7.335	A
C-AB	38	9	609	0.062	38	0.1	0.1	6.298	A
C-A	30	7			30				
A-B	29	7			29				
A-C	25	6			25				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	647	0.036	23	0.0	0.0	5.830	A
B-A	20	5	525	0.038	20	0.0	0.0	7.197	A
C-AB	31	8	611	0.050	31	0.1	0.1	6.205	A
C-A	24	6			24				
A-B	23	6			23				
A-C	21	5			21				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	649	0.030	20	0.0	0.0	5.773	A
B-A	17	4	529	0.031	17	0.0	0.0	7.102	A
C-AB	26	6	612	0.042	26	0.1	0.0	6.139	A
C-A	20	5			20				
A-B	20	5			20				
A-C	17	4			17				

Scenario B - Junction 2 - 2045 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	98	100.000
B		ONE HOUR	✓	134	100.000
C		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	47	51
	B	64	0	70
	C	55	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	6.23	0.1	A	64	96
B-A	0.14	8.45	0.2	A	59	88
C-AB	0.11	6.71	0.1	A	54	80
C-A					50	75
A-B					43	65
A-C					47	70

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	677	0.078	52	0.0	0.1	5.820	A
B-A	48	12	518	0.093	48	0.0	0.1	7.727	A
C-AB	44	11	605	0.072	44	0.0	0.1	6.405	A
C-A	41	10			41				
A-B	35	9			35				
A-C	38	10			38				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	670	0.094	63	0.1	0.1	5.989	A
B-A	58	14	511	0.113	57	0.1	0.1	8.019	A
C-AB	53	13	603	0.087	52	0.1	0.1	6.536	A
C-A	49	12			49				
A-B	42	11			42				
A-C	46	11			46				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	660	0.117	77	0.1	0.1	6.230	A
B-A	70	18	500	0.141	70	0.1	0.2	8.450	A
C-AB	65	16	601	0.107	64	0.1	0.1	6.715	A
C-A	60	15			60				
A-B	52	13			52				
A-C	56	14			56				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	660	0.117	77	0.1	0.1	6.234	A
B-A	70	18	500	0.141	70	0.2	0.2	8.454	A
C-AB	65	16	601	0.107	65	0.1	0.1	6.715	A
C-A	60	15			60				
A-B	52	13			52				
A-C	56	14			56				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	670	0.094	63	0.1	0.1	5.996	A
B-A	58	14	511	0.113	58	0.2	0.1	8.027	A
C-AB	53	13	603	0.087	53	0.1	0.1	6.538	A
C-A	49	12			49				
A-B	42	11			42				
A-C	46	11			46				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	676	0.078	53	0.1	0.1	5.830	A
B-A	48	12	518	0.093	48	0.1	0.1	7.742	A
C-AB	44	11	605	0.072	44	0.1	0.1	6.414	A
C-A	41	10			41				
A-B	35	9			35				
A-C	38	10			38				

Scenario B - Junction 2 - 2045 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	101	100.000
B		ONE HOUR	✓	100	100.000
C		ONE HOUR	✓	115	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	52	49
	B	48	0	52
	C	54	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	5.97	0.1	A	48	72
B-A	0.11	8.12	0.1	A	44	66
C-AB	0.11	6.77	0.1	A	56	85
C-A					49	74
A-B					48	72
A-C					45	67

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	680	0.058	39	0.0	0.1	5.669	A
B-A	36	9	518	0.070	36	0.0	0.1	7.531	A
C-AB	46	12	605	0.076	46	0.0	0.1	6.436	A
C-A	40	10			40				
A-B	39	10			39				
A-C	37	9			37				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	674	0.069	47	0.1	0.1	5.792	A
B-A	43	11	511	0.084	43	0.1	0.1	7.769	A
C-AB	55	14	603	0.092	55	0.1	0.1	6.575	A
C-A	48	12			48				
A-B	47	12			47				
A-C	44	11			44				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	667	0.086	57	0.1	0.1	5.966	A
B-A	53	13	501	0.106	53	0.1	0.1	8.112	A
C-AB	68	17	600	0.113	68	0.1	0.1	6.762	A
C-A	59	15			59				
A-B	57	14			57				
A-C	54	13			54				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	666	0.086	57	0.1	0.1	5.967	A
B-A	53	13	501	0.106	53	0.1	0.1	8.115	A
C-AB	68	17	600	0.113	68	0.1	0.1	6.767	A
C-A	59	15			59				
A-B	57	14			57				
A-C	54	13			54				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	674	0.069	47	0.1	0.1	5.797	A
B-A	43	11	511	0.084	43	0.1	0.1	7.775	A
C-AB	55	14	603	0.092	55	0.1	0.1	6.580	A
C-A	48	12			48				
A-B	47	12			47				
A-C	44	11			44				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	680	0.058	39	0.1	0.1	5.678	A
B-A	36	9	518	0.070	36	0.1	0.1	7.544	A
C-AB	46	12	605	0.076	46	0.1	0.1	6.446	A
C-A	40	10			40				
A-B	39	10			39				
A-C	37	9			37				

TRANSYT 16

Version: 16.0.1.8473
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Filename: B_Junction 3.t16
Path: N:\Projects\25\25-107 Flemington Balbriggan\Design\Civil\Traffic\Junction Modelling\B_Junction 3 - Signalised
Report generation date: 29/05/2026 09:25:27

»A1 - Scenario B - Junction 3 - AM : D1 - 2030 DO NOTHING, AM :
»A1 - Scenario B - Junction 3 - AM : D3 - 2035 DO NOTHING, AM :
»A1 - Scenario B - Junction 3 - AM : D5 - 2045 DO NOTHING, AM :
»A1 - Scenario B - Junction 3 - AM : D7 - 2030 DO SOMETHING, AM :
»A1 - Scenario B - Junction 3 - AM : D9 - 2035 DO SOMETHING, AM :
»A1 - Scenario B - Junction 3 - AM : D11 - 2045 DO SOMETHING, AM :
»A2 - Scenario B - Junction 3 - PM : D2 - 2030 DO NOTHING, PM :
»A2 - Scenario B - Junction 3 - PM : D4 - 2035 DO NOTHING, PM :
»A2 - Scenario B - Junction 3 - PM : D6 - 2045 DO NOTHING, PM :
»A2 - Scenario B - Junction 3 - PM : D8 - 2030 DO SOMETHING, PM :
»A2 - Scenario B - Junction 3 - PM : D10 - 2035 DO SOMETHING, PM :
»A2 - Scenario B - Junction 3 - PM : D12 - 2045 DO SOMETHING, PM :

Summary of network performance

	AM		
	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario B - Junction 3 - AM - 2030 DO NOTHING		
Network	3.21	45% (TS 2/1)	0 (0%)
	Scenario B - Junction 3 - AM - 2035 DO NOTHING		
Network	5.08	54% (TS 2/1)	0 (0%)
	Scenario B - Junction 3 - AM - 2045 DO NOTHING		
Network	5.28	55% (TS 2/1)	0 (0%)
	Scenario B - Junction 3 - AM - 2030 DO SOMETHING		
Network	3.72	56% (TS 2/1)	0 (0%)
	Scenario B - Junction 3 - AM - 2035 DO SOMETHING		
Network	5.16	54% (TS 2/1)	0 (0%)
	Scenario B - Junction 3 - AM - 2045 DO SOMETHING		
Network	5.37	55% (TS 2/1)	0 (0%)

	PM		
	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario B - Junction 3 - PM - 2030 DO NOTHING		
Network	3.45	41% (TS 1/1)	0 (0%)
	Scenario B - Junction 3 - PM - 2035 DO NOTHING		
Network	5.38	47% (TS 4/1)	0 (0%)
	Scenario B - Junction 3 - PM - 2045 DO NOTHING		
Network	5.59	47% (TS 4/1)	0 (0%)
	Scenario B - Junction 3 - PM - 2030 DO SOMETHING		
Network	3.76	42% (TS 1/1)	0 (0%)
	Scenario B - Junction 3 - PM - 2035 DO SOMETHING		
Network	5.47	47% (TS 4/1)	0 (0%)
	Scenario B - Junction 3 - PM - 2045 DO SOMETHING		
Network	5.69	48% (TS 1/1)	0 (0%)

File summary

File description

File title	Junction 3
Location	Flemington Lane, R132 and Hamlet Close, Balbriggan, Fingal Co. Dublin
Site number	3
UTCRegion	
Driving side	Left
Date	06/12/2011
Version	1
Status	(new file)
Identifier	
Client	Legan Homes
Jobnumber	25-107
Enumerator	DOMAIN\f.demaio
Description	Scenario B

Model and Results

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

Units

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

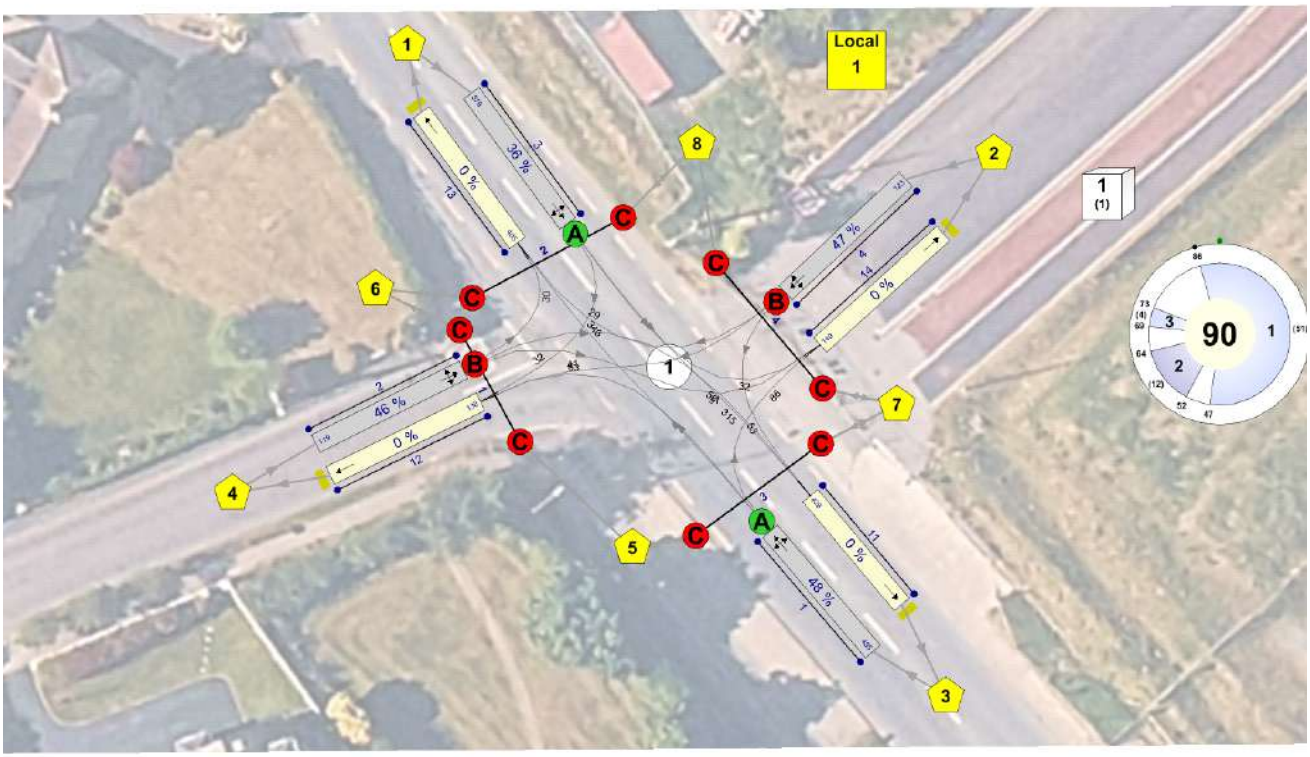
Sorting

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

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	10000	10000	-1	3	60	✓			0	0	0.00

Network Diagrams



Junction 3
Diagram produced using TRANSYT 16.0.1.8473

A1 - Scenario B - Junction 3 - AM
D1 - 2030 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	29/05/2026 09:25:08	29/05/2026 09:25:08	0.93	08:00	90	51.26	3.21	44.55	2/1	0	0	2/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction 3 - AM			✓	D1,D3,D5,D7,D9,D11	✓	D11	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	AM	(untitled)			08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	318	318
2	1	98	98
3	1	410	410
4	1	2	2
11	1	464	464
12	1	62	62
13	1	297	297
14	1	5	5

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	2	393	15	0	0	0	0
	2	0	0	2	0	0	0	0	0
	3	268	3	0	47	0	0	0	0
	4	29	0	69	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	2
	2		1	3	3/1, 11/1	Normal	393
	3		1	4	3/1, 12/1	Normal	15
	5		2	3	4/1, 11/1	Normal	2
	6		2	4	4/1, 12/1	Normal	0
	7		2	1	4/1, 13/1	Normal	0
	8		3	2	1/1, 14/1	Normal	3
	9		3	4	1/1, 12/1	Normal	47
	10		3	1	1/1, 13/1	Normal	268
	11		4	2	2/1, 14/1	Normal	0
	12		4	3	2/1, 11/1	Normal	69
	13		4	1	2/1, 13/1	Normal	29

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	49, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

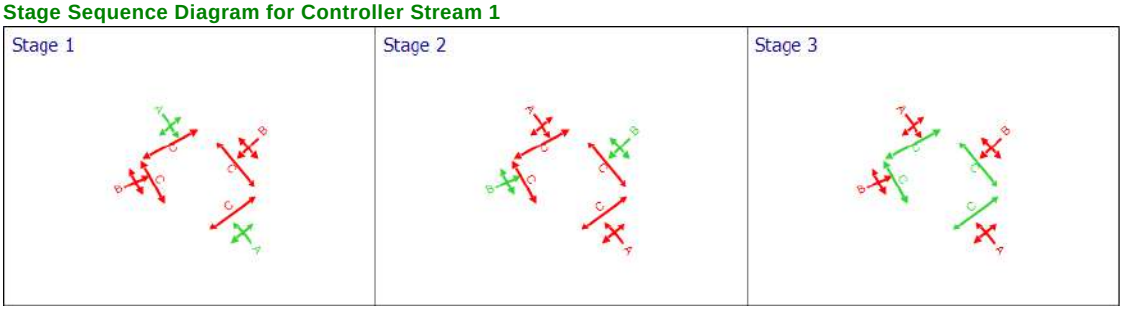
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	49	53	1	7
	2	✓	2	B	54	64	10	1	7
	3	✓	3	C	69	73	4	1	4

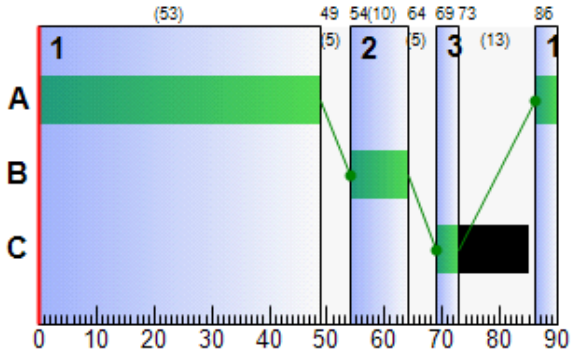
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	49	53
2	1	1	1	B	54	64	10
3	1	1	1	A	86	49	53
4	1	1	1	B	54	64	10

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	29/05/2026 09:25:08	29/05/2026 09:25:08	0.93	08:00	90	51.26	3.21	44.55	2/1	0	0	2/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	45	102	1656	486	6.97	45.56	5.70	51.26

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	318	1800	53	0.00	29	206	21.44	9.44	47.05	3.86
2	1	Access to Clubhouse (S/R/L)	1	1	B	98	1800	10	0.00	45	102	55.20	43.20	98.01	2.44
3	1	R132 (S/R/L)	1	1	A	410	1800	53	0.00	38	137	22.35	10.35	50.55	5.35
4	1	Flemington Lane (S/R/L)	1	1	B	2	1800	10	10.00	1	9800	47.19	35.19	86.46	0.00
11	1	Exit Lane				464	Unrestricted	90	16.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				62	Unrestricted	90	36.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				297	Unrestricted	90	20.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				5	Unrestricted	90	90.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	165.60	8.73	18.97	2.85	0.35	45.56	5.70	0.00	51.26
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	165.60	8.73	18.97	2.85	0.35	45.56	5.70	0.00	51.26

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

A1 - Scenario B - Junction 3 - AM
D3 - 2035 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	29/05/2026 09:25:09	29/05/2026 09:25:09	0.24	08:00	90	80.26	5.08	54.09	2/1	0	0	2/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction 3 - AM			✓	D1,D3,D5,D7,D9,D11	✓	D11	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	AM	(untitled)			08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	371	371
2	1	119	119
3	1	503	503
4	1	80	80
11	1	526	526
12	1	102	102
13	1	362	362
14	1	83	83

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	28	443	32	0	0	0	0
	2	26	0	28	26	0	0	0	0
	3	298	29	0	44	0	0	0	0
	4	38	26	55	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	28
	2		1	3	3/1, 11/1	Normal	443
	3		1	4	3/1, 12/1	Normal	32
	5		2	3	4/1, 11/1	Normal	28
	6		2	4	4/1, 12/1	Normal	26
	7		2	1	4/1, 13/1	Normal	26
	8		3	2	1/1, 14/1	Normal	29
	9		3	4	1/1, 12/1	Normal	44
	10		3	1	1/1, 13/1	Normal	298
	11		4	2	2/1, 14/1	Normal	26
	12		4	3	2/1, 11/1	Normal	55
	13		4	1	2/1, 13/1	Normal	38

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	49, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

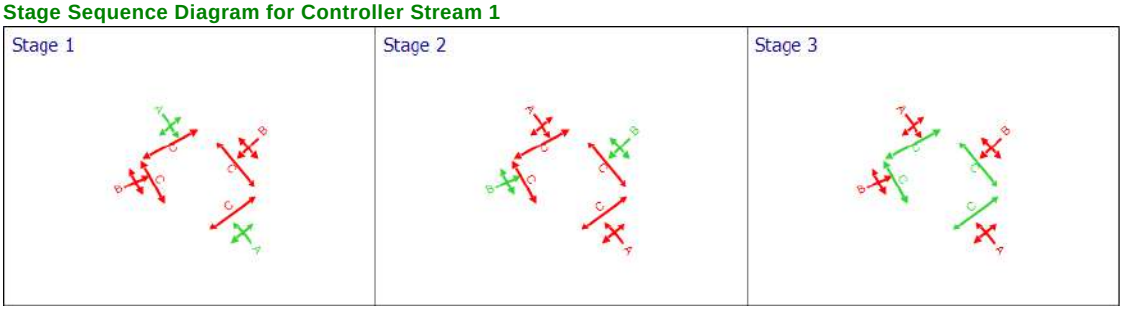
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	49	53	1	7
	2	✓	2	B	54	64	10	1	7
	3	✓	3	C	69	73	4	1	4

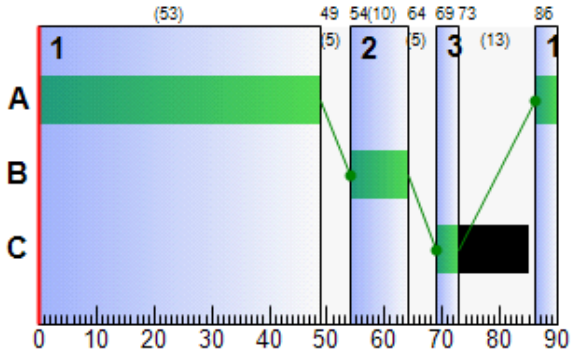
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	49	53
2	1	1	1	B	54	64	10
3	1	1	1	A	86	49	53
4	1	1	1	B	54	64	10

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	29/05/2026 09:25:09	29/05/2026 09:25:09	0.24	08:00	90	80.26	5.08	54.09	2/1	0	0	2/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	54	66	2146	486	8.51	72.07	8.19	80.26

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	371	1800	53	0.00	34	162	21.95	9.95	49.14	4.73
2	1	Access to Clubhouse (S/R/L)	1	1	B	119	1800	10	0.00	54	66	58.63	46.63	102.28	3.09
3	1	R132 (S/R/L)	1	1	A	503	1800	53	0.00	47	93	23.44	11.44	54.38	7.05
4	1	Flemington Lane (S/R/L)	1	1	B	80	1800	10	0.00	36	148	52.96	40.96	94.89	1.93
11	1	Exit Lane				526	Unrestricted	90	15.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				102	Unrestricted	90	25.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				362	Unrestricted	90	17.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				83	Unrestricted	90	52.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	214.60	12.23	17.55	4.37	0.71	72.07	8.19	0.00	80.26
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	214.60	12.23	17.55	4.37	0.71	72.07	8.19	0.00	80.26

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

A1 - Scenario B - Junction 3 - AM
D5 - 2045 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	29/05/2026 09:25:09	29/05/2026 09:25:09	0.50	08:00	90	83.54	5.28	55.00	2/1	0	0	2/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction 3 - AM			✓	D1,D3,D5,D7,D9,D11	✓	D11	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	AM	(untitled)			08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	385	385
2	1	121	121
3	1	525	525
4	1	80	80
11	1	550	550
12	1	103	103
13	1	375	375
14	1	83	83

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	28	465	32	0	0	0	0
	2	26	0	28	26	0	0	0	0
	3	311	29	0	45	0	0	0	0
	4	38	26	57	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	28
	2		1	3	3/1, 11/1	Normal	465
	3		1	4	3/1, 12/1	Normal	32
	5		2	3	4/1, 11/1	Normal	28
	6		2	4	4/1, 12/1	Normal	26
	7		2	1	4/1, 13/1	Normal	26
	8		3	2	1/1, 14/1	Normal	29
	9		3	4	1/1, 12/1	Normal	45
	10		3	1	1/1, 13/1	Normal	311
	11		4	2	2/1, 14/1	Normal	26
	12		4	3	2/1, 11/1	Normal	57
	13		4	1	2/1, 13/1	Normal	38

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	49, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

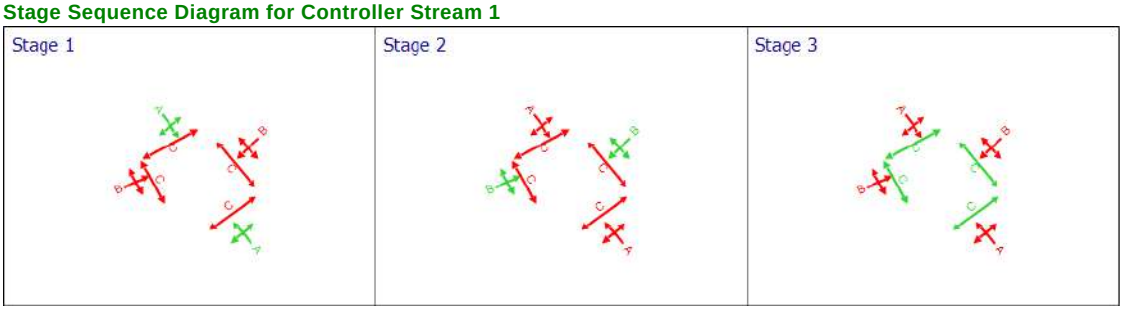
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	49	53	1	7
	2	✓	2	B	54	64	10	1	7
	3	✓	3	C	69	73	4	1	4

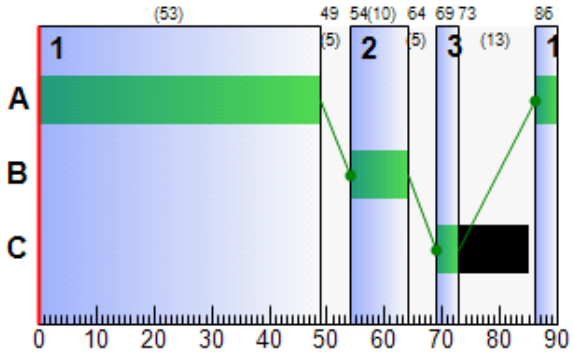
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	49	53
2	1	1	1	B	54	64	10
3	1	1	1	A	86	49	53
4	1	1	1	B	54	64	10

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	29/05/2026 09:25:09	29/05/2026 09:25:09	0.50	08:00	90	83.54	5.28	55.00	2/1	0	0	2/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	55	64	2222	486	8.56	74.99	8.55	83.54

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	385	1800	53	0.00	36	152	22.08	10.08	49.46	4.91
2	1	Access to Clubhouse (S/R/L)	1	1	B	121	1800	10	0.00	55	64	59.01	47.01	102.64	3.15
3	1	R132 (S/R/L)	1	1	A	525	1800	53	0.00	49	85	23.74	11.74	55.53	7.52
4	1	Flemington Lane (S/R/L)	1	1	B	80	1800	10	0.00	36	148	52.96	40.96	94.89	1.93
11	1	Exit Lane				550	Unrestricted	90	15.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				103	Unrestricted	90	25.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				375	Unrestricted	90	16.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				83	Unrestricted	90	52.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	222.20	12.69	17.51	4.52	0.76	74.99	8.55	0.00	83.54
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	222.20	12.69	17.51	4.52	0.76	74.99	8.55	0.00	83.54

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

A1 - Scenario B - Junction 3 - AM
D7 - 2030 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	29/05/2026 09:25:09	29/05/2026 09:25:09	0.74	08:00	90	58.97	3.72	56.36	2/1	0	0	2/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction 3 - AM			✓	D1,D3,D5,D7,D9,D11	✓	D11	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	AM	(untitled)			08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	324	324
2	1	124	124
3	1	416	416
4	1	2	2
11	1	477	477
12	1	74	74
13	1	310	310
14	1	5	5

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	2	393	21	0	0	0	0
	2	0	0	2	0	0	0	0	0
	3	268	3	0	53	0	0	0	0
	4	42	0	82	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	2
	2		1	3	3/1, 11/1	Normal	393
	3		1	4	3/1, 12/1	Normal	21
	5		2	3	4/1, 11/1	Normal	2
	6		2	4	4/1, 12/1	Normal	0
	7		2	1	4/1, 13/1	Normal	0
	8		3	2	1/1, 14/1	Normal	3
	9		3	4	1/1, 12/1	Normal	53
	10		3	1	1/1, 13/1	Normal	268
	11		4	2	2/1, 14/1	Normal	0
	12		4	3	2/1, 11/1	Normal	82
	13		4	1	2/1, 13/1	Normal	42

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	49, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

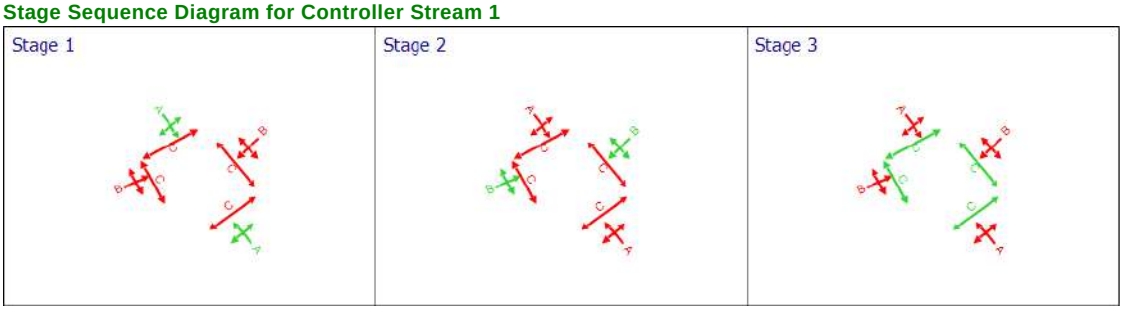
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	49	53	1	7
	2	✓	2	B	54	64	10	1	7
	3	✓	3	C	69	73	4	1	4

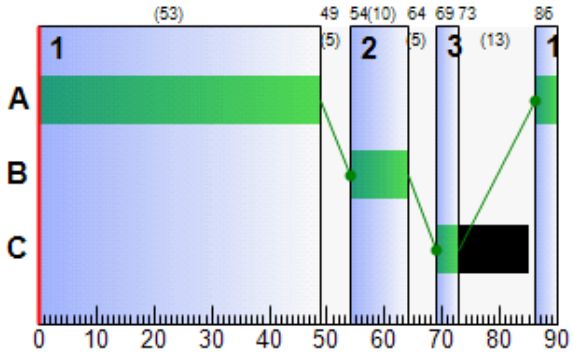
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	49	53
2	1	1	1	B	54	64	10
3	1	1	1	A	86	49	53
4	1	1	1	B	54	64	10

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	29/05/2026 09:25:09	29/05/2026 09:25:09	0.74	08:00	90	58.97	3.72	56.36	2/1	0	0	2/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	56	60	1732	486	7.73	52.78	6.18	58.97

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	324	1800	53	0.00	30	200	21.50	9.50	47.13	3.93
2	1	Access to Clubhouse (S/R/L)	1	1	B	124	1800	10	0.00	56	60	59.62	47.62	103.22	3.25
3	1	R132 (S/R/L)	1	1	A	416	1800	53	0.00	39	134	22.41	10.41	50.67	5.44
4	1	Flemington Lane (S/R/L)	1	1	B	2	1800	10	10.00	1	9800	47.19	35.19	86.46	0.00
11	1	Exit Lane				477	Unrestricted	90	15.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				74	Unrestricted	90	36.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				310	Unrestricted	90	18.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				5	Unrestricted	90	90.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	173.20	9.49	18.25	3.18	0.54	52.78	6.18	0.00	58.97
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	173.20	9.49	18.25	3.18	0.54	52.78	6.18	0.00	58.97

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

A1 - Scenario B - Junction 3 - AM
D9 - 2035 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	29/05/2026 09:25:09	29/05/2026 09:25:10	1.15	08:00	90	81.72	5.16	54.09	2/1	0	0	2/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction 3 - AM			✓	D1,D3,D5,D7,D9,D11	✓	D11	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	AM	(untitled)			08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	377	377
2	1	119	119
3	1	516	516
4	1	80	80
11	1	539	539
12	1	102	102
13	1	368	368
14	1	83	83

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	28	456	32	0	0	0	0
	2	26	0	28	26	0	0	0	0
	3	304	29	0	44	0	0	0	0
	4	38	26	55	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	28
	2		1	3	3/1, 11/1	Normal	456
	3		1	4	3/1, 12/1	Normal	32
	5		2	3	4/1, 11/1	Normal	28
	6		2	4	4/1, 12/1	Normal	26
	7		2	1	4/1, 13/1	Normal	26
	8		3	2	1/1, 14/1	Normal	29
	9		3	4	1/1, 12/1	Normal	44
	10		3	1	1/1, 13/1	Normal	304
	11		4	2	2/1, 14/1	Normal	26
	12		4	3	2/1, 11/1	Normal	55
	13		4	1	2/1, 13/1	Normal	38

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	49, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

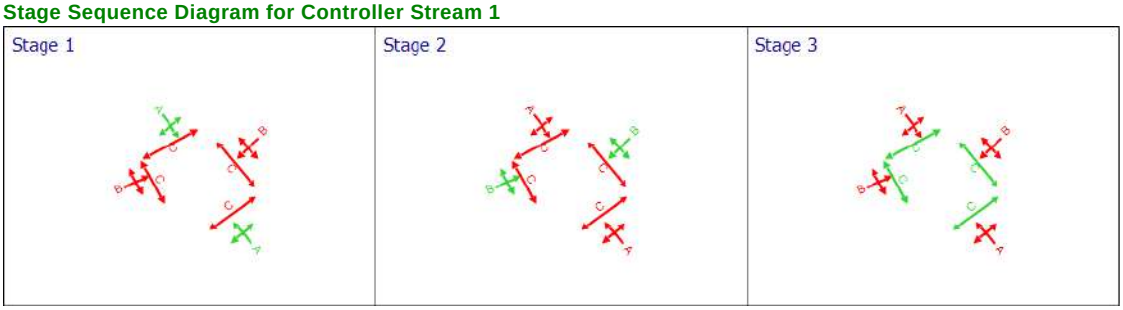
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	49	53	1	7
	2	✓	2	B	54	64	10	1	7
	3	✓	3	C	69	73	4	1	4

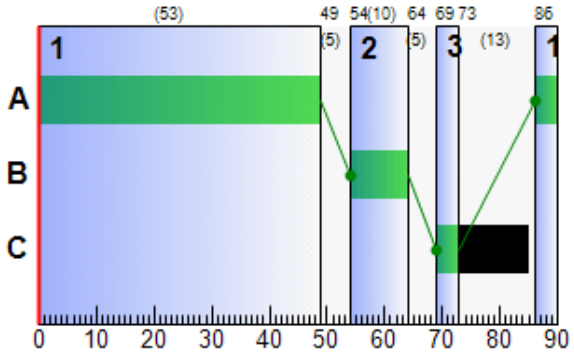
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	49	53
2	1	1	1	B	54	64	10
3	1	1	1	A	86	49	53
4	1	1	1	B	54	64	10

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	29/05/2026 09:25:09	29/05/2026 09:25:10	1.15	08:00	90	81.72	5.16	54.09	2/1	0	0	2/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	54	66	2184	486	8.51	73.33	8.38	81.72

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	377	1800	53	0.00	35	158	22.01	10.01	49.31	4.81
2	1	Access to Clubhouse (S/R/L)	1	1	B	119	1800	10	0.00	54	66	58.63	46.63	102.28	3.09
3	1	R132 (S/R/L)	1	1	A	516	1800	53	0.00	48	88	23.62	11.62	55.25	7.38
4	1	Flemington Lane (S/R/L)	1	1	B	80	1800	10	0.00	36	148	52.96	40.96	94.89	1.93
11	1	Exit Lane				539	Unrestricted	90	15.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				102	Unrestricted	90	25.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				368	Unrestricted	90	17.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				83	Unrestricted	90	52.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	218.40	12.44	17.55	4.44	0.73	73.33	8.38	0.00	81.72
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	218.40	12.44	17.55	4.44	0.73	73.33	8.38	0.00	81.72

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

A1 - Scenario B - Junction 3 - AM
D11 - 2045 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	29/05/2026 09:25:07	29/05/2026 09:25:08	1.59	08:00	90	85.04	5.37	55.00	2/1	0	0	2/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction 3 - AM			✓	D1,D3,D5,D7,D9,D11	✓	D11	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	AM	(untitled)			08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	391	391
2	1	121	121
3	1	538	538
4	1	80	80
11	1	563	563
12	1	103	103
13	1	381	381
14	1	83	83

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

		To							
		1	2	3	4	5	6	7	8
From	1	0	28	478	32	0	0	0	0
	2	26	0	28	26	0	0	0	0
	3	317	29	0	45	0	0	0	0
	4	38	26	57	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	28
	2		1	3	3/1, 11/1	Normal	478
	3		1	4	3/1, 12/1	Normal	32
	5		2	3	4/1, 11/1	Normal	28
	6		2	4	4/1, 12/1	Normal	26
	7		2	1	4/1, 13/1	Normal	26
	8		3	2	1/1, 14/1	Normal	29
	9		3	4	1/1, 12/1	Normal	45
	10		3	1	1/1, 13/1	Normal	317
	11		4	2	2/1, 14/1	Normal	26
	12		4	3	2/1, 11/1	Normal	57
	13		4	1	2/1, 13/1	Normal	38

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	49, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

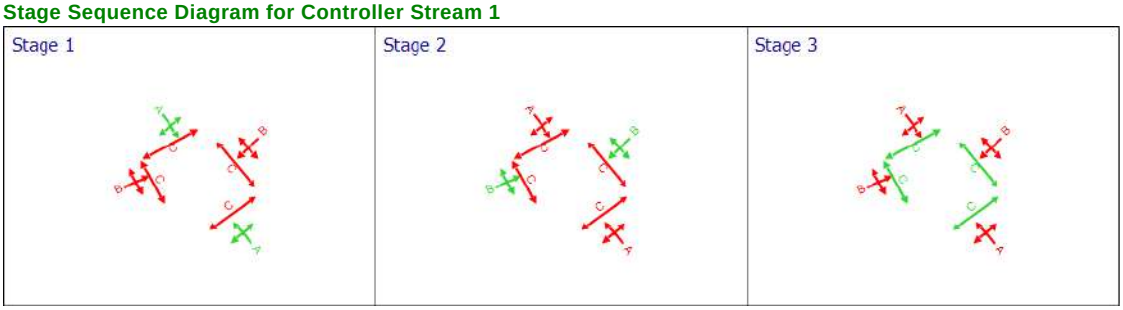
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	49	53	1	7
	2	✓	2	B	54	64	10	1	7
	3	✓	3	C	69	73	4	1	4

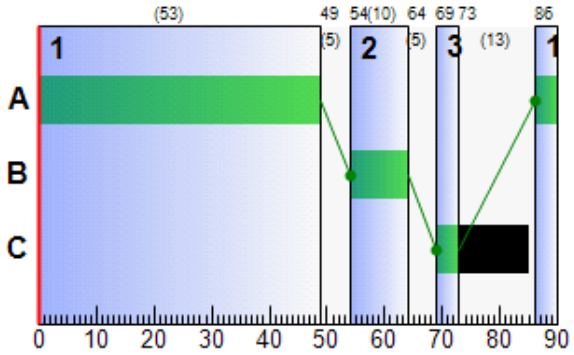
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	49	53
2	1	1	1	B	54	64	10
3	1	1	1	A	86	49	53
4	1	1	1	B	54	64	10

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	29/05/2026 09:25:07	29/05/2026 09:25:08	1.59	08:00	90	85.04	5.37	55.00	2/1	0	0	2/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	55	64	2260	486	8.56	76.31	8.74	85.04

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	391	1800	53	0.00	36	149	22.14	10.14	49.55	4.99
2	1	Access to Clubhouse (S/R/L)	1	1	B	121	1800	10	0.00	55	64	59.01	47.01	102.64	3.15
3	1	R132 (S/R/L)	1	1	A	538	1800	53	0.00	50	81	23.92	11.92	56.30	7.87
4	1	Flemington Lane (S/R/L)	1	1	B	80	1800	10	0.00	36	148	52.96	40.96	94.89	1.93
11	1	Exit Lane				563	Unrestricted	90	15.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				103	Unrestricted	90	25.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				381	Unrestricted	90	16.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				83	Unrestricted	90	51.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	226.00	12.91	17.51	4.59	0.78	76.31	8.74	0.00	85.04
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	226.00	12.91	17.51	4.59	0.78	76.31	8.74	0.00	85.04

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

A2 - Scenario B - Junction 3 - PM
D2 - 2030 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	29/05/2026 09:25:10	29/05/2026 09:25:11	1.18	17:00	90	55.00	3.45	41.25	1/1	0	0	1/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction 3 - PM			✓	D2,D4,D6,D8,D10,D12	✓	D12	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	PM	(untitled)			17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	429	429
2	1	83	83
3	1	278	278
4	1	41	41
11	1	356	356
12	1	123	123
13	1	286	286
14	1	66	66

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	6	260	12	0	0	0	0
	2	3	0	25	13	0	0	0	0
	3	276	55	0	98	0	0	0	0
	4	7	5	71	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	6
	2		1	3	3/1, 11/1	Normal	260
	3		1	4	3/1, 12/1	Normal	12
	5		2	3	4/1, 11/1	Normal	25
	6		2	4	4/1, 12/1	Normal	13
	7		2	1	4/1, 13/1	Normal	3
	8		3	2	1/1, 14/1	Normal	55
	9		3	4	1/1, 12/1	Normal	98
	10		3	1	1/1, 13/1	Normal	276
	11		4	2	2/1, 14/1	Normal	5
	12		4	3	2/1, 11/1	Normal	71
	13		4	1	2/1, 13/1	Normal	7

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	47, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

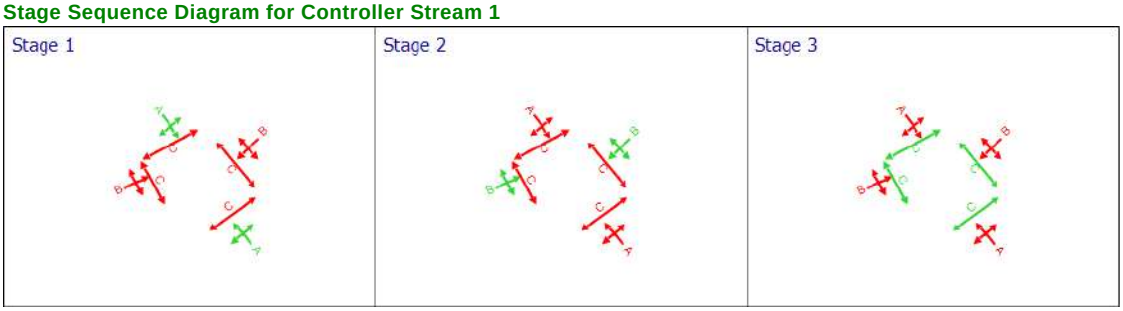
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	47	51	1	7
	2	✓	2	B	52	64	12	1	7
	3	✓	3	C	69	73	4	1	4

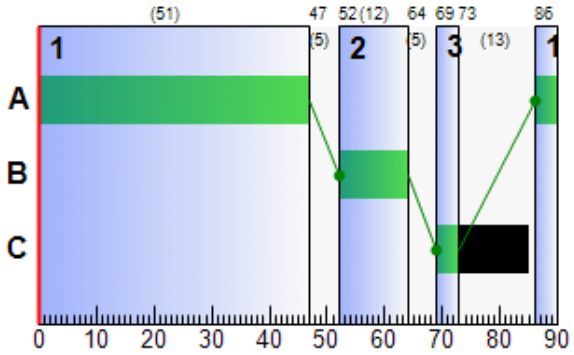
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	47	51
2	1	1	1	B	52	64	12
3	1	1	1	A	86	47	51
4	1	1	1	B	52	64	12

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	29/05/2026 09:25:10	29/05/2026 09:25:11	1.18	17:00	90	55.00	3.45	41.25	1/1	0	0	1/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	41	118	1662	486	7.48	49.01	5.99	55.00

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	429	1800	51	0.00	41	118	23.75	11.75	54.21	5.98
2	1	Access to Clubhouse (S/R/L)	1	1	B	83	1800	12	0.00	32	182	49.79	37.79	91.13	1.92
3	1	R132 (S/R/L)	1	1	A	278	1800	51	0.00	27	237	22.12	10.12	48.20	3.45
4	1	Flemington Lane (S/R/L)	1	1	B	41	1800	12	11.00	16	471	47.04	35.04	86.79	0.90
11	1	Exit Lane				356	Unrestricted	90	17.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				123	Unrestricted	90	29.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				286	Unrestricted	90	26.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				66	Unrestricted	90	36.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	166.20	8.99	18.48	3.17	0.28	49.01	5.99	0.00	55.00
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	166.20	8.99	18.48	3.17	0.28	49.01	5.99	0.00	55.00

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

A2 - Scenario B - Junction 3 - PM
D4 - 2035 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	29/05/2026 09:25:11	29/05/2026 09:25:11	0.44	17:00	90	84.76	5.38	46.54	4/1	0	0	4/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction 3 - PM			✓	D2,D4,D6,D8,D10,D12	✓	D12	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	PM	(untitled)			17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	464	464
2	1	117	117
3	1	358	358
4	1	121	121
11	1	402	402
12	1	133	133
13	1	379	379
14	1	146	146

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	32	294	32	0	0	0	0
	2	29	0	52	40	0	0	0	0
	3	320	83	0	61	0	0	0	0
	4	30	31	56	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	32
	2		1	3	3/1, 11/1	Normal	294
	3		1	4	3/1, 12/1	Normal	32
	5		2	3	4/1, 11/1	Normal	52
	6		2	4	4/1, 12/1	Normal	40
	7		2	1	4/1, 13/1	Normal	29
	8		3	2	1/1, 14/1	Normal	83
	9		3	4	1/1, 12/1	Normal	61
	10		3	1	1/1, 13/1	Normal	320
	11		4	2	2/1, 14/1	Normal	31
	12		4	3	2/1, 11/1	Normal	56
	13		4	1	2/1, 13/1	Normal	30

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	47, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

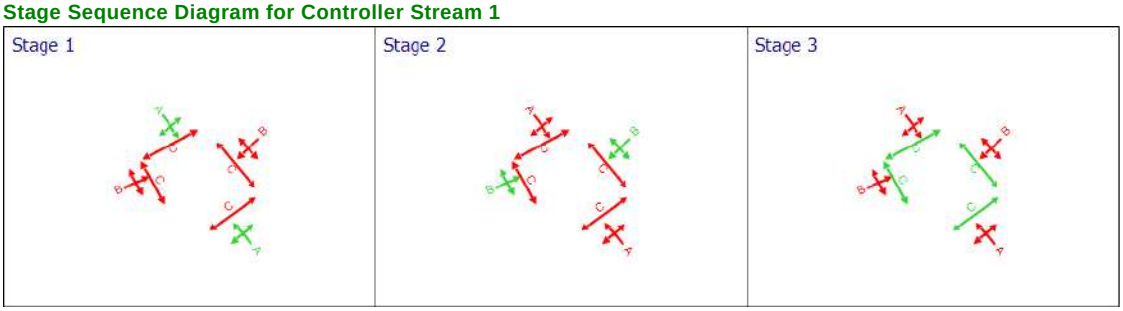
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	47	51	1	7
	2	✓	2	B	52	64	12	1	7
	3	✓	3	C	69	73	4	1	4

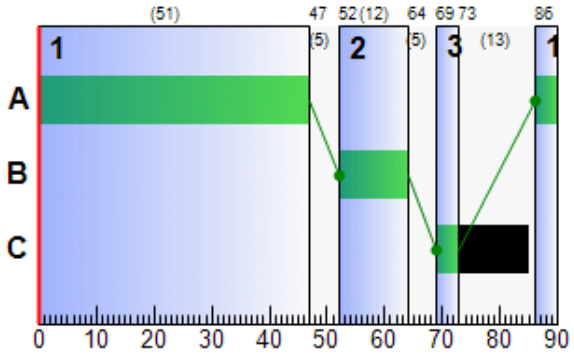
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	47	51
2	1	1	1	B	52	64	12
3	1	1	1	A	86	47	51
4	1	1	1	B	52	64	12

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	29/05/2026 09:25:11	29/05/2026 09:25:11	0.44	17:00	90	84.76	5.38	46.54	4/1	0	0	4/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	47	93	2120	486	9.13	76.33	8.43	84.76

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	464	1800	51	0.00	45	102	24.20	12.20	55.92	6.75
2	1	Access to Clubhouse (S/R/L)	1	1	B	117	1800	12	0.00	45	100	52.86	40.86	95.86	2.85
3	1	R132 (S/R/L)	1	1	A	358	1800	51	0.00	34	161	22.93	10.93	51.50	4.76
4	1	Flemington Lane (S/R/L)	1	1	B	121	1800	12	0.00	47	93	53.30	41.30	96.31	2.96
11	1	Exit Lane				402	Unrestricted	90	16.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				133	Unrestricted	90	22.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				379	Unrestricted	90	18.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				146	Unrestricted	90	23.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	212.00	12.44	17.04	4.72	0.65	76.33	8.43	0.00	84.76
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	212.00	12.44	17.04	4.72	0.65	76.33	8.43	0.00	84.76

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

A2 - Scenario B - Junction 3 - PM
D6 - 2045 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	29/05/2026 09:25:11	29/05/2026 09:25:11	0.99	17:00	90	88.13	5.59	47.31	4/1	0	0	4/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction 3 - PM			✓	D2,D4,D6,D8,D10,D12	✓	D12	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	PM	(untitled)			17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	483	483
2	1	119	119
3	1	371	371
4	1	123	123
11	1	418	418
12	1	136	136
13	1	393	393
14	1	149	149

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	32	307	32	0	0	0	0
	2	29	0	53	41	0	0	0	0
	3	334	86	0	63	0	0	0	0
	4	30	31	58	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	32
	2		1	3	3/1, 11/1	Normal	307
	3		1	4	3/1, 12/1	Normal	32
	5		2	3	4/1, 11/1	Normal	53
	6		2	4	4/1, 12/1	Normal	41
	7		2	1	4/1, 13/1	Normal	29
	8		3	2	1/1, 14/1	Normal	86
	9		3	4	1/1, 12/1	Normal	63
	10		3	1	1/1, 13/1	Normal	334
	11		4	2	2/1, 14/1	Normal	31
	12		4	3	2/1, 11/1	Normal	58
	13		4	1	2/1, 13/1	Normal	30

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	47, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

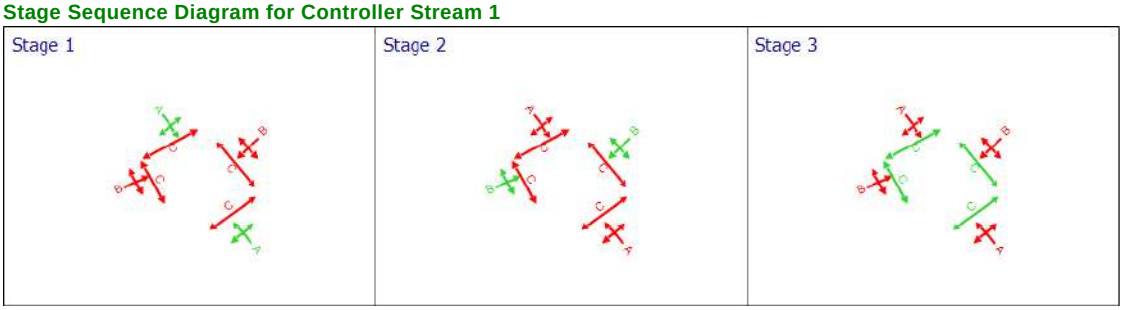
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	47	51	1	7
	2	✓	2	B	52	64	12	1	7
	3	✓	3	C	69	73	4	1	4

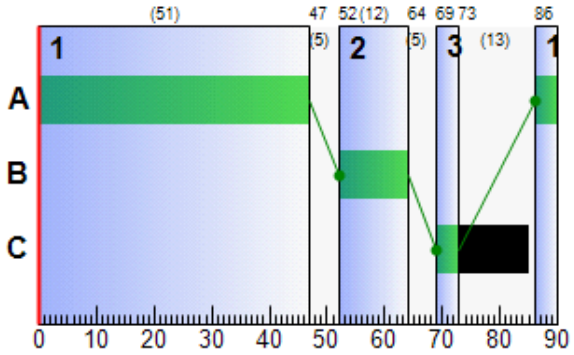
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	47	51
2	1	1	1	B	52	64	12
3	1	1	1	A	86	47	51
4	1	1	1	B	52	64	12

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	29/05/2026 09:25:11	29/05/2026 09:25:11	0.99	17:00	90	88.13	5.59	47.31	4/1	0	0	4/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	47	90	2192	486	9.18	79.37	8.76	88.13

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	483	1800	51	0.00	46	94	24.46	12.46	56.67	7.04
2	1	Access to Clubhouse (S/R/L)	1	1	B	119	1800	12	0.00	46	97	53.08	41.08	96.09	2.90
3	1	R132 (S/R/L)	1	1	A	371	1800	51	0.00	36	152	23.07	11.07	51.77	4.94
4	1	Flemington Lane (S/R/L)	1	1	B	123	1800	12	0.00	47	90	53.53	41.53	96.52	3.01
11	1	Exit Lane				418	Unrestricted	90	16.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				136	Unrestricted	90	22.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				393	Unrestricted	90	18.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				149	Unrestricted	90	22.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	219.20	12.90	17.00	4.89	0.70	79.37	8.76	0.00	88.13
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	219.20	12.90	17.00	4.89	0.70	79.37	8.76	0.00	88.13

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

A2 - Scenario B - Junction 3 - PM
D8 - 2030 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	29/05/2026 09:25:12	29/05/2026 09:25:12	0.26	17:00	90	59.78	3.76	42.40	1/1	0	0	1/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction 3 - PM			✓	D2,D4,D6,D8,D10,D12	✓	D12	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	PM	(untitled)			17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	441	441
2	1	99	99
3	1	290	290
4	1	41	41
11	1	364	364
12	1	147	147
13	1	294	294
14	1	66	66

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	6	260	24	0	0	0	0
	2	3	0	25	13	0	0	0	0
	3	276	55	0	110	0	0	0	0
	4	15	5	79	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	6
	2		1	3	3/1, 11/1	Normal	260
	3		1	4	3/1, 12/1	Normal	24
	5		2	3	4/1, 11/1	Normal	25
	6		2	4	4/1, 12/1	Normal	13
	7		2	1	4/1, 13/1	Normal	3
	8		3	2	1/1, 14/1	Normal	55
	9		3	4	1/1, 12/1	Normal	110
	10		3	1	1/1, 13/1	Normal	276
	11		4	2	2/1, 14/1	Normal	5
	12		4	3	2/1, 11/1	Normal	79
	13		4	1	2/1, 13/1	Normal	15

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	47, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

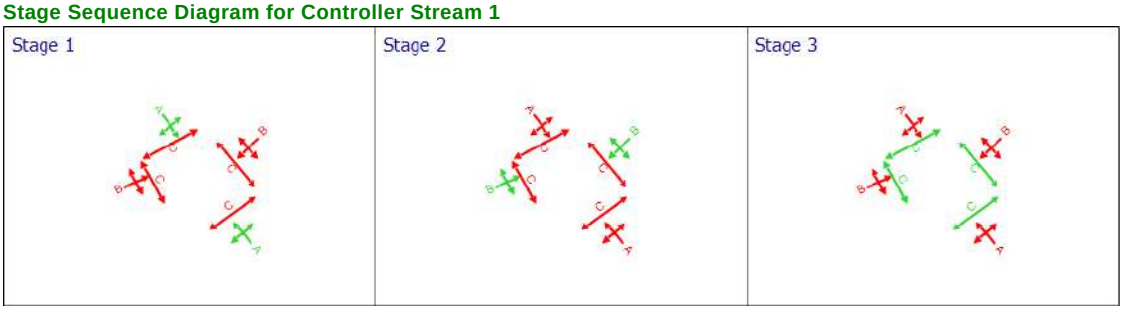
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	47	51	1	7
	2	✓	2	B	52	64	12	1	7
	3	✓	3	C	69	73	4	1	4

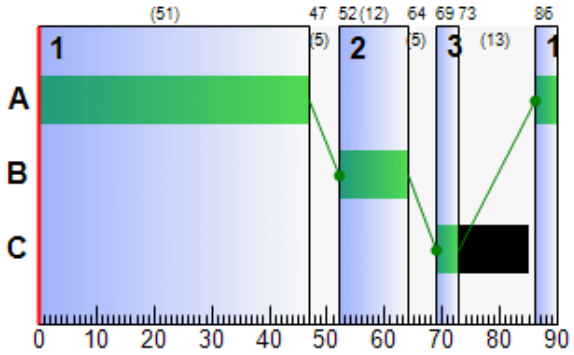
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	47	51
2	1	1	1	B	52	64	12
3	1	1	1	A	86	47	51
4	1	1	1	B	52	64	12

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	29/05/2026 09:25:12	29/05/2026 09:25:12	0.26	17:00	90	59.78	3.76	42.40	1/1	0	0	1/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	42	112	1742	486	7.76	53.35	6.43	59.78

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	441	1800	51	0.00	42	112	23.90	11.90	55.01	6.28
2	1	Access to Clubhouse (S/R/L)	1	1	B	99	1800	12	0.00	38	136	51.11	39.11	93.33	2.34
3	1	R132 (S/R/L)	1	1	A	290	1800	51	0.00	28	223	22.24	10.24	49.00	3.68
4	1	Flemington Lane (S/R/L)	1	1	B	41	1800	12	11.00	16	471	47.04	35.04	86.79	0.90
11	1	Exit Lane				364	Unrestricted	90	16.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				147	Unrestricted	90	28.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				294	Unrestricted	90	24.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				66	Unrestricted	90	36.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	174.20	9.56	18.21	3.42	0.34	53.35	6.43	0.00	59.78
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	174.20	9.56	18.21	3.42	0.34	53.35	6.43	0.00	59.78

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

A2 - Scenario B - Junction 3 - PM
D10 - 2035 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	29/05/2026 09:25:12	29/05/2026 09:25:12	0.48	17:00	90	86.30	5.47	46.54	4/1	0	0	4/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction 3 - PM			✓	D2,D4,D6,D8,D10,D12	✓	D12	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	PM	(untitled)			17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	476	476
2	1	117	117
3	1	366	366
4	1	121	121
11	1	410	410
12	1	133	133
13	1	391	391
14	1	146	146

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	32	302	32	0	0	0	0
	2	29	0	52	40	0	0	0	0
	3	332	83	0	61	0	0	0	0
	4	30	31	56	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	32
	2		1	3	3/1, 11/1	Normal	302
	3		1	4	3/1, 12/1	Normal	32
	5		2	3	4/1, 11/1	Normal	52
	6		2	4	4/1, 12/1	Normal	40
	7		2	1	4/1, 13/1	Normal	29
	8		3	2	1/1, 14/1	Normal	83
	9		3	4	1/1, 12/1	Normal	61
	10		3	1	1/1, 13/1	Normal	332
	11		4	2	2/1, 14/1	Normal	31
	12		4	3	2/1, 11/1	Normal	56
	13		4	1	2/1, 13/1	Normal	30

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	47, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

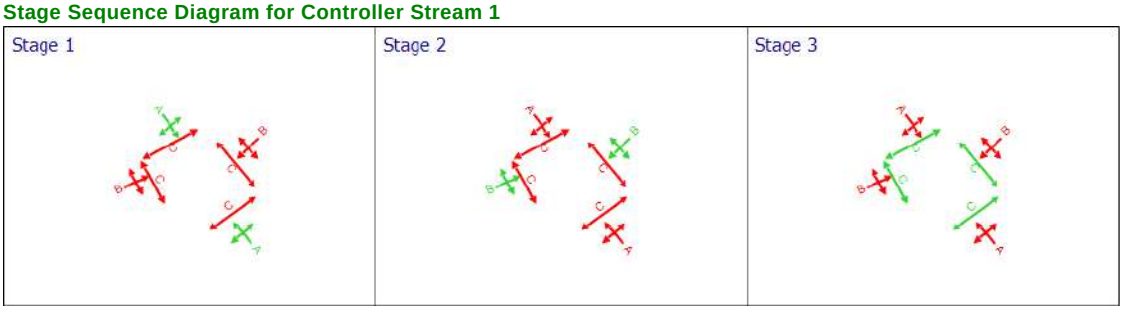
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	47	51	1	7
	2	✓	2	B	52	64	12	1	7
	3	✓	3	C	69	73	4	1	4

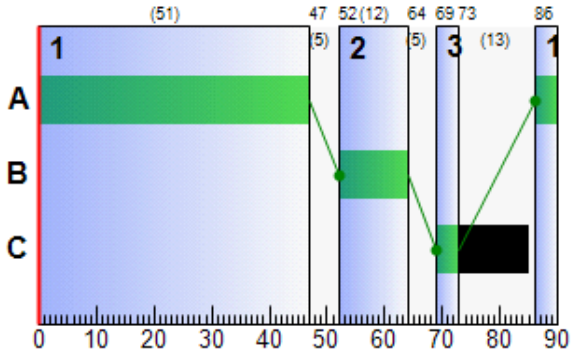
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	47	51
2	1	1	1	B	52	64	12
3	1	1	1	A	86	47	51
4	1	1	1	B	52	64	12

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	29/05/2026 09:25:12	29/05/2026 09:25:12	0.48	17:00	90	86.30	5.47	46.54	4/1	0	0	4/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	47	93	2160	486	9.12	77.69	8.61	86.30

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	476	1800	51	0.00	46	97	24.37	12.37	56.50	6.94
2	1	Access to Clubhouse (S/R/L)	1	1	B	117	1800	12	0.00	45	100	52.86	40.86	95.86	2.85
3	1	R132 (S/R/L)	1	1	A	366	1800	51	0.00	35	156	23.01	11.01	51.68	4.87
4	1	Flemington Lane (S/R/L)	1	1	B	121	1800	12	0.00	47	93	53.30	41.30	96.31	2.96
11	1	Exit Lane				410	Unrestricted	90	16.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				133	Unrestricted	90	22.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				391	Unrestricted	90	18.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				146	Unrestricted	90	23.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	216.00	12.67	17.05	4.80	0.67	77.69	8.61	0.00	86.30
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	216.00	12.67	17.05	4.80	0.67	77.69	8.61	0.00	86.30

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

A2 - Scenario B - Junction 3 - PM
D12 - 2045 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	29/05/2026 09:25:10	29/05/2026 09:25:10	0.88	17:00	90	89.75	5.69	47.60	1/1	0	0	1/1	14/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction 3 - PM			✓	D2,D4,D6,D8,D10,D12	✓	D12	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	PM	(untitled)			17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	R132 (N)		1
2	Access to Clubhouse (E)		1
3	R132 (S)		1
4	Flemington Lane (W)		1
11	R132 (N) - Exit Lane		
12	Access to Clubhouse (E) - Exit Lane		
13	R132 (S) - Exit Lane		
14	Flemington Lane (W) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
2	1	Access to Clubhouse (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
4	1	Flemington Lane (S/R/L)			100.00	✓	Sum of lanes	1800	✓		Normal	
11	1	Exit Lane			100.00						Normal	
12	1	Exit Lane			100.00						Normal	
13	1	Exit Lane			100.00						Normal	
14	1	Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	R132 (S/R/L)			1800
2	1	1	Access to Clubhouse (S/R/L)			1800
3	1	1	R132 (S/R/L)			1800
4	1	1	Flemington Lane (S/R/L)			1800
11	1	1	Exit Lane			
12	1	1	Exit Lane			
13	1	1	Exit Lane			
14	1	1	Exit Lane			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	90

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	495	495
2	1	119	119
3	1	379	379
4	1	123	123
11	1	426	426
12	1	136	136
13	1	405	405
14	1	149	149

Signals

1	1	1	A	
2	1	1	B	
3	1	1	A	
4	1	1	B	

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)		1		Farside	12.00	8.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	32	315	32	0	0	0	0
	2	29	0	53	41	0	0	0	0
	3	346	86	0	63	0	0	0	0
	4	30	31	58	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	3/1	13/1	#0000FF
	2	(untitled)	4/1	14/1	#FF0000
	3	(untitled)	1/1	11/1	#00FF00
	4	(untitled)	2/1	12/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	2:1E, 1:2E	2:1X, 1:2X	#008000
	7	(untitled)	4:2E, 3:1E	4:2X, 3:1X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	3/1, 14/1	Normal	32
	2		1	3	3/1, 11/1	Normal	315
	3		1	4	3/1, 12/1	Normal	32
	5		2	3	4/1, 11/1	Normal	53
	6		2	4	4/1, 12/1	Normal	41
	7		2	1	4/1, 13/1	Normal	29
	8		3	2	1/1, 14/1	Normal	86
	9		3	4	1/1, 12/1	Normal	63
	10		3	1	1/1, 13/1	Normal	346
	11		4	2	2/1, 14/1	Normal	31
	12		4	3	2/1, 11/1	Normal	58
	13		4	1	2/1, 13/1	Normal	30

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	17		8	7	4:1E, 4:2X	Normal	0
	18		8	6	2:2E, 2:1X	Normal	0
	22		5	7	3:2E, 3:1X	Normal	0
	23		5	6	1:1E, 1:2X	Normal	0
	34		6	8	2:1E, 2:2X	Normal	0
	35		6	5	1:2E, 1:1X	Normal	0
	41		7	8	4:2E, 4:1X	Normal	0
	42		7	5	3:1E, 3:2X	Normal	0

Signal Timings

Network Default: 90s cycle time; 90 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	4	4	0	0	Pedestrian	12

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3	47, 64, 73	41	
	2	(untitled)	Single	1, 3, 2	0, 33, 66	41	

Intergreen Matrix for Controller Stream 1

		To		
		A	B	C
From	A		5	5
	B	5		5
	C	13	13	

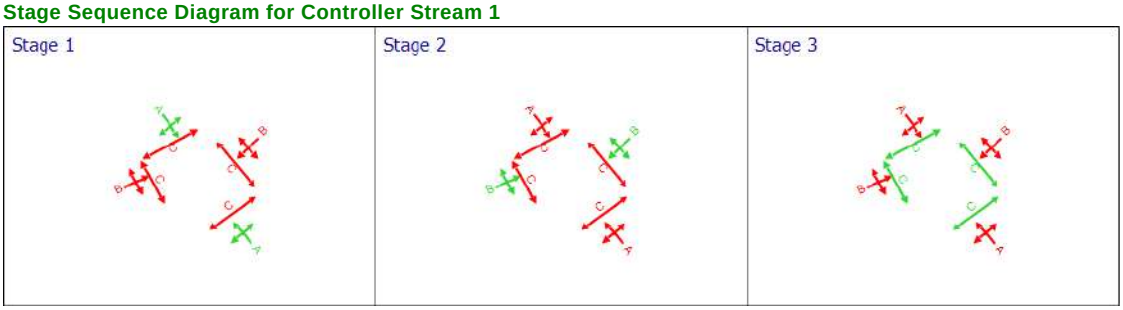
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	86	47	51	1	7
	2	✓	2	B	52	64	12	1	7
	3	✓	3	C	69	73	4	1	4

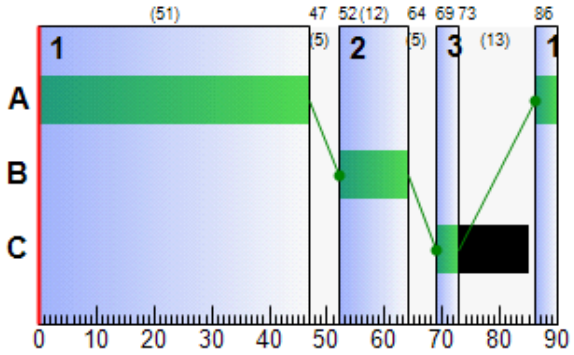
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	A	86	47	51
2	1	1	1	B	52	64	12
3	1	1	1	A	86	47	51
4	1	1	1	B	52	64	12

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	29/05/2026 09:25:10	29/05/2026 09:25:10	0.88	17:00	90	89.75	5.69	47.60	1/1	0	0	1/1	14/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	48	89	2232	486	9.18	80.78	8.97	89.75

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	32	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)
1	1	R132 (S/R/L)	1	1	A	495	1800	51	0.00	48	89	24.64	12.64	57.52	7.37
2	1	Access to Clubhouse (S/R/L)	1	1	B	119	1800	12	0.00	46	97	53.08	41.08	96.09	2.90
3	1	R132 (S/R/L)	1	1	A	379	1800	51	0.00	36	147	23.16	11.16	52.19	5.16
4	1	Flemington Lane (S/R/L)	1	1	B	123	1800	12	0.00	47	90	53.53	41.53	96.52	3.01
11	1	Exit Lane				426	Unrestricted	90	16.00	0	Unrestricted	12.00	0.00	0.00	0.00
12	1	Exit Lane				136	Unrestricted	90	22.00	0	Unrestricted	12.00	0.00	0.00	0.00
13	1	Exit Lane				405	Unrestricted	90	18.00	0	Unrestricted	12.00	0.00	0.00	0.00
14	1	Exit Lane				149	Unrestricted	90	22.00	0	Unrestricted	12.00	0.00	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	
(ALL)	(ALL)	(untitled)	1	1	C	0	11000	4	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	223.20	13.13	17.00	4.97	0.72	80.78	8.97	0.00	89.75
Bus									
Tram									
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	223.20	13.13	17.00	4.97	0.72	80.78	8.97	0.00	89.75

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

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: B_Junction 12.j9
Path: N:\Projects\25\25-107 Flemington Balbriggan\Design\Civil\TTA\Junction Modelling\B_Junction 12
Report generation date: 05/05/2026 14:13:50

»Scenario B - Junction 12 - 2030 DO NOTHING, AM
»Scenario B - Junction 12 - 2030 DO NOTHING, PM
»Scenario B - Junction 12 - 2035 DO NOTHING, AM
»Scenario B - Junction 12 - 2035 DO NOTHING, PM
»Scenario B - Junction 12 - 2045 DO NOTHING, AM
»Scenario B - Junction 12 - 2045 DO NOTHING, PM
»Scenario B - Junction 12 - 2030 DO SOMETHING, AM
»Scenario B - Junction 12 - 2030 DO SOMETHING, PM
»Scenario B - Junction 12 - 2035 DO SOMETHING, AM
»Scenario B - Junction 12 - 2035 DO SOMETHING, PM
»Scenario B - Junction 12 - 2045 DO SOMETHING, AM
»Scenario B - Junction 12 - 2045 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Scenario B - Junction 12 - 2030 DO NOTHING					
Stream B-AC	0.2	10.56	0.15	0.2	11.14	0.18
Stream C-AB	0.0	6.67	0.01	0.0	6.62	0.03
	Scenario B - Junction 12 - 2035 DO NOTHING					
Stream B-AC	0.4	12.28	0.28	0.5	12.84	0.31
Stream C-AB	0.1	7.13	0.06	0.1	7.07	0.08
	Scenario B - Junction 12 - 2045 DO NOTHING					
Stream B-AC	0.4	12.43	0.28	0.5	13.00	0.32
Stream C-AB	0.1	7.15	0.06	0.1	7.07	0.08
	Scenario B - Junction 12 - 2030 DO SOMETHING					
Stream B-AC	0.2	11.30	0.19	0.4	12.42	0.27
Stream C-AB	0.0	6.79	0.01	0.0	6.69	0.03
	Scenario B - Junction 12 - 2035 DO SOMETHING					
Stream B-AC	0.5	13.18	0.32	0.7	14.53	0.39
Stream C-AB	0.1	7.26	0.06	0.1	7.14	0.08
	Scenario B - Junction 12 - 2045 DO SOMETHING					
Stream B-AC	0.5	13.35	0.32	0.7	14.72	0.40
Stream C-AB	0.1	7.28	0.06	0.1	7.15	0.08

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

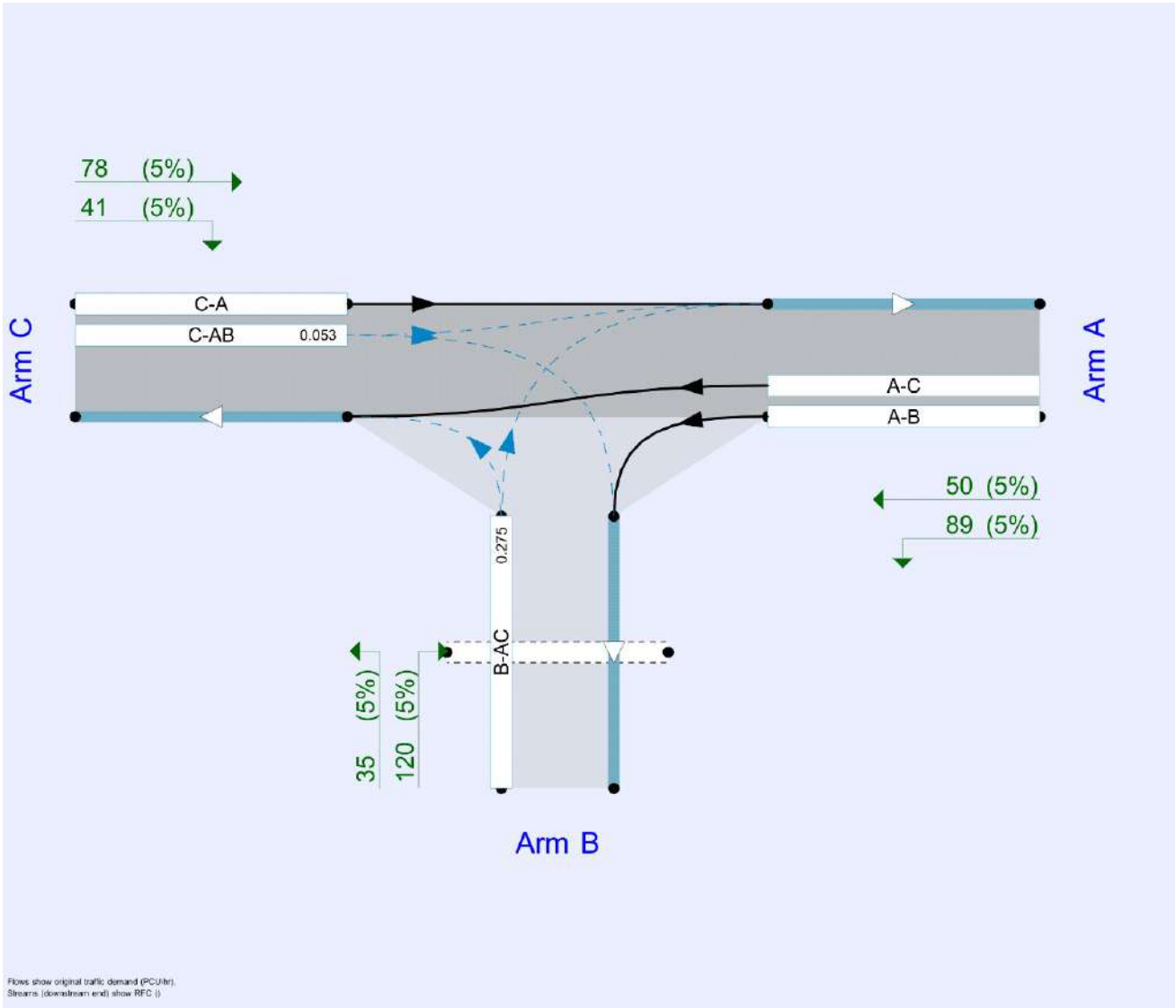
File summary

File Description

Title	Junction 12
Location	Balbriggan Ring Road / Flemington Lane junction. Balbriggan, Fingal Co. Dublin
Site number	12
Date	05/05/2026
Version	1
Status	(new file)
Identifier	
Client	Lagan Homes
Jobnumber	25-107
Enumerator	DOMAIN\f.demaio
Description	Scenario B

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D2	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D3	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D4	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D5	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D6	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D7	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D8	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D9	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D10	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D11	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D12	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Scenario B - Junction 12	✓	100.000	100.000

Scenario B - Junction 12 - 2030 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			50.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	50	50

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
B	1.00	3.00	2.00	1.00	6.00	6.00	30.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	477	0.087	0.220	0.138	0.314
B-C	603	0.092	0.234	-	-
C-B	603	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	119	100.000
B		ONE HOUR	✓	56	100.000
C		ONE HOUR	✓	63	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	53	66
	B	38	0	18
	C	57	6	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	10.56	0.2	B	51	77
C-AB	0.01	6.67	0.0	A	6	8
C-A					52	78
A-B					49	73
A-C					61	91

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11	75.29	434	0.097	42	0.0	0.1	9.629	A
C-AB	5	1		582	0.008	4	0.0	0.0	6.540	A
C-A	43	11				43				
A-B	40	10				40				
A-C	50	12				50				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	89.90	428	0.118	50	0.1	0.1	10.000	B
C-AB	5	1		579	0.009	5	0.0	0.0	6.594	A
C-A	51	13				51				
A-B	48	12				48				
A-C	59	15				59				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	110.10	419	0.147	61	0.1	0.2	10.563	B
C-AB	7	2		573	0.012	7	0.0	0.0	6.670	A
C-A	63	16				63				
A-B	58	15				58				
A-C	73	18				73				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	110.10	421	0.147	62	0.2	0.2	10.533	B
C-AB	7	2		573	0.012	7	0.0	0.0	6.670	A
C-A	63	16				63				
A-B	58	15				58				
A-C	73	18				73				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	89.90	430	0.117	50	0.2	0.1	9.961	A
C-AB	5	1		579	0.009	5	0.0	0.0	6.597	A
C-A	51	13				51				
A-B	48	12				48				
A-C	59	15				59				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11	75.29	438	0.096	42	0.1	0.1	9.564	A
C-AB	5	1		582	0.008	5	0.0	0.0	6.542	A
C-A	43	11				43				
A-B	40	10				40				
A-C	50	12				50				

Scenario B - Junction 12 - 2030 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.50	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)	Run automatically
D2	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	62	100.000
B		ONE HOUR	✓	68	100.000
C		ONE HOUR	✓	62	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	41	21
	B	58	0	10
	C	46	16	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	11.14	0.2	B	62	94
C-AB	0.03	6.62	0.0	A	15	22
C-A					42	63
A-B					38	56
A-C					19	29

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	75.29	423	0.121	51	0.0	0.1	10.123	B
C-AB	12	3		593	0.020	12	0.0	0.0	6.507	A
C-A	35	9				35				
A-B	31	8				31				
A-C	16	4				16				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	89.90	420	0.145	61	0.1	0.2	10.514	B
C-AB	14	4		591	0.024	14	0.0	0.0	6.553	A
C-A	41	10				41				
A-B	37	9				37				
A-C	19	5				19				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	110.10	414	0.181	75	0.2	0.2	11.141	B
C-AB	18	4		589	0.030	18	0.0	0.0	6.618	A
C-A	51	13				51				
A-B	45	11				45				
A-C	23	6				23				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	110.10	415	0.180	75	0.2	0.2	11.099	B
C-AB	18	4		589	0.030	18	0.0	0.0	6.618	A
C-A	51	13				51				
A-B	45	11				45				
A-C	23	6				23				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	89.90	423	0.145	61	0.2	0.2	10.464	B
C-AB	14	4		591	0.024	14	0.0	0.0	6.554	A
C-A	41	10				41				
A-B	37	9				37				
A-C	19	5				19				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	75.29	428	0.120	51	0.2	0.1	10.033	B
C-AB	12	3		593	0.020	12	0.0	0.0	6.507	A
C-A	35	9				35				
A-B	31	8				31				
A-C	16	4				16				

Scenario B - Junction 12 - 2035 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	172	100.000
B		ONE HOUR	✓	106	100.000
C		ONE HOUR	✓	115	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	79	93
	B	63	0	43
	C	84	31	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.28	12.28	0.4	B	97	146
C-AB	0.06	7.13	0.1	A	29	43
C-A					77	115
A-B					72	109
A-C					85	128

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	75.29	435	0.184	79	0.0	0.2	10.591	B
C-AB	23	6		576	0.041	23	0.0	0.0	6.841	A
C-A	63	16				63				
A-B	59	15				59				
A-C	70	18				70				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	24	89.90	432	0.221	95	0.2	0.3	11.214	B
C-AB	28	7		571	0.049	28	0.0	0.1	6.960	A
C-A	75	19				75				
A-B	71	18				71				
A-C	84	21				84				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	29	110.10	424	0.275	116	0.3	0.4	12.276	B
C-AB	35	9		565	0.061	34	0.1	0.1	7.123	A
C-A	92	23				92				
A-B	87	22				87				
A-C	102	26				102				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	29	110.10	427	0.273	117	0.4	0.4	12.183	B
C-AB	35	9		565	0.061	35	0.1	0.1	7.125	A
C-A	92	23				92				
A-B	87	22				87				
A-C	102	26				102				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	24	89.90	437	0.218	96	0.4	0.3	11.101	B
C-AB	28	7		571	0.049	28	0.1	0.1	6.964	A
C-A	75	19				75				
A-B	71	18				71				
A-C	84	21				84				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	75.29	443	0.180	80	0.3	0.2	10.433	B
C-AB	23	6		576	0.041	24	0.1	0.0	6.845	A
C-A	63	16				63				
A-B	59	15				59				
A-C	70	18				70				

Scenario B - Junction 12 - 2035 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	114	100.000
B		ONE HOUR	✓	119	100.000
C		ONE HOUR	✓	113	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	67	47
	B	84	0	35
	C	72	41	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.31	12.84	0.5	B	109	164
C-AB	0.08	7.07	0.1	A	38	57
C-A					66	99
A-B					61	92
A-C					43	65

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	22	75.29	430	0.208	89	0.0	0.3	10.994	B
C-AB	31	8		586	0.053	31	0.0	0.1	6.803	A
C-A	54	14				54				
A-B	50	13				50				
A-C	35	9				35				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27	89.90	430	0.249	107	0.3	0.3	11.684	B
C-AB	37	9		584	0.064	37	0.1	0.1	6.915	A
C-A	64	16				64				
A-B	60	15				60				
A-C	42	11				42				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	33	110.10	425	0.309	131	0.3	0.5	12.837	B
C-AB	46	11		581	0.079	46	0.1	0.1	7.065	A
C-A	79	20				79				
A-B	74	18				74				
A-C	52	13				52				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	33	110.10	428	0.306	131	0.5	0.5	12.716	B
C-AB	46	11		581	0.079	46	0.1	0.1	7.068	A
C-A	79	20				79				
A-B	74	18				74				
A-C	52	13				52				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27	89.90	435	0.246	107	0.5	0.3	11.541	B
C-AB	37	9		584	0.064	37	0.1	0.1	6.920	A
C-A	64	16				64				
A-B	60	15				60				
A-C	42	11				42				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	22	75.29	439	0.204	90	0.3	0.3	10.830	B
C-AB	31	8		586	0.053	31	0.1	0.1	6.809	A
C-A	54	14				54				
A-B	50	13				50				
A-C	35	9				35				

Scenario B - Junction 12 - 2045 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	179	100.000
B		ONE HOUR	✓	108	100.000
C		ONE HOUR	✓	119	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	82	97
	B	65	0	43
	C	88	31	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.28	12.43	0.4	B	99	149
C-AB	0.06	7.15	0.1	A	29	43
C-A					80	121
A-B					75	113
A-C					89	134

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	75.29	433	0.188	80	0.0	0.2	10.687	B
C-AB	23	6		575	0.041	23	0.0	0.0	6.855	A
C-A	66	17				66				
A-B	62	15				62				
A-C	73	18				73				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	89.90	430	0.226	97	0.2	0.3	11.339	B
C-AB	28	7		570	0.049	28	0.0	0.1	6.976	A
C-A	79	20				79				
A-B	74	18				74				
A-C	87	22				87				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	110.10	422	0.282	118	0.3	0.4	12.432	B
C-AB	35	9		564	0.061	34	0.1	0.1	7.143	A
C-A	96	24				96				
A-B	90	23				90				
A-C	107	27				107				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	110.10	425	0.280	119	0.4	0.4	12.333	B
C-AB	35	9		564	0.061	35	0.1	0.1	7.145	A
C-A	96	24				96				
A-B	90	23				90				
A-C	107	27				107				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	89.90	435	0.223	97	0.4	0.3	11.208	B
C-AB	28	7		570	0.049	28	0.1	0.1	6.978	A
C-A	79	20				79				
A-B	74	18				74				
A-C	87	22				87				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	75.29	441	0.184	82	0.3	0.2	10.521	B
C-AB	23	6		575	0.041	24	0.1	0.0	6.858	A
C-A	66	17				66				
A-B	62	15				62				
A-C	73	18				73				

Scenario B - Junction 12 - 2045 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	116	100.000
B		ONE HOUR	✓	122	100.000
C		ONE HOUR	✓	116	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	68	48
	B	87	0	35
	C	75	41	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.32	13.00	0.5	B	112	168
C-AB	0.08	7.07	0.1	A	38	57
C-A					68	103
A-B					62	94
A-C					44	66

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	75.29	429	0.214	91	0.0	0.3	11.131	B
C-AB	31	8		586	0.053	31	0.0	0.1	6.805	A
C-A	56	14				56				
A-B	51	13				51				
A-C	36	9				36				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	27	89.90	429	0.256	109	0.3	0.4	11.808	B
C-AB	37	9		583	0.064	37	0.1	0.1	6.918	A
C-A	67	17				67				
A-B	61	15				61				
A-C	43	11				43				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	134	34	110.10	424	0.317	134	0.4	0.5	13.002	B
C-AB	46	11		580	0.079	46	0.1	0.1	7.068	A
C-A	82	20				82				
A-B	75	19				75				
A-C	53	13				53				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	134	34	110.10	428	0.314	134	0.5	0.5	12.872	B
C-AB	46	11		580	0.079	46	0.1	0.1	7.071	A
C-A	82	20				82				
A-B	75	19				75				
A-C	53	13				53				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	27	89.90	435	0.252	110	0.5	0.4	11.654	B
C-AB	37	9		583	0.064	37	0.1	0.1	6.920	A
C-A	67	17				67				
A-B	61	15				61				
A-C	43	11				43				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	75.29	439	0.209	92	0.4	0.3	10.922	B
C-AB	31	8		586	0.053	31	0.1	0.1	6.812	A
C-A	56	14				56				
A-B	51	13				51				
A-C	36	9				36				

Scenario B - Junction 12 - 2030 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	158	100.000
B		ONE HOUR	✓	71	100.000
C		ONE HOUR	✓	64	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	89	69
	B	53	0	18
	C	58	6	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	11.30	0.2	B	65	98
C-AB	0.01	6.79	0.0	A	6	8
C-A					53	80
A-B					82	123
A-C					63	95

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	75.29	425	0.126	53	0.0	0.1	10.136	B
C-AB	5	1		576	0.008	4	0.0	0.0	6.618	A
C-A	44	11				44				
A-B	67	17				67				
A-C	52	13				52				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	89.90	421	0.152	64	0.1	0.2	10.587	B
C-AB	5	1		570	0.009	5	0.0	0.0	6.689	A
C-A	52	13				52				
A-B	80	20				80				
A-C	62	16				62				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	110.10	412	0.190	78	0.2	0.2	11.304	B
C-AB	7	2		563	0.012	7	0.0	0.0	6.790	A
C-A	64	16				64				
A-B	98	24				98				
A-C	76	19				76				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	110.10	414	0.189	78	0.2	0.2	11.258	B
C-AB	7	2		563	0.012	7	0.0	0.0	6.790	A
C-A	64	16				64				
A-B	98	24				98				
A-C	76	19				76				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	89.90	423	0.151	64	0.2	0.2	10.525	B
C-AB	5	1		570	0.009	5	0.0	0.0	6.692	A
C-A	52	13				52				
A-B	80	20				80				
A-C	62	16				62				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	75.29	430	0.124	54	0.2	0.2	10.041	B
C-AB	5	1		576	0.008	5	0.0	0.0	6.618	A
C-A	44	11				44				
A-B	67	17				67				
A-C	52	13				52				

Scenario B - Junction 12 - 2030 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.42	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)	Run automatically
D8	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	85	100.000
B		ONE HOUR	✓	101	100.000
C		ONE HOUR	✓	65	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	62	23
	B	91	0	10
	C	49	16	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	12.42	0.4	B	93	139
C-AB	0.03	6.69	0.0	A	15	22
C-A					45	67
A-B					57	85
A-C					21	32

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	75.29	419	0.181	75	0.0	0.2	10.953	B
C-AB	12	3		589	0.020	12	0.0	0.0	6.552	A
C-A	37	9				37				
A-B	47	12				47				
A-C	17	4				17				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	89.90	419	0.217	91	0.2	0.3	11.493	B
C-AB	14	4		586	0.025	14	0.0	0.0	6.608	A
C-A	44	11				44				
A-B	56	14				56				
A-C	21	5				21				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	110.10	415	0.268	111	0.3	0.4	12.419	B
C-AB	18	4		583	0.030	18	0.0	0.0	6.685	A
C-A	54	13				54				
A-B	68	17				68				
A-C	25	6				25				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	110.10	418	0.266	111	0.4	0.4	12.329	B
C-AB	18	4		583	0.030	18	0.0	0.0	6.685	A
C-A	54	13				54				
A-B	68	17				68				
A-C	25	6				25				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	89.90	424	0.214	91	0.4	0.3	11.379	B
C-AB	14	4		586	0.025	14	0.0	0.0	6.608	A
C-A	44	11				44				
A-B	56	14				56				
A-C	21	5				21				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	75.29	427	0.178	76	0.3	0.2	10.787	B
C-AB	12	3		589	0.020	12	0.0	0.0	6.552	A
C-A	37	9				37				
A-B	47	12				47				
A-C	17	4				17				

Scenario B - Junction 12 - 2035 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.07	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)	Run automatically
D9	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	211	100.000
B		ONE HOUR	✓	121	100.000
C		ONE HOUR	✓	116	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	115	96
	B	78	0	43
	C	85	31	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.32	13.18	0.5	B	111	167
C-AB	0.06	7.26	0.1	A	29	43
C-A					78	117
A-B					106	158
A-C					88	132

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	75.29	428	0.213	90	0.0	0.3	11.155	B
C-AB	23	6		569	0.041	23	0.0	0.0	6.926	A
C-A	64	16				64				
A-B	87	22				87				
A-C	72	18				72				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	89.90	426	0.255	108	0.3	0.4	11.889	B
C-AB	28	7		563	0.050	28	0.0	0.1	7.065	A
C-A	76	19				76				
A-B	103	26				103				
A-C	86	22				86				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	110.10	419	0.318	133	0.4	0.5	13.180	B
C-AB	35	9		555	0.062	34	0.1	0.1	7.257	A
C-A	93	23				93				
A-B	127	32				127				
A-C	106	26				106				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	110.10	423	0.315	133	0.5	0.5	13.044	B
C-AB	35	9		555	0.062	35	0.1	0.1	7.260	A
C-A	93	23				93				
A-B	127	32				127				
A-C	106	26				106				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	89.90	432	0.252	109	0.5	0.4	11.726	B
C-AB	28	7		563	0.050	28	0.1	0.1	7.069	A
C-A	76	19				76				
A-B	103	26				103				
A-C	86	22				86				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	75.29	437	0.208	91	0.4	0.3	10.943	B
C-AB	23	6		569	0.041	24	0.1	0.0	6.930	A
C-A	64	16				64				
A-B	87	22				87				
A-C	72	18				72				

Scenario B - Junction 12 - 2035 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	137	100.000
B		ONE HOUR	✓	152	100.000
C		ONE HOUR	✓	116	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	88	49
	B	117	0	35
	C	75	41	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.39	14.53	0.7	B	139	209
C-AB	0.08	7.14	0.1	A	38	57
C-A					68	103
A-B					81	121
A-C					45	67

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	29	75.29	424	0.270	113	0.0	0.4	12.080	B
C-AB	31	8		582	0.053	31	0.0	0.1	6.851	A
C-A	56	14				56				
A-B	66	17				66				
A-C	37	9				37				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	89.90	428	0.319	136	0.4	0.5	12.930	B
C-AB	37	9		579	0.064	37	0.1	0.1	6.974	A
C-A	67	17				67				
A-B	79	20				79				
A-C	44	11				44				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	167	42	110.10	426	0.393	167	0.5	0.7	14.533	B
C-AB	46	11		575	0.080	46	0.1	0.1	7.139	A
C-A	82	20				82				
A-B	97	24				97				
A-C	54	13				54				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	167	42	110.10	432	0.388	167	0.7	0.7	14.301	B
C-AB	46	11		575	0.080	46	0.1	0.1	7.142	A
C-A	82	20				82				
A-B	97	24				97				
A-C	54	13				54				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	89.90	436	0.313	137	0.7	0.5	12.672	B
C-AB	37	9		579	0.064	37	0.1	0.1	6.979	A
C-A	67	17				67				
A-B	79	20				79				
A-C	44	11				44				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	29	75.29	437	0.262	115	0.5	0.4	11.747	B
C-AB	31	8		582	0.053	31	0.1	0.1	6.860	A
C-A	56	14				56				
A-B	66	17				66				
A-C	37	9				37				

Scenario B - Junction 12 - 2045 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	218	100.000
B		ONE HOUR	✓	123	100.000
C		ONE HOUR	✓	120	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	118	100
	B	80	0	43
	C	89	31	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.32	13.35	0.5	B	113	169
C-AB	0.06	7.28	0.1	A	29	43
C-A					81	122
A-B					108	162
A-C					92	138

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23	75.29	426	0.217	91	0.0	0.3	11.254	B
C-AB	23	6		568	0.041	23	0.0	0.0	6.940	A
C-A	67	17				67				
A-B	89	22				89				
A-C	75	19				75				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	89.90	425	0.260	110	0.3	0.4	12.007	B
C-AB	28	7		562	0.050	28	0.0	0.1	7.082	A
C-A	80	20				80				
A-B	106	27				106				
A-C	90	22				90				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	34	110.10	418	0.324	135	0.4	0.5	13.346	B
C-AB	35	9		554	0.062	35	0.1	0.1	7.278	A
C-A	98	24				98				
A-B	130	32				130				
A-C	110	28				110				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	34	110.10	422	0.321	135	0.5	0.5	13.202	B
C-AB	35	9		554	0.062	35	0.1	0.1	7.278	A
C-A	98	24				98				
A-B	130	32				130				
A-C	110	28				110				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	89.90	431	0.257	111	0.5	0.4	11.841	B
C-AB	28	7		562	0.050	28	0.1	0.1	7.086	A
C-A	80	20				80				
A-B	106	27				106				
A-C	90	22				90				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23	75.29	436	0.212	93	0.4	0.3	11.034	B
C-AB	23	6		568	0.041	24	0.1	0.0	6.947	A
C-A	67	17				67				
A-B	89	22				89				
A-C	75	19				75				

Scenario B - Junction 12 - 2045 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	139	100.000
B		ONE HOUR	✓	155	100.000
C		ONE HOUR	✓	119	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	89	50
	B	120	0	35
	C	78	41	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.40	14.72	0.7	B	142	213
C-AB	0.08	7.15	0.1	A	38	57
C-A					71	107
A-B					82	123
A-C					46	69

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	29	75.29	424	0.275	115	0.0	0.4	12.189	B
C-AB	31	8		582	0.053	31	0.0	0.1	6.853	A
C-A	59	15				59				
A-B	67	17				67				
A-C	38	9				38				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	35	89.90	428	0.326	139	0.4	0.5	13.063	B
C-AB	37	9		579	0.064	37	0.1	0.1	6.977	A
C-A	70	17				70				
A-B	80	20				80				
A-C	45	11				45				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	171	43	110.10	426	0.401	170	0.5	0.7	14.717	B
C-AB	46	11		575	0.080	46	0.1	0.1	7.143	A
C-A	85	21				85				
A-B	98	24				98				
A-C	55	14				55				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	171	43	110.10	432	0.395	171	0.7	0.7	14.469	B
C-AB	46	11		575	0.080	46	0.1	0.1	7.145	A
C-A	85	21				85				
A-B	98	24				98				
A-C	55	14				55				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	35	89.90	436	0.319	140	0.7	0.5	12.786	B
C-AB	37	9		579	0.064	37	0.1	0.1	6.979	A
C-A	70	17				70				
A-B	80	20				80				
A-C	45	11				45				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	29	75.29	437	0.267	117	0.5	0.4	11.843	B
C-AB	31	8		582	0.053	31	0.1	0.1	6.863	A
C-A	59	15				59				
A-B	67	17				67				
A-C	38	9				38				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: B_Junction A.j9
Path: N:\Projects\25\25-107 Flemington Balbriggan\Design\Civil\TTA\Junction Modelling\B_Junction A
Report generation date: 05/05/2026 12:56:06

»Scenario B - Junciton A - 2030 DO NOTHING, AM
»Scenario B - Junciton A - 2030 DO NOTHING, PM
»Scenario B - Junciton A - 2035 DO NOTHING, AM
»Scenario B - Junciton A - 2035 DO NOTHING, PM
»Scenario B - Junciton A - 2045 DO NOTHING, AM
»Scenario B - Junciton A - 2045 DO NOTHING, PM
»Scenario B - Junciton A - 2030 DO SOMETHING, AM
»Scenario B - Junciton A - 2030 DO SOMETHING, PM
»Scenario B - Junciton A - 2035 DO SOMETHING, AM
»Scenario B - Junciton A - 2035 DO SOMETHING, PM
»Scenario B - Junciton A - 2045 DO SOMETHING, AM
»Scenario B - Junciton A - 2045 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Scenario B - Junciton A - 2030 DO NOTHING					
Stream B-AC	0.3	7.47	0.21	0.2	7.07	0.17
Stream C-AB	0.3	7.63	0.21	0.2	7.51	0.20
Stream A-BC	0.0	0.00	0.00	0.0	0.00	0.00
	Scenario B - Junciton A - 2035 DO NOTHING					
Stream B-AC	0.2	8.46	0.20	0.2	8.23	0.17
Stream C-AB	0.1	7.14	0.13	0.1	7.11	0.13
Stream A-BC	0.1	2.65	0.09	0.1	2.62	0.08
	Scenario B - Junciton A - 2045 DO NOTHING					
Stream B-AC	0.3	8.53	0.21	0.2	8.27	0.17
Stream C-AB	0.2	7.19	0.13	0.2	7.15	0.13
Stream A-BC	0.1	2.66	0.09	0.1	2.63	0.08
	Scenario B - Junciton A - 2030 DO SOMETHING					
Stream B-AC	0.3	7.70	0.22	0.2	7.26	0.18
Stream C-AB	0.3	7.88	0.22	0.3	7.67	0.21
Stream A-BC	0.0	2.49	0.04	0.0	2.45	0.02
	Scenario B - Junciton A - 2035 DO SOMETHING					
Stream B-AC	0.3	8.71	0.20	0.2	8.41	0.17
Stream C-AB	0.2	7.26	0.13	0.2	7.13	0.13
Stream A-BC	0.1	2.74	0.12	0.1	2.67	0.10
	Scenario B - Junciton A - 2045 DO SOMETHING					
Stream B-AC	0.3	8.79	0.21	0.2	8.45	0.18
Stream C-AB	0.2	7.30	0.14	0.2	7.17	0.13
Stream A-BC	0.1	2.75	0.12	0.1	2.68	0.10

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.

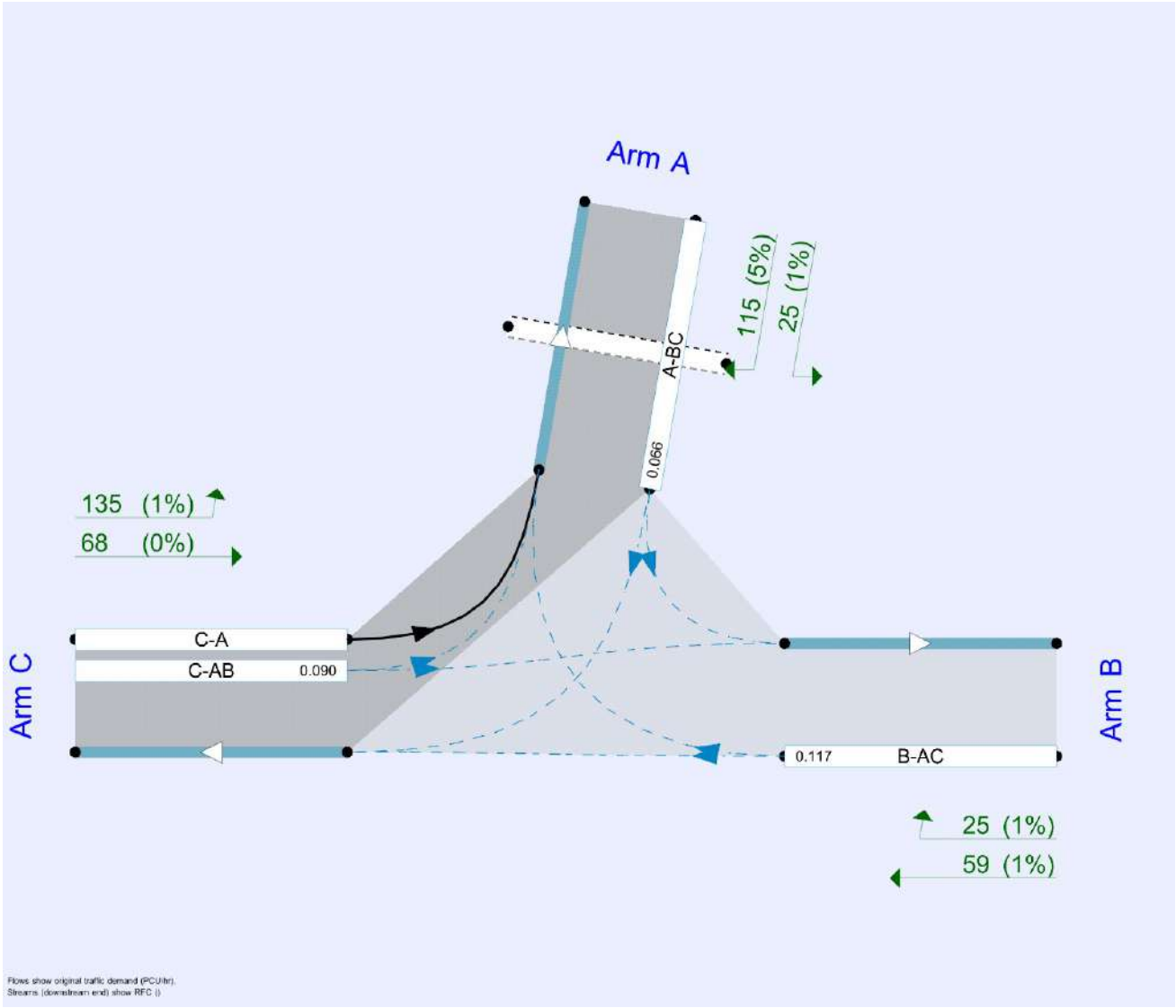
File summary

File Description

Title	Junction A
Location	Access road to Subject Site (N) / Flemington Lane (E) / Flemington Lane (W). Balbriggan, Co. Dublin
Site number	A
Date	05/05/2026
Version	1
Status	(new file)
Identifier	
Client	Lagan Homes
Jobnumber	25-107
Enumerator	DOMAIN\f.demaio
Description	Scenario B

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D2	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D3	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D4	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D5	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D6	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D7	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D8	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D9	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D10	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D11	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D12	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Scenario B - Junciton A	✓	100.000	100.000

Scenario B - Junciton A - 2030 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.00			40.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	100	40

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A	1.00	3.00	2.00	1.00	6.00	6.00	30.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	503	0.096	0.242	0.152	0.345
B-C	617	0.099	0.249	-	-
C-B	597	0.241	0.241	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	118	100.000
C		ONE HOUR	✓	114	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	118
	C	0	114	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	7.47	0.3	A	108	162
C-AB	0.21	7.63	0.3	A	105	157
C-A					0	0
A-BC	0.00	0.00	0.0	A	0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22		617	0.144	88	0.0	0.2	6.872	A
C-AB	86	21		597	0.144	85	0.0	0.2	7.023	A
C-A	0	0				0				
A-BC	0	0	75.29	1606	0.000	0	0.0	0.0	0.000	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	27		617	0.172	106	0.2	0.2	7.118	A
C-AB	102	26		597	0.172	102	0.2	0.2	7.274	A
C-A	0	0				0				
A-BC	0	0	89.90	1581	0.000	0	0.0	0.0	0.000	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	32		617	0.211	130	0.2	0.3	7.463	A
C-AB	126	31		597	0.210	125	0.2	0.3	7.626	A
C-A	0	0				0				
A-BC	0	0	110.10	1555	0.000	0	0.0	0.0	0.000	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	32		617	0.211	130	0.3	0.3	7.469	A
C-AB	126	31		597	0.210	126	0.3	0.3	7.632	A
C-A	0	0				0				
A-BC	0	0	110.10	1555	0.000	0	0.0	0.0	0.000	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	27		617	0.172	106	0.3	0.2	7.130	A
C-AB	102	26		597	0.172	103	0.3	0.2	7.286	A
C-A	0	0				0				
A-BC	0	0	89.90	1581	0.000	0	0.0	0.0	0.000	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22		617	0.144	89	0.2	0.2	6.895	A
C-AB	86	21		597	0.144	86	0.2	0.2	7.044	A
C-A	0	0				0				
A-BC	0	0	75.29	1606	0.000	0	0.0	0.0	0.000	A

Scenario B - Junciton A - 2030 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	93	100.000
C		ONE HOUR	✓	107	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	93
	C	0	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	7.07	0.2	A	85	128
C-AB	0.20	7.51	0.2	A	98	147
C-A					0	0
A-BC	0.00	0.00	0.0	A	0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18		617	0.114	70	0.0	0.1	6.640	A
C-AB	81	20		597	0.135	80	0.0	0.2	6.951	A
C-A	0	0				0				
A-BC	0	0	75.29	1606	0.000	0	0.0	0.0	0.000	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21		617	0.136	83	0.1	0.2	6.818	A
C-AB	96	24		597	0.161	96	0.2	0.2	7.182	A
C-A	0	0				0				
A-BC	0	0	89.90	1581	0.000	0	0.0	0.0	0.000	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26		617	0.166	102	0.2	0.2	7.067	A
C-AB	118	29		597	0.197	118	0.2	0.2	7.503	A
C-A	0	0				0				
A-BC	0	0	110.10	1555	0.000	0	0.0	0.0	0.000	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26		617	0.166	102	0.2	0.2	7.069	A
C-AB	118	29		597	0.197	118	0.2	0.2	7.509	A
C-A	0	0				0				
A-BC	0	0	110.10	1555	0.000	0	0.0	0.0	0.000	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21		617	0.136	84	0.2	0.2	6.827	A
C-AB	96	24		597	0.161	96	0.2	0.2	7.191	A
C-A	0	0				0				
A-BC	0	0	89.90	1581	0.000	0	0.0	0.0	0.000	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18		617	0.114	70	0.2	0.1	6.656	A
C-AB	81	20		597	0.135	81	0.2	0.2	6.974	A
C-A	0	0				0				
A-BC	0	0	75.29	1606	0.000	0	0.0	0.0	0.000	A

Scenario B - Junciton A - 2035 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	126	100.000
B		ONE HOUR	✓	97	100.000
C		ONE HOUR	✓	168	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	101
	B	25	0	72
	C	103	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	8.46	0.2	A	89	134
C-AB	0.13	7.14	0.1	A	61	91
C-A					93	140
A-BC	0.09	2.65	0.1	A	116	173

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18		552	0.132	72	0.0	0.2	7.578	A
C-AB	49	12		581	0.085	49	0.0	0.1	6.767	A
C-A	77	19				77				
A-BC	95	24	75.29	1606	0.059	95	0.0	0.1	2.482	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	22		545	0.160	87	0.2	0.2	7.932	A
C-AB	59	15		579	0.103	59	0.1	0.1	6.925	A
C-A	92	23				92				
A-BC	113	28	89.90	1581	0.072	113	0.1	0.1	2.554	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27		537	0.199	107	0.2	0.2	8.450	A
C-AB	73	18		578	0.127	73	0.1	0.1	7.132	A
C-A	112	28				112				
A-BC	139	35	110.10	1555	0.089	139	0.1	0.1	2.647	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27		537	0.199	107	0.2	0.2	8.459	A
C-AB	73	18		578	0.127	73	0.1	0.1	7.139	A
C-A	112	28				112				
A-BC	139	35	110.10	1555	0.089	139	0.1	0.1	2.647	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	22		545	0.160	87	0.2	0.2	7.947	A
C-AB	59	15		579	0.103	60	0.1	0.1	6.929	A
C-A	92	23				92				
A-BC	113	28	89.90	1581	0.072	113	0.1	0.1	2.556	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18		551	0.132	73	0.2	0.2	7.606	A
C-AB	49	12		581	0.085	50	0.1	0.1	6.781	A
C-A	77	19				77				
A-BC	95	24	75.29	1606	0.059	95	0.1	0.1	2.484	A

Scenario B - Junciton A - 2035 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.07	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)	Run automatically
D4	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	114	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	160	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	89
	B	25	0	58
	C	95	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	8.23	0.2	A	76	114
C-AB	0.13	7.11	0.1	A	61	91
C-A					86	129
A-BC	0.08	2.62	0.1	A	105	157

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16		547	0.114	62	0.0	0.1	7.481	A
C-AB	49	12		582	0.085	49	0.0	0.1	6.745	A
C-A	71	18				71				
A-BC	86	21	75.29	1606	0.053	86	0.0	0.1	2.465	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19		541	0.138	74	0.1	0.2	7.786	A
C-AB	59	15		581	0.102	59	0.1	0.1	6.900	A
C-A	85	21				85				
A-BC	102	26	89.90	1581	0.065	102	0.1	0.1	2.533	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23		533	0.171	91	0.2	0.2	8.226	A
C-AB	73	18		580	0.126	73	0.1	0.1	7.102	A
C-A	103	26				103				
A-BC	126	31	110.10	1555	0.081	125	0.1	0.1	2.621	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23		533	0.171	91	0.2	0.2	8.233	A
C-AB	73	18		580	0.126	73	0.1	0.1	7.105	A
C-A	103	26				103				
A-BC	126	31	110.10	1555	0.081	126	0.1	0.1	2.621	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19		541	0.138	75	0.2	0.2	7.798	A
C-AB	59	15		581	0.102	59	0.1	0.1	6.904	A
C-A	85	21				85				
A-BC	102	26	89.90	1581	0.065	103	0.1	0.1	2.533	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16		547	0.114	63	0.2	0.1	7.502	A
C-AB	49	12		582	0.085	50	0.1	0.1	6.756	A
C-A	71	18				71				
A-BC	86	21	75.29	1606	0.053	86	0.1	0.1	2.467	A

Scenario B - Junciton A - 2045 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	130	100.000
B		ONE HOUR	✓	100	100.000
C		ONE HOUR	✓	175	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	105
	B	25	0	75
	C	107	68	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	8.53	0.3	A	92	138
C-AB	0.13	7.19	0.2	A	64	96
C-A					97	145
A-BC	0.09	2.66	0.1	A	119	179

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19		552	0.136	75	0.0	0.2	7.614	A
C-AB	52	13		581	0.089	51	0.0	0.1	6.799	A
C-A	80	20				80				
A-BC	98	24	75.29	1606	0.061	98	0.0	0.1	2.487	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	22		545	0.165	90	0.2	0.2	7.982	A
C-AB	62	16		579	0.107	62	0.1	0.1	6.964	A
C-A	95	24				95				
A-BC	117	29	89.90	1581	0.074	117	0.1	0.1	2.561	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	28		536	0.205	110	0.2	0.3	8.526	A
C-AB	77	19		578	0.133	77	0.1	0.2	7.180	A
C-A	116	29				116				
A-BC	143	36	110.10	1555	0.092	143	0.1	0.1	2.656	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	28		536	0.205	110	0.3	0.3	8.534	A
C-AB	77	19		578	0.133	77	0.2	0.2	7.186	A
C-A	116	29				116				
A-BC	143	36	110.10	1555	0.092	143	0.1	0.1	2.656	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	22		545	0.165	90	0.3	0.2	7.996	A
C-AB	62	16		579	0.107	62	0.2	0.1	6.968	A
C-A	95	24				95				
A-BC	117	29	89.90	1581	0.074	117	0.1	0.1	2.561	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19		551	0.137	75	0.2	0.2	7.639	A
C-AB	52	13		581	0.089	52	0.1	0.1	6.813	A
C-A	80	20				80				
A-BC	98	24	75.29	1606	0.061	98	0.1	0.1	2.489	A

Scenario B - Junciton A - 2045 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.07	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)	Run automatically
D6	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	117	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	167	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	92
	B	25	0	59
	C	99	68	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	8.27	0.2	A	77	116
C-AB	0.13	7.15	0.2	A	64	95
C-A					90	135
A-BC	0.08	2.63	0.1	A	107	161

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16		547	0.116	63	0.0	0.1	7.501	A
C-AB	52	13		582	0.089	51	0.0	0.1	6.775	A
C-A	74	18				74				
A-BC	88	22	75.29	1606	0.055	88	0.0	0.1	2.469	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19		541	0.140	75	0.1	0.2	7.814	A
C-AB	62	16		581	0.107	62	0.1	0.1	6.936	A
C-A	88	22				88				
A-BC	105	26	89.90	1581	0.067	105	0.1	0.1	2.538	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23		532	0.174	92	0.2	0.2	8.266	A
C-AB	77	19		580	0.132	77	0.1	0.2	7.146	A
C-A	107	27				107				
A-BC	129	32	110.10	1555	0.083	129	0.1	0.1	2.627	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23		532	0.174	92	0.2	0.2	8.273	A
C-AB	77	19		580	0.132	77	0.2	0.2	7.152	A
C-A	107	27				107				
A-BC	129	32	110.10	1555	0.083	129	0.1	0.1	2.627	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19		541	0.140	76	0.2	0.2	7.826	A
C-AB	62	16		581	0.107	62	0.2	0.1	6.940	A
C-A	88	22				88				
A-BC	105	26	89.90	1581	0.067	105	0.1	0.1	2.538	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16		547	0.116	63	0.2	0.1	7.522	A
C-AB	52	13		582	0.089	52	0.1	0.1	6.789	A
C-A	74	18				74				
A-BC	88	22	75.29	1606	0.055	88	0.1	0.1	2.471	A

Scenario B - Junciton A - 2030 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.52	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)	Run automatically
D7	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	53	100.000
B		ONE HOUR	✓	121	100.000
C		ONE HOUR	✓	131	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	33
	B	0	0	121
	C	14	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	7.70	0.3	A	111	167
C-AB	0.22	7.88	0.3	A	108	162
C-A					12	19
A-BC	0.04	2.49	0.0	A	49	73

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23		609	0.150	90	0.0	0.2	7.004	A
C-AB	88	22		589	0.150	88	0.0	0.2	7.168	A
C-A	10	3				10				
A-BC	40	10	75.29	1606	0.025	40	0.0	0.0	2.378	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27		607	0.179	109	0.2	0.2	7.287	A
C-AB	106	26		588	0.180	105	0.2	0.2	7.461	A
C-A	12	3				12				
A-BC	48	12	89.90	1581	0.030	48	0.0	0.0	2.427	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33		605	0.220	133	0.2	0.3	7.693	A
C-AB	130	32		586	0.221	129	0.2	0.3	7.872	A
C-A	15	4				15				
A-BC	58	15	110.10	1555	0.038	58	0.0	0.0	2.488	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33		605	0.220	133	0.3	0.3	7.700	A
C-AB	130	32		586	0.221	130	0.3	0.3	7.880	A
C-A	15	4				15				
A-BC	58	15	110.10	1555	0.038	58	0.0	0.0	2.488	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27		607	0.179	109	0.3	0.2	7.298	A
C-AB	106	26		588	0.180	106	0.3	0.2	7.474	A
C-A	12	3				12				
A-BC	48	12	89.90	1581	0.030	48	0.0	0.0	2.427	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23		609	0.150	91	0.2	0.2	7.028	A
C-AB	88	22		589	0.150	88	0.2	0.2	7.194	A
C-A	10	3				10				
A-BC	40	10	75.29	1606	0.025	40	0.0	0.0	2.380	A

Scenario B - Junciton A - 2030 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	32	100.000
B		ONE HOUR	✓	99	100.000
C		ONE HOUR	✓	143	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	20
	B	0	0	99
	C	30	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	7.26	0.2	A	91	136
C-AB	0.21	7.67	0.3	A	105	157
C-A					27	40
A-BC	0.02	2.45	0.0	A	29	44

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19		612	0.122	74	0.0	0.1	6.751	A
C-AB	86	21		595	0.144	85	0.0	0.2	7.055	A
C-A	22	6				22				
A-BC	24	6	75.29	1606	0.015	24	0.0	0.0	2.354	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22		611	0.146	89	0.1	0.2	6.961	A
C-AB	102	26		595	0.172	102	0.2	0.2	7.307	A
C-A	26	7				26				
A-BC	29	7	89.90	1581	0.018	29	0.0	0.0	2.398	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27		610	0.179	109	0.2	0.2	7.257	A
C-AB	126	31		596	0.211	126	0.2	0.3	7.658	A
C-A	32	8				32				
A-BC	35	9	110.10	1555	0.023	35	0.0	0.0	2.450	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27		610	0.179	109	0.2	0.2	7.259	A
C-AB	126	31		596	0.211	126	0.3	0.3	7.667	A
C-A	32	8				32				
A-BC	35	9	110.10	1555	0.023	35	0.0	0.0	2.450	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22		611	0.146	89	0.2	0.2	6.968	A
C-AB	102	26		595	0.172	103	0.3	0.2	7.317	A
C-A	26	7				26				
A-BC	29	7	89.90	1581	0.018	29	0.0	0.0	2.398	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19		612	0.122	75	0.2	0.1	6.768	A
C-AB	86	21		595	0.144	86	0.2	0.2	7.079	A
C-A	22	6				22				
A-BC	24	6	75.29	1606	0.015	24	0.0	0.0	2.354	A

Scenario B - Junciton A - 2035 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	166	100.000
B		ONE HOUR	✓	97	100.000
C		ONE HOUR	✓	185	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	141
	B	25	0	72
	C	120	65	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	1	5
B	1	0	1
C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	8.71	0.3	A	89	134
C-AB	0.13	7.26	0.2	A	61	91
C-A					109	163
A-BC	0.12	2.74	0.1	A	152	228

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18		543	0.134	72	0.0	0.2	7.711	A
C-AB	50	12		575	0.086	49	0.0	0.1	6.847	A
C-A	90	22				90				
A-BC	125	31	75.29	1606	0.078	125	0.0	0.1	2.537	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	22		535	0.163	87	0.2	0.2	8.108	A
C-AB	60	15		572	0.104	60	0.1	0.1	7.022	A
C-A	107	27				107				
A-BC	149	37	89.90	1581	0.094	149	0.1	0.1	2.623	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27		524	0.204	107	0.2	0.3	8.696	A
C-AB	74	18		570	0.129	74	0.1	0.2	7.253	A
C-A	130	32				130				
A-BC	183	46	110.10	1555	0.118	183	0.1	0.1	2.737	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	27		524	0.204	107	0.3	0.3	8.708	A
C-AB	74	18		570	0.129	74	0.2	0.2	7.259	A
C-A	130	32				130				
A-BC	183	46	110.10	1555	0.118	183	0.1	0.1	2.737	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	22		535	0.163	87	0.3	0.2	8.123	A
C-AB	60	15		572	0.104	60	0.2	0.1	7.027	A
C-A	107	27				107				
A-BC	149	37	89.90	1581	0.094	149	0.1	0.1	2.625	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18		543	0.134	73	0.2	0.2	7.740	A
C-AB	50	12		575	0.086	50	0.1	0.1	6.859	A
C-A	90	22				90				
A-BC	125	31	75.29	1606	0.078	125	0.1	0.1	2.537	A

Scenario B - Junciton A - 2035 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	137	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	196	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	112
	B	25	0	58
	C	131	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	8.41	0.2	A	76	114
C-AB	0.13	7.13	0.2	A	61	92
C-A					119	178
A-BC	0.10	2.67	0.1	A	126	189

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16		541	0.115	62	0.0	0.1	7.577	A
C-AB	50	12		581	0.086	49	0.0	0.1	6.771	A
C-A	98	24				98				
A-BC	103	26	75.29	1606	0.064	103	0.0	0.1	2.497	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19		534	0.140	74	0.1	0.2	7.911	A
C-AB	60	15		579	0.103	60	0.1	0.1	6.926	A
C-A	117	29				117				
A-BC	123	31	89.90	1581	0.078	123	0.1	0.1	2.573	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23		524	0.174	91	0.2	0.2	8.399	A
C-AB	74	18		579	0.128	74	0.1	0.1	7.125	A
C-A	142	35				142				
A-BC	151	38	110.10	1555	0.097	151	0.1	0.1	2.672	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23		524	0.174	91	0.2	0.2	8.407	A
C-AB	74	18		579	0.128	74	0.1	0.2	7.131	A
C-A	142	35				142				
A-BC	151	38	110.10	1555	0.097	151	0.1	0.1	2.672	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19		534	0.140	75	0.2	0.2	7.923	A
C-AB	60	15		579	0.103	60	0.2	0.1	6.930	A
C-A	117	29				117				
A-BC	123	31	89.90	1581	0.078	123	0.1	0.1	2.573	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16		541	0.115	63	0.2	0.1	7.602	A
C-AB	50	12		581	0.086	50	0.1	0.1	6.783	A
C-A	98	24				98				
A-BC	103	26	75.29	1606	0.064	103	0.1	0.1	2.499	A

Scenario B - Junciton A - 2045 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	170	100.000
B		ONE HOUR	✓	100	100.000
C		ONE HOUR	✓	192	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	145
	B	25	0	75
	C	124	68	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	8.79	0.3	A	92	138
C-AB	0.14	7.30	0.2	A	64	96
C-A					112	168
A-BC	0.12	2.75	0.1	A	156	234

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19		543	0.139	75	0.0	0.2	7.748	A
C-AB	52	13		575	0.090	52	0.0	0.1	6.879	A
C-A	93	23				93				
A-BC	128	32	75.29	1606	0.080	128	0.0	0.1	2.542	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	22		535	0.168	90	0.2	0.2	8.160	A
C-AB	62	16		572	0.109	62	0.1	0.1	7.061	A
C-A	110	28				110				
A-BC	153	38	89.90	1581	0.097	153	0.1	0.1	2.630	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	28		524	0.210	110	0.2	0.3	8.775	A
C-AB	77	19		570	0.136	77	0.1	0.2	7.301	A
C-A	134	34				134				
A-BC	187	47	110.10	1555	0.120	187	0.1	0.1	2.747	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	28		524	0.210	110	0.3	0.3	8.786	A
C-AB	77	19		570	0.136	77	0.2	0.2	7.304	A
C-A	134	34				134				
A-BC	187	47	110.10	1555	0.120	187	0.1	0.1	2.747	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	22		535	0.168	90	0.3	0.2	8.177	A
C-AB	62	16		572	0.109	63	0.2	0.1	7.066	A
C-A	110	28				110				
A-BC	153	38	89.90	1581	0.097	153	0.1	0.1	2.632	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19		543	0.139	75	0.2	0.2	7.777	A
C-AB	52	13		575	0.090	52	0.1	0.1	6.891	A
C-A	93	23				93				
A-BC	128	32	75.29	1606	0.080	128	0.1	0.1	2.543	A

Scenario B - Junciton A - 2045 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	140	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	203	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A	[ONEHOUR]	100.00
B		
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	115
	B	25	0	59
	C	135	68	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	1	0	1
	C	1	0	5

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	8.45	0.2	A	77	116
C-AB	0.13	7.17	0.2	A	64	96
C-A					122	183
A-BC	0.10	2.68	0.1	A	128	193

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16		541	0.117	63	0.0	0.1	7.598	A
C-AB	52	13		581	0.090	52	0.0	0.1	6.800	A
C-A	101	25				101				
A-BC	105	26	75.29	1606	0.066	105	0.0	0.1	2.501	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19		533	0.142	75	0.1	0.2	7.939	A
C-AB	63	16		580	0.108	62	0.1	0.1	6.960	A
C-A	120	30				120				
A-BC	126	31	89.90	1581	0.080	126	0.1	0.1	2.578	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23		523	0.177	92	0.2	0.2	8.441	A
C-AB	78	19		580	0.134	77	0.1	0.2	7.167	A
C-A	146	36				146				
A-BC	154	39	110.10	1555	0.099	154	0.1	0.1	2.679	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23		523	0.177	92	0.2	0.2	8.448	A
C-AB	78	19		580	0.134	78	0.2	0.2	7.173	A
C-A	146	36				146				
A-BC	154	39	110.10	1555	0.099	154	0.1	0.1	2.679	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19		533	0.142	76	0.2	0.2	7.951	A
C-AB	63	16		580	0.108	63	0.2	0.1	6.968	A
C-A	120	30				120				
A-BC	126	31	89.90	1581	0.080	126	0.1	0.1	2.580	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16		541	0.117	63	0.2	0.1	7.619	A
C-AB	52	13		581	0.090	52	0.1	0.1	6.812	A
C-A	101	25				101				
A-BC	105	26	75.29	1606	0.066	105	0.1	0.1	2.501	A

TRANSYT 16

Version: 16.0.1.8473
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Filename: B_Junctino B.t16
Path: N:\Projects\25\25-107 Flemington Balbriggan\Design\Civil\Traffic\Junction Modelling\B_Junction B - Signalised
Report generation date: 27/08/2026 11:48:35

»A1 - Scenario B - Junction B - AM : D1 - 2030 DO NOTHING, AM :
»A1 - Scenario B - Junction B - AM : D3 - 2030 DO SOMETHING, AM :
»A1 - Scenario B - Junction B - AM : D5 - 2035 DO NOTHING, AM :
»A1 - Scenario B - Junction B - AM : D7 - 2035 DO SOMETHING, AM :
»A1 - Scenario B - Junction B - AM : D9 - 2045 DO NOTHING, AM :
»A1 - Scenario B - Junction B - AM : D11 - 2045 DO SOMETHING, AM :
»A2 - Scenario B - Junction B - PM : D2 - 2030 DO NOTHING, PM :
»A2 - Scenario B - Junction B - PM : D4 - 2030 DO SOMETHING, PM :
»A2 - Scenario B - Junction B - PM : D6 - 2035 DO NOTHING, PM :
»A2 - Scenario B - Junction B - PM : D8 - 2035 DO SOEMTHING, PM :
»A2 - Scenario B - Junction B - PM : D10 - 2045 DO NOTHING, PM :
»A2 - Scenario B - Junction B - PM : D12 - 2045 DO SOMETHING, PM :

Summary of network performance

	AM			
	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario B - Junction B - AM - 2030 DO NOTHING			
Network	A1 D1	3.66	46% (TS 2/1)	0 (0%)
	Scenario B - Junction B - AM - 2030 DO SOMETHING			
Network	A1 D3	3.81	47% (TS 2/1)	0 (0%)
	Scenario B - Junction B - AM - 2035 DO NOTHING			
Network	A1 D5	6.44	52% (TS 1/1)	0 (0%)
	Scenario B - Junction B - AM - 2035 DO SOMETHING			
Network	A1 D7	7.02	60% (TS 1/1)	0 (0%)
	Scenario B - Junction B - AM - 2045 DO NOTHING			
Network	A1 D9	6.78	53% (TS 1/1)	0 (0%)
	Scenario B - Junction B - AM - 2045 DO SOMETHING			
Network	A1 D11	7.37	61% (TS 1/1)	0 (0%)

	PM			
	Set ID	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario B - Junction B - PM - 2030 DO NOTHING			
Network	A2 D2	2.46	36% (TS 3/2)	0 (0%)
	Scenario B - Junction B - PM - 2030 DO SOMETHING			
Network	A2 D4	2.56	37% (TS 3/2)	0 (0%)
	Scenario B - Junction B - PM - 2035 DO NOTHING			
Network	A2 D6	5.13	45% (TS 1/1)	0 (0%)
	Scenario B - Junction B - PM - 2035 DO SOEMTHING			
Network	A2 D8	5.65	51% (TS 1/1)	0 (0%)
	Scenario B - Junction B - PM - 2045 DO NOTHING			
Network	A2 D10	5.36	46% (TS 1/1)	0 (0%)
	Scenario B - Junction B - PM - 2045 DO SOMETHING			
Network	A2 D12	5.89	52% (TS 1/1)	0 (0%)

File summary

File description

File title	Junction B
Location	R132 & Access Road, Balbriggan, Co. Dublin
Site number	JB
UTCRegion	
Driving side	Left
Date	11/06/2018
Version	
Status	(new file)
Identifier	
Client	Lagan Homes
Jobnumber	25-107
Enumerator	DOMAIN\Traffic
Description	Scenario B

Model and Results

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

Units

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

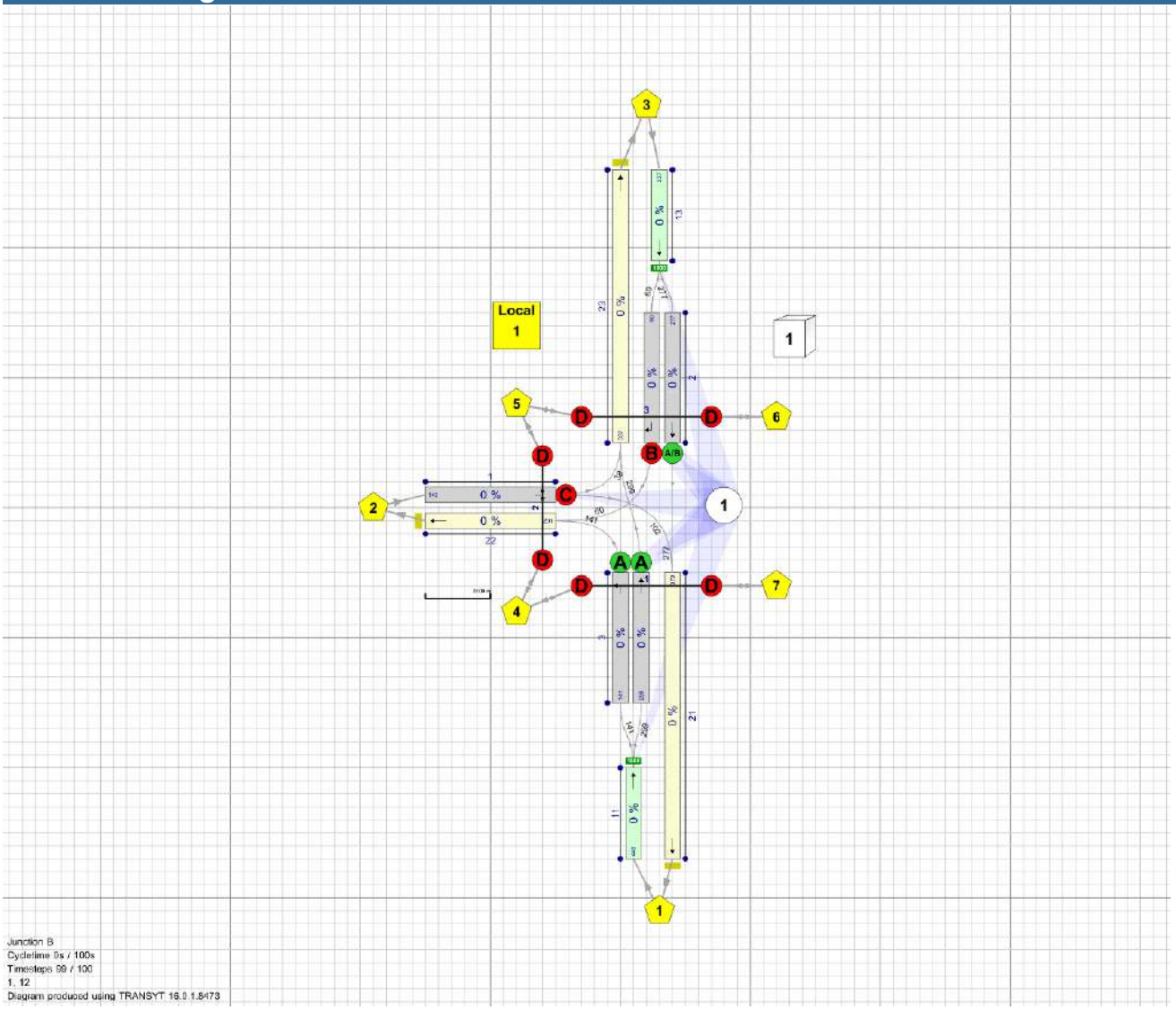
Sorting

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

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	10000	10000	-1	3	60	✓			0	0	0.00

Network Diagrams



A1 - Scenario B - Junction B - AM
D1 - 2030 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:45:00	27/08/2026 11:45:00	0.35	08:00	100	58.01	3.66	46.37	2/1	0	0	2/1	13/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction B - AM			✓	D1,D3,D5,D7,D9,D11	✓	D11	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	0	0
2	1	409	409
	2	0	0
3	1	0	0
	2	302	302
11	1	302	302
13	1	409	409
21	1	409	409
22	1	0	0
23	1	302	302

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	0	302	0	0	0	0
	2	0	0	0	0	0	0	0
	3	409	0	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	0
	5		1	2	11/1, 3/1, 22/1	Normal	0
	6		1	3	11/1, 3/2, 23/1	Normal	302
	7		2	3	1/1, 23/1	Normal	0
	8		3	1	13/1, 2/1, 21/1	Normal	409
	9		3	2	13/1, 2/2, 22/1	Normal	0

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	36, 50, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

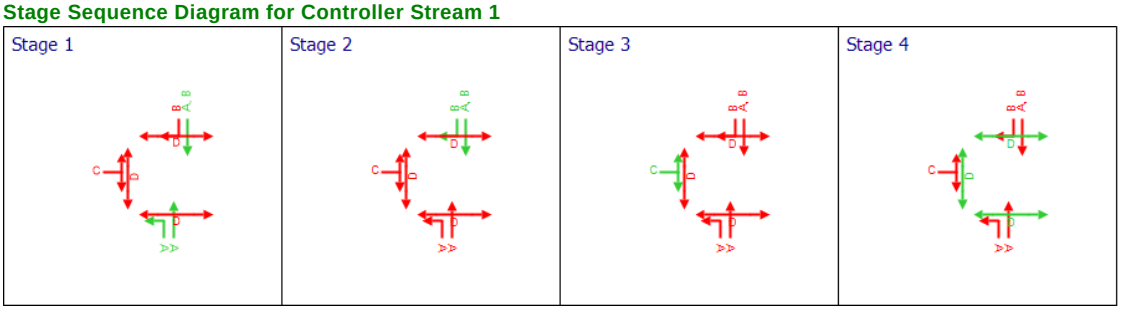
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	36	40	1	7
	2	✓	2	B	43	50	7	1	7
	3	✓	3	C	57	75	18	1	7
	4	✓	4	D	82	89	7	1	7

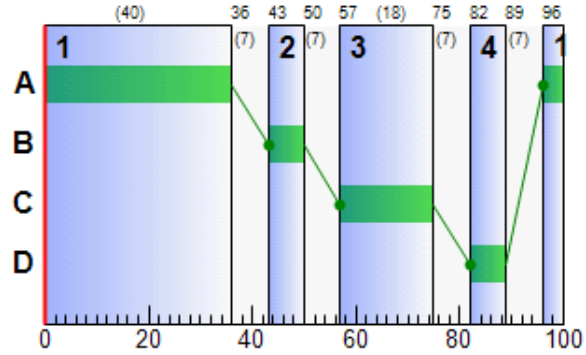
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	57	75	18
2	1	1	1	A	96	36	40
2	2	1	1	B	43	50	7
3	1	1	1	A	96	36	40
3	2	1	1	A	96	36	40

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:45:00	27/08/2026 11:45:00	0.35	08:00	100	58.01	3.66	46.37	2/1	0	0	2/1	13/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	46	94	2133	652	6.18	52.00	6.01	58.01

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		0	1800	18	19.00	0	Unrestricted	0.00	0.00	0.00	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	409	1800	47	0.00	46	94	19.90	15.10	65.23	
	2	R132 (N) - Straight Lane	1	1	B		0	1800	7	8.00	0	Unrestricted	0.00	0.00	0.00	
3	1	R132 (S) - Left Turn Lane	1	1	A		0	1800	40	41.00	0	Unrestricted	0.00	0.00	0.00	
	2	R132 (S) - Through Lane	1	1	A		302	1800	40	0.00	41	120	27.40	22.60	70.40	
11	1	R132 (S) - Feeder Lane	1				302	1800	100	0.00	17	436	7.40	0.20	0.00	
13	1	R132 (N) - Feeder Lane	1				409	1800	100	0.00	23	296	7.49	0.29	0.00	
21	1	R132 (S) - Exit Lane					409	Unrestricted	100	38.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					302	Unrestricted	100	53.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	142.20	8.40	16.92	3.66	52.00	6.01	0.00	58.01
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	142.20	8.40	16.92	3.66	52.00	6.01	0.00	58.01

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

A1 - Scenario B - Junction B - AM
D3 - 2030 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:45:00	27/08/2026 11:45:00	0.50	08:00	100	60.35	3.81	47.05	2/1	0	0	2/1	13/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction B - AM			✓	D1,D3,D5,D7,D9,D11	✓	D11	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	0	0
2	1	415	415
	2	0	0
3	1	0	0
	2	315	315
11	1	315	315
13	1	415	415
21	1	415	415
22	1	0	0
23	1	315	315

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	0	315	0	0	0	0
	2	0	0	0	0	0	0	0
	3	415	0	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	0
	5		1	2	11/1, 3/1, 22/1	Normal	0
	6		1	3	11/1, 3/2, 23/1	Normal	315
	7		2	3	1/1, 23/1	Normal	0
	8		3	1	13/1, 2/1, 21/1	Normal	415
	9		3	2	13/1, 2/2, 22/1	Normal	0

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	36, 50, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

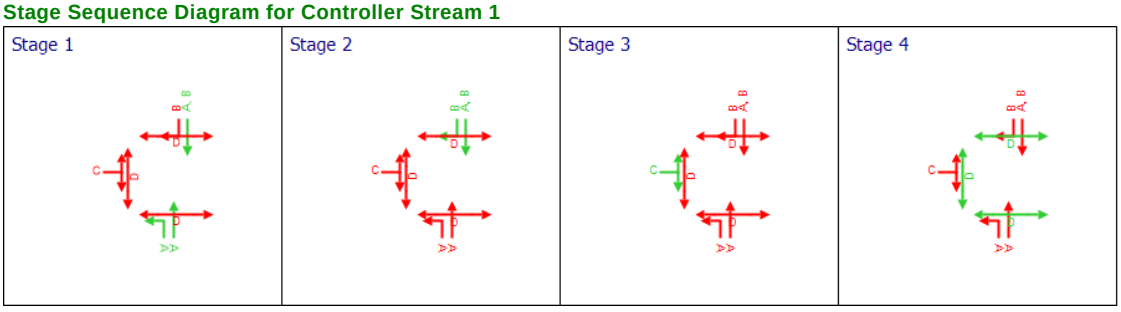
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	36	40	1	7
	2	✓	2	B	43	50	7	1	7
	3	✓	3	C	57	75	18	1	7
	4	✓	4	D	82	89	7	1	7

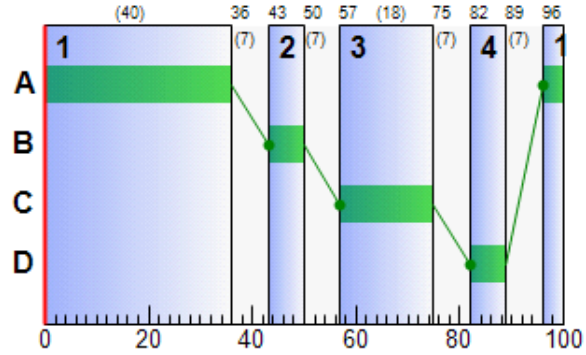
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	57	75	18
2	1	1	1	A	96	36	40
2	2	1	1	B	43	50	7
3	1	1	1	A	96	36	40
3	2	1	1	A	96	36	40

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:45:00	27/08/2026 11:45:00	0.50	08:00	100	60.35	3.81	47.05	2/1	0	0	2/1	13/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	47	91	2190	652	6.27	54.12	6.23	60.35

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		0	1800	18	19.00	0	Unrestricted	0.00	0.00	0.00	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	415	1800	47	0.00	47	91	20.01	15.21	65.59	
	2	R132 (N) - Straight Lane	1	1	B		0	1800	7	8.00	0	Unrestricted	0.00	0.00	0.00	
3	1	R132 (S) - Left Turn Lane	1	1	A		0	1800	40	41.00	0	Unrestricted	0.00	0.00	0.00	
	2	R132 (S) - Through Lane	1	1	A		315	1800	40	0.00	43	111	27.71	22.91	71.36	
11	1	R132 (S) - Feeder Lane	1				315	1800	100	0.00	18	414	7.41	0.21	0.00	
13	1	R132 (N) - Feeder Lane	1				415	1800	100	0.00	23	290	7.50	0.30	0.00	
21	1	R132 (S) - Exit Lane					415	Unrestricted	100	38.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					315	Unrestricted	100	53.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	146.00	8.68	16.82	3.81	54.12	6.23	0.00	60.35
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	146.00	8.68	16.82	3.81	54.12	6.23	0.00	60.35

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

A1 - Scenario B - Junction B - AM
D5 - 2035 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:45:00	27/08/2026 11:45:00	0.72	08:00	100	100.40	6.44	52.34	1/1	0	0	1/1	13/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction B - AM			✓	D1,D3,D5,D7,D9,D11	✓	D11	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	179	179
2	1	408	408
	2	33	33
3	1	65	65
	2	292	292
11	1	357	357
13	1	441	441
21	1	468	468
22	1	98	98
23	1	411	411

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	65	292	0	0	0	0
	2	60	0	119	0	0	0	0
	3	408	33	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	60
	5		1	2	11/1, 3/1, 22/1	Normal	65
	6		1	3	11/1, 3/2, 23/1	Normal	292
	7		2	3	1/1, 23/1	Normal	119
	8		3	1	13/1, 2/1, 21/1	Normal	408
	9		3	2	13/1, 2/2, 22/1	Normal	33

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	36, 50, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

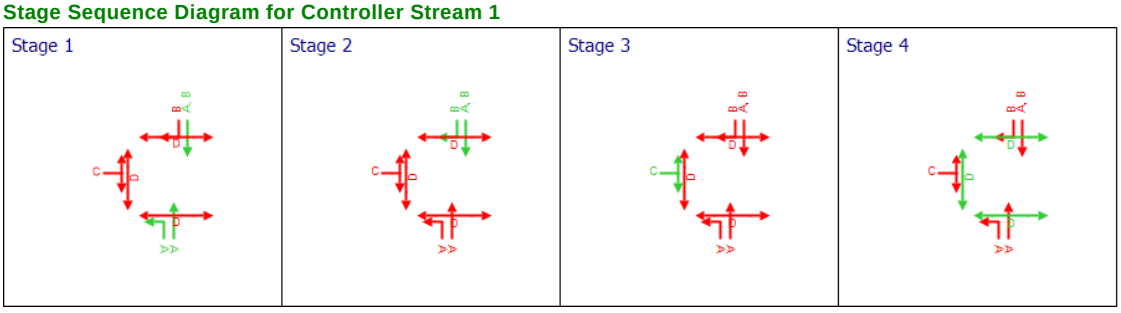
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	36	40	1	7
	2	✓	2	B	43	50	7	1	7
	3	✓	3	C	57	75	18	1	7
	4	✓	4	D	82	89	7	1	7

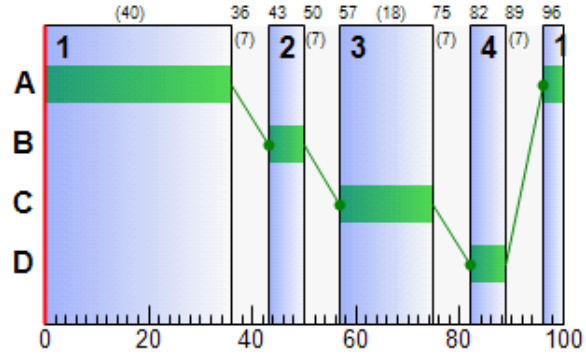
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	57	75	18
2	1	1	1	A	96	36	40
2	2	1	1	B	43	50	7
3	1	1	1	A	96	36	40
3	2	1	1	A	96	36	40

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:45:00	27/08/2026 11:45:00	0.72	08:00	100	100.40	6.44	52.34	1/1	0	0	1/1	13/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	52	72	2752	652	8.43	91.51	8.88	100.40

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		179	1800	18	0.00	52	72	48.15	42.15	93.46	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	408	1800	47	0.00	46	95	19.88	15.08	65.13	
	2	R132 (N) - Straight Lane	1	1	B		33	1800	7	6.00	23	293	51.66	46.86	95.48	
3	1	R132 (S) - Left Turn Lane	1	1	A		65	1800	40	0.00	9	922	23.11	18.31	60.00	
	2	R132 (S) - Through Lane	1	1	A		292	1800	40	0.00	40	127	27.17	22.37	70.12	
11	1	R132 (S) - Feeder Lane	1				357	1800	100	0.00	20	354	7.45	0.25	0.00	
13	1	R132 (N) - Feeder Lane	1				441	1800	100	0.00	25	267	7.52	0.32	0.00	
21	1	R132 (S) - Exit Lane					468	Unrestricted	100	19.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					98	Unrestricted	100	48.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					411	Unrestricted	100	30.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	186.45	12.66	14.73	6.44	91.51	8.88	0.00	100.40
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	186.45	12.66	14.73	6.44	91.51	8.88	0.00	100.40

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

A1 - Scenario B - Junction B - AM
D7 - 2035 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:45:00	27/08/2026 11:45:00	0.97	08:00	100	109.13	7.02	59.94	1/1	0	0	1/1	13/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction B - AM			✓	D1,D3,D5,D7,D9,D11	✓	D11	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	205	205
2	1	408	408
	2	39	39
3	1	71	71
	2	292	292
11	1	363	363
13	1	447	447
21	1	481	481
22	1	110	110
23	1	424	424

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	71	292	0	0	0	0
	2	73	0	132	0	0	0	0
	3	408	39	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	73
	5		1	2	11/1, 3/1, 22/1	Normal	71
	6		1	3	11/1, 3/2, 23/1	Normal	292
	7		2	3	1/1, 23/1	Normal	132
	8		3	1	13/1, 2/1, 21/1	Normal	408
	9		3	2	13/1, 2/2, 22/1	Normal	39

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	36, 50, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

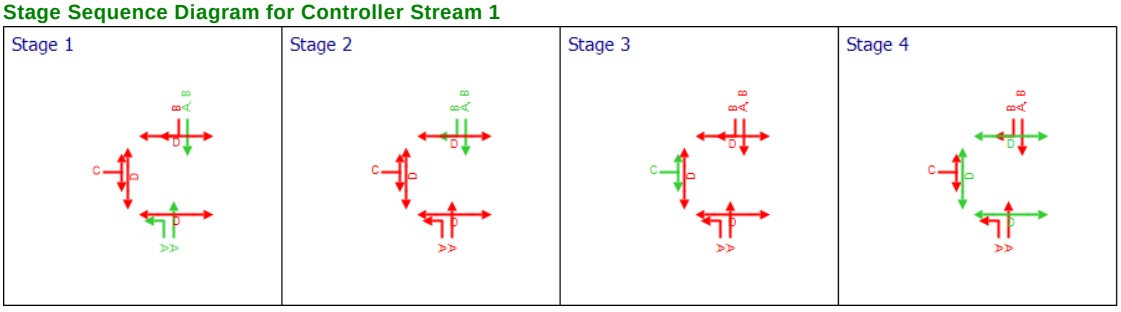
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	36	40	1	7
	2	✓	2	B	43	50	7	1	7
	3	✓	3	C	57	75	18	1	7
	4	✓	4	D	82	89	7	1	7

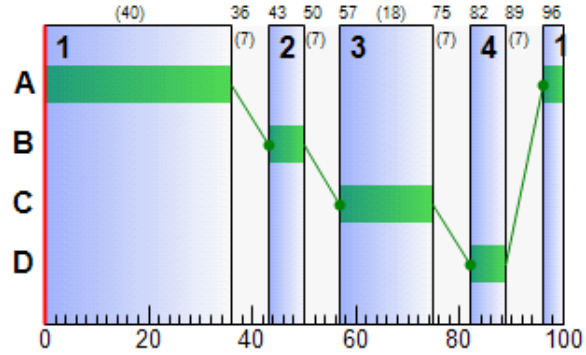
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	57	75	18
2	1	1	1	A	96	36	40
2	2	1	1	B	43	50	7
3	1	1	1	A	96	36	40
3	2	1	1	A	96	36	40

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:45:00	27/08/2026 11:45:00	0.97	08:00	100	109.13	7.02	59.94	1/1	0	0	1/1	13/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	60	50	2840	652	8.90	99.73	9.41	109.13

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		205	1800	18	0.00	60	50	50.79	44.79	97.25	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	408	1800	47	0.00	46	95	19.88	15.08	65.13	
	2	R132 (N) - Straight Lane	1	1	B		39	1800	7	5.00	27	232	52.68	47.88	97.04	
3	1	R132 (S) - Left Turn Lane	1	1	A		71	1800	40	0.00	10	835	23.21	18.41	60.08	
	2	R132 (S) - Through Lane	1	1	A		292	1800	40	0.00	40	127	27.17	22.37	70.12	
11	1	R132 (S) - Feeder Lane	1				363	1800	100	0.00	20	346	7.45	0.25	0.00	
13	1	R132 (N) - Feeder Lane	1				447	1800	100	0.00	25	262	7.53	0.33	0.00	
21	1	R132 (S) - Exit Lane					481	Unrestricted	100	18.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					110	Unrestricted	100	47.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					424	Unrestricted	100	29.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	192.75	13.45	14.33	7.02	99.73	9.41	0.00	109.13
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	192.75	13.45	14.33	7.02	99.73	9.41	0.00	109.13

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

A1 - Scenario B - Junction B - AM
D9 - 2045 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:45:01	27/08/2026 11:45:01	0.19	08:00	100	105.68	6.78	53.22	1/1	0	0	1/1	13/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction B - AM			✓	D1,D3,D5,D7,D9,D11	✓	D11	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	182	182
2	1	430	430
	2	34	34
3	1	66	66
	2	307	307
11	1	373	373
13	1	464	464
21	1	491	491
22	1	100	100
23	1	428	428

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	66	307	0	0	0	0
	2	61	0	121	0	0	0	0
	3	430	34	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	61
	5		1	2	11/1, 3/1, 22/1	Normal	66
	6		1	3	11/1, 3/2, 23/1	Normal	307
	7		2	3	1/1, 23/1	Normal	121
	8		3	1	13/1, 2/1, 21/1	Normal	430
	9		3	2	13/1, 2/2, 22/1	Normal	34

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	36, 50, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

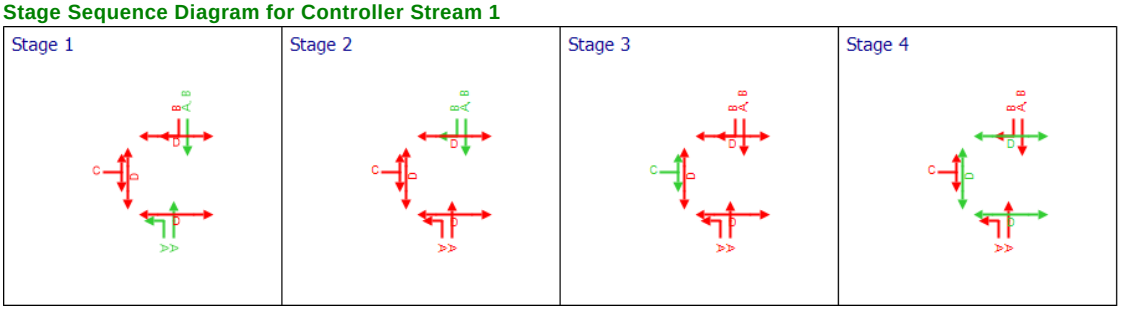
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	36	40	1	7
	2	✓	2	B	43	50	7	1	7
	3	✓	3	C	57	75	18	1	7
	4	✓	4	D	82	89	7	1	7

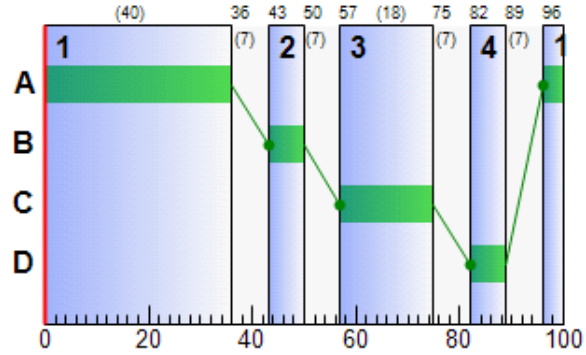
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	57	75	18
2	1	1	1	A	96	36	40
2	2	1	1	B	43	50	7
3	1	1	1	A	96	36	40
3	2	1	1	A	96	36	40

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:45:01	27/08/2026 11:45:01	0.19	08:00	100	105.68	6.78	53.22	1/1	0	0	1/1	13/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	53	69	2875	652	8.49	96.32	9.36	105.68

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		182	1800	18	0.00	53	69	48.42	42.42	94.20	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	430 <	1800	47	0.00	49	85	20.28	15.48	66.33	7
	2	R132 (N) - Straight Lane	1	1	B		34	1800	7	6.00	24	281	51.83	47.03	95.63	
3	1	R132 (S) - Left Turn Lane	1	1	A		66	1800	40	0.00	9	906	23.13	18.33	60.03	
	2	R132 (S) - Through Lane	1	1	A		307	1800	40	0.00	42	116	27.52	22.72	70.84	
11	1	(S) - Feeder Lane	1				373	1800	100	0.00	21	334	7.46	0.26	0.00	
13	1	R132 (N) - Feeder Lane	1				464	1800	100	3.00	26	249	7.55	0.35	0.00	
21	1	R132 (S) - Exit Lane					491	Unrestricted	100	19.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					100	Unrestricted	100	48.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					428	Unrestricted	100	30.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	194.70	13.27	14.67	6.78	96.32	9.36	0.00	105.68
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	194.70	13.27	14.67	6.78	96.32	9.36	0.00	105.68

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

A1 - Scenario B - Junction B - AM
D11 - 2045 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:44:59	27/08/2026 11:45:00	1.17	08:00	100	114.55	7.37	60.82	1/1	0	0	1/1	13/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction B - AM			✓	D1,D3,D5,D7,D9,D11	✓	D11	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	208	208
2	1	430	430
	2	40	40
3	1	72	72
	2	307	307
11	1	379	379
13	1	470	470
21	1	504	504
22	1	112	112
23	1	441	441

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	72	307	0	0	0	0
	2	74	0	134	0	0	0	0
	3	430	40	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	74
	5		1	2	11/1, 3/1, 22/1	Normal	72
	6		1	3	11/1, 3/2, 23/1	Normal	307
	7		2	3	1/1, 23/1	Normal	134
	8		3	1	13/1, 2/1, 21/1	Normal	430
	9		3	2	13/1, 2/2, 22/1	Normal	40

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	36, 50, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

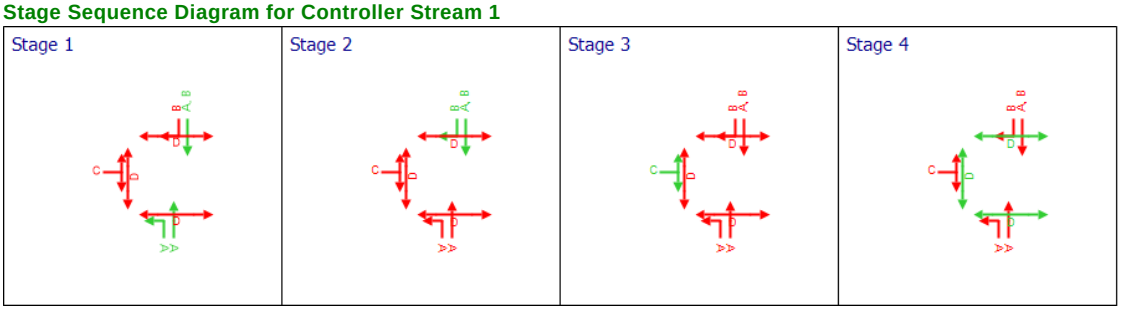
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	36	40	1	7
	2	✓	2	B	43	50	7	1	7
	3	✓	3	C	57	75	18	1	7
	4	✓	4	D	82	89	7	1	7

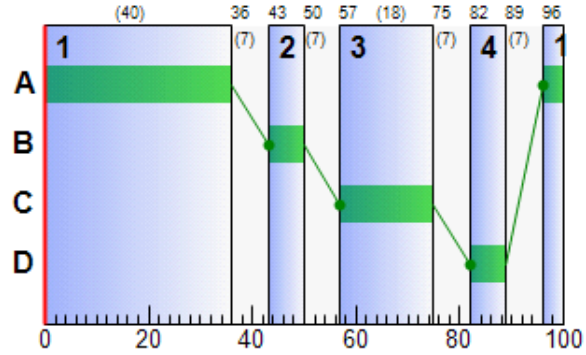
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	57	75	18
2	1	1	1	A	96	36	40
2	2	1	1	B	43	50	7
3	1	1	1	A	96	36	40
3	2	1	1	A	96	36	40

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	27/08/2026 11:44:59	27/08/2026 11:45:00	1.17	08:00	100	114.55	7.37	60.82	1/1	0	0	1/1	13/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	61	48	2963	652	8.96	104.67	9.88	114.55

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		208	1800	18	0.00	61	48	51.14	45.14	97.60	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	430 <	1800	47	0.00	49	85	20.28	15.48	66.33	7
	2	R132 (N) - Straight Lane	1	1	B		40	1800	7	5.00	28	224	52.88	48.08	97.42	
3	1	R132 (S) - Left Turn Lane	1	1	A		72	1800	40	0.00	10	823	23.22	18.42	60.08	
	2	R132 (S) - Through Lane	1	1	A		307	1800	40	0.00	42	116	27.52	22.72	70.84	
11	1	R132 (S) - Feeder Lane	1				379	1800	100	0.00	21	327	7.47	0.27	0.00	
13	1	R132 (N) - Feeder Lane	1				470	1800	100	3.00	26	245	7.55	0.35	0.00	
21	1	R132 (S) - Exit Lane					504	Unrestricted	100	17.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					112	Unrestricted	100	47.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					441	Unrestricted	100	29.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	201.00	14.07	14.28	7.37	104.67	9.88	0.00	114.55
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	201.00	14.07	14.28	7.37	104.67	9.88	0.00	114.55

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

A2 - Scenario B - Junction B - PM
D2 - 2030 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:45:01	27/08/2026 11:45:01	0.91	17:00	100	39.11	2.46	36.11	3/2	0	0	3/2	11/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction B - PM			✓	D2,D4,D6,D8,D10,D12	✓	D12	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	0	0
2	1	278	278
	2	0	0
3	1	0	0
	2	286	286
11	1	286	286
13	1	278	278
21	1	278	278
22	1	0	0
23	1	286	286

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	0	286	0	0	0	0
	2	0	0	0	0	0	0	0
	3	278	0	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	0
	5		1	2	11/1, 3/1, 22/1	Normal	0
	6		1	3	11/1, 3/2, 23/1	Normal	286
	7		2	3	1/1, 23/1	Normal	0
	8		3	1	13/1, 2/1, 21/1	Normal	278
	9		3	2	13/1, 2/2, 22/1	Normal	0

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	39, 54, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

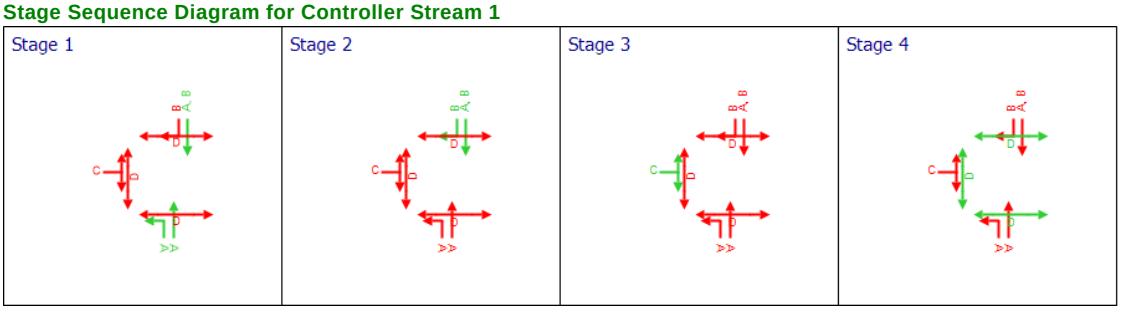
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	39	43	1	7
	2	✓	2	B	46	54	8	1	7
	3	✓	3	C	61	75	14	1	7
	4	✓	4	D	82	89	7	1	7

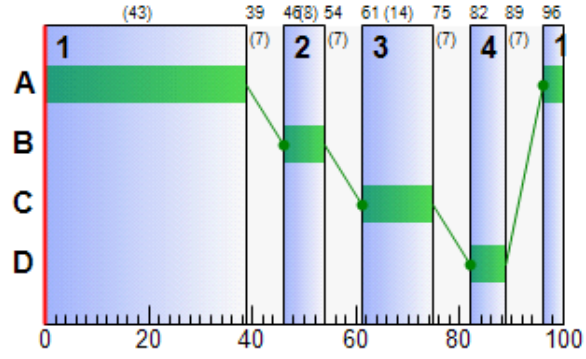
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	61	75	14
2	1	1	1	A	96	39	43
2	2	1	1	B	46	54	8
3	1	1	1	A	96	39	43
3	2	1	1	A	96	39	43

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:45:01	27/08/2026 11:45:01	0.91	17:00	100	39.11	2.46	36.11	3/2	0	0	3/2	11/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	36	149	1692	659	5.23	34.89	4.22	39.11

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		0	1800	14	15.00	0	Unrestricted	0.00	0.00	0.00	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	278	1800	51	0.00	29	209	15.74	10.94	53.27	
	2	R132 (N) - Straight Lane	1	1	B		0	1800	8	9.00	0	Unrestricted	0.00	0.00	0.00	
3	1	R132 (S) - Left Turn Lane	1	1	A		0	1800	43	44.00	0	Unrestricted	0.00	0.00	0.00	
	2	R132 (S) - Through Lane	1	1	A		286	1800	43	0.00	36	149	24.73	19.93	65.91	
11	1	R132 (S) - Feeder Lane	1				286	1800	100	0.00	16	466	7.39	0.19	0.00	
13	1	R132 (N) - Feeder Lane	1				278	1800	100	0.00	15	483	7.38	0.18	0.00	
21	1	R132 (S) - Exit Lane					278	Unrestricted	100	36.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					286	Unrestricted	100	51.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	112.80	6.22	18.14	2.46	34.89	4.22	0.00	39.11
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	112.80	6.22	18.14	2.46	34.89	4.22	0.00	39.11

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

A2 - Scenario B - Junction B - PM
D4 - 2030 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:45:02	27/08/2026 11:45:02	0.07	17:00	100	40.78	2.56	37.12	3/2	0	0	3/2	11/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction B - PM			✓	D2,D4,D6,D8,D10,D12	✓	D12	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	0	0
2	1	290	290
	2	0	0
3	1	0	0
	2	294	294
11	1	294	294
13	1	290	290
21	1	290	290
22	1	0	0
23	1	294	294

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	0	294	0	0	0	0
	2	0	0	0	0	0	0	0
	3	290	0	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	0
	5		1	2	11/1, 3/1, 22/1	Normal	0
	6		1	3	11/1, 3/2, 23/1	Normal	294
	7		2	3	1/1, 23/1	Normal	0
	8		3	1	13/1, 2/1, 21/1	Normal	290
	9		3	2	13/1, 2/2, 22/1	Normal	0

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	39, 54, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

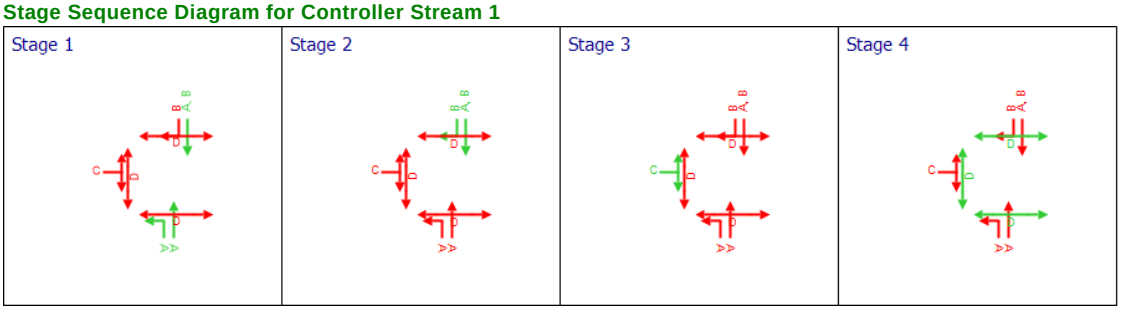
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	39	43	1	7
	2	✓	2	B	46	54	8	1	7
	3	✓	3	C	61	75	14	1	7
	4	✓	4	D	82	89	7	1	7

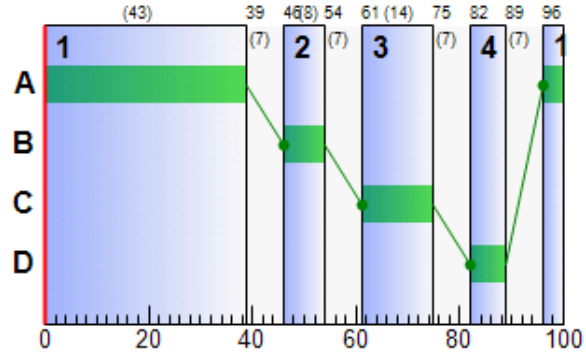
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	61	75	14
2	1	1	1	A	96	39	43
2	2	1	1	B	46	54	8
3	1	1	1	A	96	39	43
3	2	1	1	A	96	39	43

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:45:02	27/08/2026 11:45:02	0.07	17:00	100	40.78	2.56	37.12	3/2	0	0	3/2	11/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	37	142	1752	659	5.27	36.39	4.39	40.78

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		0	1800	14	15.00	0	Unrestricted	0.00	0.00	0.00	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	290	1800	51	0.00	30	196	15.86	11.06	53.64	
	2	R132 (N) - Straight Lane	1	1	B		0	1800	8	9.00	0	Unrestricted	0.00	0.00	0.00	
3	1	R132 (S) - Left Turn Lane	1	1	A		0	1800	43	44.00	0	Unrestricted	0.00	0.00	0.00	
	2	R132 (S) - Through Lane	1	1	A		294	1800	43	0.00	37	142	24.88	20.08	66.07	
11	1	R132 (S) - Feeder Lane	1				294	1800	100	0.00	16	451	7.40	0.20	0.00	
13	1	R132 (N) - Feeder Lane	1				290	1800	100	0.00	16	459	7.39	0.19	0.00	
21	1	R132 (S) - Exit Lane					290	Unrestricted	100	35.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					0	Unrestricted	100	100.00	0	Unrestricted	0.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					294	Unrestricted	100	50.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	116.80	6.46	18.09	2.56	36.39	4.39	0.00	40.78
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	116.80	6.46	18.09	2.56	36.39	4.39	0.00	40.78

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

A2 - Scenario B - Junction B - PM
D6 - 2035 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:45:02	27/08/2026 11:45:02	0.31	17:00	100	79.81	5.13	45.19	1/1	0	0	1/1	11/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction B - PM			✓	D2,D4,D6,D8,D10,D12	✓	D12	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	122	122
2	1	263	263
	2	47	47
3	1	126	126
	2	284	284
11	1	410	410
13	1	310	310
21	1	355	355
22	1	173	173
23	1	314	314

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	126	284	0	0	0	0
	2	92	0	30	0	0	0	0
	3	263	47	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	92
	5		1	2	11/1, 3/1, 22/1	Normal	126
	6		1	3	11/1, 3/2, 23/1	Normal	284
	7		2	3	1/1, 23/1	Normal	30
	8		3	1	13/1, 2/1, 21/1	Normal	263
	9		3	2	13/1, 2/2, 22/1	Normal	47

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	39, 54, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

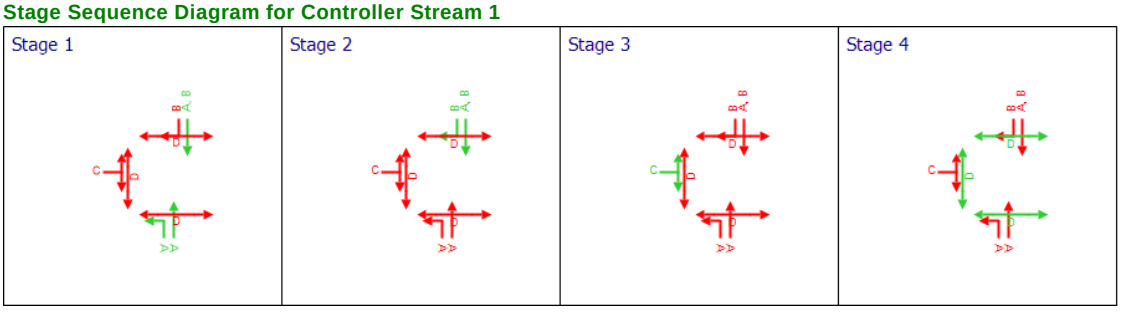
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	39	43	1	7
	2	✓	2	B	46	54	8	1	7
	3	✓	3	C	61	75	14	1	7
	4	✓	4	D	82	89	7	1	7

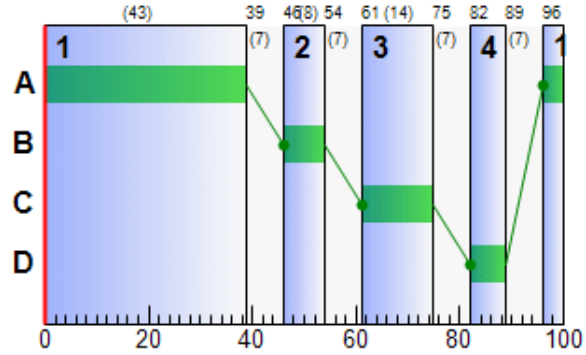
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	61	75	14
2	1	1	1	A	96	39	43
2	2	1	1	B	46	54	8
3	1	1	1	A	96	39	43
3	2	1	1	A	96	39	43

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:45:02	27/08/2026 11:45:02	0.31	17:00	100	79.81	5.13	45.19	1/1	0	0	1/1	11/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	45	99	2404	659	7.68	72.79	7.02	79.81

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		122	1800	14	0.00	45	99	50.21	44.21	94.95	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	263	1800	51	0.00	28	226	15.57	10.77	52.18	
	2	R132 (N) - Straight Lane	1	1	B		47	1800	8	6.00	29	210	51.87	47.07	96.28	
3	1	R132 (S) - Left Turn Lane	1	1	A		126	1800	43	0.00	16	466	22.10	17.30	59.04	
	2	R132 (S) - Through Lane	1	1	A		284	1800	43	0.00	36	151	24.69	19.89	65.85	
11	1	R132 (S) - Feeder Lane	1				410	1800	100	0.00	23	295	7.49	0.29	0.00	
13	1	R132 (N) - Feeder Lane	1				310	1800	100	0.00	17	423	7.41	0.21	0.00	
21	1	R132 (S) - Exit Lane					355	Unrestricted	100	17.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					173	Unrestricted	100	41.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					314	Unrestricted	100	36.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	162.30	10.54	15.40	5.13	72.79	7.02	0.00	79.81
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	162.30	10.54	15.40	5.13	72.79	7.02	0.00	79.81

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

A2 - Scenario B - Junction B - PM
D8 - 2035 DO SOEMTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:45:02	27/08/2026 11:45:02	0.53	17:00	100	87.74	5.65	51.11	1/1	0	0	1/1	11/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction B - PM			✓	D2,D4,D6,D8,D10,D12	✓	D12	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOEMTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	138	138
2	1	263	263
	2	59	59
3	1	138	138
	2	284	284
11	1	422	422
13	1	322	322
21	1	363	363
22	1	197	197
23	1	322	322

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	138	284	0	0	0	0
	2	100	0	38	0	0	0	0
	3	263	59	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	100
	5		1	2	11/1, 3/1, 22/1	Normal	138
	6		1	3	11/1, 3/2, 23/1	Normal	284
	7		2	3	1/1, 23/1	Normal	38
	8		3	1	13/1, 2/1, 21/1	Normal	263
	9		3	2	13/1, 2/2, 22/1	Normal	59

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	39, 54, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

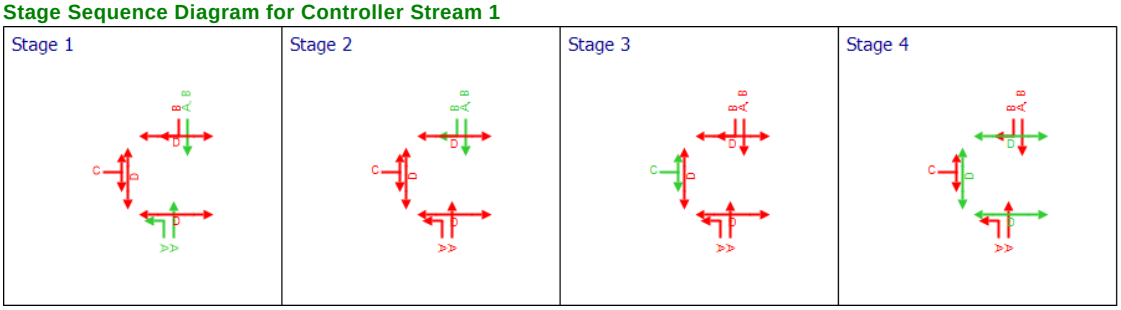
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	39	43	1	7
	2	✓	2	B	46	54	8	1	7
	3	✓	3	C	61	75	14	1	7
	4	✓	4	D	82	89	7	1	7

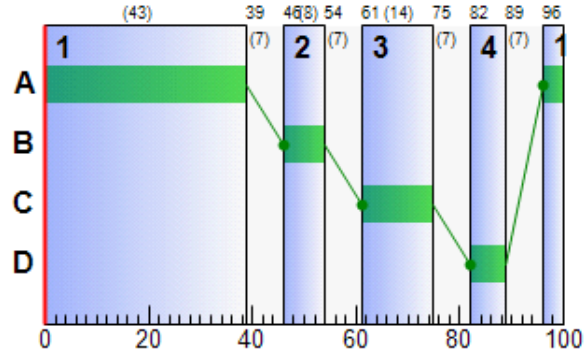
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	61	75	14
2	1	1	1	A	96	39	43
2	2	1	1	B	46	54	8
3	1	1	1	A	96	39	43
3	2	1	1	A	96	39	43

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:45:02	27/08/2026 11:45:02	0.53	17:00	100	87.74	5.65	51.11	1/1	0	0	1/1	11/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	51	76	2508	659	8.11	80.24	7.50	87.74

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		138	1800	14	0.00	51	76	52.02	46.02	96.97	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	263	1800	51	0.00	28	226	15.57	10.77	52.18	
	2	R132 (N) - Straight Lane	1	1	B		59	1800	8	5.00	36	147	53.93	49.13	98.79	
3	1	R132 (S) - Left Turn Lane	1	1	A		138	1800	43	0.00	17	417	22.27	17.47	59.29	
	2	R132 (S) - Through Lane	1	1	A		284	1800	43	0.00	36	151	24.69	19.89	65.85	
11	1	R132 (S) - Feeder Lane	1				422	1800	100	0.00	23	284	7.51	0.31	0.00	
13	1	R132 (N) - Feeder Lane	1				322	1800	100	0.00	18	403	7.42	0.22	0.00	
21	1	R132 (S) - Exit Lane					363	Unrestricted	100	16.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					197	Unrestricted	100	39.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					322	Unrestricted	100	35.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	169.50	11.30	15.00	5.65	80.24	7.50	0.00	87.74
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	169.50	11.30	15.00	5.65	80.24	7.50	0.00	87.74

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

A2 - Scenario B - Junction B - PM
D10 - 2045 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:45:02	27/08/2026 11:45:02	0.75	17:00	100	83.41	5.36	45.93	1/1	0	0	1/1	11/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction B - PM			✓	D2,D4,D6,D8,D10,D12	✓	D12	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
	1	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	124	124
2	1	277	277
	2	48	48
3	1	129	129
	2	299	299
11	1	428	428
13	1	325	325
21	1	371	371
22	1	177	177
23	1	329	329

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	129	299	0	0	0	0
	2	94	0	30	0	0	0	0
	3	277	48	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	94
	5		1	2	11/1, 3/1, 22/1	Normal	129
	6		1	3	11/1, 3/2, 23/1	Normal	299
	7		2	3	1/1, 23/1	Normal	30
	8		3	1	13/1, 2/1, 21/1	Normal	277
	9		3	2	13/1, 2/2, 22/1	Normal	48

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	39, 54, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

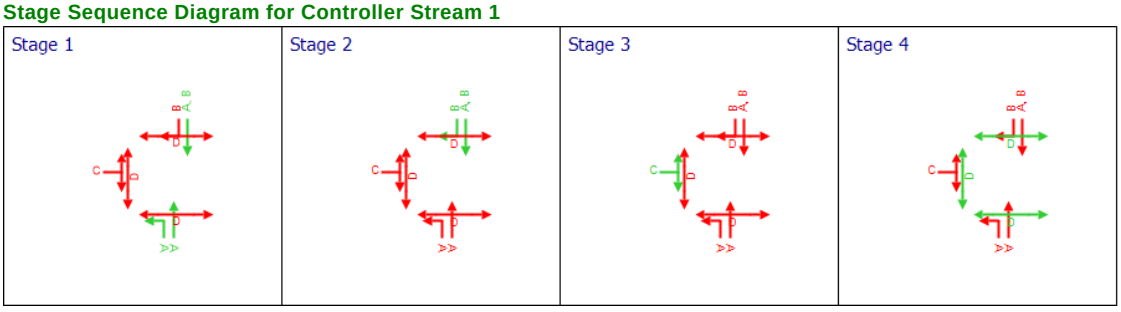
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	39	43	1	7
	2	✓	2	B	46	54	8	1	7
	3	✓	3	C	61	75	14	1	7
	4	✓	4	D	82	89	7	1	7

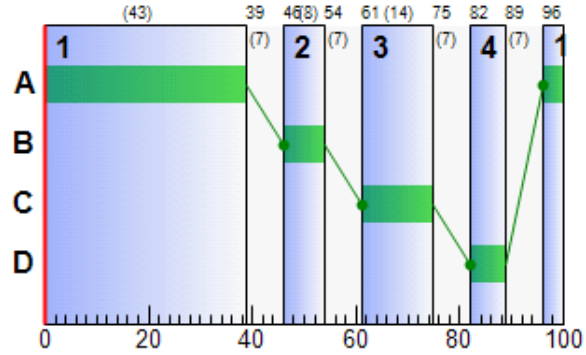
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	61	75	14
2	1	1	1	A	96	39	43
2	2	1	1	B	46	54	8
3	1	1	1	A	96	39	43
3	2	1	1	A	96	39	43

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:45:02	27/08/2026 11:45:02	0.75	17:00	100	83.41	5.36	45.93	1/1	0	0	1/1	11/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	46	96	2507	659	7.69	76.05	7.36	83.41

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		124	1800	14	0.00	46	96	50.42	44.42	95.23	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	277	1800	51	0.00	29	210	15.73	10.93	53.23	
	2	R132 (N) - Straight Lane	1	1	B		48	1800	8	6.00	30	204	52.03	47.23	96.41	
3	1	R132 (S) - Left Turn Lane	1	1	A		129	1800	43	0.00	16	453	22.15	17.35	59.15	
	2	R132 (S) - Through Lane	1	1	A		299	1800	43	0.00	38	138	24.98	20.18	66.57	
11	1	R132 (S) - Feeder Lane	1				428	1800	100	0.00	24	279	7.51	0.31	0.00	
13	1	R132 (N) - Feeder Lane	1				325	1800	100	0.00	18	398	7.42	0.22	0.00	
21	1	R132 (S) - Exit Lane					371	Unrestricted	100	17.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					177	Unrestricted	100	41.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					329	Unrestricted	100	35.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	169.20	11.00	15.39	5.36	76.05	7.36	0.00	83.41
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	169.20	11.00	15.39	5.36	76.05	7.36	0.00	83.41

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

A2 - Scenario B - Junction B - PM
D12 - 2045 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:45:01	27/08/2026 11:45:01	0.70	17:00	100	91.43	5.89	51.85	1/1	0	0	1/1	11/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set (s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario B - Junction B - PM			✓	D2,D4,D6,D8,D10,D12	✓	D12	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1	New Link Street (W) - Entry Lane		1
2	R132 (N) - Southbound		1
3	R132 (S) - Northbound		1
11	R132 (S) - Feeder Lane		1
13	R132 (N) - Feeder Lane		1
21	R132 (S) - Exit Lane		
22	New Link Street (W) - Exit Lane		
23	R132 (N) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1	New Link Street (W) - Entry Lane			50.00	✓	Sum of lanes	1800	✓		Normal	
2	1	R132 (N) - Right Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (N) - Straight Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
3	1	R132 (S) - Left Turn Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
	2	R132 (S) - Through Lane			40.00	✓	Sum of lanes	1800	✓		Normal	
11	1	R132 (S) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
13	1	R132 (N) - Feeder Lane			60.00	✓	Sum of lanes	1800			Normal	
21	1	R132 (S) - Exit Lane			100.00						Normal	
22	1	R132 (N) - Exit Lane			100.00						Normal	
23	1	New Link Street (W) - Exit Lane			100.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3	1	1	(untitled)			1800
	2	1	(untitled)			1800
11	1	1	(untitled)			1800
13	1	1	(untitled)			1800
21	1	1	(untitled)			
22	1	1	(untitled)			
23	1	1	(untitled)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	100

Normal traffic - Modelling

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

Normal traffic - Advanced

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

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	140	140
2	1	277	277
	2	60	60
3	1	141	141
	2	299	299
11	1	440	440
13	1	337	337
21	1	379	379
22	1	201	201
23	1	337	337

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
1	1	1	C		
2	1	1	A	✓	B
	2	1	B		
3	1	1	A		
	2	1	A		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
(ALL)	(untitled)				Farside	3.00	2.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To						
		1	2	3	4	5	6	7
From	1	0	141	299	0	0	0	0
	2	102	0	38	0	0	0	0
	3	277	60	0	0	0	0	0
	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	R132 (S)	11/1	21/1	#FF0000
	2	New Link Street (W)	1/1	22/1	#0000FF
	3	R132 (N)	13/1	23/1	#FF0000
	4	(untitled)	2:1E, 1:1E	2:1X, 1:1X	#FFFF00
	5	(untitled)	2:2E, 3:1E	2:2X, 3:1X	#00FFFF
	6	(untitled)	3:2E	3:2X	#FF00FF
	7	(untitled)	1:2E	1:2X	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	3		2	1	1/1, 21/1	Normal	102
	5		1	2	11/1, 3/1, 22/1	Normal	141
	6		1	3	11/1, 3/2, 23/1	Normal	299
	7		2	3	1/1, 23/1	Normal	38
	8		3	1	13/1, 2/1, 21/1	Normal	277
	9		3	2	13/1, 2/2, 22/1	Normal	60

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	10		5	6	3:1E, 3:2X	Normal	0
	11		6	5	3:2E, 3:1X	Normal	0
	12		4	5	2:1E, 2:2X	Normal	0
	13		5	4	2:2E, 2:1X	Normal	0
	14		4	7	1:1E, 1:2X	Normal	0
	15		7	4	1:2E, 1:1X	Normal	0

Signal Timings

Network Default: 100s cycle time; 100 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Pedestrian	0

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4	39, 54, 75, 89	56	
	2	(untitled)	Single	1, 2, 4, 3	18, 43, 68, 93	56	
	3	(untitled)	Single	1, 3, 2, 4	18, 43, 68, 93	56	
	4	(untitled)	Single	1, 3, 4, 2	18, 43, 68, 93	56	
	5	(untitled)	Single	1, 4, 2, 3	18, 43, 68, 93	56	
	6	(untitled)	Single	1, 4, 3, 2	18, 43, 68, 93	56	

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		7	7	7
	B	7		7	7
	C	7	7		7
	D	7	7	7	

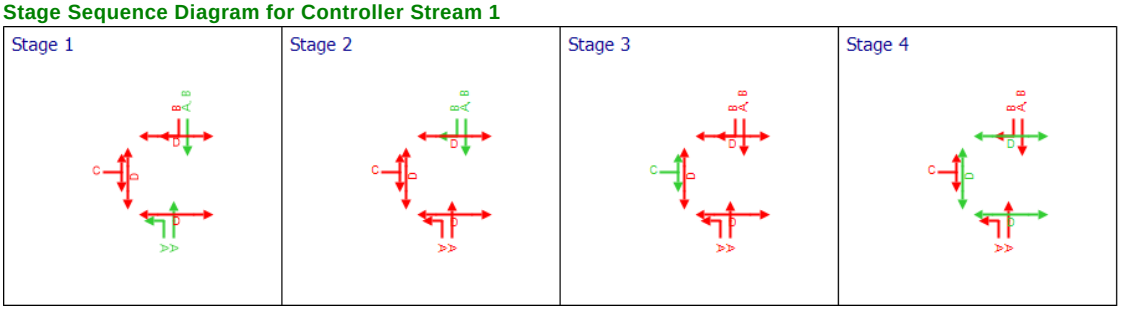
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	96	39	43	1	7
	2	✓	2	B	46	54	8	1	7
	3	✓	3	C	61	75	14	1	7
	4	✓	4	D	82	89	7	1	7

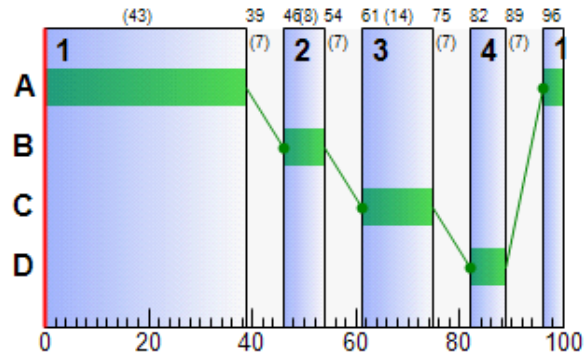
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	61	75	14
2	1	1	1	A	96	39	43
2	2	1	1	B	46	54	8
3	1	1	1	A	96	39	43
3	2	1	1	A	96	39	43

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	27/08/2026 11:45:01	27/08/2026 11:45:01	0.70	17:00	100	91.43	5.89	51.85	1/1	0	0	1/1	11/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	52	74	2611	659	8.12	83.58	7.85	91.43

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
17:00-18:00	0	0	42	0.00	0.00	0.00

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU			QU
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	q (
1	1	New Link Street (W) - Entry Lane	1	1	C		140	1800	14	0.00	52	74	52.27	46.27	97.50	
2	1	R132 (N) - Right Turn Lane	1	1	A	B	277	1800	51	0.00	29	210	15.73	10.93	53.23	
	2	R132 (N) - Straight Lane	1	1	B		60	1800	8	0.00	37	143	54.13	49.33	99.07	
3	1	R132 (S) - Left Turn Lane	1	1	A		141	1800	43	0.00	18	406	22.32	17.52	59.31	
	2	R132 (S) - Through Lane	1	1	A		299	1800	43	0.00	38	138	24.98	20.18	66.57	
11	1	R132 (S) - Feeder Lane	1				440	1800	100	0.00	24	268	7.52	0.32	0.00	
13	1	R132 (N) - Feeder Lane	1				337	1800	100	0.00	19	381	7.43	0.23	0.00	
21	1	R132 (S) - Exit Lane					379	Unrestricted	100	16.00	0	Unrestricted	12.00	0.00	0.00	
22	1	R132 (N) - Exit Lane					201	Unrestricted	100	39.00	0	Unrestricted	12.00	0.00	0.00	
23	1	New Link Street (W) - Exit Lane					337	Unrestricted	100	34.00	0	Unrestricted	12.00	0.00	0.00	

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	P
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	(
(ALL)	(ALL)	(untitled)		1	D	0	11000	7	0	Unrestricted	0.00	0.00	0.00	100	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	176.40	11.77	14.99	5.89	83.58	7.85	0.00	91.43
Bus								
Tram								
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	176.40	11.77	14.99	5.89	83.58	7.85	0.00	91.43

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

UK and Ireland Office Locations

