Gaelcholáiste An Phiarsaigh, Rathfarnham, Dublin

Traffic and Transport Assessment Report

190187-DBFL-TR-XX-RP-C-0001

TRANSPORTATION

May 2022

DBFL CONSULTING ENGINEERS

Project Title:	**Gaelcholáiste An Phiarsaigh, Rathfarnham, Dublin**		
Document Title:	**Traffic and Transport Assessment Report**		
File Ref:	**190187-DBFL-TR-XX-RP-C-0001**		
Status:	**P3 - Planning**	Rev:	**2**
	S - Issued		

Rev.	Date	Description	Prepared	Reviewed	Approved
1	20/05/22	Draft	Vivek Joy	Jane Hennaghan	Jane Hennaghan
2	24/05/22	Issued for Planning	Vivek Joy	Aimee Dunne	Aimee Dunne

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1.0 INTRODUCTION

1.1 BACKGROUND

1.1.1 DBFL Consulting Engineers (DBFL) has been commissioned by Department of Education and Skills (DoES) to compile the Traffic and Transport Assessment (TTA) for proposed alteration and extension works at Gaelcoláiste an Phiarsaigh, Rathfarnham, Dublin 14. The project involves the refurbishment of the existing buildings, the construction of a new link building and site works on the grounds of Gaelcholáiste An Phiarsaigh.

1.1.2 The proposed development consists of the following key elements:

i. Reconfiguration of the existing Dispensary Lane vehicle access route to accommodate one way vehicle route with set down area and new egress route onto dispensary lane with pedestrian path and new gates.

ii. Removal of existing temporary on-site car parking (SD19A/0368) and reinstate historic landscaping.

iii. Construction of new all-weather ball court in artificial grass.

iv. Construction of new palisade fence to boundary and new painted steel railings to boundary plinth wall.

v. Removal of shed belonging to crèche.

vi. Construction of concrete paving slabs brushed concrete ramps and soft landscaping maintaining some existing trees to crèche elevation.

vii. Addition of new fenced ball area with coloured tarmac finish

viii. Renovating of existing granite steps - salvaged, cleaned/repaired, and re-laid

ix. New brushed concrete ramp, New covered canopy, Granite/concrete paving sets

x. Existing podium surface replaced with new paved area Waterproofing to vaults below.

xi. New 1100 x 1800 x 5100 mm high heat pump to M&E detail with a timber panel fence enclosure.

xii. Existing trees to west of chapel to be maintained.

xiii. New grassed area between chapel and ball court (south).

xiv. New fence and gates to new bike enclosure (100spaces). New car parking with 24 no. car parking spaces in total with 2 no. accessible and 5no. electric

xv. Maintain existing ball court to facilitate fire tender turning and replace a section of the existing fence with gated access (pending future Phase 2 development to replace prefab. building, bicycle parking, and ball court with historical hard and soft landscaping)

xvi. Reconfiguration of Loreto Abbey apartment roadside parking

1.1.3 This TTA has been prepared in reference to the requirements of the National Roads Authority (TII) "Traffic and Transportation Assessment Guidelines" and references has also been made to the "South Dublin County Council Development Plan 2016-2022".

1.1.4 During the development of this report, traffic turning count surveys have been commissioned specifically for this assessment, with the objective of providing background information relating to existing traffic movement patterns across the local road network. This information has been supplemented with data obtained from site audits of the local road network, subsequently enabling the identification of existing local travel characteristics and an appreciation of the local receiving environment from a transportation perspective.

1.2 SCOPE

1.2.1 The objective of this TTA is to quantify the existing transport environment and to detail the results of assessment work undertaken to identify the potential level of any transport impact generated as a result of the proposed School development. The scope of the assessment covers transport and related sustainability issues including means of vehicular access, pedestrian, cyclist and local public transport connections.

1.3 METHODOLOGY

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

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

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

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

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

1.4 REPORT STRUCTURE

1.4.1 As introduced above, this TTA seeks to clarify the potential level of influence generated by the proposed school development upon the local road network and subsequently ascertain the existing and future operational performance of the local transport system.

The structure of the report responds to the various stages of this exercise including the key tasks summarised below.

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

1.4.3 A description of the proposed development scheme from a transportation perspective is described in **Chapter 4** whilst **Chapter 5** outlines the trip generation and distribution exercise carried out and the adopted methodology for applying growth factors to establish design year network traffic flows and the predicted scale of impact upon the local road network.

1.4.4 The operational performance of key local junctions is assessed for the 2023 Opening Year and the 2028 (Opening Year +5 years) and the 2038 (Opening Year +15 years) Horizon Years are summarised within **Chapter 6**. The road network analysis due to development proposals is outlined in **Chapter 7.**

1.4.5 The main conclusions and recommendations derived from the analysis are summarised in **Chapter 8**.

2.0 RECEIVING ENVIRONMENT

2.1 LAND USE

2.1.1 The subject site is zoned *"Objective RES – To protect and/or improve residential amenity"* in the South Dublin County Council Development Plan (2016-2022). **Figure 2.1** below illustrates location of the proposed development in the context of the Development Plan Land use zoning objectives.

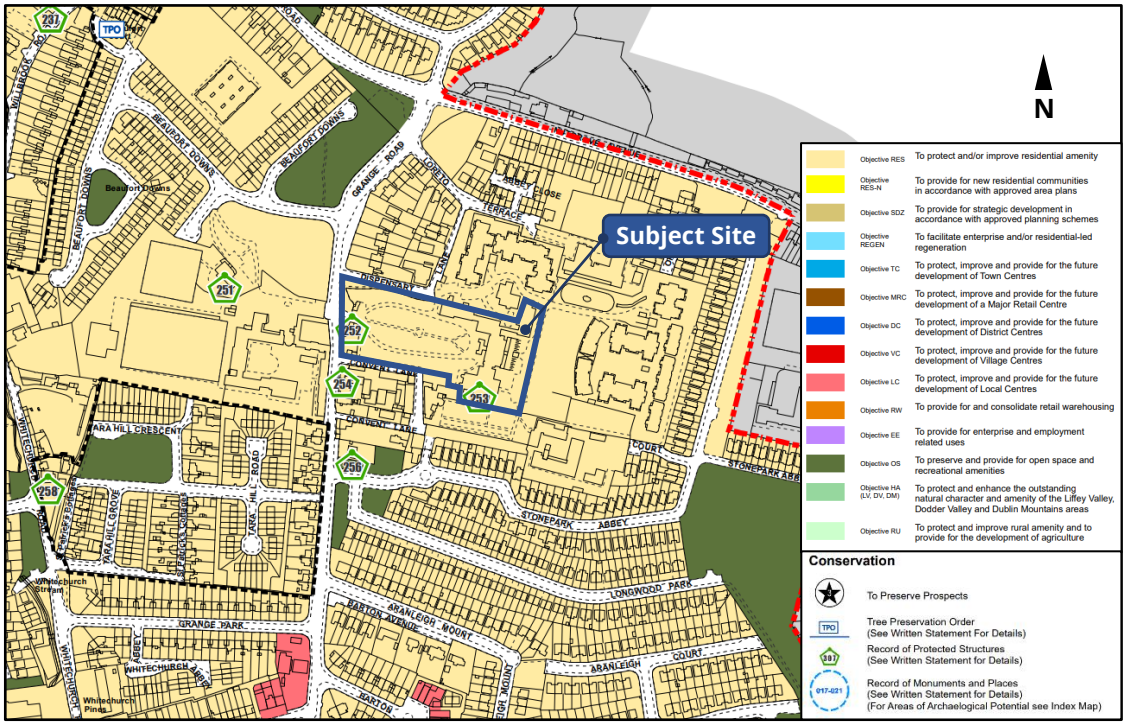


Figure 2.1 Subject Site Land Use Zoning (Reference: SDCC Development Plan 2016-2022 Map 10)

2.2 LOCATION

2.2.1 The proposed development site is located east of Grange Road in Rathfarnham, Dublin 16 bounded by Rathfarnham health centre and residential houses to the north, Loreto Highschool Beaufort to the west, third-party commercial building to the south and residential apartments to the west. **Figure 2.2** below presents the general position of the subject site location in regard to the surrounding road network whilst **Figure 2.3** shows the indicative subject site boundary.

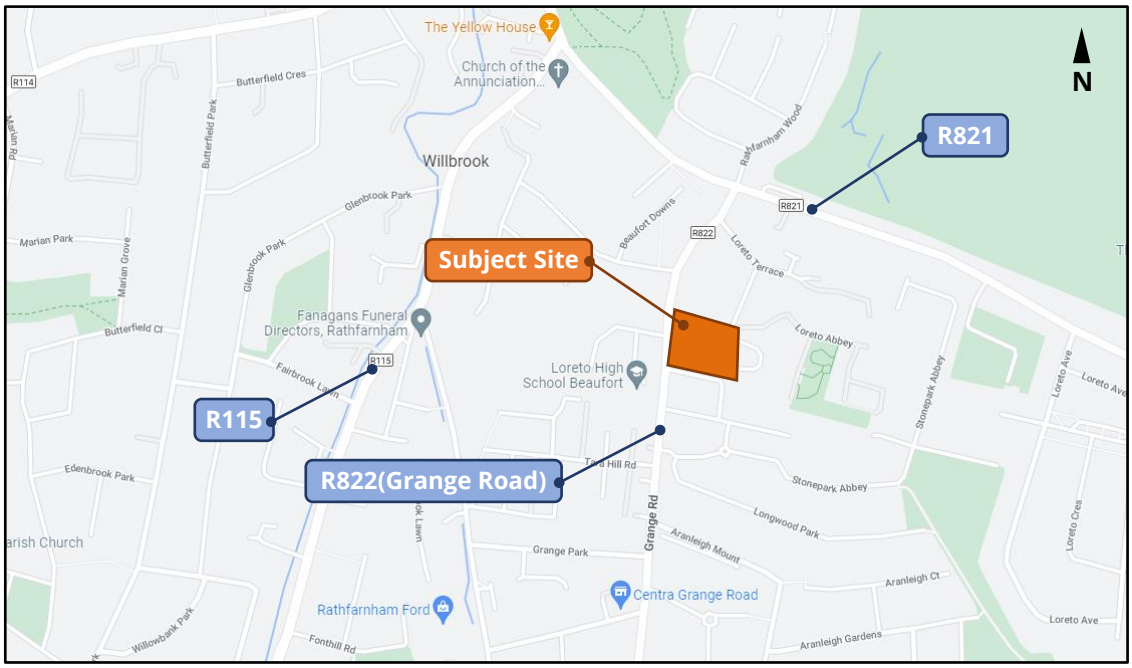


Figure 2.2: Site Location (Reference: Google Maps)

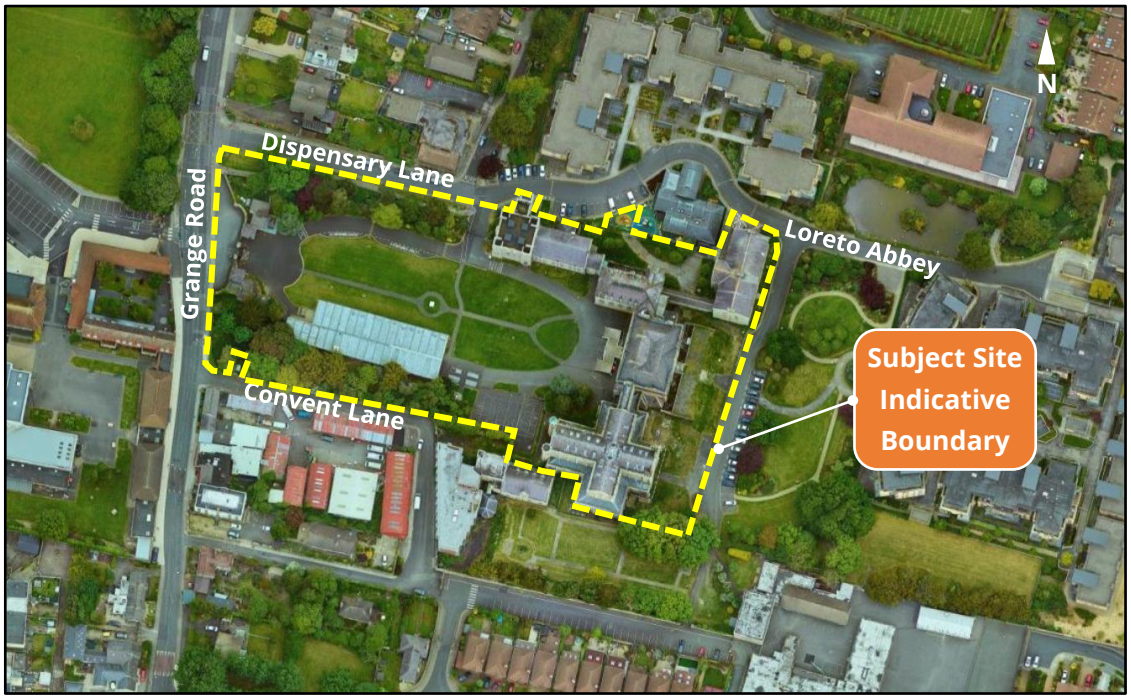


Figure 2.3: Indicative Site Boundary (Source: Google Maps)

2.3 EXISTING TRANSPORTATION INFRASTRUCTURE

Road Network

2.3.1 The proposed school development is located to the east of Grange Road which is classed as the R822 Regional Road and routes from the R821/Grange Road junction, travels southbound along Grange Road for approximately 1.5km before routing southeast to R822 continuing toward the M50 motorway. Travelling in a northbound direction along the Grange Road gives access to the R821 to the northeast and the R115 to the northwest which continues towards Dublin City Centre via the R137.

2.3.2 Travelling eastbound, the R821 Regional Road terminates with the R112 to the northeast and continues towards Dundrum. Travelling westbound via the R114 gives access to the M50 Motorway to the southwest.

2.3.3 The subject site is bounded to the north by Dispensary Lane and to the south by Convent Lane. The eastern boundary of the subject site is bounded by an internal road which connects Loreto Abbey Road and Convent Lane Road and western boundary by Grange Road. **Figure 2.4** illustrates the surrounding key road network in the near vicinity of the subject site.

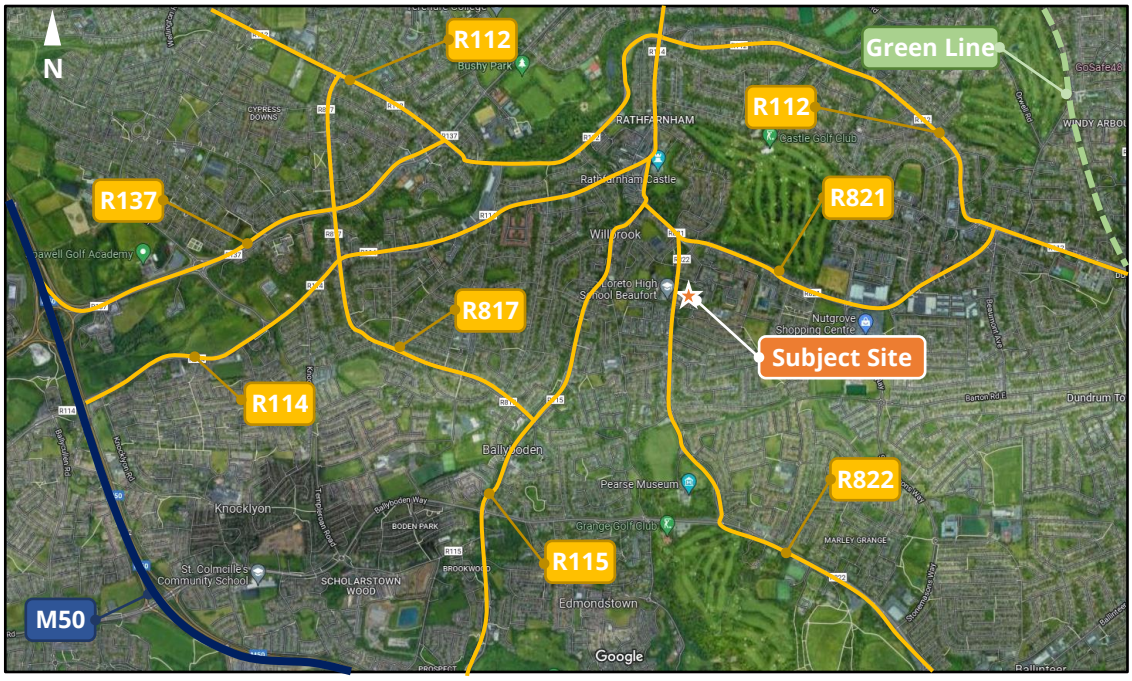


Figure 2.4: Site Location with surrounding Road network (Reference: Google Maps)

Existing Cycling and Pedestrian Facilities

2.3.4 To the east of the subject site, pedestrians can benefit from existing footpath on both sides and streetlight on one side of Grange Road (R822) corridor as illustrated in **Figure 2.5**. Cyclists can benefit from the provision of advisory cycle lane facilities along this corridor. Dispensary Lane, which forms the northern boundary of the subject site, has pedestrian footpaths available on both sides of the road and street lighting available on one side of the road corridor as shown in **Figure 2.6**. The provision of pedestrian footpath and streetlight exist on one side of Convent Lane which forms the southern boundary of the subject site as shown in **Figure 2.7**.

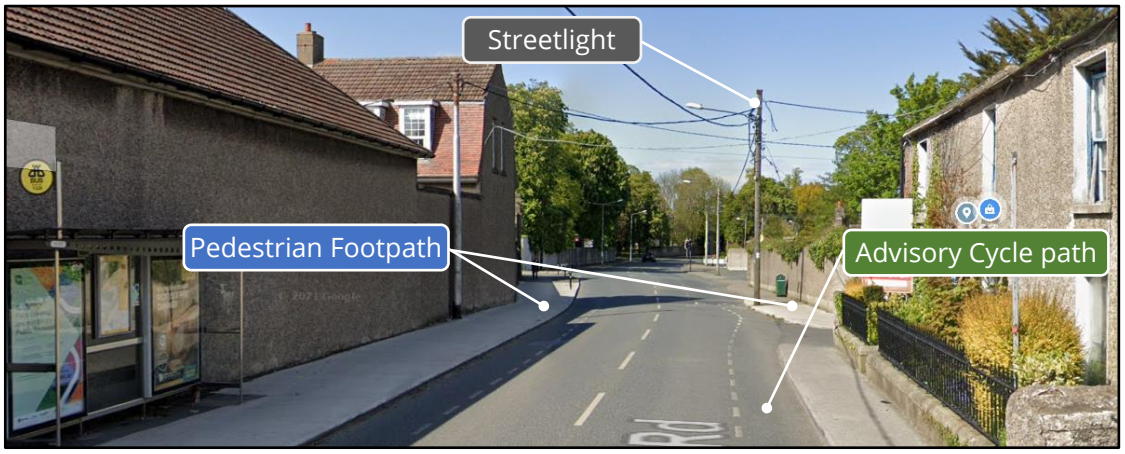


Figure 2.5: Pedestrian Facilities along Grange Road (Source: Google Maps)

Figure 2.6 : Pedestrian facilities along Dispensary Lane (Source: Google Maps)

Figure 2.7: Pedestrian facilities along Convent Lane (Source: Google Maps)

2.3.5 In December 2013, the NTA published the report entitled **Greater Dublin Area Cycle Network Plan**. The report summarises the findings of a comprehensive body of work detailing a proposed Cycle Network incorporating Urban, Inter-urban and Green-route networks covering the seven local authority areas that together form the defined Greater Dublin Area (GDA). The subject site is located within the GDA cycle Network sector designated as the "Dublin South West". **Figure 2.8** below (extracted from the Existing Cycle Facility Map) illustrates the existing facilities in the near vicinity of the subject site.

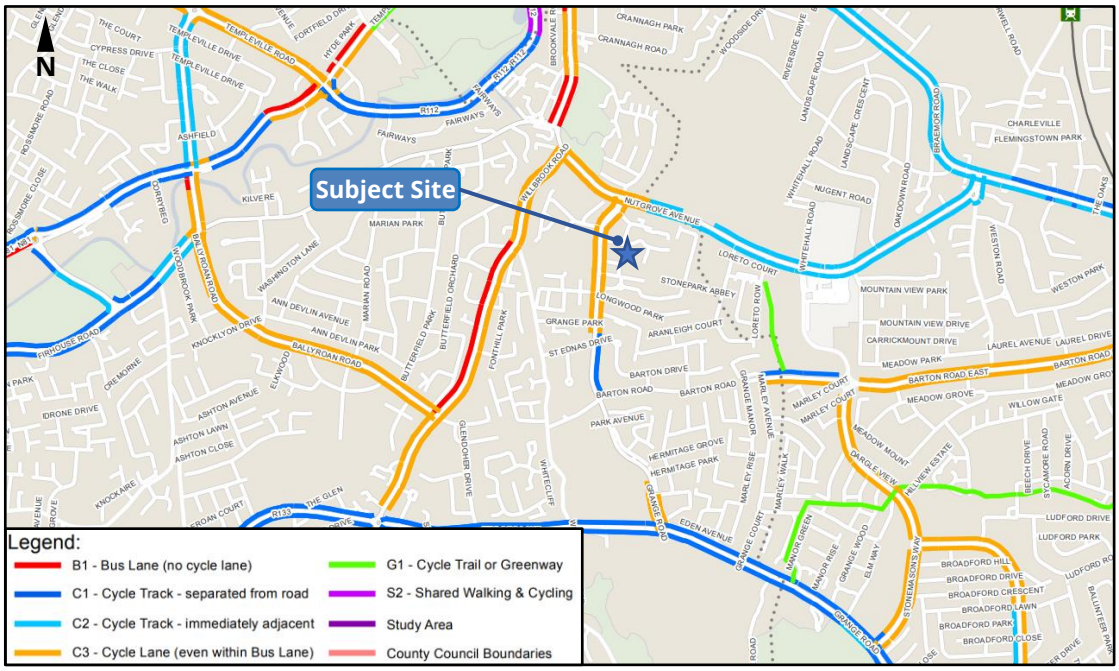


Figure 2.8: Existing Cycle Facilities (Reference: Sheet E6 GDA Cycle Network Plan)

Public Transport – Bus

2.3.6 The subject site benefits from access to public transport facilities with Dublin Bus and Go-Ahead Ireland operating a total of seven bus routes, providing connections to Dublin Airport, Ballinteer, Blackrock, Rialto, Dundrum, Eden Quay, Tallaght, Sandyford and Dun Laoghaire. Details of these routes, including the number of services per day per direction is presented in **Table 2.1**.

2.3.7 Route 16 and Route 16D are accessible from Grange Road (R822) at bus stops 1327,1321,1328,1320 and 1329. While the majority of routes (17,17D,61,75,75A) can be accessed from Nutgrove Avenue (R821) corridor at bus stops namely 1306,1271 and 1307. **Figure 2.9** presents bus stops within walking distance to the proposed development site.

Route No.	Route	No. of Services per day		
		Mon - Fri	Sat	Sun
16	Dublin Airport - Ballinteer (Kingston)	80	81	63
	Ballinteer (Kingston) - Dublin Airport	88	83	65
16D	Dublin Airport - Ballinteer (Kingston)	6	-	-
	Ballinteer (Kingston) - Dublin Airport	-	-	-
17	Blackrock-Rialto	45	41	28
	Rialto- Blackrock	45	41	28
17D	Dundrum-Rialto	1	1	1
	Rialto-Dundrum	1	1	1
61	Eden Quay - Whitechurch	17	15	13
	Whitechurch- Eden Quay	18	16	14
75	Tallaght - Dun Laoghaire (via Dundrum)	32	32	30
	Dun Laoghaire – Tallaght (via Dundrum)	34	32	29
75A	Tallaght - Dun Laoghaire (via Sandyford Ind Est)	5	2	-
	Tallaght - Dun Laoghaire (via Sandyford Ind Est	5	2	-

Table 2.1: Dublin Bus Service Frequency (No. of services per day)

Figure 2.9 : Existing Bus interchange serving Subject Site (Reference: Google Maps)

Public Transport – Luas

2.3.8 The proposed development site lies in proximity to the Luas Green Line, which provides access to Dublin City Centre to the north and Bridges Glen to the southeast. The Dundrum Luas Stop and Windy Arbour Luas Stop can be found 3.1 km east and northeast of the site respectively.

2.3.9 Travel from both stops to the site can be completed by bus or by bike. **Table 2.2** summarises the frequency of Luas services at both stops, while **Figure 2.10** illustrates the location of Luas Stops near the site.

	Direction	Mon-Fri	Sat	Sun
Dundrum	Northbound	4-9	7-12	12-15
	Southbound	4-12	7-16	12-15
Windy Arbour	Northbound	4-9	7-12	12-15
	Southbound	4-12	7-15	12-15

Table 2.2 :Luas Green Line Service Frequency (Average Minutes)

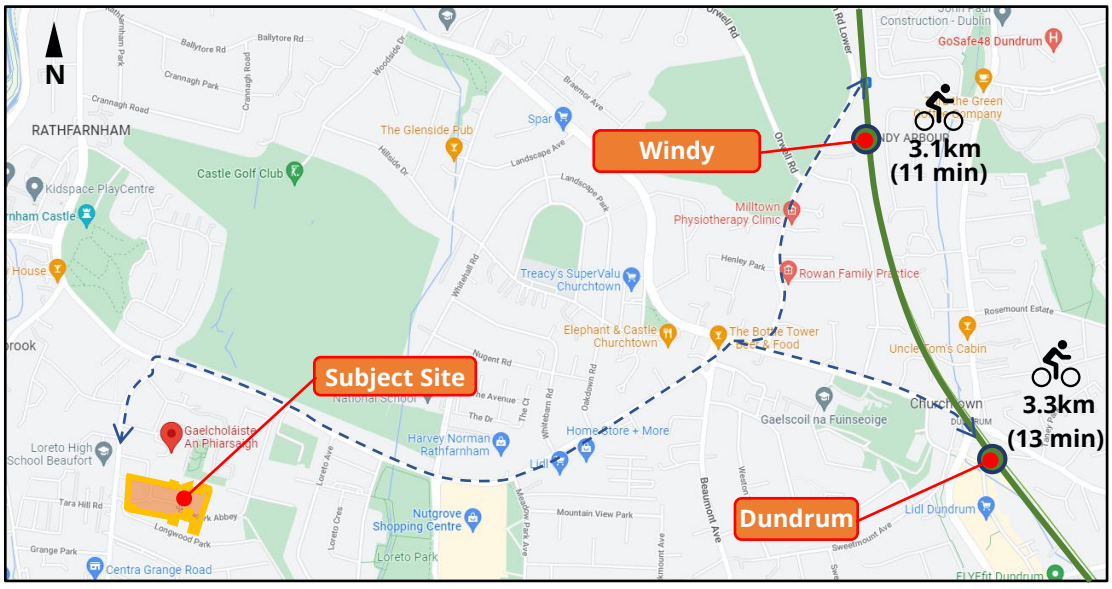


Figure 2.10: Existing Green Line Luas serving subject site (Google Maps)

2.4 SITE ACCESSIBILITY

Walking

2.4.1 **Figure 2.11** presents the significant extent of pedestrian catchments accessible from the subject site for different walking times ranging from 15 minutes to 45 minutes. Within 5-minutes walking distance, a number of nearby bus stops are accessible. Within 15 to 20-minute walking timeframe, staff and students can travel to and from home.

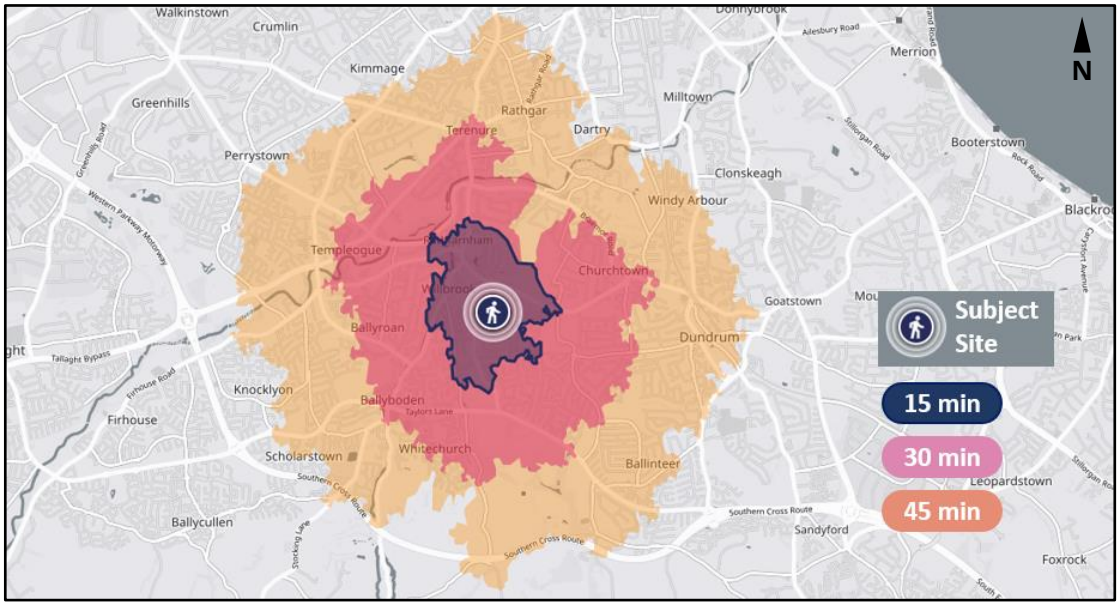


Figure 2.11: Pedestrian Accessibility (Walking from Site) (Reference: Travel Time)

Cycling

2.4.2 **Figure 2.12** indicates cycle travel time catchment areas from the subject site. In **15 minutes** of cycling, a significant number of nearby neighbourhood centres and residential areas are accessible. In **30 minutes** of cycling areas such as Sandyford, Tallaght, Dublin, Sandymount, Booterstown, Stillorgan, Ballycullen can be accessed. Area like Clondalkin, Jobstown, Glasnevin, Clontarf, Dun Laoghaire, Kilternan can be reached in 45 minutes of cycling.

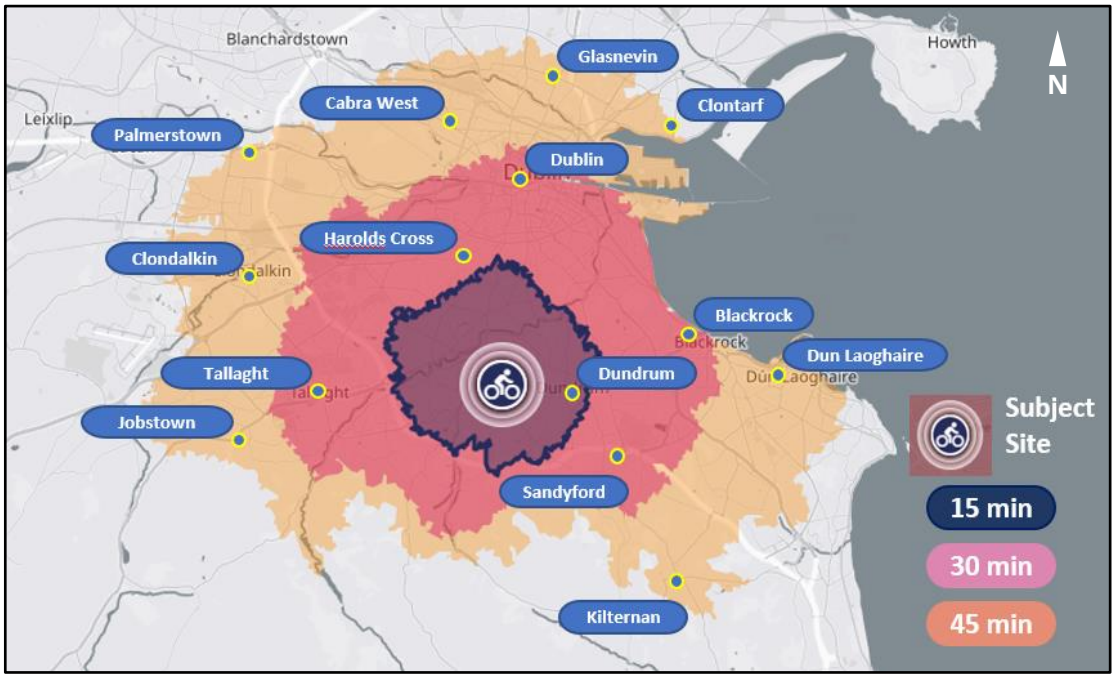


Figure 2.12: Cycling Accessibility (Reference: Travel Time)

Public Transport and Walking

2.4.3 The subject site benefits from a range of existing bus services in close proximity to the site as outlined in the **section 2.3.6**.

2.4.4 **Figure 2.13** indicates public transport travel time catchment areas from the subject site. It is noted that the subject development location benefits from a number of different bus service and Luas interchanges being within close proximity. Within 30 minutes, areas including Kimmage, Harold's Cross, Milltown, Terenure, Scholarstown, Ballinteer, Dundrum and Windy Arbour can be accessed. Areas such as Walkinstown, Tallaght,

Greenhills, Scholarstown, Leopardstown, Blackrock and Dublin are within 45 minutes of the travel time from the subject site.

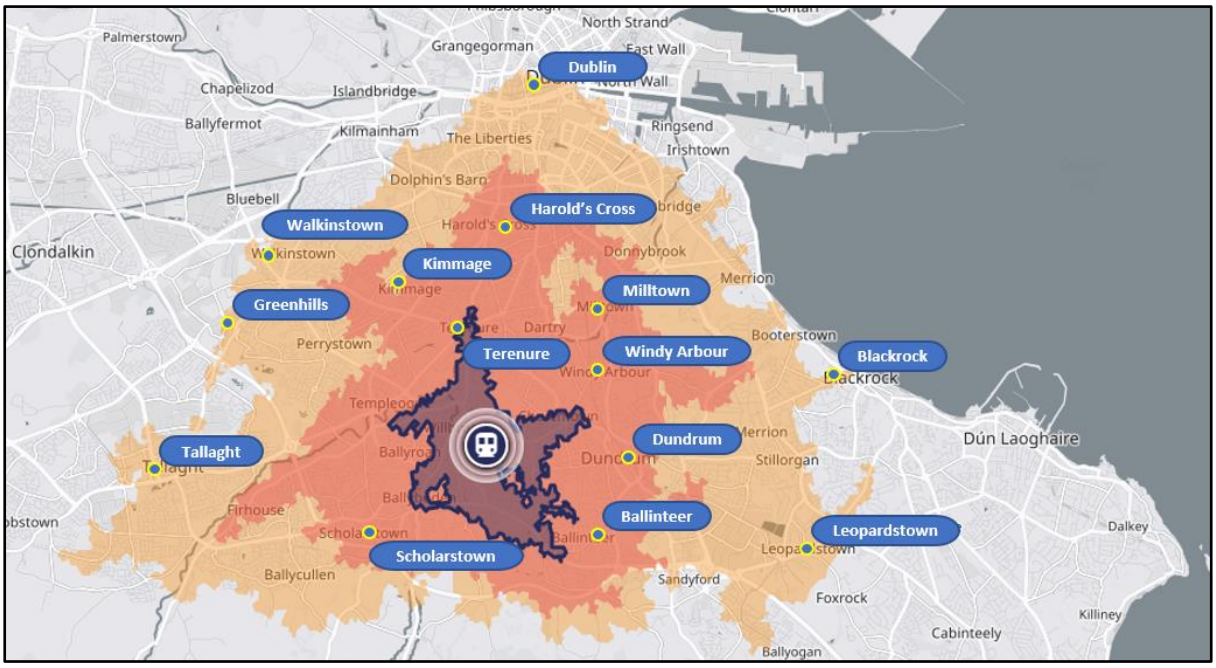


Figure 2.13: Public Transport Accessibility- Travel Time Catchments (Reference: Travel Time)

2.5 PROPOSED TRANSPORT INFRASTRUCTURE

Cycle Network Proposals

2.5.1 The subject site lies within the **"Dublin South West Sector"** as outlined within the Greater Dublin Area Cycle Network Plan (2013). **Figure 2.14** below illustrates the cycle network proposals in the vicinity of the subject site as outlined within the Plan. In the vicinity of the subject site the plan includes proposals for several secondary routes, feeder routes and a greenway running parallel to the M50 motorway. The routes running closest to the site include:

- **Route 10:** from Camden Street through Rathmines, Rathgar and Terenure to Rathfarnham, where it splits into several branches. South of Rathfarnham there are 3 branch routes that extend southward through the surrounding suburban area to connect with Orbital Route SO6 along Grange Road and Taylor's Lane;
- **Route 10B:** follows Willbrook Road and Ballyboden Road southward;

- **Route SO4:** from Dundrum, Churchtown and Nutgrove through Rathfarnham and Templeogue to Greenhills and Walkinstown;
- **SO5:** Dundrum to Tallaght via Ballyboden and Knocklyon and Firhouse. It will require new permeability links between Nutgrove, Ballyboden and Templeroan. Otherwise, the route could overlap with SO6 for a short section along Taylor's Lane; and

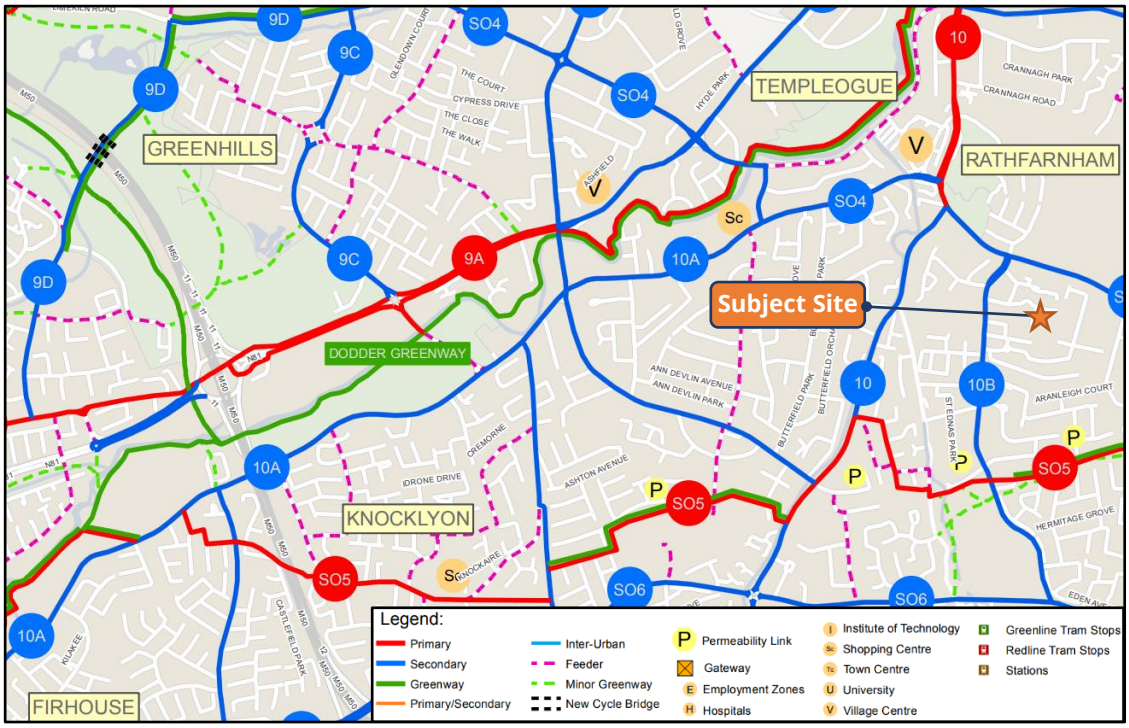


Figure 2.14: GDA Cycle Network Plan Proposals (Reference: Extract of Sheet N6)

Draft 2021 Greater Dublin Area Cycle Network Plan

2.5.2 In 2020 the National Transport Authority (NTA) initiated an updated Greater Dublin Area (GDA) Cycle Network Plan 2021 which accompanies the GDA transport strategy. It provides a substantial update and expanse of the 2013 GDA Cycle Network Plan, supported with technical assessment and stakeholder input. The GDA Cycle Network comprises of substantial primary and secondary urban networks, as well as comprehensive Greenways, interurban and feeder networks. The 2021 GDA Cycle Network Plan aims to strengthen access and local permeability within Dublin and GDA towns and cycling connectivity between them. The network will grow and improve the safety, efficiency, and directness of cycling for trips under 10km while also acknowledging that longer distance cycling

commutes and recreational trips will also take place. The draft GDA Cycle Network Plan routes within the vicinity of the subject site are indicated in **Figure 2.15.**

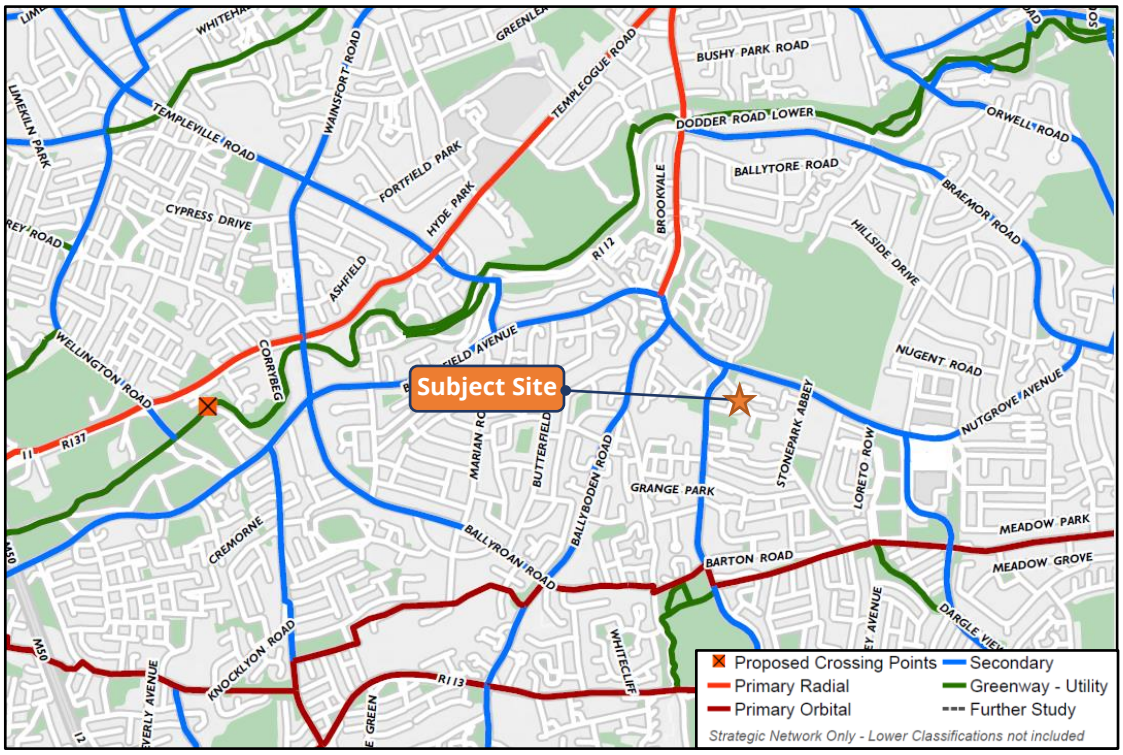


Figure 2.15: Draft GDA cycle Proposal in vicinity of the Proposed Development Site

2.5.3 The draft GDA cycle proposal near the subject site is shown in **Figure 2.15**.The proposed development site will benefit from the secondary network along the Grange Road and R821 Road.

2.6 PUBLIC TRANSPORT PROPOSALS - BUS

BusConnects

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

2.6.2 The proposed fundamental changes to the network can be summarised as follows:

- Increasing the overall amount of bus services. Providing new and frequent orbital services connecting more outer parts of the city together;
- Simplifying the bus services on the key radial into "spines" where all buses will operate under a common letter system and buses will run very frequently and be more evenly spaced;
- The frequent network would become a web-shaped grid, with many interchange opportunities to reach more destinations. Everywhere that two frequent routes cross, a fast interchange is possible; and
- Additional service would be provided at peak hours to limit overcrowding.

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

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

2.6.4 In relation to the subject site, following this redesign of the bus network, the proposed development will be located in close proximity to the following new BusConnects routes:

- **A2** Airport - City Centre - Ballinteer - Dundrum
- **A4** Swords - City Centre - Dundrum

- **S6** Tallaght - Dundrum - UCD – Blackrock

2.6.5 A summary of the frequencies that can be expected on these routes is shown in **Table 2.3** while **Figure 2.16** displays the location of these routes in relation to the subject site.

Route No.	Route	Mon - Fri	Sat	Sun
A2	Airport - City Centre - Ballinteer - Dundrum	12-30	15-30	20-30
A4	Swords - City Centre - Dundrum	12-30	15-30	20-30
S6	Tallaght - Dundrum - UCD - Blackrock	15-30	15-30	20-30

Table 2.3: Future Bus Routes with Frequencies (minutes) (Source: BusConnects)

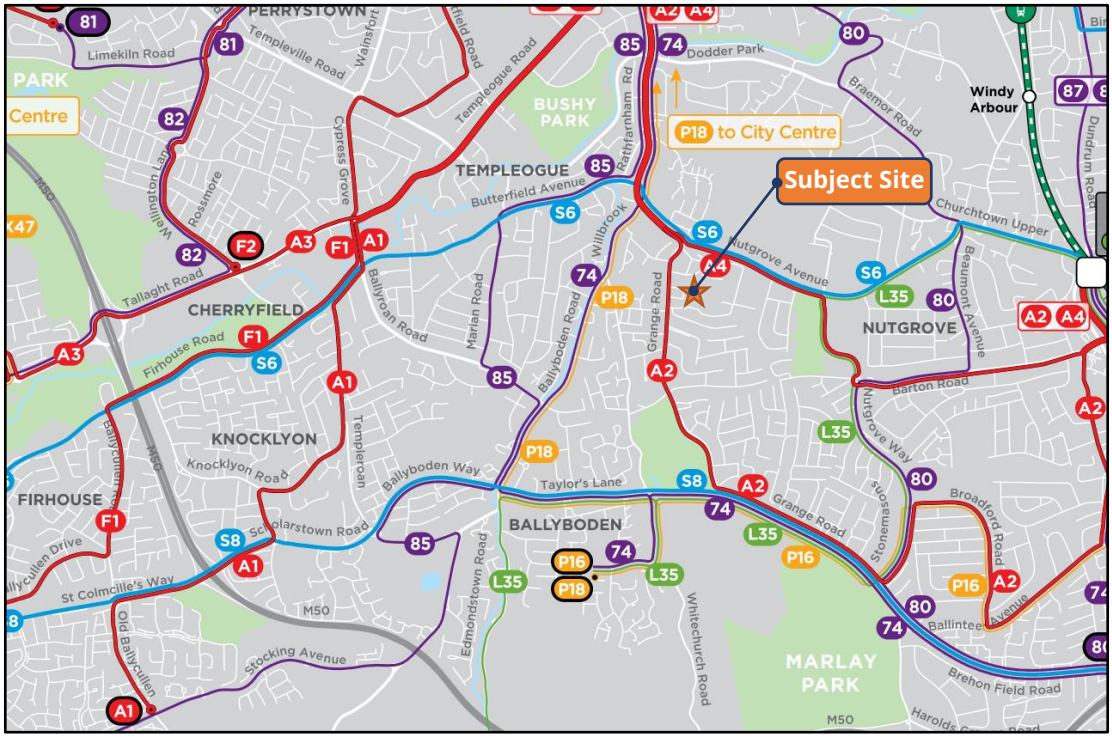


Figure 2.16 : Proposed Future Bus Network in the Vicinity of the Subject Site (Source: BusConnects)

2.6.6 A new bus corridor is proposed as part of the BusConnects programme with the aim to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region. The preferred route (Route 12) connects the Rathfarnham to City Centre. The Core Bus Corridor (CBC) is routed along the Grange Road, Rathfarnham Road, Terenure Road East, Rathgar Road, Rathmines Road Lower, Richmond Street South,

Camden Street Upper and Lower, and Wexford Street to its junction with Kevin Street Lower and Cuffe Street where priority bus lanes end as shown in **Figure 2.17**.

Figure 2.17: Emerging BusConnects Core Bus Corridor (Route 12) near the Proposed Development (Reference: BusConnects)

2.7 ROAD SAFETY REVIEW

2.7.1 With the objective of ascertaining the road safety record of the immediate routes leading to/from the subject site, the collision statistics as detailed on the Road Safety Authority's (RSA) website (www.rsa.ie) have been examined. The RSA website includes basic information relating to reported collisions over the most recent ten-year period, from 2005 to 2016 inclusive.

2.7.2 The RSA database records details where collision events have been officially recorded such as the when the Gardaí are present to formally record details of the incident. **Table 2.4** lists all of the collisions on the roads surrounding the subject site, while **Figure 2.18** shows the locations of all collisions that have occurred around the subject site. The RSA recorded

8 no. 'Minor' and 1 no. 'Serious' collisions that have occurred within proximity to the proposed school development.

Ref	Severity	Year	Vehicle	Circumstances	Day	Time	Speed Limit	Casualty
1	Serious	2005	Motorcycle	Single Vehicle Only	Saturday	1900-2300	50 KPH	1
2	Minor	2005	Car	Rear end, right turn	Monday	1000-1600	60 KPH	1
3	Minor	2012	Car	Other	Sunday	0700-1000	50 KPH	1
4	Minor	2006	Car	Pedestrian	Sunday	0700-1000	50 KPH	1
5	Minor	2016	Bicycle	Other	Friday	1900-2300	50 KPH	1
6	Minor	2016	Undefined	Pedestrian	Tuesday	1600-1900	50 KPH	1
7	Minor	2008	Undefined	Pedestrian	Friday	1900-2300	50 KPH	1
8	Minor	2009	Car	Pedestrian	Tuesday	0700-1000	30 KPH	1
9	Minor	2008	Car	Other	Monday	0700-1000	50 KPH	1

Table 2.4: Collision Records (source www.rsa.ie)

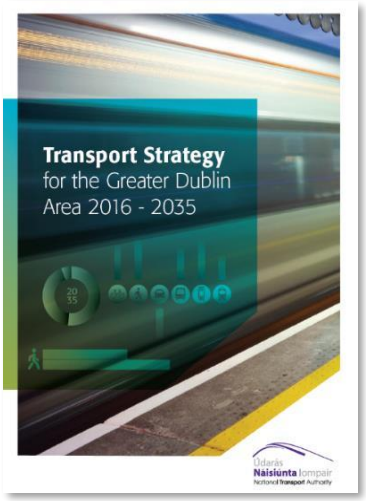
Figure 2.18: Collision Records (source www.rsa.ie)

2.7.3 The 1 no. serious incident occurred on the R821 Road corridor as located to the north of the school. It occurred on a Saturday, and during the night so it can be concluded that it was not related to school activities.

3.0 POLICY FRAMEWORK

3.1 TRANSPORT STRATEGY FOR THE GREATER DUBLIN AREA 2016-2035

3.1.1 The *Transport Strategy for the Greater Dublin Area 2016-2035* is a document compiled by the National Transport Authority (NTA) which sets out the Strategic Transport Plan for the Greater Dublin Area for the period up to 2035.



3.1.2 This document will influence transport planning across the region until 2035 and replaces '*A Platform for Change – An Integrated Transportation Strategy for the Greater Dublin Area 2000 to 2016'*. It thereby underpins all transportation strategies, traffic management schemes and development plans prepared by Dublin City Council during this timeframe.

3.1.3 The Strategy sets out a clear hierarchy of transport users, commencing with the sustainable modes of travel such as walking, cycling and public transport users at the very top of the hierarchy. The Strategy adopts the general principle that these users should have their safety and convenience needs considered first and that the hierarchy is applied where a large share of travel is (or could be) made by walking, cycling and public transport.

3.1.4 In addition to guiding the development of specific Strategy measures, the NTA encourages that the *"transport user hierarchy should guide engineers, planners and urban designers on the order in which the needs of transport users should be considered in designing new developments or traffic schemes in the Greater Dublin Area."*

3.2 DRAFT GREATER DUBLIN AREA TRANSPORT STRATEGY 2022-2028

3.2.1 The Draft Greater Dublin Area Transport Strategy 2022-2028 has arisen from a review of the original 2016 strategy. The updated document *"sets out the framework for investment in transport infrastructure and services over the next two years"*

3.2.2 The overall aim of the Transport Strategy is "To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate

change requirements, serves the needs of urban and rural communities, and supports economic growth".

3.2.3 Four primary objectives have been identified as part of the Draft Greater Dublin Area Transport Strategy 2022-2028. These are:

- **An Enhanced Natural and Built Environment -** To Create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, reducing car dependency, and increasing walking, cycling and public transport use.
- **Connected Communities and a Better Quality of Life –** To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling.
- **A Strong Sustainable Economy** – To support economic activity and growth by improving the opportunity for people to travel for work or business where and when they need to, and facilitating the efficient movement of goods.
- **An Inclusive Transport System** – To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.

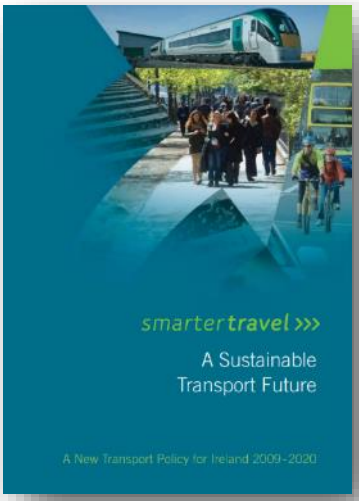
3.2.4 The current draft of the Transport Strategy has been closed for public consultation on Monday 10th January 2022.

3.3 SMARTER TRAVEL – A SUSTAINABLE TRANSPORT FUTURE

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

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

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



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

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

3.4 SOUTH DUBLIN COUNTY DEVELOPMENT PLAN 2016-2022

3.4.1 The South Dublin County Development Plan 2016-2022 sets the broad development framework for the county and the development areas within its administrative boundary. In the context of the subject proposals, the following are the relevant transport and development objectives set out in the plan: -

- **C9 Objective 1:** To engage with the Department of Education and Skills and support the Department's School Building Programme by actively identifying sites for primary and post primary schools, based on forecast need.

- **C9 Objective 4:** To require schools to be provided in new communities on a phased basis in tandem with the delivery of residential development, in accordance with the phasing requirements of Local Area Plans or approved Planning Schemes.
- **C9 Objective 5:** To support and facilitate the extension of existing school facilities, based on identified needs, subject to appropriate safeguards in relation to traffic management and the amenities of the area.
- **C9 Objective 6**: To ensure schools are located so as to promote walking and cycling, including the provision of adequate secure bicycle storage in all schools.

Transport & Mobility Objectives

- **TM1 Objective 2:** To spatially arrange activities around, and improve access to, existing and planned public transport infrastructure and services.
- **TM1 Objective 3:** To focus on improvements to the local road and street network that will better utilise existing road space and encourage a transition towards more sustainable modes of transport, while also ensuring sufficient road capacity exists for the residual proportion of the trips which will continue to be taken by private vehicle.
- **TM1 Objective 5:** To balance the needs of road users and the local community with the need to support the development of a sustainable transportation network.
- **TM3 Objective 2:** To ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within existing areas in order to maximise access to local shops, schools, public transport services and other amenities, while seeking to minimise opportunities for anti-social behaviour and respecting the wishes of local communities.
- **TM3 Objective 3:** To ensure that all streets and street networks are designed to prioritise the movement of pedestrians and cyclists within a safe and comfortable environment for a wide range of ages, abilities and journey types.
- **TM3 Objective 4:** To prioritise the upgrade of footpaths, public lighting & public realm maintenance and supporting signage on public roads/paths where a demonstrated need exists for busy routes used by runners & walkers.

- **TM3 Objective 5:** To provide that planning permissions granted for the development of all new schools or for existing schools where 25% or greater expansion in classrooms is proposed, should include a requirement for the provision of cycle paths from the school to join the nearest cycle network, where feasible.

3.5 DEVELOPMENT CONTROL

Car Parking Standards

3.5.1 Reference has been made to Table 11.23 of the South Dublin County Council Development Plan (2016-2022) which outlines the maximum car parking standards for non-residential developments in the county. The standard of car parking for the proposed development from the development standard is outlined in **Table 3.1**.

Land Use	SDCC Standards	SDCC Maximum allowable Car Parking Spaces
School	1 per classroom (Zone 1)	20

Table 3.1: Maximum Car Parking Standards

3.5.2 In response to the above SDCC Development Plan requirements, the proposed development is required to provide 20 no. on-site car parking spaces within the development.

Mobility Impaired Car Parking

3.5.3 Table 11.23 of SDCC Development Plan 2016-2022 includes provision for mobility impaired parking in accordance with Building Regulations 2010 Part M. At least 5% of the total number of car parking spaces provided at a development should be designated as mobility impaired parking spaces. The proposed development is required to provide 1 no. of Mobility Impaired car parking bay based on the proposed total car parking spaces within the development.

Electrical Vehicles

3.5.4 In reference to section 11.4.3 of the South Dublin County Council Development Plan (2016-2022), 10% of all car parking spaces provided at a development need to be equipped with EV chargers. All other car parking spaces must be designed such that EV chargers may be

installed at a later date if necessary. The proposed development is required to provide 2 no. of electric car parking bays based on the proposed total car parking spaces within the development.

Bicycle Parking

3.5.5 Reference has been made to Table 11.22 of the South Dublin County Council Development Plan (2016-2022) which outlines the minimum cycle parking provision sought for new developments within the county. The requirement of bicycle parking for the proposed development is as outlined in **Table 3.2**.

Land Use	SDCC Standards	
	Long Term	Short Stay
Post Primary schools	1 per 5 staff 1 per 2 students	-

Table 3.2: Bicycle Parking Standards

4.0 CHARACTERISTICS OF PROPOSALS

4.1 OVERVIEW

4.1.1 The development proposals as illustrated in Architects drawing (2350-SJK-S2B-0-002) include

i. Reconfiguration of Existing Dispensary Lane vehicle access route to accommodate one way vehicle route with set down area and new egress route onto dispensary lane with pedestrian path and new gates.

ii. Removal of existing temporary on-site car parking (SD19A/0368) and reinstate historic landscaping.

iii. Construction of new all-weather ball court in artificial grass.

iv. Construction of new palisade fence to boundary and new painted steel railings to boundary plinth wall.

v. Removal of shed belonging to crèche.

vi. Construction of concrete paving slabs brushed concrete ramps and soft landscaping maintaining some existing trees to crèche elevation.

vii. Addition of new fenced ball area with coloured tarmac finish

viii. Renovating of existing granite steps - salvaged, cleaned/repaired, and re-laid

ix. New brushed concrete ramp, new covered canopy, new covered canopy, granite/concrete paving sets

x. Existing podium surface replaced with new paved area waterproofing to vaults below.

xi. New 1100 x 1800 x 5100 mm high heat pump to M&E detail with a timber panel fence enclosure.

xii. Existing trees to west of chapel to be maintained.

xiii. New grassed area between chapel and ball court (south).

xiv. New fence and gates to new bike enclosure (100spaces). New car parking with 24 no. car parking spaces in total with 2 no. accessible and 5no. electric

xv. Maintain existing ball court to facilitate fire tender turning and replace a section of the existing fence with gated access (pending future Phase 2 development to replace prefab. building, bicycle parking, and ball court with historical hard and soft landscaping)

xvi. Reconfiguration of Loreto Abbey apartment roadside parking

4.2 SITE ACCESS

Vehicular Access

4.2.1 At present, there are two vehicular access points to the subject site, located to the west along Grange Road and to the north along Dispensary Lane as illustrated in **Figure 4.1** and **Figure 4.2.**

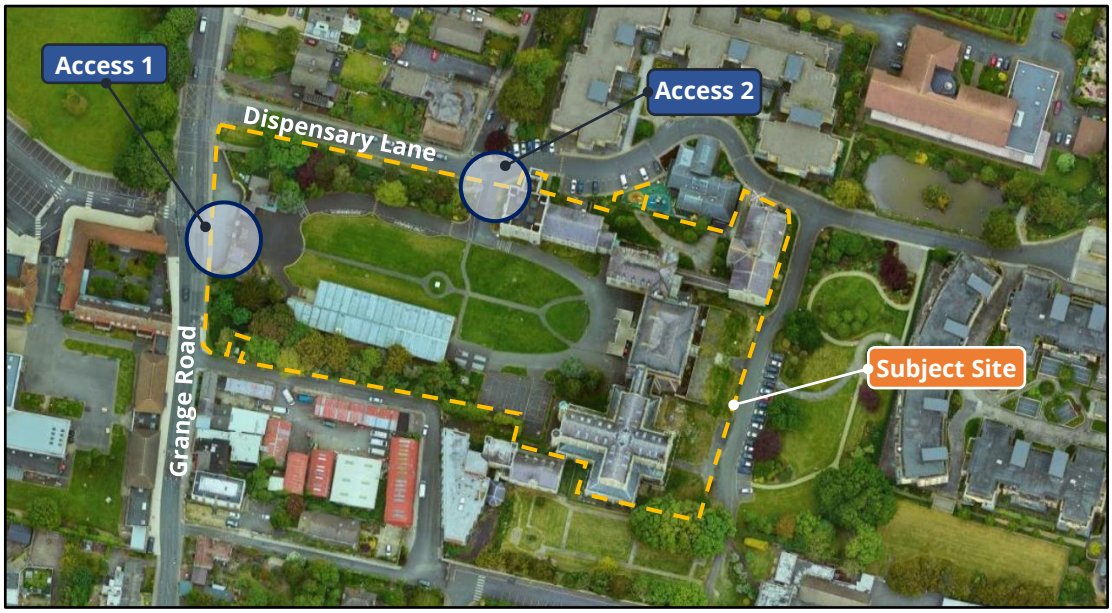


Figure 4.1: Existing Vehicular Access to subject site (Source: Google Maps)

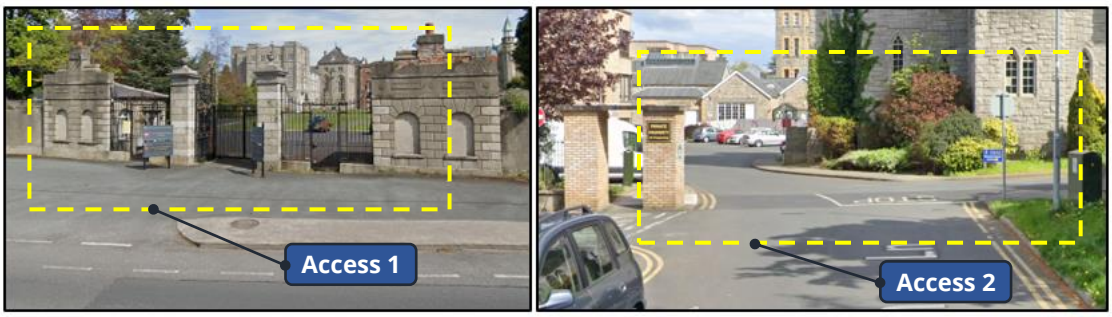


Figure 4.2: Existing Vehicular Access to subject site (Source: Google Maps)

4.2.2 As part of the proposed development, a separate vehicle entrance and exit has been provided off Dispensary Lane (Access 2) as a one-way operating system with a set down area for vehicles dropping/collecting pupils.

4.2.3 The access from the historical gates (access 1) on the western side of the subject site is proposed to be closed to vehicular traffic to reduce the cross movements and conflicts. The proposed vehicular access arrangements are as illustrated in Figure 4.3.

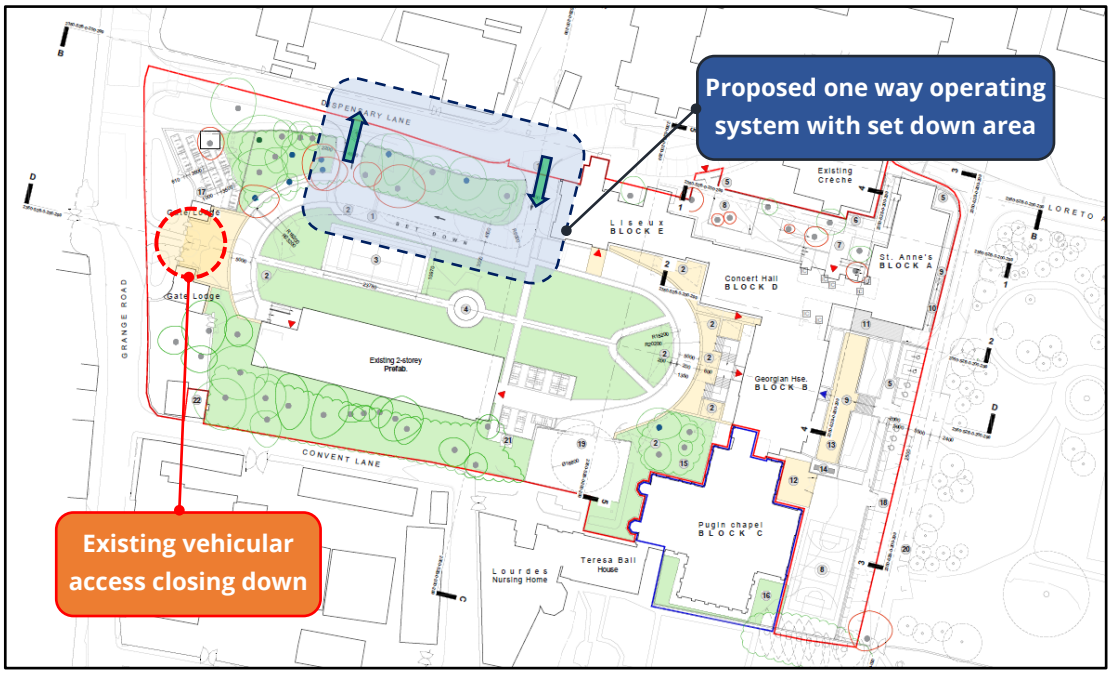


Figure 4.3: Proposed Site Layout with Proposed Vehicle arrangement

Pedestrians and Cyclists

4.2.4 Dedicated pedestrian and cycle accesses are provided to Dispensary Lane and Grange Road as presented in **Figure 4.4**. The proposed pedestrian/cycle access can provide access to a shared cycle/pedestrian connection which continue along the subject site's western boundary as discussed in **Section 2.3.4**.

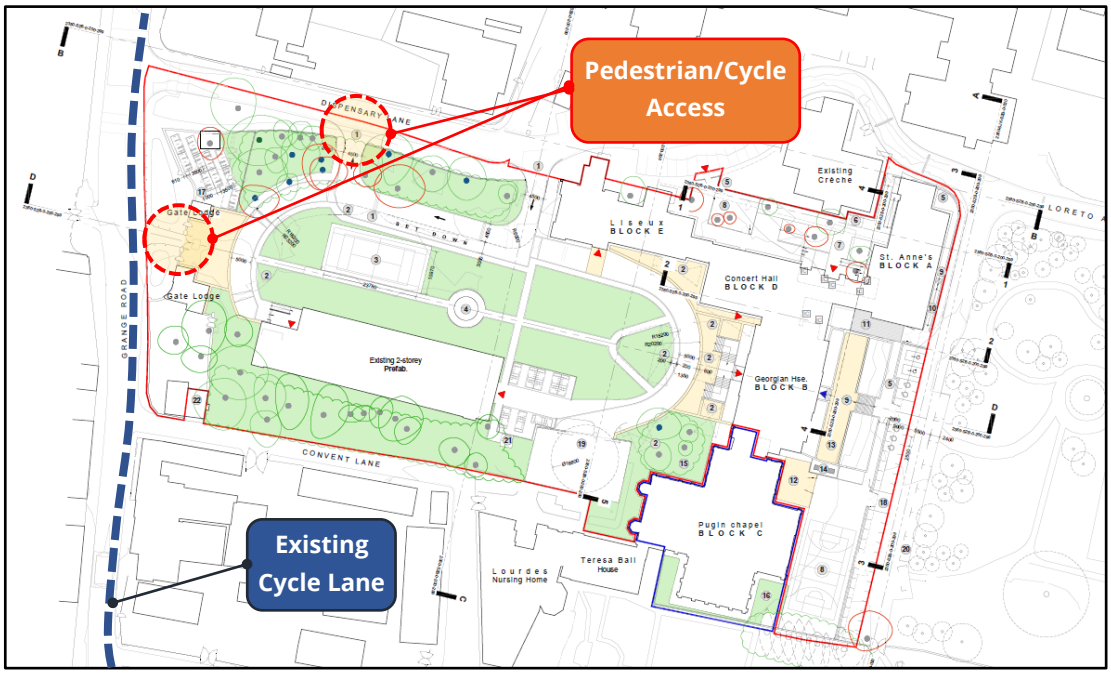


Figure 4.4: Proposed pedestrian/Cycle access points

Emergency Vehicle Access Arrangements

4.2.5 The proposed developments designs accommodate the access/egress and manoeuvring requirements of an emergency vehicle (i.e., ambulance/fire tender) without obstructing the public road or obstructing the proposed development site access as shown in **Figure 4.5** below.

4.2.6 Furthermore, the swept path analysis detailed in **Figure 4.5** below and DBFL drawing No: 190187-DBFL-RD-SP-DR-C-1211.

4.2.7 The proposed site layout has been tracked (using AutoTrack software) to demonstrate that large vehicles such as fire tender and refuse vehicles can access and circulate around the site.

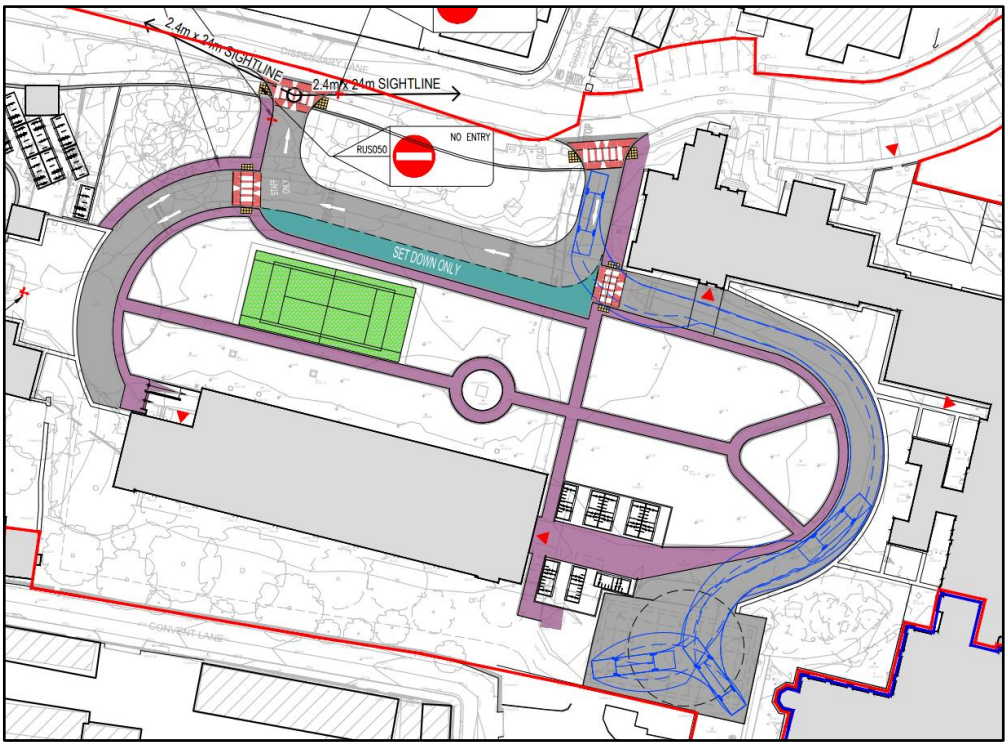


Figure 4.5: Emergency Vehicle Access Arrangements

4.3 PARKING PROVISION

Car Parking

4.3.1 The proposed development layout incorporates a total of 24 car parking spaces with 5 EV spaces and 2 Mobility Impaired Car parking spaces as illustrated in **Figure 4.6**.Currently the subject site has 22 no. of car parking which is proposed to be replaced with 24 car parking spaces.

4.3.2 The assignment of car parking spaces is as tabulated in **Table 4.1.**

Land Use	Classrooms	Proposed Car Parking	SDCC Requirements
Post Primary School	20	24	20
Total		**24**	**20**

Table 4.1 Car Parking schedule for the proposed development

Mobility Impaired Car Parking

4.3.3 The Development Plan requires the provision of mobility impaired car parking at a rate of 5% of the total car parking spaces which equates to 1 no. space. The subject proposals include for a total of 2 no. mobility impaired car parking spaces (located within the development) and is therefore considered compliant with the Development Plan standards as per section 1.1.5 of the Building Regulations 2010 Part M. These on-site Mobility Impaired Car parking spaces are located within an accessible location as illustrated in **Figure 4.6** and the architects site layout.

Electric Vehicle Parking

4.3.4 In line with best practice, the subject proposals include for a total of 5 no. electric vehicle parking spaces which equates to 10% of all onsite car parking spaces of the proposed development (Reference **Figure 4.6**).

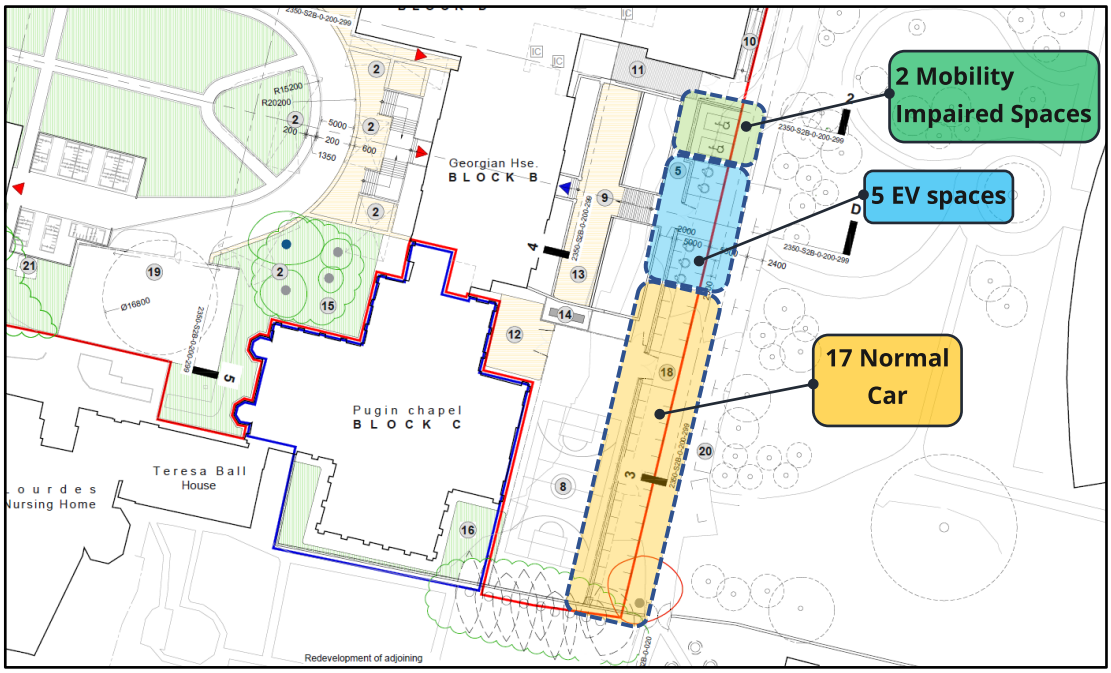


Figure 4.6: Proposed Car Parking for proposed development

Bicycle parking

4.3.5 Reference has been made to Table 11.22 of the South Dublin County Council Development Plan (2016-2022) which outlines the minimum cycle parking provision sought for new

developments within the county. For post primary school, a minimum of 1 bicycle parking space per 5 staff and 1 per 5 students must be provided.

4.3.6 Currently the school has 80 no. cycle parking spaces on site. These are located adjacent the temporary accommodation as shown in **Figure 4.7**. As part of the Phase 1 development, an additional 100 no. cycle parking spaces are proposed to the northwest of the site, also illustrated in **Figure 4.7**. Therefore, a total of 180 no. cycle parking spaces are provided for the proposed development project during Phase 1.

4.3.7 During the future Phase 2 development, the existing 80 no. cycle parking spaces will be removed and replaced with 175 no. cycle parking spaces. These will be provided within a new fenced enclosure adjoining the southern gate lodge.

4.3.8 The cycle parking provision proposed as part of the Phase 1 and the future Phase 2 development are illustrated in **Table 4.2**. During Phase 1, the number of long stay cycle parking spaces provided on site will be total 180 no. spaces, which is 77 no. less than that required by the SDCC Development Plan.

4.3.9 However, during the future Phase 2 development, the long stay cycle parking provision will be increased, totalling 275 no. spaces. This will therefore be 18 no. spaces in excess of the 257 no. spaces as required by the SDCC Development Plan standards. Consequently, while the long stay cycle parking may be below the development plan requirements during the intermediate Phase 1 period, in the longer term following completion of Phase 2, the cycle parking for staff and students on site will be in excess of the Development Plan requirements.

Land Use	Staff	Students	Proposed Cycle Parking		SDCC Requirements	
			Long Stay	Short Stay	Long Stay	Short Stay
Post Primary School	**Phase 1**					
	34	500	**180**	-	**257**	-
	Phase 2					
	34	500	**275**	-	**257**	-

Table 4.2: Proposed Cycle Parking Provision for Phase 1 & Future Phase 2

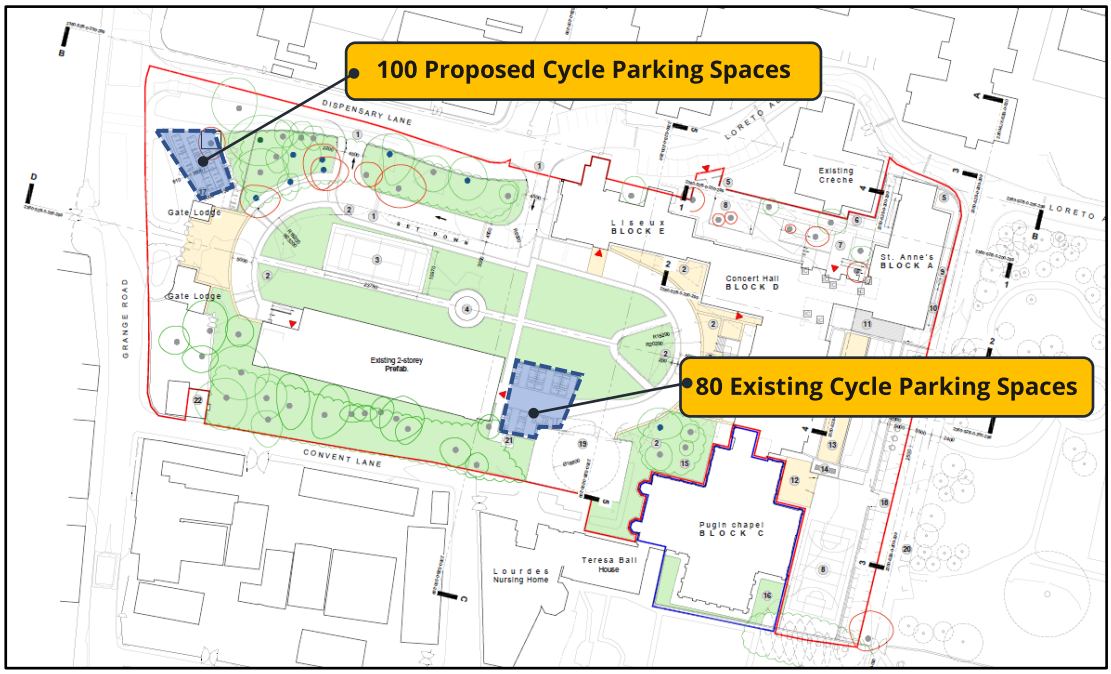


Figure 4.7: Proposed Phase 1 cycle parking location for proposed development

5.0 TRIP GENERATION AND DISTRIBUTION

5.1 INTRODUCTION

5.1.1 The following paragraphs present the process by which the potential level of person trips and associated vehicle trips, generated by the subject development have been quantified and subsequently assigned across the local road network.

5.1.2 In order to assess the operation of the proposed road network and its future capacity, a traffic model of the existing local road network and proposed links has been created.

5.2 TRAFFIC SURVEYS

Junction Surveys

5.2.1 With the objective of quantifying the existing baseline traffic movements travelling across the local road network, vehicle counts were undertaken at key local junctions in close proximity to the school development. Traffic surveys were undertaken on the local road network in close proximity to the school development with locations illustrated in **Figure 5.1.** The following local junctions as illustrated in **Figure 5.1** have been surveyed.

i. R822 Grange Road(N)/ Dispensary Lane /R822 Grange Road(S)

ii. Dispensary lane (NNE), Loreto Abbey, Access Road, Dispensary Lane(W)

iii. R822 Grange Road(N), Gaelcholiste an Phairsaigh Access, R822 Grange Road(S), Loreto Beaufort School Access

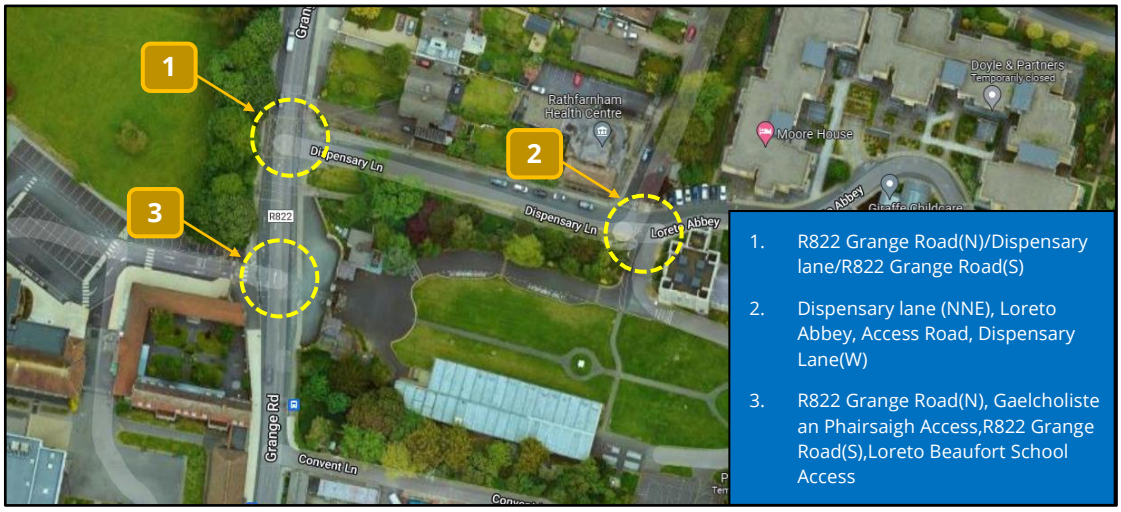


Figure 5.1: Traffic Survey Locations for junction counts

5.2.2 Surveys were undertaken on Tuesday 22nd March 2022, results illustrated in **Figure 5.2** below. Previous traffic surveys were undertaken in November 2020 at these junction locations, results illustrated in **Figure 5.3**. An assessment was undertaken with regard to the volume of traffic recorded at these junctions. It was determined that the surveys undertaken in 2020 provided the higher traffic volumes on the road network.

5.2.3 In order to provide a comprehensive assessment of the traffic network, the 2020 traffic volumes were used.

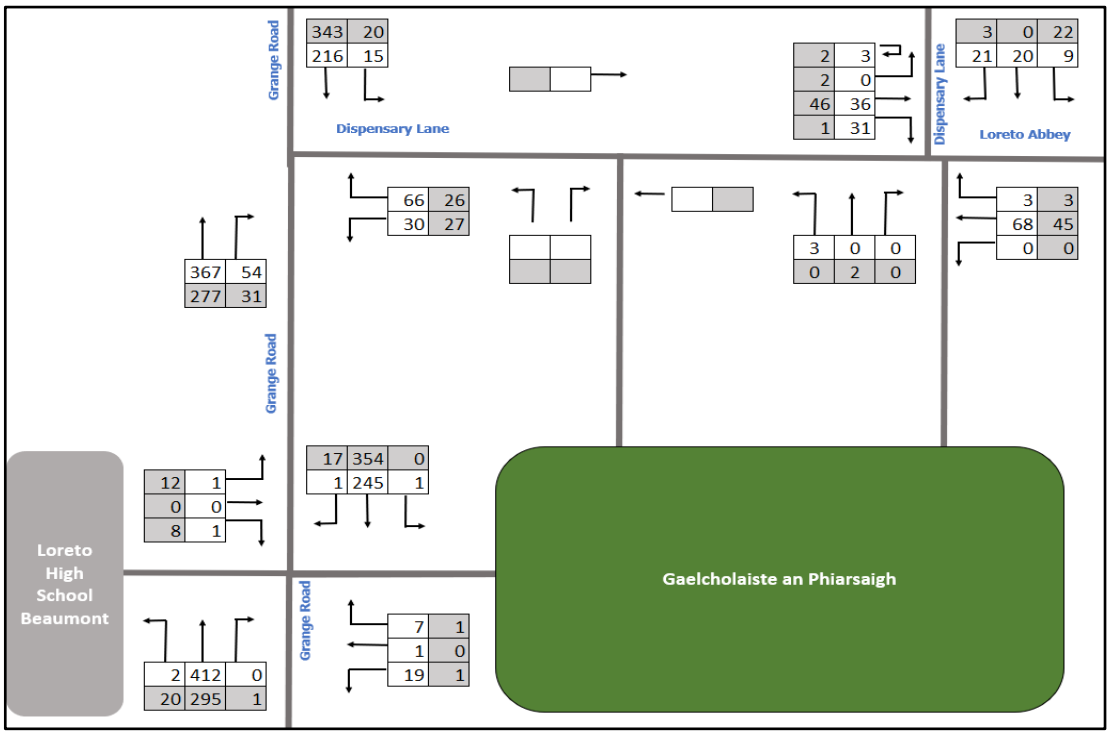


Figure 5.2: AM and PM peak Traffic Flows for the junction as in March 2022

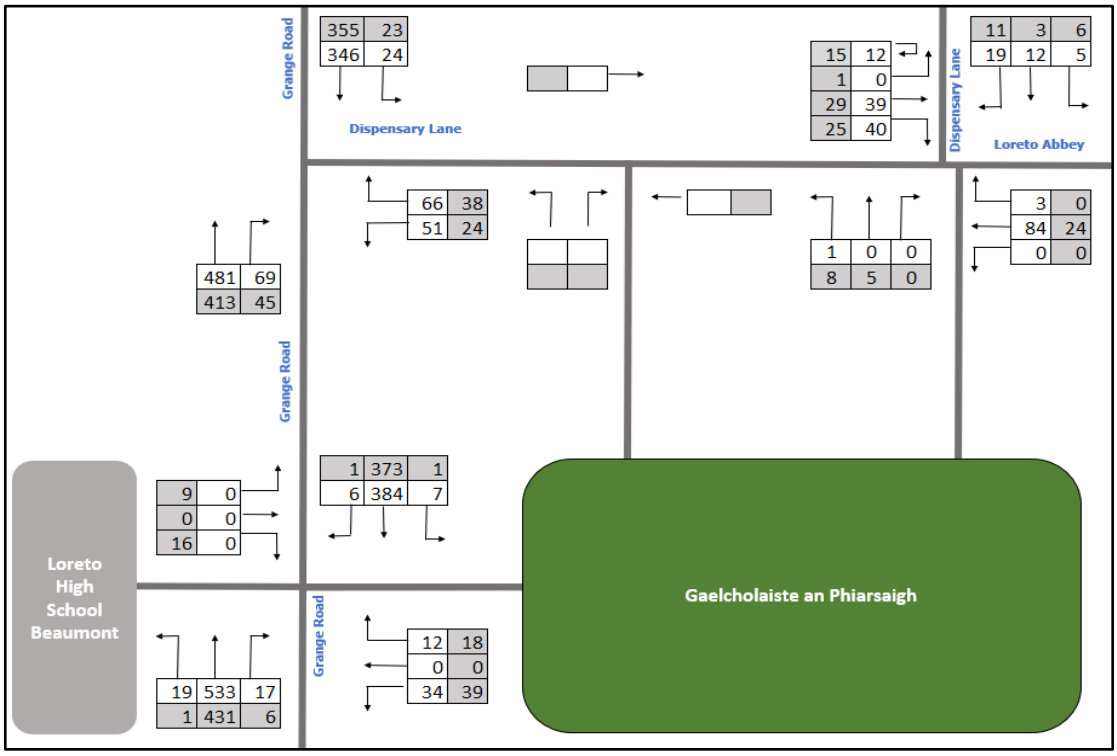


Figure 5.3: AM and PM peak Traffic Flows for the junction as in November 2020

5.3 TRIP GENERATION AND MODE SPLIT

5.3.1 The following paragraphs present the process by which the potential level of person trips and subsequently vehicle trips, associated with the proposed development have been generated.

Modal Split

5.3.2 The assessment of travel patterns for pupils and staff is essential for a school development scheme. Modal choice including travel by private car, public transport, cycle or walking, is key to understanding the level of sustainable travel to and from the school as well as the potential traffic volumes that will be generated on the road network as a result of the school development.

5.3.3 As part of a previous planning application (reference no. SD19A/0368) for a proposed extension to the existing temporary school, a School Mobility Plan was prepared by Conroy Crowe Kelly. This mobility plan addressed items including existing and projected staff and

pupil numbers as well as modal choice and measures to minimise the impact of the school on local traffic patterns.

5.3.4 At the time that the School Mobility Plan was prepared, a travel survey was carried out for all pupils (261) in the school with the following modal split determined, as outlined in **Table 5.1**:

Mode of Travel	Percentage of Pupils
Public Bus	68%
Private Car	23%
Cycle	6%
Walk	3%

Table 5.1: Modal Split for Pupils of Gaelcholáiste an Phiarsaigh

5.3.5 The survey determined that the majority of pupils (77%) are travelling to and from the existing school using sustainable forms of travel, including public bus, cycling and walking. The remaining pupils, 23%, are utilising private car travel to and from the existing school. This TTA focuses on providing an assessment for the Opening Year (assumed to be 2023 for this assessment), as well as future years 2028 and 2038. The projected enrolment figures for staff and pupils for the years 2020 – 2023 are outlined as follows:

Enrolment Year	Staff No.	Pupil No.
2020/2021	24	335
2021/2022	29	420
2022/2023	34	500

Table 5.2: Original Projected Staff and Pupil Figures for 2020 - 2023

5.3.6 It is noted that this Mobility Plan was developed in 2016 when planning permission was sought for an extension to the existing temporary school accommodation. The enrolment

figures for 2020/2021, from the Department of Education, have been clarified as 262 pupils. This is lower than the projected 335 pupils within the Mobility Plan. For the purposes of this report, the projected pupil and staff figures have been used in order to provide for a conservative assessment.

5.3.7 For the assessment years of 2023-2038, it is assumed and noted that the pupil and staff numbers achieve full capacity by 2022 at 500 pupils and 34 staff.

Trip Generation

5.3.8 For trip generation of the proposed school development, it is assumed that the modal split, as discussed in section **5.3.4** above, would provide for an accurate profile of staff and pupil travel patterns for the projected enrolment numbers between 2020 – 2038. Therefore, it can be assessed that 23% of 500 pupils and 34 staff would be travelling to and from the school by private car for the school enrolment years of 2022 to 2038. Therefore, a total of 115 pupils and 8 staff is assumed to be travelling by car for the years 2022-2038.

5.3.9 **Table 5.3** below outlines the level of vehicular trips (cars) generated by the scheme proposal for the opening year of **2023** and future design years of **2028** (opening year + 5 years) and **2038** (opening year +15 years).

Enrolment Year	Pupil	Staff	TOTAL
2023	115	8	123
2028	115	8	123
2038	115	8	123

Table 5.3: Proposed No. of Car trips for assessment years

5.4 TRAFFIC GROWTH

5.4.1 The TII Project Appraisal Guidelines for National Roads (PAG) have been utilised to determine the traffic growth forecast rates. The traffic growth forecast rates within the PAG ensures local and regional variations and demographic patterns are accounted for.

5.4.2 Table 6.1 within Unit 5.3 of the PAG provides Annual National Traffic Growth Factors for the different regions within Ireland. The subject site lies within the 'Metropolitan Area of Dublin' with the growth factors as outlined within Table 5.4 below.

5.4.3 The assessment adopts an Opening Design Year of 2023. In accordance with TII (NRA) Guidance, Future Design Years of 2028 (Opening Year +5 years) and 2038 (Opening Year +15 years) have therefore been adopted.

Region	Name	Low Sensitivity Growth				Central Growth				High Sensitivity Growth			
		2016-2030		2030-2050		2016-2030		2030-2050		2016-2030		2030-2050	
		LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1	Dublin	1.0146	1.0280	1.0034	1.0116	1.0162	1.0295	1.0051	1.0136	1.0191	1.0328	1.0087	1.0172

Table 5.4: National Traffic Growth Forecasts: Annual Growth Factors (Extract from Table 6.1 of Unit 5.3 PAG)

5.4.4 Applying the annual factors (Metropolitan Area) as outlined in **Table 5.4** above for the adopted Opening Year of 2023 and the Future Design Years of 2028 (+5years) and 2038 (+15 years), the following growth rates have been adopted to establish the corresponding 2023, 2028 and 2038 baseline network flows for traffic surveys conducted: -

- 2022 to 2023 – 1.01620 (or 1.62%);
- 2022 to 2028 – 1.10122 (or 10.12%) and
- 2022 to 2038 – 1.18443 (or 18.44%).

5.4.5 The 'baseline' Do-Nothing traffic movements for the periods 2025, 2028 and 2038 are presented in Appendix A.

6.0 NETWORK IMPACT

6.1 ASSESSMENT SCOPE

Assessment Scenarios

6.1.1 Two different traffic scenarios have been assessed, namely (a) the 'Base' (Do- Nothing) traffic characteristics and (b) the 'Post Development' (Do-Something) traffic characteristics.

6.1.2 The 'Base' traffic scenario takes into account the existing flows travelling across the network. The proposed development traffic flows were added to the network's 'Base' traffic flows to establish the 'Post Development' traffic flows. In summary the following scenarios are considered: -

Do Nothing:

- A1 – 2023 Base Traffic Flows
- A2 – 2028 Base Traffic Flows
- A3 – 2038 Base Traffic Flows

Do Something:

- B1 – 2023 Do Nothing (A1) + Proposed Development Flows;
- B2 – 2028 Do Nothing (A2) + Proposed Development Flows; and
- B3 – 2038 Do Nothing (A3) + Proposed Development Flows.

Assessment Periods

6.1.3 The junction turning count surveys identified the AM and PM peak hour flows as occurring between 08:00-09:00 and 14:45-15:45 respectively. These peak hour periods form the basis of the 2023, 2028 and 2038 network assessments.

Network Vehicle Flows

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

- **Figure 2** – 2023 Do Nothing (Scenario A1);
- **Figure 3** – 2028 Do Nothing (Scenario A2);

- **Figure 4** – 2038 Do Nothing (Scenario A3);
- **Figure 7** – 2023 Do Something; (Scenario B1);
- **Figure 8** – 2028 Do Something (Scenario B2); and
- **Figure 9** - 2038 Something (Scenario B3).

6.2 NETWORK IMPACT

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

6.2.2 In order to analyse and assess the impact of the proposed development on the surrounding road network, a traffic model of the junctions was analysed for the schemes following Opening and Future Design Years:

- 2023 Opening Year
- 2028 Future Horizon Year (Opening Year +5 years)
- 2038 Future Horizon Year (Opening Year +15 years)

6.2.3 As part of the junction analysis process, the following key junctions have been analysed as follows and illustrated in **Figure 6.1** below: -

i) **Junction 1 -** R822 Grange Road (N) / Dispensary Lane / R822 Grange Road (S)

ii) **Junction 2 -** Dispensary Lane (NNE), Loreto Abbey, Access Road, Dispensary Lane(W)

iii) **Junction 3 -** R822 Grange Road(N), Gaelcholiste an Phairsaigh Access,R822 Grange Road(S),Loreto Beaufort School Access

iv) **Junction 4 -** Dispensary Lane (W), Access Road, Dispensary Lane (E)

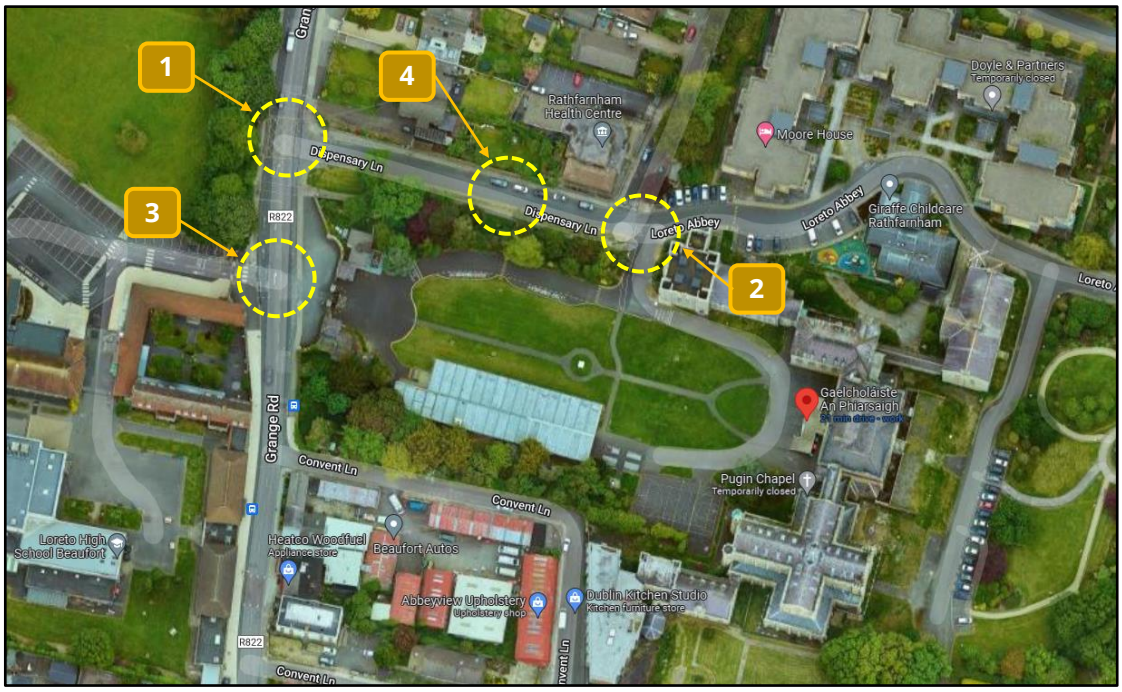


Figure 6.1: Key junction location used for network analysis

6.2.4 **Table 6.1** below details the specific scale of network impact predicted at each of the key local off-site junctions during the 2023, 2028 and 2038 Design Years.

6.2.5 The table reveals that the impacts at Junction 2 and Junction 4 (site access junctions) are significantly higher than the impacts on the main road network. The higher impact at newly added Junction 4 and existing Junction 2 is due to the rerouting of vehicular traffic from the existing vehicular entrance (near Grange Road) which is proposed to be closed to vehicular access in the proposed scenario. The higher impact percentage at these two junctions is also due to the existing low traffic volume present along Dispensary Lane. An increase in development traffic on Dispensary Lane will result in a higher impact level at these two access junctions. The detailed assessment of Junction 2 and Junction 4 on its operational performance have been evaluated using PICADY software which is discussed in Chapter 7.

6.2.6 The impact on external Junction 1 on the surrounding road network will exceed the 10% threshold on all the design year scenarios. Junction 3 is observed to have an impact lower that the 5% threshold.

Junction ID	Location	Design	AM PEAK (08:00-09:00)			PM PEAK (14:45-15:45)		
			DN	DS	% Impact	DN	DS	% Impact
1	**Junction 1** – R822 Grange Road (N) / Dispensary Lane / R822 Grange Road (S)	2023	1053	1183	**12.35%**	912	1041	**14.15%**
		2028	1135	1265	**11.45%**	983	1112	**13.12%**
		2038	1216	1346	**10.69%**	1053	1182	**12.25%**
2	**Junction 2 -** Dispensary Lane (NNE), Loreto Abbey, Access Road, Dispensary Lane(W)	2023	218	281	**28.96%**	128	167	**30.40%**
		2028	231	294	**27.30%**	135	174	**28.87%**
		2038	244	307	**25.84%**	142	181	**27.51%**
3	**Junction 3** -R822 Grange Road(N), Gaelcholiste an Phairsaigh Access,R822 Grange Road(S),Loreto Beaufort School Access	2023	1027	1042	**1.46%**	908	918	**1.10%**
		2028	1104	1119	**1.36%**	977	987	**1.02%**
		2038	1179	1194	**1.27%**	1044	1054	**0.96%**
4	**Junction 4- Dispensary** Lane (W), Access Road, Dispensary Lane (E)	2023	210	358	**70.61%**	129	276	**113.56%**
		2028	223	371	**66.31%**	137	284	**107.29%**
		2038	237	385	**62.58%**	144	291	**101.79%**

Table 6.1: Recorded Network Impact at Key Local Junctions

Figure 6.2: Increase in Vehicle Trips Generated Through Key Junctions (2038 Future Design Year)

6.2.7 During the AM peak hour (**Table 6.2**) the predicted impacts range from **Not Significant** to **Slight** at key off-site junctions (Junction 1 and Junction 3) and from **Moderate** to **Significant** at the proposed site access junctions (Junction 2 and Junction 4).

Junction ID	Location	Impact Scale	Impact Level
1	**Junction 1** – R822 Grange Road (N) / Dispensary Lane / R822 Grange Road (S)	**10.69%**	**Slight**
2	**Junction 2 -** Dispensary Lane (NNE), Loreto Abbey, Access Road, Dispensary Lane(W)	**25.84%**	**Moderate**
3	**Junction 3** -R822 Grange Road(N), Gaelcholiste an Phairsaigh Access,R822 Grange Road(S),Loreto Beaufort School Access	**1.27%**	**Not Significant**
4	**Junction 4- Dispensary** Lane (W), Access Road, Dispensary Lane (E)	**62.58%**	**Significant**

Table 6.2: Network Impact Categorisation 2038 AM Peak Hour

6.2.8 During the PM peak hour (**Table 6.3**) the predicted impacts range from **Not Significant** to **Slight** at key off-site junctions (Junction 1 and Junction 3) and from **Moderate** to **Significant** at the proposed site access junctions (Junction 2 and Junction 4).

Junction ID	Location	Impact Scale	Impact Level
1	**Junction 1** – R822 Grange Road (N) / Dispensary Lane / R822 Grange Road (S)	**12.25%**	**Slight**
2	**Junction 2 -** Dispensary Lane (NNE), Loreto Abbey, Access Road, Dispensary Lane(W)	**27.51%**	**Moderate**
3	**Junction 3** -R822 Grange Road(N), Gaelcholiste an Phairsaigh Access,R822 Grange Road(S),Loreto Beaufort School Access	**0.96%**	**Not Significant**
4	**Junction 4- Dispensary** Lane (W), Access Road, Dispensary Lane (E)	**101.79%**	**Significant**

Table 6.3: Network Impact Categorisation 2038 PM Peak Hour

6.2.9 It is noted that Junction 1, Junction 2 and Junction 4 all exceed the impact threshold of 10% and therefore require further analysis to be undertaken. Chapter 7 below includes detailed analysis for these junctions with Junction 2 and Junction 4 (priority junctions) being analysed using PICADY software and Junction 1 (signal controlled junction) being analysed using TRANSYT software.

7.0 NETWORK ANALYSIS

7.1 INTRODUCTION

7.1.1 The operational assessment of the local road network has been undertaken using the Transport Research Laboratory (TRL) computer package Junctions 9 for PICADY for priority-controlled junctions, and TRANSYT for signal-controlled junctions.

7.1.2 When considering priority-controlled junctions a Ratio of Flow to Capacity (RFC) greater than 85% (0.85) would indicate a junction to be approaching capacity, as operation above this RFC value is poor and deteriorates quickly.

7.1.3 Similarly for signalised junctions a Degree of Saturation (DoS) greater than 90% (0.90) would indicate a junction to be approaching capacity, as operation above this DoS value is poor and deteriorates quickly.

7.1.4 For the PICADY analysis, a 90-minute AM and PM period has been simulated, from 07:45 to 09:15 and 14:30 to 16:00. For the TRANSYT analysis a one-hour AM and PM period has been simulated from 08:00 to 09:00 and 14:45 to 15:45. For both the PICADY and TRANSYT analyses traffic flows were entered using an Origin-Destination table format for the peak hours.

7.2 SITE ENTRY ACCESS JUNCTION– JUNCTION 2 (PICADY ANALYSIS)

7.2.1 The results of the operational assessment of this proposed priority-controlled site access junction during the weekday morning and evening peaks are summarised in **Table 7.1**. The arms were labelled as follows within the PICADY model:

Arm A: Loreto Abbey

Arm B: Site Access

Arm C: Dispensary Lane (West)

Arm D: Dispensary Lane (North)

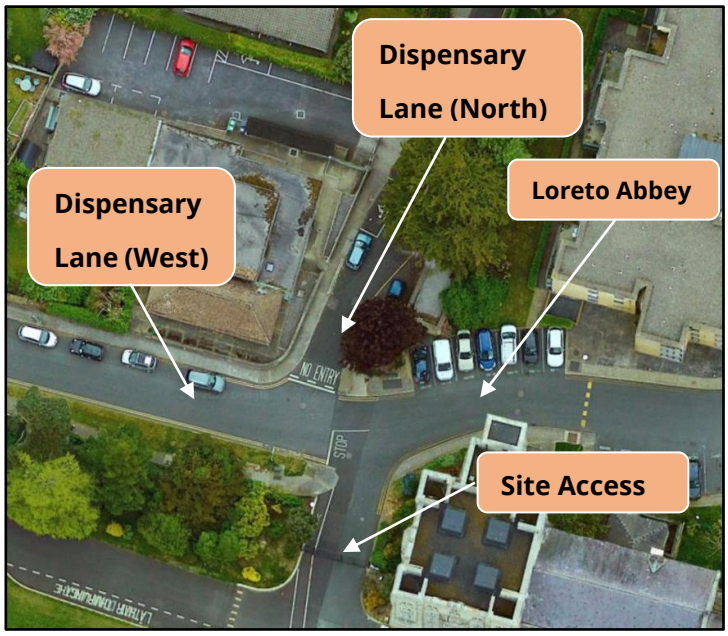


Figure 7.1: Junction 2- Site entry (access)

7.2.2 The results reveal that all design scenarios assessed are operating within capacity with the 2038 Future Design Year scenario operating with a maximum RFC of 0.21 and associated queue length of 0.3 PCU which is significantly below the RFC value of 0.85 that signifies that a priority controlled is approaching operational capacity.

Scenario	Stream	AM (08:00-09:00)		PM (14:45-15:45)	
		Queue (PCU)	RFC	Queue (PCU)	RFC
2023 Do Nothing Scenario	B-ACD	0.00	0.00	0.00	0.03
	A-BCD	0.00	0.01	0.00	0.00
	D-ABC	0.10	0.09	0.10	0.05
	C-ABD	0.10	0.08	0.10	0.05
2028 Do Nothing Scenario	B-ACD	0.00	0.00	0.00	0.03
	A-BCD	0.00	0.01	0.00	0.00
	D-ABC	0.10	0.10	0.10	0.05
	C-ABD	0.10	0.08	0.10	0.05
2038 Do Nothing Scenario	B-ACD	0.00	0.00	0.00	0.03
	A-BCD	0.00	0.01	0.00	0.00
	D-ABC	0.10	0.11	0.10	0.06
	C-ABD	0.10	0.08	0.10	0.05
2023 Do Something	B-ACD	0.0	0.00	0.00	0.00

Scenario	**A-BCD**	0.0	0.01	0.00	0.00
	D-ABC	0.1	0.10	0.10	0.05
	C-ABD	0.3	0.21	0.20	0.14
2028 Do Something Scenario	**B-ACD**	0.0	0.00	0.00	0.00
	A-BCD	0.0	0.01	0.00	0.00
	D-ABC	0.1	0.10	0.10	0.05
	C-ABD	0.3	0.21	0.20	0.14
2038 Do Something Scenario	**B-ACD**	0.0	0.00	0.00	0.00
	A-BCD	0.0	0.01	0.00	0.00
	D-ABC	0.1	0.11	0.1	0.06
	C-ABD	0.3	0.21	0.2	0.14

Table 7.1: Site Access Modelling Results (Junction 2)

7.3 SITE EXIT ACCESS JUNCTION– JUNCTION 4 (PICADY ANALYSIS)

7.3.1 The results of the operational assessment of this proposed priority-controlled site access junction during the weekday morning and evening peaks are summarised in **Table 7.2**. The arms were labelled as follows within the PICADY model:

Arm A: Dispensary Lane (East);

Arm B: Site Access;

Arm C: Dispensary Lane (West).

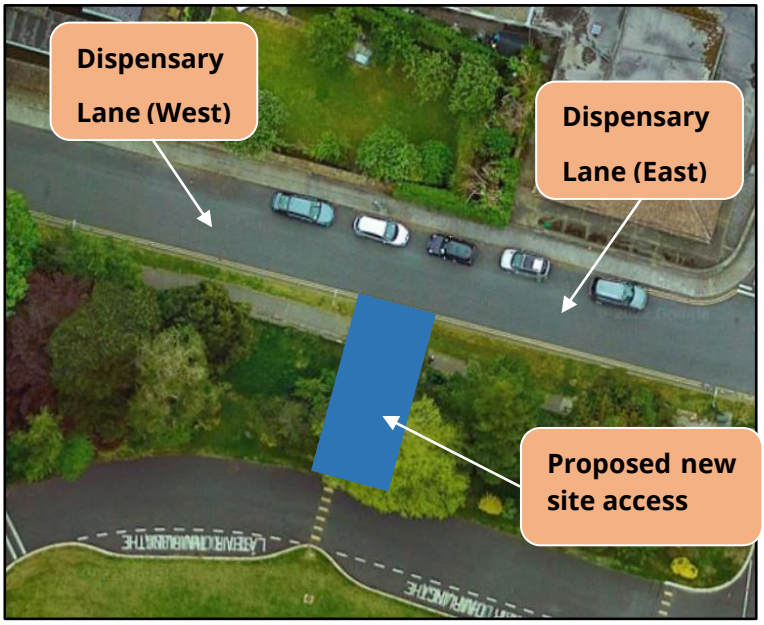


Figure 7.2: Junction 4 - Site access (exit)

7.3.2 The results reveal that all design scenarios assessed are operating within capacity with the 2038 Future Design Year scenario operating with a maximum RFC of 0.22 and associated queue length of 0.3 PCU which is significantly below the RFC value of 0.85 that signifies that a priority controlled is approaching operational capacity.

Scenario	Stream	AM (08:00-09:00)		PM (14:45-15:45)	
		Queue (PCU)	RFC	Queue (PCU)	RFC
2023 Do Nothing Scenario	B-AC	0.00	0.00	0.00	0.00
	C-B	0.00	0.00	0.00	0.00
2028 Do Nothing Scenario	B-AC	0.00	0.00	0.00	0.00
	C-B	0.00	0.00	0.00	0.00
2038 Do Nothing Scenario	B-AC	0.00	0.00	0.00	0.00
	C-B	0.00	0.00	0.00	0.00
2023 Do Something Scenario	B-AC	0.20	0.17	0.30	0.21
	C-B	0.00	0.00	0.00	0.00
2028 Do Something Scenario	B-AC	0.20	0.17	0.30	0.21
	C-B	0.00	0.00	0.00	0.00
2038 Do Something Scenario	B-AC	0.20	0.17	0.30	0.22
	C-B	0.00	0.00	0.00	0.00

Table 7.2: Site Access Modelling Results (Junction 4)

7.4 JUNCTION 1: R822 Grange Road (N) / Dispensary Lane / R822 Grange Road (S)

7.4.1 The principal results of the operational assessment of Junction 1 (R822 Grange Road (N) / Dispensary Lane / R822 Grange Road (S)) signalised junction in TRANSYST software during the weekday morning and evening peaks are summarised from Table 7.3 to 7.5 inclusive below. The three arms within the junction were labelled as follows:

Arm 1: Grange Road (South)

Arm 2: Grange Road (North)

Arm 3: Dispensary Lane (East)

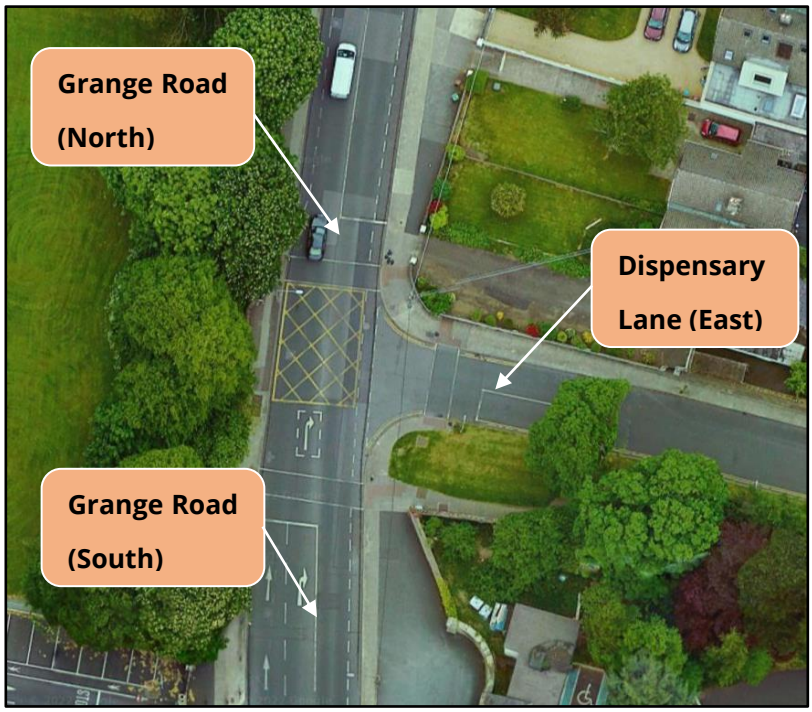


Figure 7.3: Junction 1 (External Junction)

Scenario	Arm	Stream	AM (08:00-09:00)		PM (14:45-15:45)	
			Degree of Saturation (%)	Mean max Queue (PCU)	Degree of Saturation (%)	Mean max Queue (PCU)
2023 Do Nothing Scenario	1 - Dispensary Lane	LR	39	2.90	20	1.42
	2 - Grange Road (N)	SL	43	6.52	44	6.79
	3 - Grange Road (S)	S	48	7.82	41	6.31
		R	35	1.79	23	0.96
2023 Do Something Scenario	1 - Dispensary Lane	LR	67	5.72	54	4.26
	2 - Grange Road (N)	SL	44	6.79	45	7.01
	3 - Grange Road (S)	S	47	7.49	39	5.92
		R	59	3.36	39	2.00

Table 7.3: 2023 TRANSYT AM and PM Peak

Scenario	Arm	Stream	AM (08:00-09:00)		PM (14:45-15:45)	
			Degree of Saturation (%)	Mean max Queue (PCU)	Degree of Saturation (%)	Mean max Queue (PCU)
2028 Do Nothing Scenario	1 - Dispensary Lane	LR	43	3.20	22	1.56
	2 - Grange Road (N)	SL	46	7.29	48	7.50
	3 - Grange Road (S)	S	52	8.63	44	6.97
		R	37	1.89	24	1.08
2028 Do Something Scenario	1 - Dispensary Lane	LR	71	6.11	56	4.46
	2 - Grange Road (N)	SL	48	7.46	49	7.85
	3 - Grange Road (S)	S	50	8.43	43	6.68
		R	61	3.48	40	2.09

Table 7.4: 2028 TRANSYT AM and PM Peak

Scenario	Arm	Stream	AM (08:00-09:00)		PM (14:45-15:45)	
			Degree of Saturation (%)	Mean max Queue (PCU)	Degree of Saturation (%)	Mean max Queue (PCU)
2038 Do Nothing Scenario	1 - Dispensary Lane	LR	46	3.45	23	1.65
	2 - Grange Road (N)	SL	50	7.98	51	8.32
	3 - Grange Road (S)	S	55	9.64	48	7.77
		R	38	1.94	25	1.17
2038 Do Something Scenario	1 - Dispensary Lane	LR	74	6.56	57	4.59
	2 - Grange Road (N)	SL	51	8.28	53	8.56
	3 - Grange Road (S)	S	54	9.42	46	7.34
		R	62	3.55	41	2.15

Table 7.5: 2038 TRANSYT AM and PM Peak

7.4.2 The results of the TRANSYT analysis indicates that the Junction 1 will be operating within capacity for the design years 2023,2028 and 2038.

7.4.3 With the inclusion of the proposed development, the 2038 'Do Something' AM peak hour has a maximum DoS value of 74% and a maximum mean max queue of 9.42 PCU's being recorded. The 2038 "Do Something" PM peak hour analysis reveals that the junction will

continue to operate within capacity with a maximum DoS of 57% and a maximum average queue of 8.56 PCU's being recorded. This indicate an increase of 28% from "Do nothing AM peak hour and 34% increase from "Do Nothing PM peak hour". A copy of the TRANSYT output file can be found in Appendix C.

7.4.4 It was noted on site and during the traffic surveys that this junction operates with queuing on the main R822 Grange Road arms during peak hour periods. This is due to a number of factors. The junction is situated close to two large schools which has an impact on traffic operation on the road network during morning drop off and afternoon collection times. This impacts on the operation and queuing at the junction which cannot be replicated within a TRANSYT model. The junction is also located within a chain of junctions along the R822 and R821 which results in traffic queueing back along Grange Road and through the junction. This cannot be replicated within an isolated TRANSYT model. This model outlines the impact between the Do Nothing scenarios and the Do Something scenarios.

8.0 SUMMARY AND CONCLUSION

8.1 SUMMARY

8.1.1 DBFL Consulting Engineers (DBFL) has been commissioned by Department of Education and Skills (DoES) to compile the Traffic and Transport Assessment (TTA) for proposed alteration and extension works at Gaelcoláiste an Phiarsaigh, Rathfarnham, Dublin 14. The project involves the refurbishment of the existing buildings, the construction of a new link building and site works on the grounds of Gaelcholáiste An Phiarsaigh.

8.1.2 The proposed development consists of following key elements:

i. Reconfiguration of Existing Dispensary Lane vehicle access route to accommodate one way vehicle route with set down area and new egress route onto dispensary lane with pedestrian path and new gates.

ii. Removal of existing temporary on-site car parking (SD19A/0368) and reinstate historic landscaping.

iii. Construction of new all-weather ball court in artificial grass.

iv. Construction of new palisade fence to boundary and new painted steel railings to boundary plinth wall.

v. Removal of shed belonging to crèche.

vi. Construction of concrete paving slabs brushed concrete ramps and soft landscaping maintaining some existing trees to crèche elevation.

vii. Addition of new fenced ball area with coloured tarmac finish

viii. Renovating of existing granite steps - salvaged, cleaned/repaired, and re-laid

ix. New brushed concrete ramp, New covered canopy, New covered canopy, Granite/concrete paving sets

x. Existing podium surface replaced with new paved area Waterproofing to vaults below.

xi. New 1100 x 1800 x 5100 mm high heat pump to M&E detail with a timber panel fence enclosure.

xii. Existing trees to west of chapel to be maintained.

xiii. New grassed area between chapel and ball court (south).

xiv. New fence and gates to new bike enclosure (100spaces). New car parking with 24 no. car parking spaces in total with 2 no. accessible and 5no. electric

xv. Maintain existing ball court to facilitate fire tender turning and replace a section of the existing fence with gated access (pending future Phase 2 development to replace prefab. building, bicycle parking, and ball court with historical hard and soft landscaping)

xvi. Reconfiguration of Loreto Abbey apartment roadside parking

8.1.3 The TTA presents the findings of a traffic analysis undertaken to determine the potential level of influence generated by the proposed development upon the local road network and subsequently ascertain the existing and future operational performance of the local transport system. Our methodology incorporated a number of key inter-related stages, including: -

- Site Audit;
- Planning File Review;
- Policy Review;
- Traffic Surveys;
- Trip Generation, Distribution and Assignment;
- Network Impact; and
- Network Assessment

8.1.4 Pedestrians/cyclists can benefit around the vicinity of the subject site with the provision of dedicated footpath/cycle lane on the Grange Road.

8.1.5 The subject site benefits from the access to public transport facilities with Dublin Bus and Go-Ahead Ireland operating a total of Seven bus routes, providing connections to Dublin Airport, Ballinteer, Blackrock, Rialto, Dundrum, Eden Quay, Tallaght, Sandyford and Dun Laoghaire. Details of these routes, including the number of services per day per direction. The proposed development site lies in proximity to the Luas Green Line, which provides access to Dublin City Centre to the north and Bridges Glen to the southeast.

8.1.6 The subject site already benefits from excellent accessibility levels including active modes such as walking and cycling, whilst with a comprehensive range of high frequency bus-based public transport services already calling at interchanges located within a short walking distance of the proposed school development. These services have been found to offer access to a significant catchment area across the Dublin urban environment including the city centre.

8.1.7 With the objective of ascertaining the road safety record of the immediate routes leading to/from the subject site, the collision statistics as detailed on the Road Safety Authority (RSA) website (www.rsa.ie) have been examined. With regard to safe access to the site, there is no record of any serious incidents occurring along either Grange Road or Dispensary Lane at the site access junction locations.

8.1.8 The proposed development provides a total of 24 new car parking with 2 no. Mobility Impaired Spaces and 5no. electric spaces.

8.1.9 In Phase 1 development, 100 no. new bicycle parking spaces are proposed to the northwest of the site, in addition to the existing 80 no. spaces on site. Therefore, a total of 180 cycle parking spaces are provided for the proposed Phase 1 development. During the future Phase 2 development, the cycle parking provision will be increased to a total of 275 no. spaces.

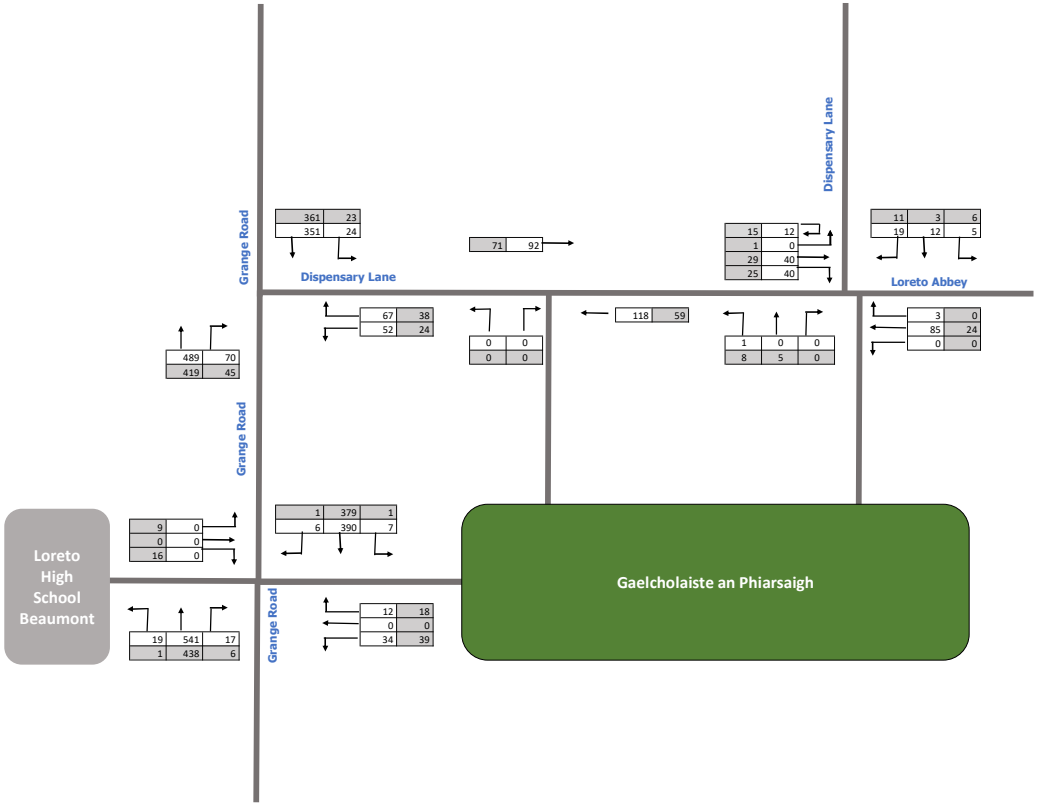
8.1.10 The resulting percentage increase in traffic flows as a result of the traffic generated by the proposed development is established as being above the 10% threshold (5% for congested networks) at three of the adjacent local key off site junctions. The PICADY analysis of the proposed two site access junctions (Junction 2 and Junction 4) on Dispensary Lane demonstrates that both site access junctions will operate well within capacity in each of the adopted future year scenarios. The results of the TRANSYT analysis indicates that the external junction (Junction 1) will continue to operate within the capacity for the design years 2023,2028 and 2038.

8.2 CONCLUSION

8.2.1 The analysis of the network's operational performance in each of the adopted design years 'post development' scenarios has established that the proposals will not result in a material deterioration of the network's operational performance . This is based on the anticipated levels of traffic generated by the proposed development, the existing and future road infrastructure and the information and analysis summarised in the above report.

8.2.2 It is concluded that the proposals represent a sustainable and practical approach to development on the subject site with no material traffic or road safety related reasons that should prevent the granting of planning permission for the proposed school application.

Appendix A: Traffic Flow Diagram



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Project : p190187	**Key:** AM Peak Hour (08:00 to 09:00); PM Peak Hour (14:45 to 15:45)	**Dwn:** VJ	**Ckd:**
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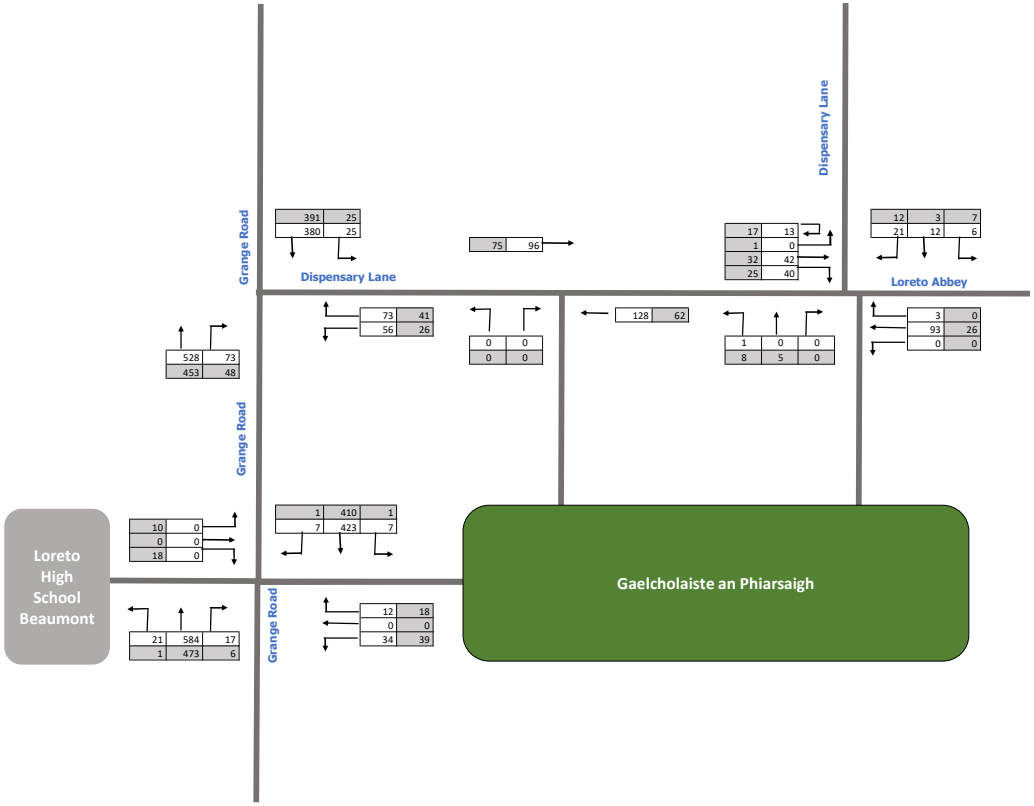
		Figure: 1	**Rev:** -



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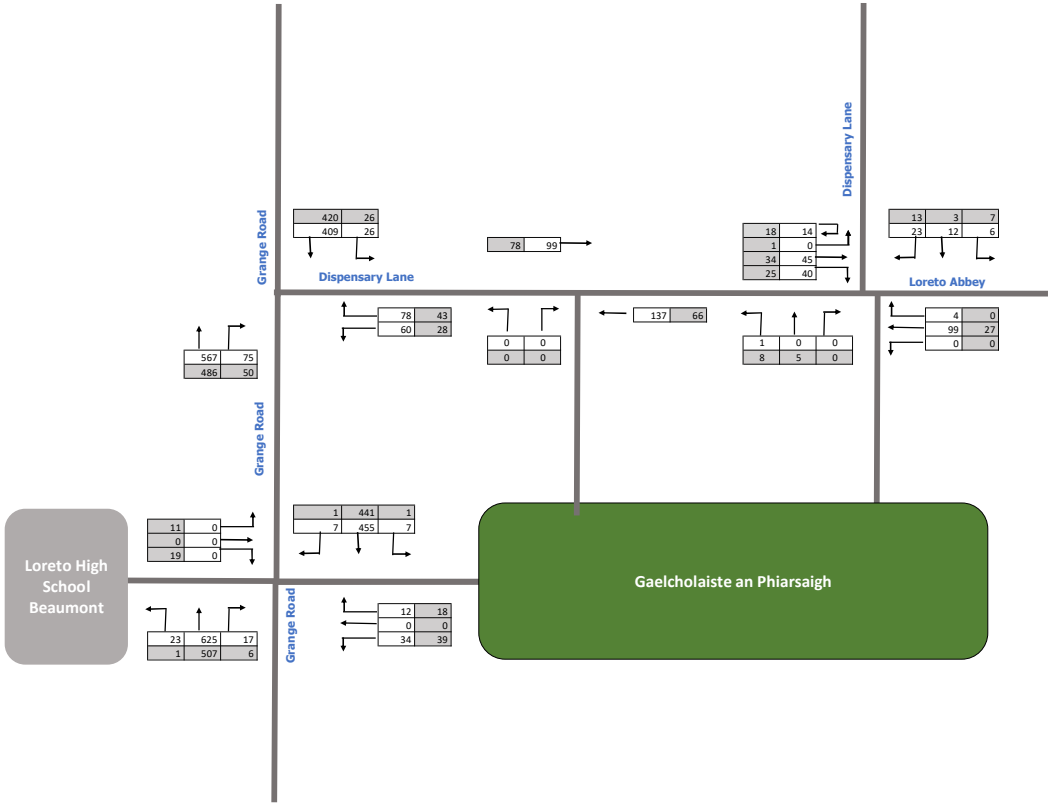

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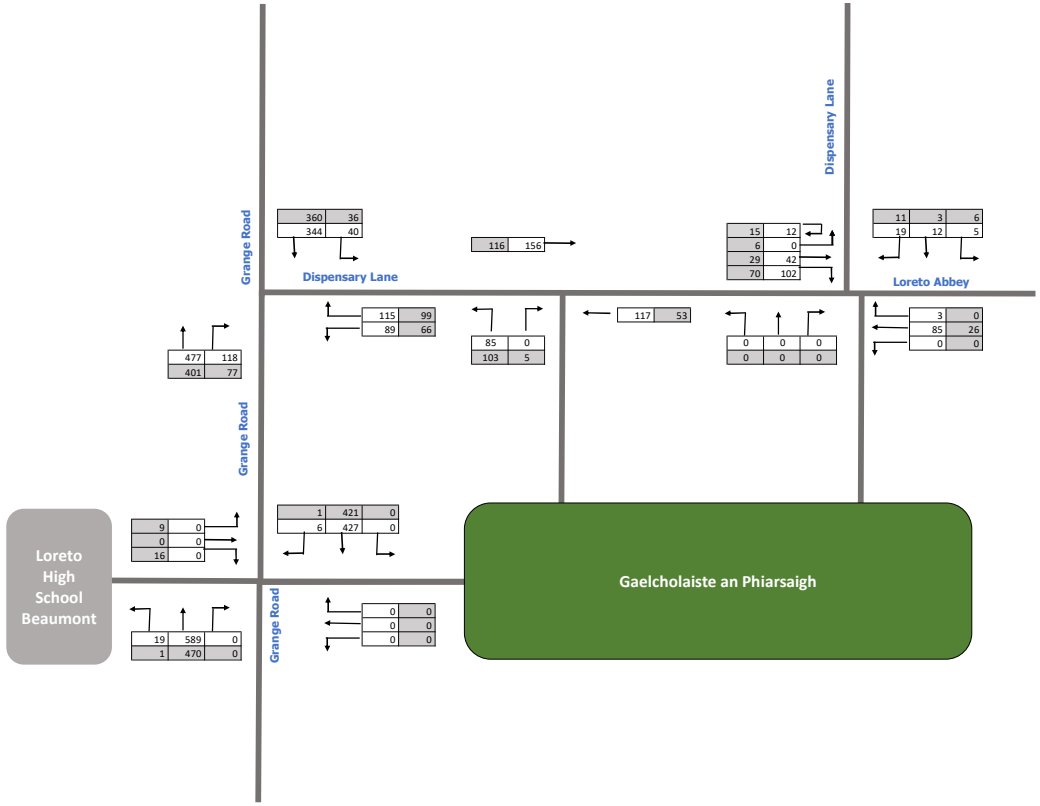

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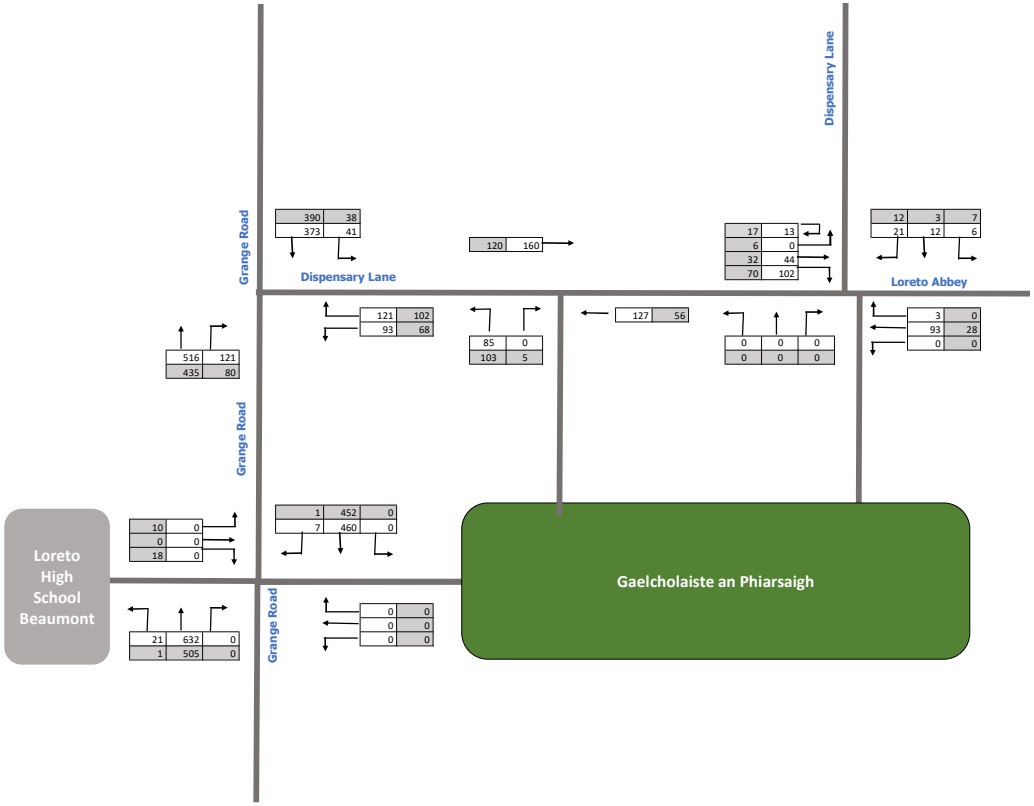

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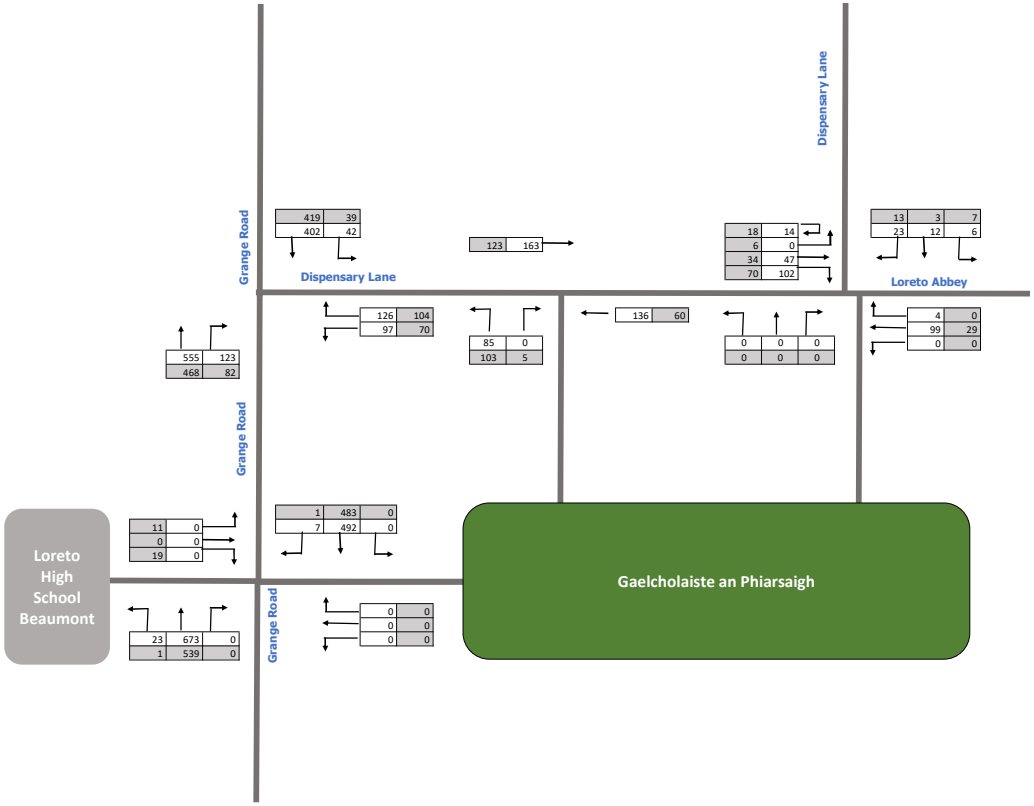

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Project : p190187

DRG. Title : 2038 DS

Key:
AM Peak Hour (08:00 to 09:00)
PM Peak Hour (14:45 to 15:45)

Dwn:	Ckd:	Date:
VJ		

Ref: p190187

Figure:	Rev:
1	-

Appendix B: TRANSYT Output Files

TRANSYT 15

Version: 15.5.2.7994

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Dispensary Lane_Grange Road.t15
Path: G:\2019\p190187\Calcs\TRANSYT
Report generation date: 06/05/2022 11:38:20

File summary

File description

File title	190187
Location	
Site number	
UTCRegion	
Driving side	Left
Date	27/04/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	190187
Enumerator	HEADOFFICE\GarveyD
Description	

Model and Results

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

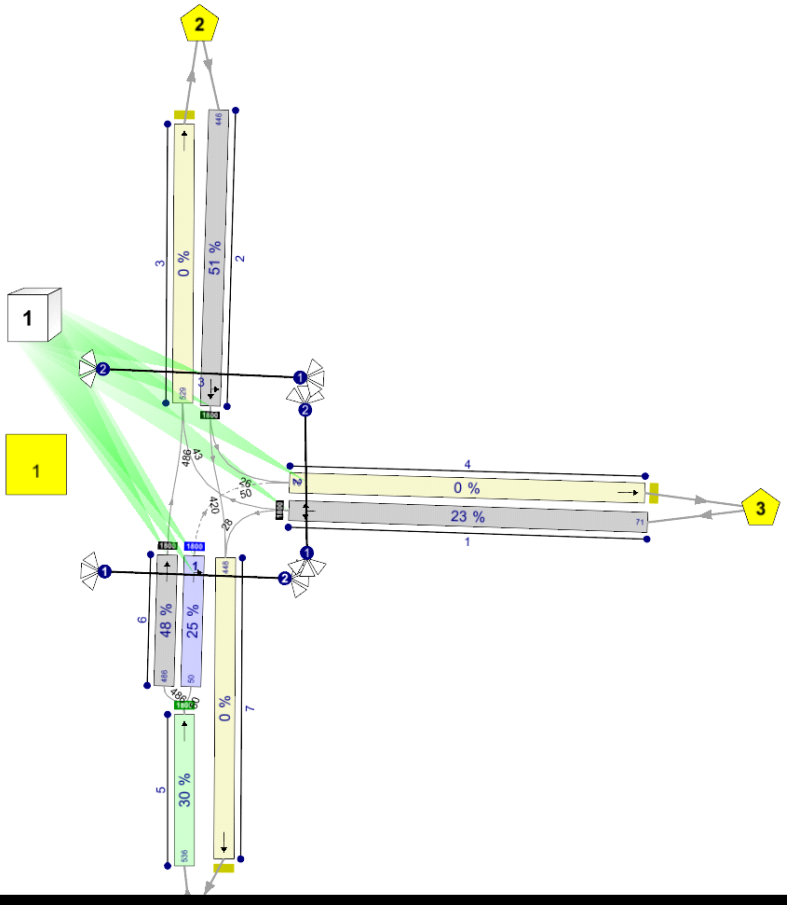
Units

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

Network Diagrams



A1 - 2020 Base AM
D1 - 2020 Base AM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	06/05/2022 11:36:27	06/05/2022 11:36:27	08:00	90	86.59	5.49	47.01	6/1	0	0	6/1	5/1	6/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2020 Base AM		D1	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2020 Base AM				08:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
90		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

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			✓	267.16	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	220.28	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	329.23						Normal	
4	1			✓	364.00						Normal	
5	1			✓	112.63	✓	Sum of lanes	1800			Normal	
6	1				30.00	✓	Sum of lanes	1800	✓		Normal	
	2				30.00	✓	Sum of lanes	1800	✓	✓	Normal	
7	1			✓	315.13						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
3	1	1	(untitled)			
4	1	1	(untitled)			
5	1	1	(untitled)			1800
6	1	1	(untitled)			1800
	2	2	(untitled)			1800
7	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	✓	95

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	117	117
2	1	370	370
3	1	547	547
4	1	93	93
5	1	550	550
6	1	481	481
	2	69	69
7	1	397	397

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	C	
2	1	1	D	
6	1	1	A	
	2	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1	1	32.06	30.00
2	1	26.43	30.00
5	1	13.52	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
3	1	1	1/1	3/1	39.51	30.00	✓	Offside	79.36
4	1	1	2/1	4/1	43.68	30.00	✓	Nearside	55.43
6	1	1	5/1	6/1	3.60	30.00	✓	Straight	Straight Movement
	2	1	5/1	6/2	3.60	30.00	✓	Straight	Straight Movement
7	1	1	1/1	7/1	37.82	30.00	✓	Nearside	35.48
3	1	2	6/1	3/1	39.51	30.00	✓	Straight	Straight Movement
4	1	2	6/2	4/1	43.68	30.00	✓	Offside	55.98
7	1	2	2/1	7/1	37.82	30.00	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
6	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	2/1	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)				Farside	10.50	7.00	5.40
2	(untitled)				Farside	7.00	4.67	5.40
3	(untitled)				Farside	9.00	6.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To		
		1	2	3
From	1	0	481	69
	2	346	0	24
	3	51	66	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)	5/1	7/1	#0000FF
	2	(untitled)	2/1	3/1	#FF0000
	3	(untitled)	1/1	4/1	#00FF00

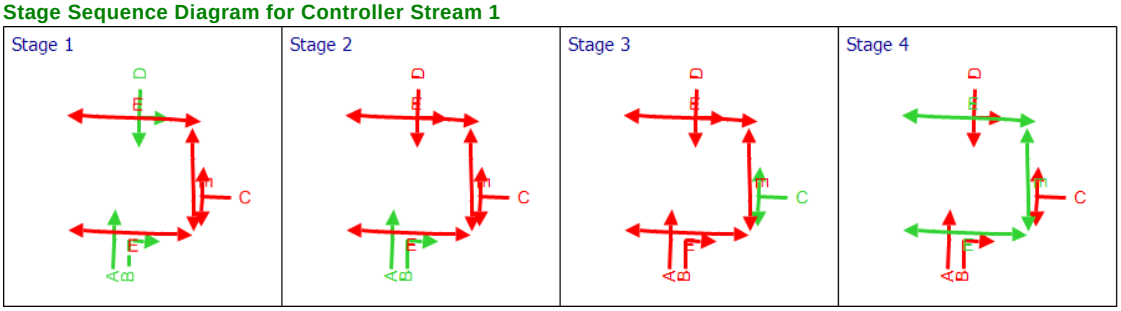
Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3	1	1/1, 7/1	Normal	51
	2		3	2	1/1, 3/1	Normal	66
	3		2	3	2/1, 4/1	Normal	24
	4		2	1	2/1, 7/1	Normal	346
	5		1	2	5/1, 6/1, 3/1	Normal	481
	6		1	3	5/1, 6/2, 4/1	Normal	69

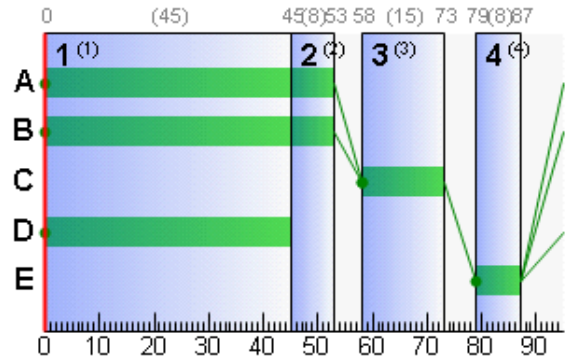
Signal Timings

Network Default: 90s cycle time; 90 steps

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	1	1	39	133	117	1800	15	38.86	2.85	6.14	17.93	1.34	19.27
	2	1	42	112	370	1800	45	17.43	6.43	16.77	25.44	2.98	28.42
	3	1	0	Unrestricted	547	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	4	1	0	Unrestricted	93	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	5	1	31	195	550	1800	95	0.44	0.07	0.34	0.95	0.00	0.95
	6	1	47	91	481	1800	53	13.63	7.56	144.84	25.86	3.50	29.36
		2	35	161	69	352	53	28.51	1.76	33.69	7.76	0.82	8.58
	7	1	0	Unrestricted	397	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	1	1	117	117	0		1800	303	39		133	0.00	15
	2	1	370	370	0		1800	872	42		112	0.00	45
	3	1	547	547	0		Unrestricted	Unrestricted	0		Unrestricted	0.46	95
	4	1	93	93	0		Unrestricted	Unrestricted	0		Unrestricted	0.53	95
	5	1	550	550	0		1800	1800	31		195	0.00	95
	6	1	481	481	0		1800	1023	47		91	0.00	53
		2	69	69	0		352	200	35		161	0.00	53
	7	1	397	397	0		Unrestricted	Unrestricted	0		Unrestricted	0.59	95

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
08:00-09:00	1	1	0.00	2.85	46.46	6.14	0.00	0.00	
	2	1	0.00	6.43	38.31	16.77	0.00	0.00	
	3	1	0.00	0.00	57.26	0.00	0.00	4.00	
	4	1	0.00	0.00	63.30	0.00	0.00	32.00	
	5	1	0.00	0.07	19.59	0.34	0.00	18.00	
	6	1	0.00	7.56	5.22	144.84	0.00	0.00	
		2	0.00	1.76	5.22	33.69	0.00	0.00	
	7	1	0.00	0.00	54.81	0.00	0.00	9.00	

A2 - 2020 Base PM
D2 - 2020 Base PM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
2	06/05/2022 11:36:27	06/05/2022 11:36:27	14:45	90	66.49	4.19	43.37	2/1	0	0	2/1	5/1	2/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2020 Base PM		D2	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2020 Base PM				14:45	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
90		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

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			✓	267.16	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	220.28	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	329.23						Normal	
4	1			✓	364.00						Normal	
5	1			✓	112.63	✓	Sum of lanes	1800			Normal	
6	1				30.00	✓	Sum of lanes	1800	✓		Normal	
	2				30.00	✓	Sum of lanes	1800	✓	✓	Normal	
7	1			✓	315.13						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
3	1	1	(untitled)			
4	1	1	(untitled)			
5	1	1	(untitled)			1800
6	1	1	(untitled)			1800
	2	2	(untitled)			1800
7	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	✓	95

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	62	62
2	1	378	378
3	1	451	451
4	1	68	68
5	1	458	458
6	1	413	413
	2	45	45
7	1	379	379

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	C	
2	1	1	D	
6	1	1	A	
	2	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1	1	32.06	30.00
2	1	26.43	30.00
5	1	13.52	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
3	1	1	1/1	3/1	39.51	30.00	✓	Offside	79.36
4	1	1	2/1	4/1	43.68	30.00	✓	Nearside	55.43
6	1	1	5/1	6/1	3.60	30.00	✓	Straight	Straight Movement
	2	1	5/1	6/2	3.60	30.00	✓	Straight	Straight Movement
7	1	1	1/1	7/1	37.82	30.00	✓	Nearside	35.48
3	1	2	6/1	3/1	39.51	30.00	✓	Straight	Straight Movement
4	1	2	6/2	4/1	43.68	30.00	✓	Offside	55.98
7	1	2	2/1	7/1	37.82	30.00	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
6	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	2/1	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)				Farside	10.50	7.00	5.40
2	(untitled)				Farside	7.00	4.67	5.40
3	(untitled)				Farside	9.00	6.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To		
		1	2	3
From	1	0	413	45
	2	355	0	23
	3	24	38	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)	5/1	7/1	#0000FF
	2	(untitled)	2/1	3/1	#FF0000
	3	(untitled)	1/1	4/1	#00FF00

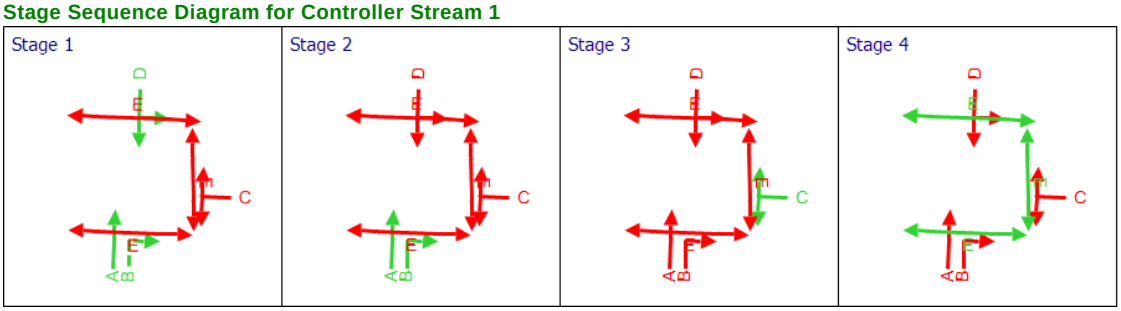
Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3	1	1/1, 7/1	Normal	24
	2		3	2	1/1, 3/1	Normal	38
	3		2	3	2/1, 4/1	Normal	23
	4		2	1	2/1, 7/1	Normal	355
	5		1	2	5/1, 6/1, 3/1	Normal	413
	6		1	3	5/1, 6/2, 4/1	Normal	45

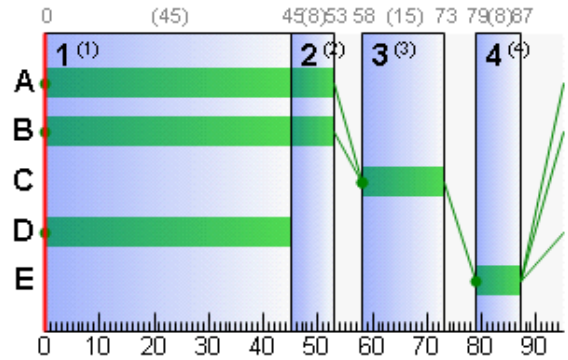
Signal Timings

Network Default: 90s cycle time; 90 steps

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
14:45-15:45	1	1	20	340	62	1800	15	35.56	1.42	3.06	8.70	0.67	9.36
	2	1	43	108	378	1800	45	17.57	6.68	17.43	26.20	3.06	29.26
	3	1	0	Unrestricted	451	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	4	1	0	Unrestricted	68	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	5	1	25	254	458	1800	95	0.34	0.04	0.22	0.62	0.00	0.62
	6	1	40	123	413	1800	53	12.67	6.22	119.15	20.65	2.85	23.49
		2	23	300	45	352	53	18.69	0.96	18.35	3.32	0.44	3.76
	7	1	0	Unrestricted	379	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
14:45-15:45	1	1	62	62	0		1800	303	20		340	0.00	15
	2	1	378	378	0		1800	872	43		108	0.00	45
	3	1	451	451	0		Unrestricted	Unrestricted	0		Unrestricted	0.51	95
	4	1	68	68	0		Unrestricted	Unrestricted	0		Unrestricted	0.65	95
	5	1	458	458	0		1800	1800	25		254	0.00	95
	6	1	413	413	0		1800	1023	40		123	0.00	53
		2	45	45	0		352	200	23		300	0.00	53
	7	1	379	379	0		Unrestricted	Unrestricted	0		Unrestricted	0.70	95

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
14:45-15:45	1	1	0.00	1.42	46.46	3.06	0.00	0.00	
	2	1	0.00	6.68	38.31	17.43	0.00	0.00	
	3	1	0.00	0.00	57.26	0.00	0.00	9.00	
	4	1	0.00	0.00	63.30	0.00	0.00	44.00	
	5	1	0.00	0.04	19.59	0.22	0.00	9.00	
	6	1	0.00	6.22	5.22	119.15	0.00	0.00	
		2	0.00	0.96	5.22	18.35	0.00	20.00	
	7	1	0.00	0.00	54.81	0.00	0.00	16.00	

A3 - 2023 DN AM
D3 - 2023 DN AM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
3	06/05/2022 11:36:28	06/05/2022 11:36:28	08:00	90	88.53	5.61	47.79	6/1	0	0	6/1	5/1	6/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2023 DN AM		D3	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2023 DN AM				08:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
90		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

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			✓	267.16	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	220.28	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	329.23						Normal	
4	1			✓	364.00						Normal	
5	1			✓	112.63	✓	Sum of lanes	1800			Normal	
6	1				30.00	✓	Sum of lanes	1800	✓		Normal	
	2				30.00	✓	Sum of lanes	1800	✓	✓	Normal	
7	1			✓	315.13						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
3	1	1	(untitled)			
4	1	1	(untitled)			
5	1	1	(untitled)			1800
6	1	1	(untitled)			1800
	2	2	(untitled)			1800
7	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	✓	95

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	119	119
2	1	375	375
3	1	556	556
4	1	94	94
5	1	559	559
6	1	489	489
	2	70	70
7	1	403	403

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	C	
2	1	1	D	
6	1	1	A	
	2	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1	1	32.06	30.00
2	1	26.43	30.00
5	1	13.52	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
3	1	1	1/1	3/1	39.51	30.00	✓	Offside	79.36
4	1	1	2/1	4/1	43.68	30.00	✓	Nearside	55.43
6	1	1	5/1	6/1	3.60	30.00	✓	Straight	Straight Movement
	2	1	5/1	6/2	3.60	30.00	✓	Straight	Straight Movement
7	1	1	1/1	7/1	37.82	30.00	✓	Nearside	35.48
3	1	2	6/1	3/1	39.51	30.00	✓	Straight	Straight Movement
4	1	2	6/2	4/1	43.68	30.00	✓	Offside	55.98
7	1	2	2/1	7/1	37.82	30.00	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
6	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	2/1	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)				Farside	10.50	7.00	5.40
2	(untitled)				Farside	7.00	4.67	5.40
3	(untitled)				Farside	9.00	6.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To		
		1	2	3
From	1	0	489	70
	2	351	0	24
	3	52	67	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)	5/1	7/1	#0000FF
	2	(untitled)	2/1	3/1	#FF0000
	3	(untitled)	1/1	4/1	#00FF00

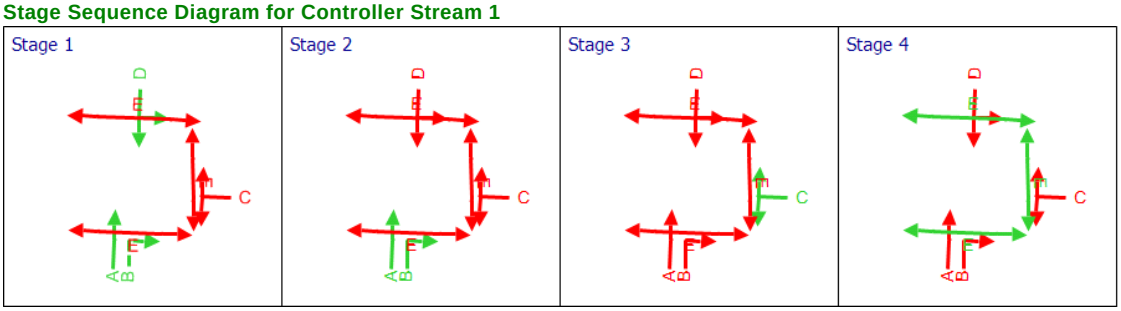
Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3	1	1/1, 7/1	Normal	52
	2		3	2	1/1, 3/1	Normal	67
	3		2	3	2/1, 4/1	Normal	24
	4		2	1	2/1, 7/1	Normal	351
	5		1	2	5/1, 6/1, 3/1	Normal	489
	6		1	3	5/1, 6/2, 4/1	Normal	70

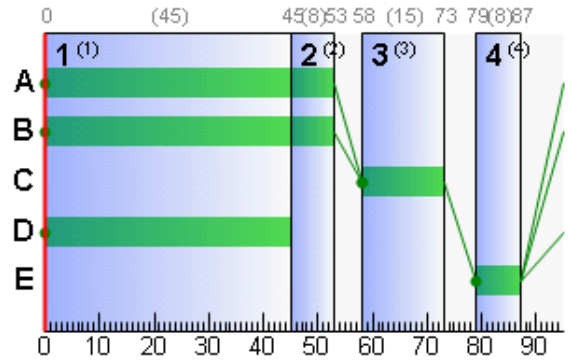
Signal Timings

Network Default: 90s cycle time; 90 steps

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	1	1	39	129	119	1800	15	39.01	2.90	6.25	18.31	1.36	19.67
	2	1	43	109	375	1800	45	17.52	6.52	17.01	25.92	3.03	28.94
	3	1	0	Unrestricted	556	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	4	1	0	Unrestricted	94	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	5	1	31	190	559	1800	95	0.45	0.07	0.36	0.99	0.00	0.99
	6	1	48	88	489	1800	53	13.76	7.82	149.98	26.53	3.59	30.13
		2	35	157	70	352	53	28.85	1.79	34.22	7.97	0.84	8.80
	7	1	0	Unrestricted	403	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	1	1	119	119	0		1800	303	39		129	0.00	15
	2	1	375	375	0		1800	872	43		109	0.00	45
	3	1	556	556	0		Unrestricted	Unrestricted	0		Unrestricted	0.46	95
	4	1	94	94	0		Unrestricted	Unrestricted	0		Unrestricted	0.53	95
	5	1	559	559	0		1800	1800	31		190	0.00	95
	6	1	489	489	0		1800	1023	48		88	0.00	53
		2	70	70	0		352	200	35		157	0.00	53
	7	1	403	403	0		Unrestricted	Unrestricted	0		Unrestricted	0.59	95

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
08:00-09:00	1	1	0.00	2.90	46.46	6.25	0.00	0.00	
	2	1	0.00	6.52	38.31	17.01	0.00	0.00	
	3	1	0.00	0.00	57.26	0.00	0.00	3.00	
	4	1	0.00	0.00	63.30	0.00	0.00	32.00	
	5	1	0.00	0.07	19.59	0.36	0.00	20.00	
	6	1	0.00	7.82	5.22	149.98	0.00	0.00	
		2	0.00	1.79	5.22	34.22	0.00	0.00	
	7	1	0.00	0.00	54.81	0.00	0.00	9.00	

A4 - 2023 DN PM
D4 - 2023 DN PM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
4	06/05/2022 11:36:28	06/05/2022 11:36:28	14:45	90	67.67	4.26	44.06	2/1	0	0	2/1	5/1	2/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2023 DN PM		D4	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2023 DN PM				14:45	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
90		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

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			✓	267.16	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	220.28	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	329.23						Normal	
4	1			✓	364.00						Normal	
5	1			✓	112.63	✓	Sum of lanes	1800			Normal	
6	1				30.00	✓	Sum of lanes	1800	✓		Normal	
	2				30.00	✓	Sum of lanes	1800	✓	✓	Normal	
7	1			✓	315.13						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
3	1	1	(untitled)			
4	1	1	(untitled)			
5	1	1	(untitled)			1800
6	1	1	(untitled)			1800
	2	2	(untitled)			1800
7	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	✓	95

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	62	62
2	1	384	384
3	1	457	457
4	1	68	68
5	1	464	464
6	1	419	419
	2	45	45
7	1	385	385

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	C	
2	1	1	D	
6	1	1	A	
	2	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1	1	32.06	30.00
2	1	26.43	30.00
5	1	13.52	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
3	1	1	1/1	3/1	39.51	30.00	✓	Offside	79.36
4	1	1	2/1	4/1	43.68	30.00	✓	Nearside	55.43
6	1	1	5/1	6/1	3.60	30.00	✓	Straight	Straight Movement
	2	1	5/1	6/2	3.60	30.00	✓	Straight	Straight Movement
7	1	1	1/1	7/1	37.82	30.00	✓	Nearside	35.48
3	1	2	6/1	3/1	39.51	30.00	✓	Straight	Straight Movement
4	1	2	6/2	4/1	43.68	30.00	✓	Offside	55.98
7	1	2	2/1	7/1	37.82	30.00	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
6	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	2/1	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)				Farside	10.50	7.00	5.40
2	(untitled)				Farside	7.00	4.67	5.40
3	(untitled)				Farside	9.00	6.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To		
		1	2	3
From	1	0	419	45
	2	361	0	23
	3	24	38	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)	5/1	7/1	#0000FF
	2	(untitled)	2/1	3/1	#FF0000
	3	(untitled)	1/1	4/1	#00FF00

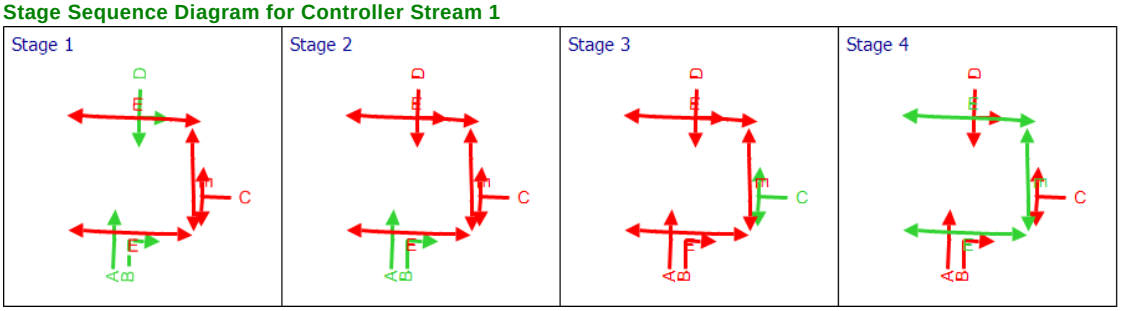
Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3	1	1/1, 7/1	Normal	24
	2		3	2	1/1, 3/1	Normal	38
	3		2	3	2/1, 4/1	Normal	23
	4		2	1	2/1, 7/1	Normal	361
	5		1	2	5/1, 6/1, 3/1	Normal	419
	6		1	3	5/1, 6/2, 4/1	Normal	45

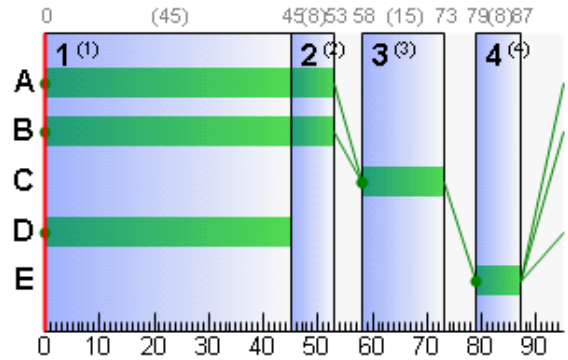
Signal Timings

Network Default: 90s cycle time; 90 steps

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
14:45-15:45	1	1	20	340	62	1800	15	35.56	1.42	3.06	8.70	0.67	9.36
	2	1	44	104	384	1800	45	17.69	6.79	17.71	26.79	3.14	29.93
	3	1	0	Unrestricted	457	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	4	1	0	Unrestricted	68	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	5	1	26	249	464	1800	95	0.35	0.04	0.23	0.64	0.00	0.64
	6	1	41	120	419	1800	53	12.75	6.31	120.95	21.08	2.91	23.99
		2	23	300	45	352	53	18.69	0.96	18.35	3.32	0.44	3.76
	7	1	0	Unrestricted	385	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
14:45-15:45	1	1	62	62	0		1800	303	20		340	0.00	15
	2	1	384	384	0		1800	872	44		104	0.00	45
	3	1	457	457	0		Unrestricted	Unrestricted	0		Unrestricted	0.51	95
	4	1	68	68	0		Unrestricted	Unrestricted	0		Unrestricted	0.65	95
	5	1	464	464	0		1800	1800	26		249	0.00	95
	6	1	419	419	0		1800	1023	41		120	0.00	53
		2	45	45	0		352	200	23		300	0.00	53
	7	1	385	385	0		Unrestricted	Unrestricted	0		Unrestricted	0.70	95

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
14:45-15:45	1	1	0.00	1.42	46.46	3.06	0.00	0.00	
	2	1	0.00	6.79	38.31	17.71	0.00	0.00	
	3	1	0.00	0.00	57.26	0.00	0.00	9.00	
	4	1	0.00	0.00	63.30	0.00	0.00	44.00	
	5	1	0.00	0.04	19.59	0.23	0.00	10.00	
	6	1	0.00	6.31	5.22	120.95	0.00	0.00	
		2	0.00	0.96	5.22	18.35	0.00	20.00	
	7	1	0.00	0.00	54.81	0.00	0.00	16.00	

A5 - 2028 DN AM
D5 - 2028 DN AM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
5	06/05/2022 11:36:28	06/05/2022 11:36:28	08:00	90	98.62	6.26	51.60	6/1	0	0	6/1	5/1	6/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2028 DN AM		D5	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2028 DN AM				08:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
90		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

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			✓	267.16	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	220.28	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	329.23						Normal	
4	1			✓	364.00						Normal	
5	1			✓	112.63	✓	Sum of lanes	1800			Normal	
6	1				30.00	✓	Sum of lanes	1800	✓		Normal	
	2				30.00	✓	Sum of lanes	1800	✓	✓	Normal	
7	1			✓	315.13						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
3	1	1	(untitled)			
4	1	1	(untitled)			
5	1	1	(untitled)			1800
6	1	1	(untitled)			1800
	2	2	(untitled)			1800
7	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	✓	95

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	129	129
2	1	405	405
3	1	601	601
4	1	98	98
5	1	601	601
6	1	528	528
	2	73	73
7	1	436	436

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	C	
2	1	1	D	
6	1	1	A	
	2	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1	1	32.06	30.00
2	1	26.43	30.00
5	1	13.52	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
3	1	1	1/1	3/1	39.51	30.00	✓	Offside	79.36
4	1	1	2/1	4/1	43.68	30.00	✓	Nearside	55.43
6	1	1	5/1	6/1	3.60	30.00	✓	Straight	Straight Movement
	2	1	5/1	6/2	3.60	30.00	✓	Straight	Straight Movement
7	1	1	1/1	7/1	37.82	30.00	✓	Nearside	35.48
3	1	2	6/1	3/1	39.51	30.00	✓	Straight	Straight Movement
4	1	2	6/2	4/1	43.68	30.00	✓	Offside	55.98
7	1	2	2/1	7/1	37.82	30.00	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
6	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	2/1	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)				Farside	10.50	7.00	5.40
2	(untitled)				Farside	7.00	4.67	5.40
3	(untitled)				Farside	9.00	6.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To		
		1	2	3
From	1	0	528	73
	2	380	0	25
	3	56	73	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)	5/1	7/1	#0000FF
	2	(untitled)	2/1	3/1	#FF0000
	3	(untitled)	1/1	4/1	#00FF00

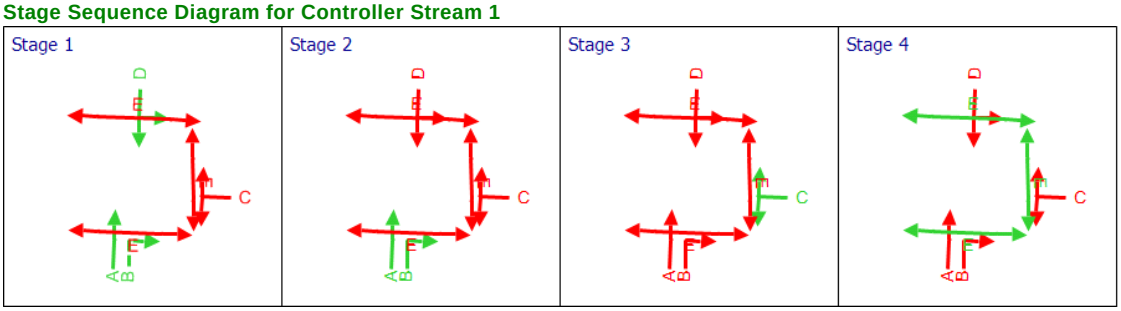
Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3	1	1/1, 7/1	Normal	56
	2		3	2	1/1, 3/1	Normal	73
	3		2	3	2/1, 4/1	Normal	25
	4		2	1	2/1, 7/1	Normal	380
	5		1	2	5/1, 6/1, 3/1	Normal	528
	6		1	3	5/1, 6/2, 4/1	Normal	73

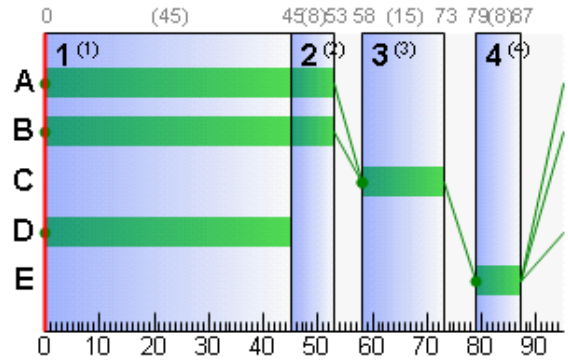
Signal Timings

Network Default: 90s cycle time; 90 steps

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	1	1	43	112	129	1800	15	39.76	3.20	6.89	20.23	1.49	21.72
	2	1	46	94	405	1800	45	18.10	7.29	19.03	28.91	3.36	32.27
	3	1	0	Unrestricted	601	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	4	1	0	Unrestricted	98	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	5	1	33	170	601	1800	95	0.50	0.08	0.43	1.19	0.00	1.19
	6	1	52	74	528	1800	53	14.39	8.63	165.49	29.97	4.00	33.97
		2	37	147	73	352	53	29.85	1.89	36.20	8.59	0.88	9.47
	7	1	0	Unrestricted	436	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	1	1	129	129	0		1800	303	43		112	0.00	15
	2	1	405	405	0		1800	872	46		94	0.00	45
	3	1	601	601	0		Unrestricted	Unrestricted	0		Unrestricted	0.46	95
	4	1	98	98	0		Unrestricted	Unrestricted	0		Unrestricted	0.52	95
	5	1	601	601	0		1800	1800	33		170	0.00	95
	6	1	528	528	0		1800	1023	52		74	0.00	53
		2	73	73	0		352	200	37		147	0.00	53
	7	1	436	436	0		Unrestricted	Unrestricted	0		Unrestricted	0.59	95

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
08:00-09:00	1	1	0.00	3.20	46.46	6.89	0.00	0.00	
	2	1	0.00	7.29	38.31	19.03	0.00	0.00	
	3	1	0.00	0.00	57.26	0.00	0.00	2.00	
	4	1	0.00	0.00	63.30	0.00	0.00	31.00	
	5	1	0.00	0.08	19.59	0.43	0.00	24.00	
	6	1	0.00	8.63	5.22	165.49	0.00	0.00	
		2	0.00	1.89	5.22	36.20	0.00	0.00	
	7	1	0.00	0.00	54.81	0.00	0.00	8.00	

A6 - 2028 DN PM
D6 - 2028 DN PM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
6	06/05/2022 11:36:28	06/05/2022 11:36:28	14:45	90	75.59	4.77	47.73	2/1	0	0	2/1	5/1	2/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2028 DN PM		D6	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2028 DN PM				14:45	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
90		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

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			✓	267.16	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	220.28	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	329.23						Normal	
4	1			✓	364.00						Normal	
5	1			✓	112.63	✓	Sum of lanes	1800			Normal	
6	1				30.00	✓	Sum of lanes	1800	✓		Normal	
	2				30.00	✓	Sum of lanes	1800	✓	✓	Normal	
7	1			✓	315.13						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
3	1	1	(untitled)			
4	1	1	(untitled)			
5	1	1	(untitled)			1800
6	1	1	(untitled)			1800
	2	2	(untitled)			1800
7	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	✓	95

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	67	67
2	1	416	416
3	1	494	494
4	1	73	73
5	1	501	501
6	1	453	453
	2	48	48
7	1	417	417

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	C	
2	1	1	D	
6	1	1	A	
	2	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1	1	32.06	30.00
2	1	26.43	30.00
5	1	13.52	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
3	1	1	1/1	3/1	39.51	30.00	✓	Offside	79.36
4	1	1	2/1	4/1	43.68	30.00	✓	Nearside	55.43
6	1	1	5/1	6/1	3.60	30.00	✓	Straight	Straight Movement
	2	1	5/1	6/2	3.60	30.00	✓	Straight	Straight Movement
7	1	1	1/1	7/1	37.82	30.00	✓	Nearside	35.48
3	1	2	6/1	3/1	39.51	30.00	✓	Straight	Straight Movement
4	1	2	6/2	4/1	43.68	30.00	✓	Offside	55.98
7	1	2	2/1	7/1	37.82	30.00	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
6	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	2/1	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)				Farside	10.50	7.00	5.40
3	(untitled)				Farside	9.00	6.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To		
		1	2	3
From	1	0	453	48
	2	391	0	25
	3	26	41	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)	5/1	7/1	#0000FF
	2	(untitled)	2/1	3/1	#FF0000
	3	(untitled)	1/1	4/1	#00FF00

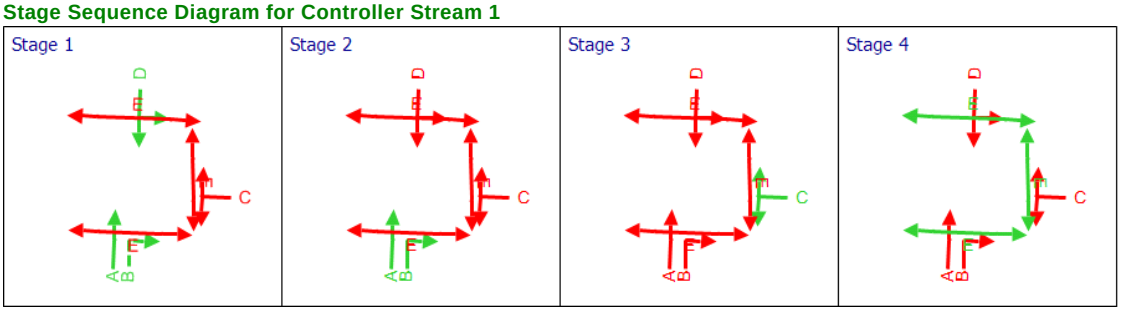
Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3	1	1/1, 7/1	Normal	26
	2		3	2	1/1, 3/1	Normal	41
	3		2	3	2/1, 4/1	Normal	25
	4		2	1	2/1, 7/1	Normal	391
	5		1	2	5/1, 6/1, 3/1	Normal	453
	6		1	3	5/1, 6/2, 4/1	Normal	48

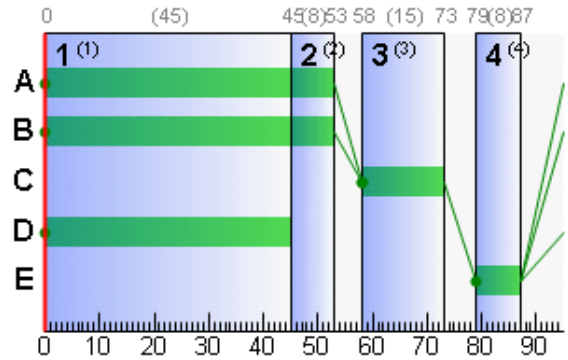
Signal Timings

Network Default: 90s cycle time; 90 steps

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
14:45-15:45	1	1	22	307	67	1800	15	35.81	1.56	3.35	9.46	0.73	10.19
	2	1	48	89	416	1800	45	18.32	7.50	19.57	30.06	3.48	33.54
	3	1	0	Unrestricted	494	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	4	1	0	Unrestricted	73	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	5	1	28	223	501	1800	95	0.39	0.05	0.27	0.76	0.00	0.76
	6	1	44	103	453	1800	53	13.22	6.97	133.60	23.62	3.22	26.84
		2	24	275	48	352	53	19.85	1.08	20.66	3.76	0.50	4.25
	7	1	0	Unrestricted	417	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
14:45-15:45	1	1	67	67	0		1800	303	22		307	0.00	15
	2	1	416	416	0		1800	872	48		89	0.00	45
	3	1	494	494	0		Unrestricted	Unrestricted	0		Unrestricted	0.51	95
	4	1	73	73	0		Unrestricted	Unrestricted	0		Unrestricted	0.64	95
	5	1	501	501	0		1800	1800	28		223	0.00	95
	6	1	453	453	0		1800	1023	44		103	0.00	53
		2	48	48	0		352	200	24		275	0.00	53
	7	1	417	417	0		Unrestricted	Unrestricted	0		Unrestricted	0.70	95

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
14:45-15:45	1	1	0.00	1.56	46.46	3.35	0.00	0.00	
	2	1	0.00	7.50	38.31	19.57	0.00	0.00	
	3	1	0.00	0.00	57.26	0.00	0.00	8.00	
	4	1	0.00	0.00	63.30	0.00	0.00	42.00	
	5	1	0.00	0.05	19.59	0.27	0.00	14.00	
	6	1	0.00	6.97	5.22	133.60	0.00	0.00	
		2	0.00	1.08	5.22	20.66	0.00	16.00	
	7	1	0.00	0.00	54.81	0.00	0.00	15.00	

A7 - 2038 DN AM
D7 - 2038 DN AM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
7	06/05/2022 11:36:29	06/05/2022 11:36:29	08:00	90	109.04	6.93	55.42	6/1	0	0	6/1	5/1	6/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2038 DN AM		D7	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2038 DN AM				08:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
90		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

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			✓	267.16	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	220.28	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	329.23						Normal	
4	1			✓	364.00						Normal	
5	1			✓	112.63	✓	Sum of lanes	1800			Normal	
6	1				30.00	✓	Sum of lanes	1800	✓		Normal	
	2				30.00	✓	Sum of lanes	1800	✓	✓	Normal	
7	1			✓	315.13						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
3	1	1	(untitled)			
4	1	1	(untitled)			
5	1	1	(untitled)			1800
6	1	1	(untitled)			1800
	2	2	(untitled)			1800
7	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	✓	95

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	435	435
3	1	645	645
4	1	101	101
5	1	642	642
6	1	567	567
	2	75	75
7	1	469	469

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	C	
2	1	1	D	
6	1	1	A	
	2	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1	1	32.06	30.00
2	1	26.43	30.00
5	1	13.52	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
3	1	1	1/1	3/1	39.51	30.00	✓	Offside	79.36
4	1	1	2/1	4/1	43.68	30.00	✓	Nearside	55.43
6	1	1	5/1	6/1	3.60	30.00	✓	Straight	Straight Movement
	2	1	5/1	6/2	3.60	30.00	✓	Straight	Straight Movement
7	1	1	1/1	7/1	37.82	30.00	✓	Nearside	35.48
3	1	2	6/1	3/1	39.51	30.00	✓	Straight	Straight Movement
4	1	2	6/2	4/1	43.68	30.00	✓	Offside	55.98
7	1	2	2/1	7/1	37.82	30.00	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
6	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	2/1	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)				Farside	10.50	7.00	5.40
2	(untitled)				Farside	7.00	4.67	5.40
3	(untitled)				Farside	9.00	6.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To		
		1	2	3
From	1	0	567	75
	2	409	0	26
	3	60	78	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)	5/1	7/1	#0000FF
	2	(untitled)	2/1	3/1	#FF0000
	3	(untitled)	1/1	4/1	#00FF00

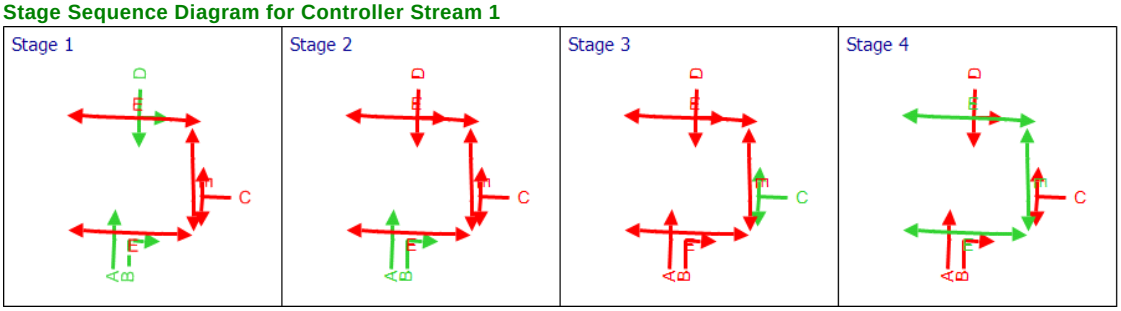
Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3	1	1/1, 7/1	Normal	60
	2		3	2	1/1, 3/1	Normal	78
	3		2	3	2/1, 4/1	Normal	26
	4		2	1	2/1, 7/1	Normal	409
	5		1	2	5/1, 6/1, 3/1	Normal	567
	6		1	3	5/1, 6/2, 4/1	Normal	75

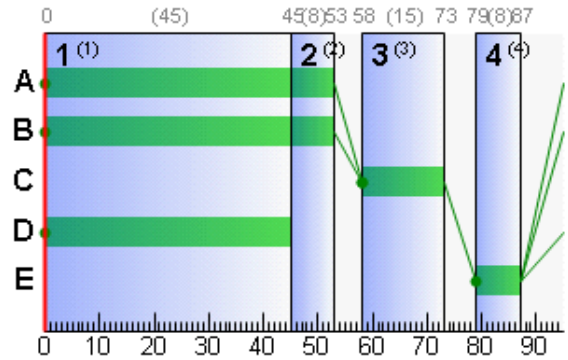
Signal Timings

Network Default: 90s cycle time; 90 steps

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	1	1	46	98	138	1800	15	40.51	3.45	7.42	22.05	1.61	23.67
	2	1	50	80	435	1800	45	18.72	7.98	20.83	32.12	3.70	35.82
	3	1	0	Unrestricted	645	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	4	1	0	Unrestricted	101	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	5	1	36	152	642	1800	95	0.55	0.10	0.50	1.40	0.00	1.40
	6	1	55	62	567	1800	53	15.10	9.64	184.68	33.76	4.45	38.21
		2	38	140	75	352	53	30.51	1.94	37.28	9.03	0.91	9.94
	7	1	0	Unrestricted	469	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	1	1	138	138	0		1800	303	46		98	0.00	15
	2	1	435	435	0		1800	872	50		80	0.00	45
	3	1	645	645	0		Unrestricted	Unrestricted	0		Unrestricted	0.46	95
	4	1	101	101	0		Unrestricted	Unrestricted	0		Unrestricted	0.52	95
	5	1	642	642	0		1800	1800	36		152	0.00	95
	6	1	567	567	0		1800	1023	55		62	0.00	53
		2	75	75	0		352	200	38		140	0.00	53
	7	1	469	469	0		Unrestricted	Unrestricted	0		Unrestricted	0.59	95

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
08:00-09:00	1	1	0.00	3.45	46.46	7.42	0.00	0.00	
	2	1	0.00	7.98	38.31	20.83	0.00	0.00	
	3	1	0.00	0.00	57.26	0.00	0.00	1.00	
	4	1	0.00	0.00	63.30	0.00	0.00	30.00	
	5	1	0.00	0.10	19.59	0.50	0.00	29.00	
	6	1	0.00	9.64	5.22	184.68	0.00	0.00	
		2	0.00	1.94	5.22	37.28	0.00	0.00	
	7	1	0.00	0.00	54.81	0.00	0.00	7.00	

A8 - 2038 DN PM
D8 - 2038 DN PM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
8	06/05/2022 11:36:29	06/05/2022 11:36:29	14:45	90	83.39	5.26	51.17	2/1	0	0	2/1	5/1	2/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2038 DN PM		D8	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2038 DN PM				14:45	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
90		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

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			✓	267.16	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	220.28	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	329.23						Normal	
4	1			✓	364.00						Normal	
5	1			✓	112.63	✓	Sum of lanes	1800			Normal	
6	1				30.00	✓	Sum of lanes	1800	✓		Normal	
	2				30.00	✓	Sum of lanes	1800	✓	✓	Normal	
7	1			✓	315.13						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
3	1	1	(untitled)			
4	1	1	(untitled)			
5	1	1	(untitled)			1800
6	1	1	(untitled)			1800
	2	2	(untitled)			1800
7	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	✓	95

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	71	71
2	1	446	446
3	1	529	529
4	1	76	76
5	1	536	536
6	1	486	486
	2	50	50
7	1	448	448

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	C	
2	1	1	D	
6	1	1	A	
	2	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1	1	32.06	30.00
2	1	26.43	30.00
5	1	13.52	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
3	1	1	1/1	3/1	39.51	30.00	✓	Offside	79.36
4	1	1	2/1	4/1	43.68	30.00	✓	Nearside	55.43
6	1	1	5/1	6/1	3.60	30.00	✓	Straight	Straight Movement
	2	1	5/1	6/2	3.60	30.00	✓	Straight	Straight Movement
7	1	1	1/1	7/1	37.82	30.00	✓	Nearside	35.48
3	1	2	6/1	3/1	39.51	30.00	✓	Straight	Straight Movement
4	1	2	6/2	4/1	43.68	30.00	✓	Offside	55.98
7	1	2	2/1	7/1	37.82	30.00	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
6	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	2/1	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)				Farside	10.50	7.00	5.40
2	(untitled)				Farside	7.00	4.67	5.40
3	(untitled)				Farside	9.00	6.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To		
		1	2	3
From	1	0	486	50
	2	420	0	26
	3	28	43	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)	5/1	7/1	#0000FF
	2	(untitled)	2/1	3/1	#FF0000
	3	(untitled)	1/1	4/1	#00FF00

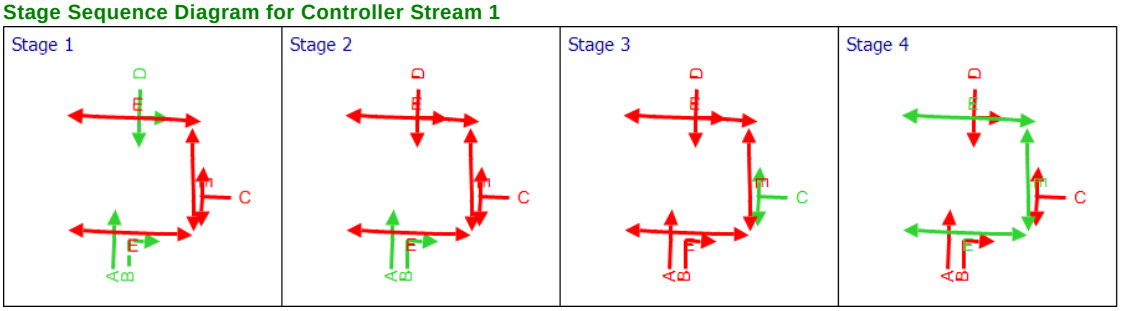
Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3	1	1/1, 7/1	Normal	28
	2		3	2	1/1, 3/1	Normal	43
	3		2	3	2/1, 4/1	Normal	26
	4		2	1	2/1, 7/1	Normal	420
	5		1	2	5/1, 6/1, 3/1	Normal	486
	6		1	3	5/1, 6/2, 4/1	Normal	50

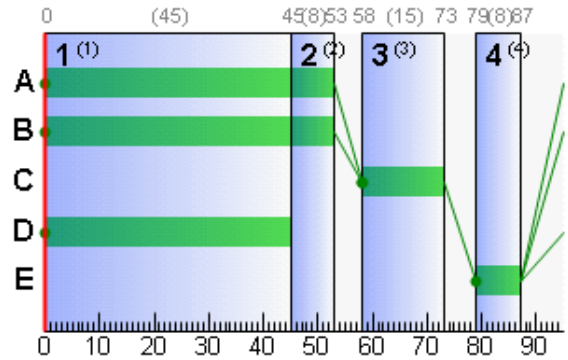
Signal Timings

Network Default: 90s cycle time; 90 steps

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
14:45-15:45	1	1	23	284	71	1800	15	36.03	1.65	3.56	10.09	0.77	10.86
	2	1	51	76	446	1800	45	18.96	8.32	21.72	33.35	3.83	37.18
	3	1	0	Unrestricted	529	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	4	1	0	Unrestricted	76	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	5	1	30	202	536	1800	95	0.42	0.06	0.32	0.90	0.00	0.90
	6	1	48	89	486	1800	53	13.71	7.77	149.01	26.28	3.55	29.84
		2	25	260	50	352	53	20.68	1.17	22.36	4.08	0.54	4.62
	7	1	0	Unrestricted	448	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
14:45-15:45	1	1	71	71	0		1800	303	23		284	0.00	15
	2	1	446	446	0		1800	872	51		76	0.00	45
	3	1	529	529	0		Unrestricted	Unrestricted	0		Unrestricted	0.52	95
	4	1	76	76	0		Unrestricted	Unrestricted	0		Unrestricted	0.64	95
	5	1	536	536	0		1800	1800	30		202	0.00	95
	6	1	486	486	0		1800	1023	48		89	0.00	53
		2	50	50	0		352	200	25		260	0.00	53
	7	1	448	448	0		Unrestricted	Unrestricted	0		Unrestricted	0.70	95

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
14:45-15:45	1	1	0.00	1.65	46.46	3.56	0.00	0.00	
	2	1	0.00	8.32	38.31	21.72	0.00	0.00	
	3	1	0.00	0.00	57.26	0.00	0.00	7.00	
	4	1	0.00	0.00	63.30	0.00	0.00	41.00	
	5	1	0.00	0.06	19.59	0.32	0.00	19.00	
	6	1	0.00	7.77	5.22	149.01	0.00	0.00	
		2	0.00	1.17	5.22	22.36	0.00	13.00	
	7	1	0.00	0.00	54.81	0.00	0.00	14.00	

A9 - 2023 DS AM
D9 - 2023 DS AM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
9	06/05/2022 11:36:29	06/05/2022 11:36:29	08:00	90	124.14	7.98	67.29	1/1	0	0	1/1	5/1	1/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2023 DS AM		D9	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2023 DS AM				08:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
90		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

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			✓	267.16	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	220.28	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	329.23						Normal	
4	1			✓	364.00						Normal	
5	1			✓	112.63	✓	Sum of lanes	1800			Normal	
6	1				30.00	✓	Sum of lanes	1800	✓		Normal	
	2				30.00	✓	Sum of lanes	1800	✓	✓	Normal	
7	1			✓	315.13						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
3	1	1	(untitled)			
4	1	1	(untitled)			
5	1	1	(untitled)			1800
6	1	1	(untitled)			1800
	2	2	(untitled)			1800
7	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	✓	95

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	204	204
2	1	384	384
3	1	592	592
4	1	158	158
5	1	595	595
6	1	477	477
	2	118	118
7	1	433	433

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	C	
2	1	1	D	
6	1	1	A	
	2	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1	1	32.06	30.00
2	1	26.43	30.00
5	1	13.52	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
3	1	1	1/1	3/1	39.51	30.00	✓	Offside	79.36
4	1	1	2/1	4/1	43.68	30.00	✓	Nearside	55.43
6	1	1	5/1	6/1	3.60	30.00	✓	Straight	Straight Movement
	2	1	5/1	6/2	3.60	30.00	✓	Straight	Straight Movement
7	1	1	1/1	7/1	37.82	30.00	✓	Nearside	35.48
3	1	2	6/1	3/1	39.51	30.00	✓	Straight	Straight Movement
4	1	2	6/2	4/1	43.68	30.00	✓	Offside	55.98
7	1	2	2/1	7/1	37.82	30.00	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
6	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	2/1	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)				Farside	10.50	7.00	5.40
2	(untitled)				Farside	7.00	4.67	5.40
3	(untitled)				Farside	9.00	6.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To		
		1	2	3
From	1	0	477	118
	2	344	0	40
	3	89	115	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)	5/1	7/1	#0000FF
	2	(untitled)	2/1	3/1	#FF0000
	3	(untitled)	1/1	4/1	#00FF00

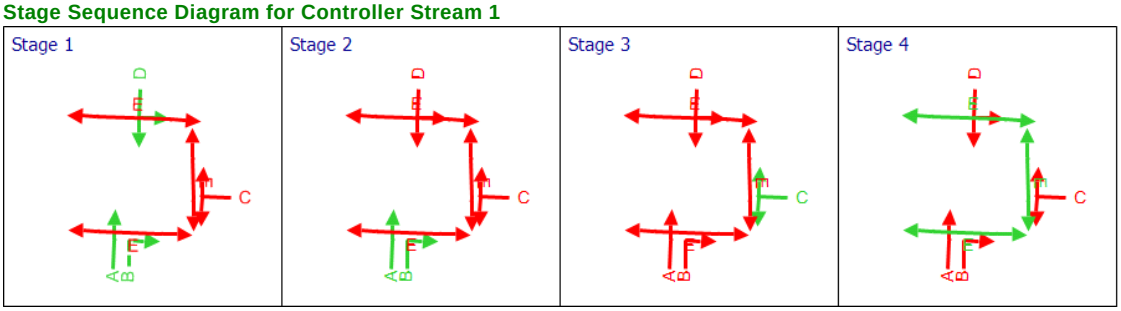
Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3	1	1/1, 7/1	Normal	89
	2		3	2	1/1, 3/1	Normal	115
	3		2	3	2/1, 4/1	Normal	40
	4		2	1	2/1, 7/1	Normal	344
	5		1	2	5/1, 6/1, 3/1	Normal	477
	6		1	3	5/1, 6/2, 4/1	Normal	118

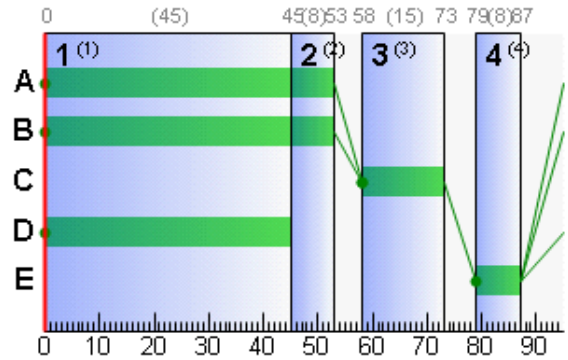
Signal Timings

Network Default: 90s cycle time; 90 steps

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	1	1	67	34	204	1800	15	48.94	5.72	12.31	39.38	2.66	42.04
	2	1	44	104	384	1800	45	17.69	6.79	17.71	26.79	3.14	29.93
	3	1	0	Unrestricted	592	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	4	1	0	Unrestricted	158	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	5	1	33	172	595	1800	95	0.49	0.08	0.42	1.16	0.00	1.16
	6	1	47	93	477	1800	53	13.57	7.49	143.57	25.54	3.46	29.00
		2	59	53	118	352	53	43.91	3.36	64.48	20.44	1.57	22.01
	7	1	0	Unrestricted	433	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	1	1	204	204	0		1800	303	67		34	0.00	15
	2	1	384	384	0		1800	872	44		104	0.00	45
	3	1	592	592	0		Unrestricted	Unrestricted	0		Unrestricted	0.39	95
	4	1	158	158	0		Unrestricted	Unrestricted	0		Unrestricted	0.47	95
	5	1	595	595	0		1800	1800	33		172	0.00	95
	6	1	477	477	0		1800	1023	47		93	0.00	53
		2	118	118	0		352	200	59		53	0.00	53
	7	1	433	433	0		Unrestricted	Unrestricted	0		Unrestricted	0.49	95

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
08:00-09:00	1	1	0.00	5.72	46.46	12.31	0.00	0.00	
	2	1	0.00	6.79	38.31	17.71	0.00	0.00	
	3	1	0.00	0.00	57.26	0.00	0.00	0.00	
	4	1	0.00	0.00	63.30	0.00	0.00	19.00	
	5	1	0.00	0.08	19.59	0.42	0.00	18.00	
	6	1	0.00	7.49	5.22	143.57	0.00	0.00	
		2	0.00	3.36	5.22	64.48	0.00	0.00	
	7	1	0.00	0.00	54.81	0.00	0.00	2.00	

A10 - 2023 DS PM
D10 - 2023 DS PM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
10	06/05/2022 11:36:30	06/05/2022 11:36:30	14:45	90	94.96	6.06	54.43	1/1	0	0	1/1	5/1	1/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2023 DS PM		D10	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2023 DS PM				14:45	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
90		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

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			✓	267.16	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	220.28	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	329.23						Normal	
4	1			✓	364.00						Normal	
5	1			✓	112.63	✓	Sum of lanes	1800			Normal	
6	1				30.00	✓	Sum of lanes	1800	✓		Normal	
	2				30.00	✓	Sum of lanes	1800	✓	✓	Normal	
7	1			✓	315.13						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
3	1	1	(untitled)			
4	1	1	(untitled)			
5	1	1	(untitled)			1800
6	1	1	(untitled)			1800
	2	2	(untitled)			1800
7	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	✓	95

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	165	165
2	1	396	396
3	1	500	500
4	1	113	113
5	1	478	478
6	1	401	401
	2	77	77
7	1	426	426

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	C	
2	1	1	D	
6	1	1	A	
	2	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1	1	32.06	30.00
2	1	26.43	30.00
5	1	13.52	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
3	1	1	1/1	3/1	39.51	30.00	✓	Offside	79.36
4	1	1	2/1	4/1	43.68	30.00	✓	Nearside	55.43
6	1	1	5/1	6/1	3.60	30.00	✓	Straight	Straight Movement
	2	1	5/1	6/2	3.60	30.00	✓	Straight	Straight Movement
7	1	1	1/1	7/1	37.82	30.00	✓	Nearside	35.48
3	1	2	6/1	3/1	39.51	30.00	✓	Straight	Straight Movement
4	1	2	6/2	4/1	43.68	30.00	✓	Offside	55.98
7	1	2	2/1	7/1	37.82	30.00	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
6	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	2/1	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)				Farside	10.50	7.00	5.40
2	(untitled)				Farside	7.00	4.67	5.40
3	(untitled)				Farside	9.00	6.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To		
		1	2	3
From	1	0	401	77
	2	360	0	36
	3	66	99	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)	5/1	7/1	#0000FF
	2	(untitled)	2/1	3/1	#FF0000
	3	(untitled)	1/1	4/1	#00FF00

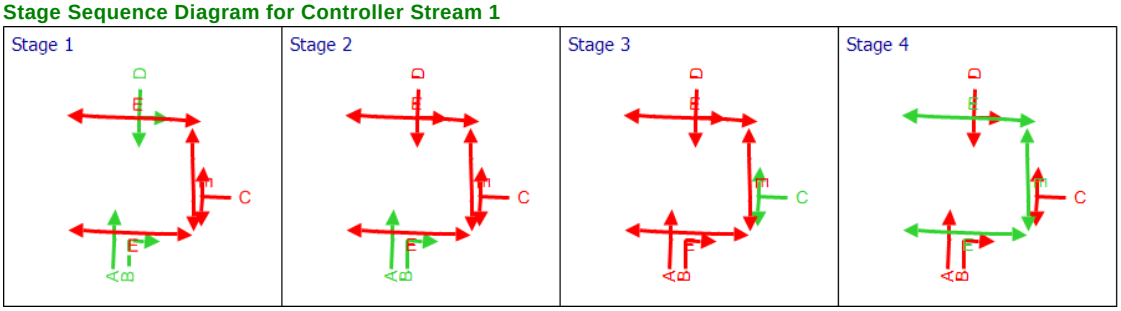
Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3	1	1/1, 7/1	Normal	66
	2		3	2	1/1, 3/1	Normal	99
	3		2	3	2/1, 4/1	Normal	36
	4		2	1	2/1, 7/1	Normal	360
	5		1	2	5/1, 6/1, 3/1	Normal	401
	6		1	3	5/1, 6/2, 4/1	Normal	77

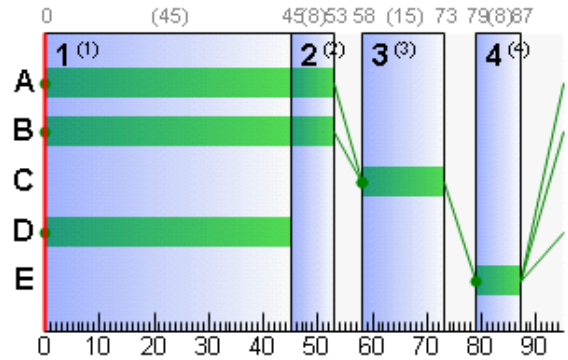
Signal Timings

Network Default: 90s cycle time; 90 steps

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
14:45-15:45	1	1	54	65	165	1800	15	43.17	4.26	9.17	28.09	2.00	30.09
	2	1	45	98	396	1800	45	17.92	7.01	18.29	27.99	3.26	31.25
	3	1	0	Unrestricted	500	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	4	1	0	Unrestricted	113	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	5	1	27	239	478	1800	95	0.36	0.05	0.24	0.68	0.00	0.68
	6	1	39	130	401	1800	53	12.52	5.92	113.43	19.80	2.74	22.54
		2	39	134	77	352	53	31.16	2.00	38.37	9.46	0.94	10.40
	7	1	0	Unrestricted	426	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
14:45-15:45	1	1	165	165	0		1800	303	54		65	0.00	15
	2	1	396	396	0		1800	872	45		98	0.00	45
	3	1	500	500	0		Unrestricted	Unrestricted	0		Unrestricted	0.40	95
	4	1	113	113	0		Unrestricted	Unrestricted	0		Unrestricted	0.52	95
	5	1	478	478	0		1800	1800	27		239	0.00	95
	6	1	401	401	0		1800	1023	39		130	0.00	53
		2	77	77	0		352	200	39		134	0.00	53
	7	1	426	426	0		Unrestricted	Unrestricted	0		Unrestricted	0.55	95

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
14:45-15:45	1	1	0.00	4.26	46.46	9.17	0.00	0.00	
	2	1	0.00	7.01	38.31	18.29	0.00	0.00	
	3	1	0.00	0.00	57.26	0.00	0.00	0.00	
	4	1	0.00	0.00	63.30	0.00	0.00	28.00	
	5	1	0.00	0.05	19.59	0.24	0.00	7.00	
	6	1	0.00	5.92	5.22	113.43	0.00	0.00	
		2	0.00	2.00	5.22	38.37	0.00	0.00	
	7	1	0.00	0.00	54.81	0.00	0.00	6.00	

A11 - 2028 DS AM
D11 - 2028 DS AM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
11	06/05/2022 11:36:30	06/05/2022 11:36:30	08:00	90	136.51	8.78	70.59	1/1	0	0	1/1	5/1	1/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2028 DS AM		D11	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2028 DS AM				08:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
90		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

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			✓	267.16	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	220.28	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	329.23						Normal	
4	1			✓	364.00						Normal	
5	1			✓	112.63	✓	Sum of lanes	1800			Normal	
6	1				30.00	✓	Sum of lanes	1800	✓		Normal	
	2				30.00	✓	Sum of lanes	1800	✓	✓	Normal	
7	1			✓	315.13						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
3	1	1	(untitled)			
4	1	1	(untitled)			
5	1	1	(untitled)			1800
6	1	1	(untitled)			1800
	2	2	(untitled)			1800
7	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	✓	95

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	214	214
2	1	414	414
3	1	637	637
4	1	162	162
5	1	637	637
6	1	516	516
	2	121	121
7	1	466	466

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	C	
2	1	1	D	
6	1	1	A	
	2	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1	1	32.06	30.00
2	1	26.43	30.00
5	1	13.52	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
3	1	1	1/1	3/1	39.51	30.00	✓	Offside	79.36
4	1	1	2/1	4/1	43.68	30.00	✓	Nearside	55.43
6	1	1	5/1	6/1	3.60	30.00	✓	Straight	Straight Movement
	2	1	5/1	6/2	3.60	30.00	✓	Straight	Straight Movement
7	1	1	1/1	7/1	37.82	30.00	✓	Nearside	35.48
3	1	2	6/1	3/1	39.51	30.00	✓	Straight	Straight Movement
4	1	2	6/2	4/1	43.68	30.00	✓	Offside	55.98
7	1	2	2/1	7/1	37.82	30.00	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
6	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	2/1	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)				Farside	10.50	7.00	5.40
2	(untitled)				Farside	7.00	4.67	5.40
3	(untitled)				Farside	9.00	6.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To		
		1	2	3
From	1	0	516	121
	2	373	0	41
	3	93	121	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)	5/1	7/1	#0000FF
	2	(untitled)	2/1	3/1	#FF0000
	3	(untitled)	1/1	4/1	#00FF00

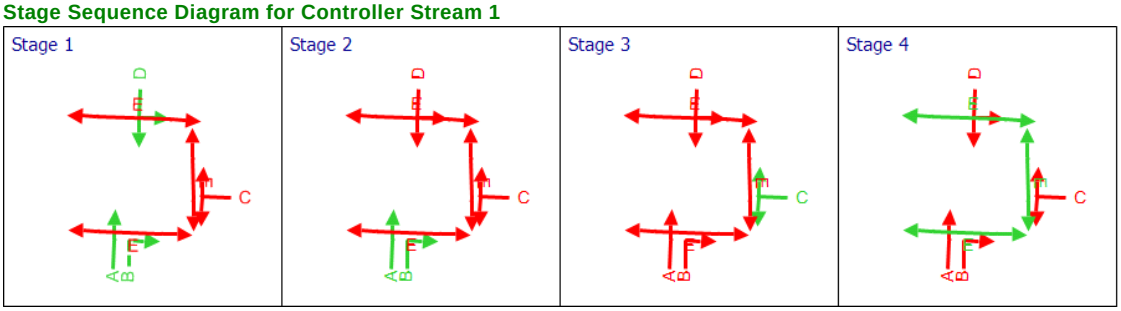
Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3	1	1/1, 7/1	Normal	93
	2		3	2	1/1, 3/1	Normal	121
	3		2	3	2/1, 4/1	Normal	41
	4		2	1	2/1, 7/1	Normal	373
	5		1	2	5/1, 6/1, 3/1	Normal	516
	6		1	3	5/1, 6/2, 4/1	Normal	121

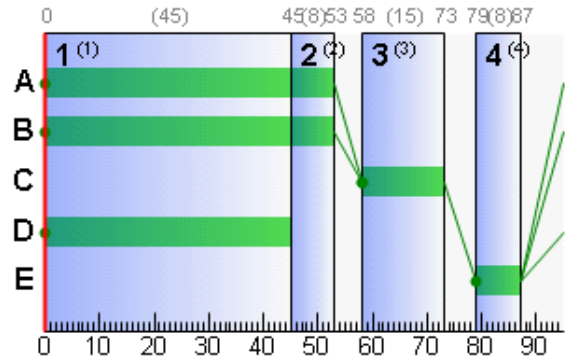
Signal Timings

Network Default: 90s cycle time; 90 steps

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	1	1	71	27	214	1800	15	51.07	6.11	13.15	43.11	2.85	45.96
	2	1	48	89	414	1800	45	18.28	7.46	19.47	29.85	3.46	33.31
	3	1	0	Unrestricted	637	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	4	1	0	Unrestricted	162	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	5	1	35	154	637	1800	95	0.55	0.10	0.49	1.38	0.00	1.38
	6	1	50	78	516	1800	53	14.19	8.43	161.49	28.88	3.88	32.76
		2	61	49	121	352	53	44.99	3.48	66.63	21.47	1.63	23.10
	7	1	0	Unrestricted	466	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	1	1	214	214	0		1800	303	71		27	0.00	15
	2	1	414	414	0		1800	872	48		89	0.00	45
	3	1	637	637	0		Unrestricted	Unrestricted	0		Unrestricted	0.39	95
	4	1	162	162	0		Unrestricted	Unrestricted	0		Unrestricted	0.48	95
	5	1	637	637	0		1800	1800	35		154	0.00	95
	6	1	516	516	0		1800	1023	50		78	0.00	53
		2	121	121	0		352	200	61		49	0.00	53
	7	1	466	466	0		Unrestricted	Unrestricted	0		Unrestricted	0.49	95

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
08:00-09:00	1	1	0.00	6.11	46.46	13.15	0.00	0.00	
	2	1	0.00	7.46	38.31	19.47	0.00	0.00	
	3	1	0.00	0.00	57.26	0.00	0.00	0.00	
	4	1	0.00	0.00	63.30	0.00	0.00	19.00	
	5	1	0.00	0.10	19.59	0.49	0.00	23.00	
	6	1	0.00	8.43	5.22	161.49	0.00	0.00	
		2	0.00	3.48	5.22	66.63	0.00	0.00	
	7	1	0.00	0.00	54.81	0.00	0.00	1.00	

A12 - 2028 DS PM
D12 - 2028 DS PM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
12	06/05/2022 11:36:30	06/05/2022 11:36:30	14:45	90	103.62	6.61	56.08	1/1	0	0	1/1	5/1	1/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2028 DS PM		D12	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2028 DS PM				14:45	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
90		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

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			✓	267.16	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	220.28	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	329.23						Normal	
4	1			✓	364.00						Normal	
5	1			✓	112.63	✓	Sum of lanes	1800			Normal	
6	1				30.00	✓	Sum of lanes	1800	✓		Normal	
	2				30.00	✓	Sum of lanes	1800	✓	✓	Normal	
7	1			✓	315.13						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
3	1	1	(untitled)			
4	1	1	(untitled)			
5	1	1	(untitled)			1800
6	1	1	(untitled)			1800
	2	2	(untitled)			1800
7	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	✓	95

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	170	170
2	1	428	428
3	1	537	537
4	1	118	118
5	1	515	515
6	1	435	435
	2	80	80
7	1	458	458

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	C	
2	1	1	D	
6	1	1	A	
	2	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1	1	32.06	30.00
2	1	26.43	30.00
5	1	13.52	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
3	1	1	1/1	3/1	39.51	30.00	✓	Offside	79.36
4	1	1	2/1	4/1	43.68	30.00	✓	Nearside	55.43
6	1	1	5/1	6/1	3.60	30.00	✓	Straight	Straight Movement
	2	1	5/1	6/2	3.60	30.00	✓	Straight	Straight Movement
7	1	1	1/1	7/1	37.82	30.00	✓	Nearside	35.48
3	1	2	6/1	3/1	39.51	30.00	✓	Straight	Straight Movement
4	1	2	6/2	4/1	43.68	30.00	✓	Offside	55.98
7	1	2	2/1	7/1	37.82	30.00	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
6	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	2/1	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)				Farside	10.50	7.00	5.40
2	(untitled)				Farside	7.00	4.67	5.40
3	(untitled)				Farside	9.00	6.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To		
		1	2	3
From	1	0	435	80
	2	390	0	38
	3	68	102	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)	5/1	7/1	#0000FF
	2	(untitled)	2/1	3/1	#FF0000
	3	(untitled)	1/1	4/1	#00FF00

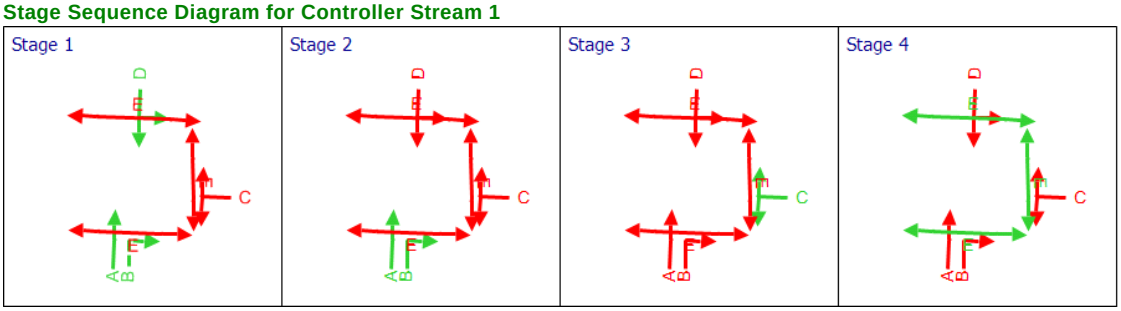
Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3	1	1/1, 7/1	Normal	68
	2		3	2	1/1, 3/1	Normal	102
	3		2	3	2/1, 4/1	Normal	38
	4		2	1	2/1, 7/1	Normal	390
	5		1	2	5/1, 6/1, 3/1	Normal	435
	6		1	3	5/1, 6/2, 4/1	Normal	80

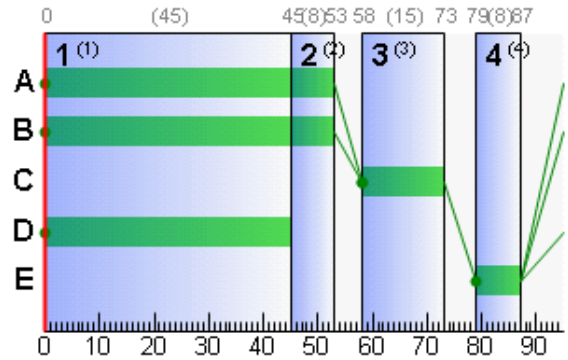
Signal Timings

Network Default: 90s cycle time; 90 steps

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
14:45-15:45	1	1	56	60	170	1800	15	43.76	4.46	9.60	29.34	2.08	31.43
	2	1	49	83	428	1800	45	18.57	7.85	20.48	31.35	3.62	34.97
	3	1	0	Unrestricted	537	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	4	1	0	Unrestricted	118	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	5	1	29	215	515	1800	95	0.40	0.06	0.29	0.81	0.00	0.81
	6	1	43	112	435	1800	53	12.97	6.68	128.07	22.25	3.04	25.29
		2	40	125	80	352	53	32.10	2.09	40.01	10.13	0.98	11.11
	7	1	0	Unrestricted	458	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
14:45-15:45	1	1	170	170	0		1800	303	56		60	0.00	15
	2	1	428	428	0		1800	872	49		83	0.00	45
	3	1	537	537	0		Unrestricted	Unrestricted	0		Unrestricted	0.40	95
	4	1	118	118	0		Unrestricted	Unrestricted	0		Unrestricted	0.51	95
	5	1	515	515	0		1800	1800	29		215	0.00	95
	6	1	435	435	0		1800	1023	43		112	0.00	53
		2	80	80	0		352	200	40		125	0.00	53
	7	1	458	458	0		Unrestricted	Unrestricted	0		Unrestricted	0.56	95

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
14:45-15:45	1	1	0.00	4.46	46.46	9.60	0.00	0.00	
	2	1	0.00	7.85	38.31	20.48	0.00	0.00	
	3	1	0.00	0.00	57.26	0.00	0.00	0.00	
	4	1	0.00	0.00	63.30	0.00	0.00	27.00	
	5	1	0.00	0.06	19.59	0.29	0.00	13.00	
	6	1	0.00	6.68	5.22	128.07	0.00	0.00	
		2	0.00	2.09	5.22	40.01	0.00	0.00	
	7	1	0.00	0.00	54.81	0.00	0.00	5.00	

A13 - 2038 DS AM
D13 - 2038 DS AM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
13	06/05/2022 11:36:30	06/05/2022 11:36:31	08:00	90	149.22	9.61	73.56	1/1	0	0	1/1	5/1	1/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2038 DS AM		D13	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2038 DS AM				08:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
90		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

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			✓	267.16	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	220.28	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	329.23						Normal	
4	1			✓	364.00						Normal	
5	1			✓	112.63	✓	Sum of lanes	1800			Normal	
6	1				30.00	✓	Sum of lanes	1800	✓		Normal	
	2				30.00	✓	Sum of lanes	1800	✓	✓	Normal	
7	1			✓	315.13						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
3	1	1	(untitled)			
4	1	1	(untitled)			
5	1	1	(untitled)			1800
6	1	1	(untitled)			1800
	2	2	(untitled)			1800
7	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	✓	95

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	223	223
2	1	444	444
3	1	681	681
4	1	165	165
5	1	678	678
6	1	555	555
	2	123	123
7	1	499	499

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	C	
2	1	1	D	
6	1	1	A	
	2	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1	1	32.06	30.00
2	1	26.43	30.00
5	1	13.52	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
3	1	1	1/1	3/1	39.51	30.00	✓	Offside	79.36
4	1	1	2/1	4/1	43.68	30.00	✓	Nearside	55.43
6	1	1	5/1	6/1	3.60	30.00	✓	Straight	Straight Movement
	2	1	5/1	6/2	3.60	30.00	✓	Straight	Straight Movement
7	1	1	1/1	7/1	37.82	30.00	✓	Nearside	35.48
3	1	2	6/1	3/1	39.51	30.00	✓	Straight	Straight Movement
4	1	2	6/2	4/1	43.68	30.00	✓	Offside	55.98
7	1	2	2/1	7/1	37.82	30.00	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
6	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	2/1	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)				Farside	10.50	7.00	5.40
2	(untitled)				Farside	7.00	4.67	5.40
3	(untitled)				Farside	9.00	6.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To		
		1	2	3
From	1	0	555	123
	2	402	0	42
	3	97	126	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)	5/1	7/1	#0000FF
	2	(untitled)	2/1	3/1	#FF0000
	3	(untitled)	1/1	4/1	#00FF00

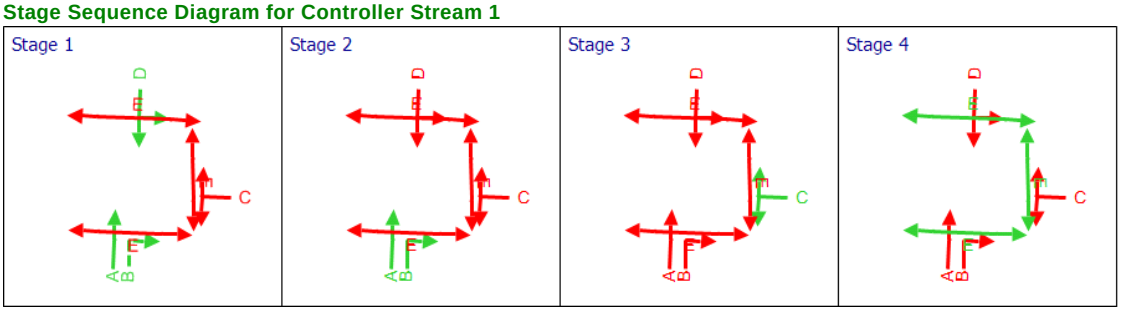
Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3	1	1/1, 7/1	Normal	97
	2		3	2	1/1, 3/1	Normal	126
	3		2	3	2/1, 4/1	Normal	42
	4		2	1	2/1, 7/1	Normal	402
	5		1	2	5/1, 6/1, 3/1	Normal	555
	6		1	3	5/1, 6/2, 4/1	Normal	123

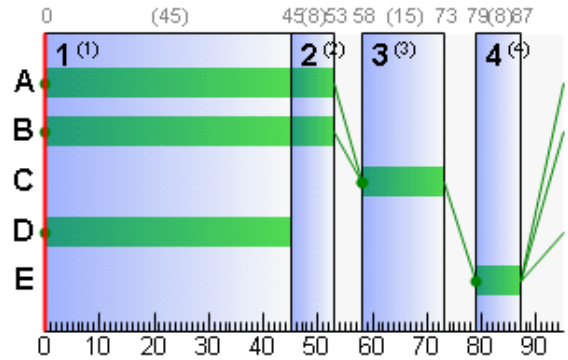
Signal Timings

Network Default: 90s cycle time; 90 steps

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	1	1	74	22	223	1800	15	53.34	6.56	14.11	46.92	3.05	49.97
	2	1	51	77	444	1800	45	18.91	8.28	21.61	33.12	3.80	36.92
	3	1	0	Unrestricted	681	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	4	1	0	Unrestricted	165	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	5	1	38	139	678	1800	95	0.60	0.11	0.58	1.61	0.00	1.61
	6	1	54	66	555	1800	53	14.87	9.42	180.48	32.56	4.32	36.87
		2	62	46	123	352	53	45.73	3.55	68.09	22.19	1.66	23.85
	7	1	0	Unrestricted	499	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
08:00-09:00	1	1	223	223	0		1800	303	74		22	0.00	15
	2	1	444	444	0		1800	872	51		77	0.00	45
	3	1	681	681	0		Unrestricted	Unrestricted	0		Unrestricted	0.39	95
	4	1	165	165	0		Unrestricted	Unrestricted	0		Unrestricted	0.48	95
	5	1	678	678	0		1800	1800	38		139	0.00	95
	6	1	555	555	0		1800	1023	54		66	0.00	53
		2	123	123	0		352	200	62		46	0.00	53
	7	1	499	499	0		Unrestricted	Unrestricted	0		Unrestricted	0.50	95

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
08:00-09:00	1	1	0.00	6.56	46.46	14.11	0.00	0.00	
	2	1	0.00	8.28	38.31	21.61	0.00	0.00	
	3	1	0.00	0.00	57.26	0.00	0.00	0.00	
	4	1	0.00	0.00	63.30	0.00	0.00	18.00	
	5	1	0.00	0.11	19.59	0.58	0.00	28.00	
	6	1	0.00	9.42	5.22	180.48	0.00	0.00	
		2	0.00	3.55	5.22	68.09	0.00	0.00	
	7	1	0.00	0.00	54.81	0.00	0.00	1.00	

A14 - 2038 DS PM
D14 - 2038 DS PM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
14	06/05/2022 11:36:31	06/05/2022 11:36:31	14:45	90	111.97	7.15	57.40	1/1	0	0	1/1	5/1	1/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2038 DS PM		D14	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2038 DS PM				14:45	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
90		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

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			✓	267.16	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	220.28	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	329.23						Normal	
4	1			✓	364.00						Normal	
5	1			✓	112.63	✓	Sum of lanes	1800			Normal	
6	1				30.00	✓	Sum of lanes	1800	✓		Normal	
	2				30.00	✓	Sum of lanes	1800	✓	✓	Normal	
7	1			✓	315.13						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1	1	1	(untitled)			1800
2	1	1	(untitled)			1800
3	1	1	(untitled)			
4	1	1	(untitled)			
5	1	1	(untitled)			1800
6	1	1	(untitled)			1800
	2	2	(untitled)			1800
7	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	✓	95

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	174	174
2	1	458	458
3	1	572	572
4	1	121	121
5	1	550	550
6	1	468	468
	2	82	82
7	1	489	489

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
1	1	1	C	
2	1	1	D	
6	1	1	A	
	2	1	B	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1	1	32.06	30.00
2	1	26.43	30.00
5	1	13.52	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
3	1	1	1/1	3/1	39.51	30.00	✓	Offside	79.36
4	1	1	2/1	4/1	43.68	30.00	✓	Nearside	55.43
6	1	1	5/1	6/1	3.60	30.00	✓	Straight	Straight Movement
	2	1	5/1	6/2	3.60	30.00	✓	Straight	Straight Movement
7	1	1	1/1	7/1	37.82	30.00	✓	Nearside	35.48
3	1	2	6/1	3/1	39.51	30.00	✓	Straight	Straight Movement
4	1	2	6/2	4/1	43.68	30.00	✓	Offside	55.98
7	1	2	2/1	7/1	37.82	30.00	✓	Straight	Straight Movement

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
6	2	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible	Conflict shift	Conflict duration
2		TrafficStream	2/1	100	0.00		0	0

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)				Farside	10.50	7.00	5.40
2	(untitled)				Farside	7.00	4.67	5.40
3	(untitled)				Farside	9.00	6.00	5.40

Pedestrian Crossings - Signals

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

Pedestrian Crossings - Sides

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

Pedestrian Crossings - Modelling

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To		
		1	2	3
From	1	0	468	82
	2	419	0	39
	3	70	104	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)	5/1	7/1	#0000FF
	2	(untitled)	2/1	3/1	#FF0000
	3	(untitled)	1/1	4/1	#00FF00

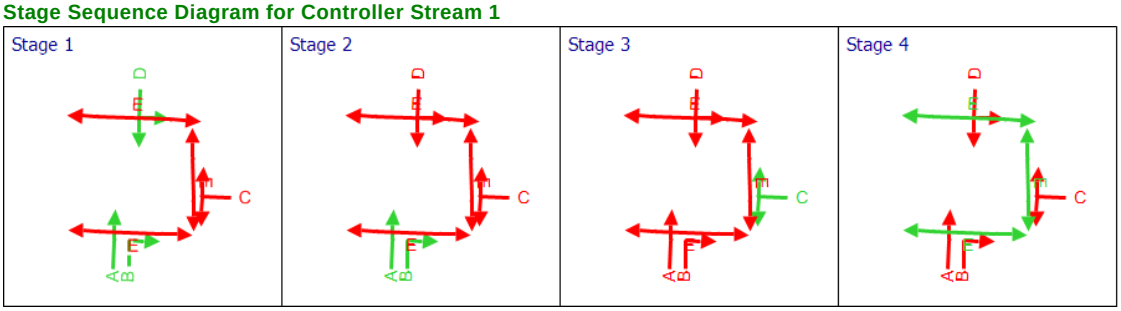
Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3	1	1/1, 7/1	Normal	70
	2		3	2	1/1, 3/1	Normal	104
	3		2	3	2/1, 4/1	Normal	39
	4		2	1	2/1, 7/1	Normal	419
	5		1	2	5/1, 6/1, 3/1	Normal	468
	6		1	3	5/1, 6/2, 4/1	Normal	82

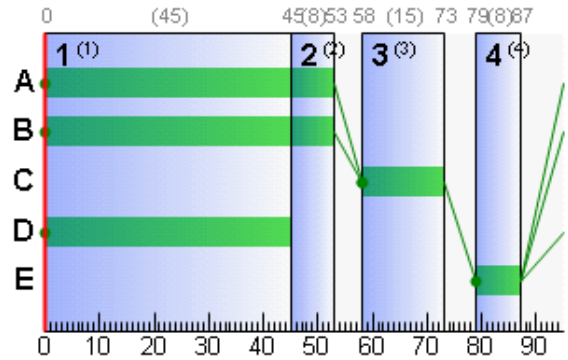
Signal Timings

Network Default: 90s cycle time; 90 steps

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (PCU)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
14:45-15:45	1	1	57	57	174	1800	15	44.26	4.59	9.87	30.38	2.15	32.52
	2	1	53	71	458	1800	45	19.23	8.56	22.34	34.74	3.97	38.71
	3	1	0	Unrestricted	572	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	4	1	0	Unrestricted	121	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00
	5	1	31	195	550	1800	95	0.44	0.07	0.34	0.95	0.00	0.95
	6	1	46	97	468	1800	53	13.44	7.34	140.73	24.81	3.38	28.19
		2	41	120	82	352	53	32.72	2.15	41.12	10.58	1.01	11.59
	7	1	0	Unrestricted	489	Unrestricted	95	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (PCU/hr)	Adjusted flow warning	Calculated sat flow (PCU/hr)	Calculated capacity (PCU/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))
14:45-15:45	1	1	174	174	0		1800	303	57		57	0.00	15
	2	1	458	458	0		1800	872	53		71	0.00	45
	3	1	572	572	0		Unrestricted	Unrestricted	0		Unrestricted	0.40	95
	4	1	121	121	0		Unrestricted	Unrestricted	0		Unrestricted	0.51	95
	5	1	550	550	0		1800	1800	31		195	0.00	95
	6	1	468	468	0		1800	1023	46		97	0.00	53
		2	82	82	0		352	200	41		120	0.00	53
	7	1	489	489	0		Unrestricted	Unrestricted	0		Unrestricted	0.57	95

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (PCU)	Mean max queue (PCU)	Max queue storage (PCU)	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time total (s (per cycle))	Estimated blocking
14:45-15:45	1	1	0.00	4.59	46.46	9.87	0.00	0.00	
	2	1	0.00	8.56	38.31	22.34	0.00	0.00	
	3	1	0.00	0.00	57.26	0.00	0.00	0.00	
	4	1	0.00	0.00	63.30	0.00	0.00	26.00	
	5	1	0.00	0.07	19.59	0.34	0.00	17.00	
	6	1	0.00	7.34	5.22	140.73	0.00	0.00	
		2	0.00	2.15	5.22	41.12	0.00	0.00	
	7	1	0.00	0.00	54.81	0.00	0.00	5.00	

Appendix C: PICADY Output Files

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Junction 2.j9
Path: G:\2019\p190187\Calcs\PICADY
Report generation date: 06/05/2022 15:15:47

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	BASE 2020 - BASE 2020							
Stream B-ACD	0.0	0.00	0.00	A	0.0	7.35	0.03	A
Stream A-BCD	0.0	6.01	0.01	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								
Stream D-ABC	0.1	9.27	0.09	A	0.1	8.23	0.05	A
Stream C-ABD	0.1	6.73	0.08	A	0.1	6.41	0.05	A
Stream C-D								
Stream C-A								

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	DO NOTHING - 2023 DN							
Stream B-ACD	0.0	0.00	0.00	A	0.0	7.35	0.03	A
Stream A-BCD	0.0	6.01	0.01	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								
Stream D-ABC	0.1	9.28	0.09	A	0.1	8.23	0.05	A
Stream C-ABD	0.1	6.73	0.08	A	0.1	6.41	0.05	A

Stream C-D								
Stream C-A								
	DO NOTHING - 2028 DN							
Stream B-ACD	0.0	0.00	0.00	A	0.0	7.36	0.03	A
Stream A-BCD	0.0	5.97	0.01	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								
Stream D-ABC	0.1	9.35	0.10	A	0.1	8.24	0.05	A
Stream C-ABD	0.1	6.74	0.08	A	0.1	6.39	0.05	A
Stream C-D								
Stream C-A								
	DO NOTHING - 2038 DN							
Stream B-ACD	0.0	0.00	0.00	A	0.0	7.36	0.03	A
Stream A-BCD	0.0	5.95	0.01	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								
Stream D-ABC	0.1	9.47	0.11	A	0.1	8.31	0.06	A
Stream C-ABD	0.1	6.73	0.08	A	0.1	6.38	0.05	A
Stream C-D								
Stream C-A								

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	DO SOMETHING - 2023 DS							
Stream B-ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	6.16	0.01	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								
Stream D-ABC	0.1	9.61	0.10	A	0.1	8.37	0.05	A
Stream C-ABD	0.3	7.79	0.21	A	0.2	7.04	0.14	A
Stream C-D								
Stream C-A								
	DO SOMETHING - 2028 DS							
Stream B-ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	6.12	0.01	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								
Stream D-ABC	0.1	9.68	0.10	A	0.1	8.38	0.05	A
Stream C-ABD	0.3	7.80	0.21	A	0.2	7.02	0.14	A
Stream C-D								
Stream C-A								
	DO SOMETHING - 2038 DS							
Stream B-ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-BCD	0.0	6.10	0.01	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								
Stream D-ABC	0.1	9.82	0.11	A	0.1	8.45	0.06	A
Stream C-ABD	0.3	7.81	0.21	A	0.2	7.01	0.14	A
Stream C-D								
Stream C-A								

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	25/04/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	HEADOFFICE"joyv
Description	

Units

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

Analysis Options

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

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
BASE 2020	AM	ONE HOUR	07:45	09:15	15	✓
BASE 2020	PM	ONE HOUR	14:30	16:00	15	✓
2023 DN	AM	ONE HOUR	07:45	09:15	15	✓
2028 DN	AM	ONE HOUR	07:45	09:15	15	✓
2038 DN	AM	ONE HOUR	07:45	09:15	15	✓
2023 DN	PM	ONE HOUR	14:30	16:00	15	✓
2028 DN	PM	ONE HOUR	14:30	16:00	15	✓
2038 DN	PM	ONE HOUR	14:30	16:00	15	✓
2023 DS	AM	ONE HOUR	07:45	09:15	15	✓
2028 DS	AM	ONE HOUR	07:45	09:15	15	✓
2038 DS	AM	ONE HOUR	07:45	09:15	15	✓
2023 DS	PM	ONE HOUR	14:30	16:00	15	✓
2028 DS	PM	ONE HOUR	14:30	16:00	15	✓
2038 DS	PM	ONE HOUR	14:30	16:00	15	✓

BASE 2020 - BASE 2020, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	BASE 2020	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Crossroads	Two-way	3.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Loreto Abbey		Major
B	Site Access		Minor
C	Dispensary lane (West)		Major
D	Dispensary Lane (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Loreto Abbey	6.20			0.0	✓	0.00
C - Dispensary lane (West)	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0
D - Dispensary Lane (North)	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
1	B-A	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	-	0.202	0.202	0.101
1	B-C	577.087	0.088	0.222	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	B-D, offside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	C-B	573.963	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	577.087	-	-	-	-	-	-	0.222	-	0.088	-	-	-
1	D-B, nearside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	441.971	-	0.127	0.288	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D1	BASE 2020	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Loreto Abbey		ONE HOUR	✓	87.00	100.000
B - Site Access		ONE HOUR	✓	1.00	100.000
C - Dispensary lane (West)		ONE HOUR	✓	79.00	100.000
D - Dispensary Lane (North)		ONE HOUR	✓	36.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0.000	0.000	84.000	3.000
	B - Site Access	0.000	0.000	1.000	0.000
	C - Dispensary lane (West)	39.000	40.000	0.000	0.000
	D - Dispensary Lane (North)	5.000	12.000	19.000	0.000

Proportions

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	0.00	0.00	0.97	0.03
	B - Site Access	0.00	0.00	1.00	0.00
	C - Dispensary lane (West)	0.49	0.51	0.00	0.00
	D - Dispensary Lane (North)	0.14	0.33	0.53	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0	0	0	0
	B - Site Access	0	0	0	0
	C - Dispensary lane (West)	0	0	0	0
	D - Dispensary Lane (North)	0	0	0	0

Average PCU Per Veh

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	1.000	1.000	1.000	1.00
	B - Site Access	1.000	1.000	1.000	1.00
	C - Dispensary lane (West)	1.000	1.000	1.000	1.00
	D - Dispensary Lane (North)	1.000	1.000	1.000	1.00

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-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.01	6.01	0.0	A	3.16	4.74
A-B					0.00	0.00
A-C					76.67	115.01
D-ABC	0.09	9.27	0.1	A	33.03	49.55
C-ABD	0.08	6.73	0.1	A	39.18	58.77
C-D					0.00	0.00
C-A					33.31	49.97

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	444.21	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.52	2.52	0.63	0.00	601.59	0.004	2.50	0.0	0.0	6.008	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	62.98	62.98	15.74	0.00			62.98				
D-ABC	27.10	27.10	6.78	0.00	437.19	0.062	26.84	0.0	0.1	8.768	A
C-ABD	31.71	31.71	7.93	0.00	579.54	0.055	31.47	0.0	0.1	6.565	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	27.76	27.76	6.94	0.00			27.76				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	439.21	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.08	3.08	0.77	0.00	606.98	0.005	3.07	0.0	0.0	5.960	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	75.13	75.13	18.78	0.00			75.13				
D-ABC	32.36	32.36	8.09	0.00	433.31	0.075	32.31	0.1	0.1	8.976	A
C-ABD	38.27	38.27	9.57	0.00	580.68	0.066	38.21	0.1	0.1	6.636	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	32.75	32.75	8.19	0.00			32.75				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	432.36	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.88	3.88	0.97	0.00	614.57	0.006	3.87	0.0	0.0	5.894	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	91.91	91.91	22.98	0.00			91.91				
D-ABC	39.64	39.64	9.91	0.00	428.00	0.093	39.55	0.1	0.1	9.265	A
C-ABD	47.54	47.54	11.89	0.00	582.28	0.082	47.46	0.1	0.1	6.731	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	39.44	39.44	9.86	0.00			39.44				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	432.34	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.88	3.88	0.97	0.00	614.55	0.006	3.88	0.0	0.0	5.894	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	91.91	91.91	22.98	0.00			91.91				
D-ABC	39.64	39.64	9.91	0.00	427.98	0.093	39.63	0.1	0.1	9.269	A
C-ABD	47.55	47.55	11.89	0.00	582.29	0.082	47.55	0.1	0.1	6.734	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	39.43	39.43	9.86	0.00			39.43				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	439.17	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.08	3.08	0.77	0.00	606.94	0.005	3.08	0.0	0.0	5.963	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	75.13	75.13	18.78	0.00			75.13				
D-ABC	32.36	32.36	8.09	0.00	433.28	0.075	32.44	0.1	0.1	8.984	A
C-ABD	38.28	38.28	9.57	0.00	580.69	0.066	38.36	0.1	0.1	6.638	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	32.74	32.74	8.19	0.00			32.74				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	444.12	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.52	2.52	0.63	0.00	601.50	0.004	2.53	0.0	0.0	6.012	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	62.98	62.98	15.74	0.00			62.98				
D-ABC	27.10	27.10	6.78	0.00	437.12	0.062	27.16	0.1	0.1	8.782	A
C-ABD	31.73	31.73	7.93	0.00	579.55	0.055	31.79	0.1	0.1	6.572	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	27.75	27.75	6.94	0.00			27.75				

BASE 2020 - BASE 2020, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	BASE 2020	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Crossroads	Two-way	3.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Loreto Abbey		Major
B	Site Access		Minor
C	Dispensary lane (West)		Major
D	Dispensary Lane (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Loreto Abbey	6.20			0.0	✓	0.00
C - Dispensary lane (West)	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0
D - Dispensary Lane (North)	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
1	B-A	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	-	0.202	0.202	0.101
1	B-C	577.087	0.088	0.222	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	B-D, offside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	C-B	573.963	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	577.087	-	-	-	-	-	-	0.222	-	0.088	-	-	-
1	D-B, nearside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	441.971	-	0.127	0.288	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D2	BASE 2020	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Loreto Abbey		ONE HOUR	✓	24.00	100.000
B - Site Access		ONE HOUR	✓	13.00	100.000
C - Dispensary lane (West)		ONE HOUR	✓	55.00	100.000
D - Dispensary Lane (North)		ONE HOUR	✓	20.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0.000	0.000	24.000	0.000
	B - Site Access	0.000	0.000	8.000	5.000
	C - Dispensary lane (West)	29.000	25.000	0.000	1.000
	D - Dispensary Lane (North)	6.000	3.000	11.000	0.000

Proportions

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	0.00	0.00	1.00	0.00
	B - Site Access	0.00	0.00	0.62	0.38
	C - Dispensary lane (West)	0.53	0.45	0.00	0.02
	D - Dispensary Lane (North)	0.30	0.15	0.55	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0	0	0	0
	B - Site Access	0	0	0	0
	C - Dispensary lane (West)	0	0	0	0
	D - Dispensary Lane (North)	0	0	0	0

Average PCU Per Veh

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	1.000	1.000	1.000	1.00
	B - Site Access	1.000	1.000	1.000	1.00
	C - Dispensary lane (West)	1.000	1.000	1.000	1.00
	D - Dispensary Lane (North)	1.000	1.000	1.000	1.00

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-ACD	0.03	7.35	0.0	A	11.93	17.89
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					22.02	33.03
D-ABC	0.05	8.23	0.1	A	18.35	27.53
C-ABD	0.05	6.41	0.1	A	24.10	36.15
C-D					0.88	1.32
C-A					25.49	38.24

Main Results for each time segment

Main results: (14:30-14:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	9.79	9.79	2.45	0.00	508.08	0.019	9.71	0.0	0.0	7.223	A
A-BCD	0.00	0.00	0.00	0.00	563.06	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	18.07	18.07	4.52	0.00			18.07				
D-ABC	15.06	15.06	3.76	0.00	464.53	0.032	14.92	0.0	0.0	8.006	A
C-ABD	19.57	19.57	4.89	0.00	585.41	0.033	19.43	0.0	0.0	6.359	A
C-D	0.73	0.73	0.18	0.00			0.73				
C-A	21.11	21.11	5.28	0.00			21.11				

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	11.69	11.69	2.92	0.00	506.44	0.023	11.67	0.0	0.0	7.275	A
A-BCD	0.00	0.00	0.00	0.00	560.89	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	21.58	21.58	5.39	0.00			21.58				
D-ABC	17.98	17.98	4.49	0.00	462.38	0.039	17.95	0.0	0.0	8.100	A
C-ABD	23.56	23.56	5.89	0.00	587.65	0.040	23.53	0.0	0.0	6.381	A
C-D	0.86	0.86	0.22	0.00			0.86				
C-A	25.02	25.02	6.26	0.00			25.02				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	14.31	14.31	3.58	0.00	504.18	0.028	14.29	0.0	0.0	7.347	A
A-BCD	0.00	0.00	0.00	0.00	557.96	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	26.42	26.42	6.61	0.00			26.42				
D-ABC	22.02	22.02	5.51	0.00	459.45	0.048	21.98	0.0	0.0	8.229	A
C-ABD	29.16	29.16	7.29	0.00	590.74	0.049	29.11	0.0	0.1	6.409	A
C-D	1.05	1.05	0.26	0.00			1.05				
C-A	30.35	30.35	7.59	0.00			30.35				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	14.31	14.31	3.58	0.00	504.18	0.028	14.31	0.0	0.0	7.348	A
A-BCD	0.00	0.00	0.00	0.00	557.94	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	26.42	26.42	6.61	0.00			26.42				
D-ABC	22.02	22.02	5.51	0.00	459.44	0.048	22.02	0.0	0.1	8.229	A
C-ABD	29.16	29.16	7.29	0.00	590.74	0.049	29.16	0.1	0.1	6.410	A
C-D	1.05	1.05	0.26	0.00			1.05				
C-A	30.35	30.35	7.59	0.00			30.35				

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	11.69	11.69	2.92	0.00	506.42	0.023	11.71	0.0	0.0	7.279	A
A-BCD	0.00	0.00	0.00	0.00	560.87	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	21.58	21.58	5.39	0.00			21.58				
D-ABC	17.98	17.98	4.49	0.00	462.36	0.039	18.02	0.1	0.0	8.102	A
C-ABD	23.56	23.56	5.89	0.00	587.65	0.040	23.60	0.1	0.0	6.384	A
C-D	0.86	0.86	0.22	0.00			0.86				
C-A	25.02	25.02	6.26	0.00			25.02				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	9.79	9.79	2.45	0.00	508.05	0.019	9.80	0.0	0.0	7.227	A
A-BCD	0.00	0.00	0.00	0.00	563.00	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	18.07	18.07	4.52	0.00			18.07				
D-ABC	15.06	15.06	3.76	0.00	464.48	0.032	15.09	0.0	0.0	8.010	A
C-ABD	19.58	19.58	4.90	0.00	585.42	0.033	19.61	0.0	0.0	6.362	A
C-D	0.73	0.73	0.18	0.00			0.73				
C-A	21.10	21.10	5.27	0.00			21.10				

DO NOTHING - 2023 DN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	DO NOTHING	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Crossroads	Two-way	3.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Loreto Abbey		Major
B	Site Access		Minor
C	Dispensary lane (West)		Major
D	Dispensary Lane (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Loreto Abbey	6.20			0.0	✓	0.00
C - Dispensary lane (West)	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0
D - Dispensary Lane (North)	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
1	B-A	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	-	0.202	0.202	0.101
1	B-C	577.087	0.088	0.222	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	B-D, offside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	C-B	573.963	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	577.087	-	-	-	-	-	-	0.222	-	0.088	-	-	-
1	D-B, nearside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	441.971	-	0.127	0.288	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 DN	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Loreto Abbey		ONE HOUR	✓	88.00	100.000
B - Site Access		ONE HOUR	✓	1.00	100.000
C - Dispensary lane (West)		ONE HOUR	✓	80.00	100.000
D - Dispensary Lane (North)		ONE HOUR	✓	36.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0.000	0.000	85.000	3.000
	B - Site Access	0.000	0.000	1.000	0.000
	C - Dispensary lane (West)	40.000	40.000	0.000	0.000
	D - Dispensary Lane (North)	5.000	12.000	19.000	0.000

Proportions

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	0.00	0.00	0.97	0.03
	B - Site Access	0.00	0.00	1.00	0.00
	C - Dispensary lane (West)	0.50	0.50	0.00	0.00
	D - Dispensary Lane (North)	0.14	0.33	0.53	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0	0	0	0
	B - Site Access	0	0	0	0
	C - Dispensary lane (West)	0	0	0	0
	D - Dispensary Lane (North)	0	0	0	0

Average PCU Per Veh

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	1.000	1.000	1.000	1.00
	B - Site Access	1.000	1.000	1.000	1.00
	C - Dispensary lane (West)	1.000	1.000	1.000	1.00
	D - Dispensary Lane (North)	1.000	1.000	1.000	1.00

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-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.01	6.01	0.0	A	3.16	4.75
A-B					0.00	0.00
A-C					77.59	116.38
D-ABC	0.09	9.28	0.1	A	33.03	49.55
C-ABD	0.08	6.73	0.1	A	39.24	58.87
C-D					0.00	0.00
C-A					34.16	51.25

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	443.97	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.52	2.52	0.63	0.00	601.95	0.004	2.51	0.0	0.0	6.005	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	63.73	63.73	15.93	0.00			63.73				
D-ABC	27.10	27.10	6.78	0.00	436.94	0.062	26.84	0.0	0.1	8.773	A
C-ABD	31.75	31.75	7.94	0.00	579.90	0.055	31.51	0.0	0.1	6.561	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	28.47	28.47	7.12	0.00			28.47				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	438.92	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.08	3.08	0.77	0.00	607.41	0.005	3.08	0.0	0.0	5.956	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	76.03	76.03	19.01	0.00			76.03				
D-ABC	32.36	32.36	8.09	0.00	433.02	0.075	32.31	0.1	0.1	8.983	A
C-ABD	38.33	38.33	9.58	0.00	581.11	0.066	38.27	0.1	0.1	6.631	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	33.59	33.59	8.40	0.00			33.59				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	432.01	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.89	3.89	0.97	0.00	615.10	0.006	3.88	0.0	0.0	5.889	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	93.00	93.00	23.25	0.00			93.00				
D-ABC	39.64	39.64	9.91	0.00	427.64	0.093	39.55	0.1	0.1	9.274	A
C-ABD	47.63	47.63	11.91	0.00	582.81	0.082	47.55	0.1	0.1	6.725	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	40.45	40.45	10.11	0.00			40.45				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	431.99	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.89	3.89	0.97	0.00	615.08	0.006	3.89	0.0	0.0	5.889	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	93.00	93.00	23.25	0.00			93.00				
D-ABC	39.64	39.64	9.91	0.00	427.63	0.093	39.63	0.1	0.1	9.278	A
C-ABD	47.64	47.64	11.91	0.00	582.81	0.082	47.64	0.1	0.1	6.729	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	40.44	40.44	10.11	0.00			40.44				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	438.88	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.08	3.08	0.77	0.00	607.37	0.005	3.09	0.0	0.0	5.959	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	76.03	76.03	19.01	0.00			76.03				
D-ABC	32.36	32.36	8.09	0.00	432.99	0.075	32.44	0.1	0.1	8.990	A
C-ABD	38.34	38.34	9.58	0.00	581.12	0.066	38.42	0.1	0.1	6.634	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	33.58	33.58	8.39	0.00			33.58				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	443.88	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.53	2.53	0.63	0.00	601.86	0.004	2.53	0.0	0.0	6.006	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	63.72	63.72	15.93	0.00			63.72				
D-ABC	27.10	27.10	6.78	0.00	436.88	0.062	27.16	0.1	0.1	8.787	A
C-ABD	31.77	31.77	7.94	0.00	579.91	0.055	31.83	0.1	0.1	6.571	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	28.46	28.46	7.11	0.00			28.46				

DO NOTHING - 2028 DN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	DO NOTHING	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Crossroads	Two-way	3.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Loreto Abbey		Major
B	Site Access		Minor
C	Dispensary lane (West)		Major
D	Dispensary Lane (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Loreto Abbey	6.20			0.0	✓	0.00
C - Dispensary lane (West)	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0
D - Dispensary Lane (North)	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
1	B-A	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	-	0.202	0.202	0.101
1	B-C	577.087	0.088	0.222	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	B-D, offside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	C-B	573.963	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	577.087	-	-	-	-	-	-	0.222	-	0.088	-	-	-
1	D-B, nearside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	441.971	-	0.127	0.288	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028 DN	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Loreto Abbey		ONE HOUR	✓	96.00	100.000
B - Site Access		ONE HOUR	✓	1.00	100.000
C - Dispensary lane (West)		ONE HOUR	✓	82.00	100.000
D - Dispensary Lane (North)		ONE HOUR	✓	39.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0.000	0.000	93.000	3.000
	B - Site Access	0.000	0.000	1.000	0.000
	C - Dispensary lane (West)	42.000	40.000	0.000	0.000
	D - Dispensary Lane (North)	6.000	12.000	21.000	0.000

Proportions

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	0.00	0.00	0.97	0.03
	B - Site Access	0.00	0.00	1.00	0.00
	C - Dispensary lane (West)	0.51	0.49	0.00	0.00
	D - Dispensary Lane (North)	0.15	0.31	0.54	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0	0	0	0
	B - Site Access	0	0	0	0
	C - Dispensary lane (West)	0	0	0	0
	D - Dispensary Lane (North)	0	0	0	0

Average PCU Per Veh

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	1.000	1.000	1.000	1.00
	B - Site Access	1.000	1.000	1.000	1.00
	C - Dispensary lane (West)	1.000	1.000	1.000	1.00
	D - Dispensary Lane (North)	1.000	1.000	1.000	1.00

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-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.01	5.97	0.0	A	3.21	4.81
A-B					0.00	0.00
A-C					84.89	127.33
D-ABC	0.10	9.35	0.1	A	35.79	53.68
C-ABD	0.08	6.74	0.1	A	39.38	59.07
C-D					0.00	0.00
C-A					35.86	53.79

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	442.47	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.55	2.55	0.64	0.00	605.77	0.004	2.53	0.0	0.0	5.967	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	69.72	69.72	17.43	0.00			69.72				
D-ABC	29.36	29.36	7.34	0.00	437.71	0.067	29.08	0.0	0.1	8.803	A
C-ABD	31.84	31.84	7.96	0.00	579.63	0.055	31.59	0.0	0.1	6.565	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	29.89	29.89	7.47	0.00			29.89				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	437.12	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.12	3.12	0.78	0.00	611.98	0.005	3.11	0.0	0.0	5.912	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	83.18	83.18	20.80	0.00			83.18				
D-ABC	35.06	35.06	8.77	0.00	433.61	0.081	35.00	0.1	0.1	9.030	A
C-ABD	38.46	38.46	9.61	0.00	580.80	0.066	38.40	0.1	0.1	6.637	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	35.26	35.26	8.81	0.00			35.26				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	429.81	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.94	3.94	0.99	0.00	620.71	0.006	3.94	0.0	0.0	5.836	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	101.75	101.75	25.44	0.00			101.75				
D-ABC	42.94	42.94	10.73	0.00	428.00	0.100	42.85	0.1	0.1	9.345	A
C-ABD	47.83	47.83	11.96	0.00	582.44	0.082	47.75	0.1	0.1	6.733	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	42.45	42.45	10.61	0.00			42.45				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	429.78	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.95	3.95	0.99	0.00	620.68	0.006	3.95	0.0	0.0	5.838	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	101.75	101.75	25.44	0.00			101.75				
D-ABC	42.94	42.94	10.73	0.00	427.98	0.100	42.94	0.1	0.1	9.349	A
C-ABD	47.84	47.84	11.96	0.00	582.45	0.082	47.83	0.1	0.1	6.736	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	42.45	42.45	10.61	0.00			42.45				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	437.08	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.12	3.12	0.78	0.00	611.94	0.005	3.13	0.0	0.0	5.914	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	83.18	83.18	20.80	0.00			83.18				
D-ABC	35.06	35.06	8.77	0.00	433.58	0.081	35.15	0.1	0.1	9.038	A
C-ABD	38.47	38.47	9.62	0.00	580.81	0.066	38.55	0.1	0.1	6.639	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	35.25	35.25	8.81	0.00			35.25				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	442.37	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.55	2.55	0.64	0.00	605.68	0.004	2.56	0.0	0.0	5.970	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	69.72	69.72	17.43	0.00			69.72				
D-ABC	29.36	29.36	7.34	0.00	437.65	0.067	29.43	0.1	0.1	8.819	A
C-ABD	31.86	31.86	7.96	0.00	579.64	0.055	31.92	0.1	0.1	6.575	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	29.88	29.88	7.47	0.00			29.88				

DO NOTHING - 2038 DN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	DO NOTHING	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Crossroads	Two-way	3.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Loreto Abbey		Major
B	Site Access		Minor
C	Dispensary lane (West)		Major
D	Dispensary Lane (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Loreto Abbey	6.20			0.0	✓	0.00
C - Dispensary lane (West)	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0
D - Dispensary Lane (North)	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
1	B-A	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	-	0.202	0.202	0.101
1	B-C	577.087	0.088	0.222	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	B-D, offside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	C-B	573.963	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	577.087	-	-	-	-	-	-	0.222	-	0.088	-	-	-
1	D-B, nearside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	441.971	-	0.127	0.288	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2038 DN	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Loreto Abbey		ONE HOUR	✓	103.00	100.000
B - Site Access		ONE HOUR	✓	1.00	100.000
C - Dispensary lane (West)		ONE HOUR	✓	85.00	100.000
D - Dispensary Lane (North)		ONE HOUR	✓	41.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0.000	0.000	99.000	4.000
	B - Site Access	0.000	0.000	1.000	0.000
	C - Dispensary lane (West)	45.000	40.000	0.000	0.000
	D - Dispensary Lane (North)	6.000	12.000	23.000	0.000

Proportions

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	0.00	0.00	0.96	0.04
	B - Site Access	0.00	0.00	1.00	0.00
	C - Dispensary lane (West)	0.53	0.47	0.00	0.00
	D - Dispensary Lane (North)	0.15	0.29	0.56	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0	0	0	0
	B - Site Access	0	0	0	0
	C - Dispensary lane (West)	0	0	0	0
	D - Dispensary Lane (North)	0	0	0	0

Average PCU Per Veh

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	1.000	1.000	1.000	1.00
	B - Site Access	1.000	1.000	1.000	1.00
	C - Dispensary lane (West)	1.000	1.000	1.000	1.00
	D - Dispensary Lane (North)	1.000	1.000	1.000	1.00

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-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.01	5.95	0.0	A	4.31	6.47
A-B					0.00	0.00
A-C					90.20	135.30
D-ABC	0.11	9.47	0.1	A	37.62	56.43
C-ABD	0.08	6.73	0.1	A	39.58	59.38
C-D					0.00	0.00
C-A					38.41	57.62

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	441.11	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.43	3.43	0.86	0.00	608.39	0.006	3.40	0.0	0.0	5.950	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	74.12	74.12	18.53	0.00			74.12				
D-ABC	30.87	30.87	7.72	0.00	435.62	0.071	30.57	0.0	0.1	8.881	A
C-ABD	31.97	31.97	7.99	0.00	579.98	0.055	31.72	0.0	0.1	6.563	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	32.02	32.02	8.01	0.00			32.02				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	435.49	0.000	0.00	0.0	0.0	0.000	A
A-BCD	4.20	4.20	1.05	0.00	615.13	0.007	4.19	0.0	0.0	5.892	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	88.40	88.40	22.10	0.00			88.40				
D-ABC	36.86	36.86	9.21	0.00	431.27	0.085	36.79	0.1	0.1	9.125	A
C-ABD	38.65	38.65	9.66	0.00	581.22	0.066	38.59	0.1	0.1	6.634	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	37.77	37.77	9.44	0.00			37.77				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	427.81	0.000	0.00	0.0	0.0	0.000	A
A-BCD	5.32	5.32	1.33	0.00	624.57	0.009	5.31	0.0	0.0	5.812	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	108.09	108.09	27.02	0.00			108.09				
D-ABC	45.14	45.14	11.29	0.00	425.31	0.106	45.04	0.1	0.1	9.465	A
C-ABD	48.12	48.12	12.03	0.00	582.98	0.083	48.03	0.1	0.1	6.729	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	45.47	45.47	11.37	0.00			45.47				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	427.78	0.000	0.00	0.0	0.0	0.000	A
A-BCD	5.32	5.32	1.33	0.00	624.55	0.009	5.32	0.0	0.0	5.815	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	108.09	108.09	27.02	0.00			108.09				
D-ABC	45.14	45.14	11.29	0.00	425.30	0.106	45.14	0.1	0.1	9.469	A
C-ABD	48.13	48.13	12.03	0.00	582.98	0.083	48.12	0.1	0.1	6.733	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	45.46	45.46	11.37	0.00			45.46				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	435.45	0.000	0.00	0.0	0.0	0.000	A
A-BCD	4.20	4.20	1.05	0.00	615.09	0.007	4.21	0.0	0.0	5.894	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	88.40	88.40	22.10	0.00			88.40				
D-ABC	36.86	36.86	9.21	0.00	431.24	0.085	36.95	0.1	0.1	9.132	A
C-ABD	38.66	38.66	9.66	0.00	581.23	0.067	38.74	0.1	0.1	6.639	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	37.76	37.76	9.44	0.00			37.76				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	441.01	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.43	3.43	0.86	0.00	608.30	0.006	3.43	0.0	0.0	5.953	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	74.11	74.11	18.53	0.00			74.11				
D-ABC	30.87	30.87	7.72	0.00	435.55	0.071	30.94	0.1	0.1	8.898	A
C-ABD	31.99	31.99	8.00	0.00	579.99	0.055	32.05	0.1	0.1	6.573	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	32.00	32.00	8.00	0.00			32.00				

DO NOTHING - 2023 DN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	DO NOTHING	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Crossroads	Two-way	3.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Loreto Abbey		Major
B	Site Access		Minor
C	Dispensary lane (West)		Major
D	Dispensary Lane (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Loreto Abbey	6.20			0.0	✓	0.00
C - Dispensary lane (West)	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0
D - Dispensary Lane (North)	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
1	B-A	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	-	0.202	0.202	0.101
1	B-C	577.087	0.088	0.222	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	B-D, offside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	C-B	573.963	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	577.087	-	-	-	-	-	-	0.222	-	0.088	-	-	-
1	D-B, nearside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	441.971	-	0.127	0.288	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 DN	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Loreto Abbey		ONE HOUR	✓	24.00	100.000
B - Site Access		ONE HOUR	✓	13.00	100.000
C - Dispensary lane (West)		ONE HOUR	✓	55.00	100.000
D - Dispensary Lane (North)		ONE HOUR	✓	20.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0.000	0.000	24.000	0.000
	B - Site Access	0.000	0.000	8.000	5.000
	C - Dispensary lane (West)	29.000	25.000	0.000	1.000
	D - Dispensary Lane (North)	6.000	3.000	11.000	0.000

Proportions

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	0.00	0.00	1.00	0.00
	B - Site Access	0.00	0.00	0.62	0.38
	C - Dispensary lane (West)	0.53	0.45	0.00	0.02
	D - Dispensary Lane (North)	0.30	0.15	0.55	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0	0	0	0
	B - Site Access	0	0	0	0
	C - Dispensary lane (West)	0	0	0	0
	D - Dispensary Lane (North)	0	0	0	0

Average PCU Per Veh

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	1.000	1.000	1.000	1.00
	B - Site Access	1.000	1.000	1.000	1.00
	C - Dispensary lane (West)	1.000	1.000	1.000	1.00
	D - Dispensary Lane (North)	1.000	1.000	1.000	1.00

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-ACD	0.03	7.35	0.0	A	11.93	17.89
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					22.02	33.03
D-ABC	0.05	8.23	0.1	A	18.35	27.53
C-ABD	0.05	6.41	0.1	A	24.10	36.15
C-D					0.88	1.32
C-A					25.49	38.24

Main Results for each time segment

Main results: (14:30-14:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	9.79	9.79	2.45	0.00	508.08	0.019	9.71	0.0	0.0	7.223	A
A-BCD	0.00	0.00	0.00	0.00	563.06	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	18.07	18.07	4.52	0.00			18.07				
D-ABC	15.06	15.06	3.76	0.00	464.53	0.032	14.92	0.0	0.0	8.006	A
C-ABD	19.57	19.57	4.89	0.00	585.41	0.033	19.43	0.0	0.0	6.359	A
C-D	0.73	0.73	0.18	0.00			0.73				
C-A	21.11	21.11	5.28	0.00			21.11				

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	11.69	11.69	2.92	0.00	506.44	0.023	11.67	0.0	0.0	7.275	A
A-BCD	0.00	0.00	0.00	0.00	560.89	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	21.58	21.58	5.39	0.00			21.58				
D-ABC	17.98	17.98	4.49	0.00	462.38	0.039	17.95	0.0	0.0	8.100	A
C-ABD	23.56	23.56	5.89	0.00	587.65	0.040	23.53	0.0	0.0	6.381	A
C-D	0.86	0.86	0.22	0.00			0.86				
C-A	25.02	25.02	6.26	0.00			25.02				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	14.31	14.31	3.58	0.00	504.18	0.028	14.29	0.0	0.0	7.347	A
A-BCD	0.00	0.00	0.00	0.00	557.96	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	26.42	26.42	6.61	0.00			26.42				
D-ABC	22.02	22.02	5.51	0.00	459.45	0.048	21.98	0.0	0.0	8.229	A
C-ABD	29.16	29.16	7.29	0.00	590.74	0.049	29.11	0.0	0.1	6.409	A
C-D	1.05	1.05	0.26	0.00			1.05				
C-A	30.35	30.35	7.59	0.00			30.35				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	14.31	14.31	3.58	0.00	504.18	0.028	14.31	0.0	0.0	7.348	A
A-BCD	0.00	0.00	0.00	0.00	557.94	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	26.42	26.42	6.61	0.00			26.42				
D-ABC	22.02	22.02	5.51	0.00	459.44	0.048	22.02	0.0	0.1	8.229	A
C-ABD	29.16	29.16	7.29	0.00	590.74	0.049	29.16	0.1	0.1	6.410	A
C-D	1.05	1.05	0.26	0.00			1.05				
C-A	30.35	30.35	7.59	0.00			30.35				

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	11.69	11.69	2.92	0.00	506.42	0.023	11.71	0.0	0.0	7.279	A
A-BCD	0.00	0.00	0.00	0.00	560.87	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	21.58	21.58	5.39	0.00			21.58				
D-ABC	17.98	17.98	4.49	0.00	462.36	0.039	18.02	0.1	0.0	8.102	A
C-ABD	23.56	23.56	5.89	0.00	587.65	0.040	23.60	0.1	0.0	6.384	A
C-D	0.86	0.86	0.22	0.00			0.86				
C-A	25.02	25.02	6.26	0.00			25.02				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	9.79	9.79	2.45	0.00	508.05	0.019	9.80	0.0	0.0	7.227	A
A-BCD	0.00	0.00	0.00	0.00	563.00	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	18.07	18.07	4.52	0.00			18.07				
D-ABC	15.06	15.06	3.76	0.00	464.48	0.032	15.09	0.0	0.0	8.010	A
C-ABD	19.58	19.58	4.90	0.00	585.42	0.033	19.61	0.0	0.0	6.362	A
C-D	0.73	0.73	0.18	0.00			0.73				
C-A	21.10	21.10	5.27	0.00			21.10				

DO NOTHING - 2028 DN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	DO NOTHING	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Crossroads	Two-way	3.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Loreto Abbey		Major
B	Site Access		Minor
C	Dispensary lane (West)		Major
D	Dispensary Lane (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Loreto Abbey	6.20			0.0	✓	0.00
C - Dispensary lane (West)	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0
D - Dispensary Lane (North)	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
1	B-A	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	-	0.202	0.202	0.101
1	B-C	577.087	0.088	0.222	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	B-D, offside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	C-B	573.963	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	577.087	-	-	-	-	-	-	0.222	-	0.088	-	-	-
1	D-B, nearside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	441.971	-	0.127	0.288	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2028 DN	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Loreto Abbey		ONE HOUR	✓	26.00	100.000
B - Site Access		ONE HOUR	✓	13.00	100.000
C - Dispensary lane (West)		ONE HOUR	✓	58.00	100.000
D - Dispensary Lane (North)		ONE HOUR	✓	22.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0.000	0.000	26.000	0.000
	B - Site Access	0.000	0.000	8.000	5.000
	C - Dispensary lane (West)	32.000	25.000	0.000	1.000
	D - Dispensary Lane (North)	7.000	3.000	12.000	0.000

Proportions

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	0.00	0.00	1.00	0.00
	B - Site Access	0.00	0.00	0.62	0.38
	C - Dispensary lane (West)	0.55	0.43	0.00	0.02
	D - Dispensary Lane (North)	0.32	0.14	0.55	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0	0	0	0
	B - Site Access	0	0	0	0
	C - Dispensary lane (West)	0	0	0	0
	D - Dispensary Lane (North)	0	0	0	0

Average PCU Per Veh

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	1.000	1.000	1.000	1.00
	B - Site Access	1.000	1.000	1.000	1.00
	C - Dispensary lane (West)	1.000	1.000	1.000	1.00
	D - Dispensary Lane (North)	1.000	1.000	1.000	1.00

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-ACD	0.03	7.36	0.0	A	11.93	17.89
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					23.86	35.79
D-ABC	0.05	8.24	0.1	A	20.19	30.28
C-ABD	0.05	6.39	0.1	A	24.22	36.32
C-D					0.88	1.32
C-A					28.13	42.19

Main Results for each time segment

Main results: (14:30-14:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	9.79	9.79	2.45	0.00	507.60	0.019	9.71	0.0	0.0	7.230	A
A-BCD	0.00	0.00	0.00	0.00	562.56	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	19.57	19.57	4.89	0.00			19.57				
D-ABC	16.56	16.56	4.14	0.00	466.16	0.036	16.42	0.0	0.0	8.002	A
C-ABD	19.65	19.65	4.91	0.00	586.63	0.034	19.50	0.0	0.0	6.346	A
C-D	0.73	0.73	0.18	0.00			0.73				
C-A	23.29	23.29	5.82	0.00			23.29				

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	11.69	11.69	2.92	0.00	505.86	0.023	11.67	0.0	0.0	7.283	A
A-BCD	0.00	0.00	0.00	0.00	560.30	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	23.37	23.37	5.84	0.00			23.37				
D-ABC	19.78	19.78	4.94	0.00	463.91	0.043	19.75	0.0	0.0	8.105	A
C-ABD	23.67	23.67	5.92	0.00	589.10	0.040	23.63	0.0	0.0	6.366	A
C-D	0.86	0.86	0.22	0.00			0.86				
C-A	27.61	27.61	6.90	0.00			27.61				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	14.31	14.31	3.58	0.00	503.48	0.028	14.29	0.0	0.0	7.358	A
A-BCD	0.00	0.00	0.00	0.00	557.23	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	28.63	28.63	7.16	0.00			28.63				
D-ABC	24.22	24.22	6.06	0.00	460.83	0.053	24.18	0.0	0.1	8.243	A
C-ABD	29.32	29.32	7.33	0.00	592.52	0.049	29.28	0.0	0.1	6.391	A
C-D	1.05	1.05	0.26	0.00			1.05				
C-A	33.49	33.49	8.37	0.00			33.49				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	14.31	14.31	3.58	0.00	503.47	0.028	14.31	0.0	0.0	7.358	A
A-BCD	0.00	0.00	0.00	0.00	557.21	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	28.63	28.63	7.16	0.00			28.63				
D-ABC	24.22	24.22	6.06	0.00	460.82	0.053	24.22	0.1	0.1	8.245	A
C-ABD	29.33	29.33	7.33	0.00	592.53	0.049	29.32	0.1	0.1	6.391	A
C-D	1.05	1.05	0.26	0.00			1.05				
C-A	33.49	33.49	8.37	0.00			33.49				

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	11.69	11.69	2.92	0.00	505.85	0.023	11.71	0.0	0.0	7.284	A
A-BCD	0.00	0.00	0.00	0.00	560.28	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	23.37	23.37	5.84	0.00			23.37				
D-ABC	19.78	19.78	4.94	0.00	463.89	0.043	19.82	0.1	0.0	8.107	A
C-ABD	23.67	23.67	5.92	0.00	589.11	0.040	23.72	0.1	0.0	6.369	A
C-D	0.86	0.86	0.22	0.00			0.86				
C-A	27.61	27.61	6.90	0.00			27.61				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	9.79	9.79	2.45	0.00	507.57	0.019	9.80	0.0	0.0	7.234	A
A-BCD	0.00	0.00	0.00	0.00	562.50	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	19.57	19.57	4.89	0.00			19.57				
D-ABC	16.56	16.56	4.14	0.00	466.12	0.036	16.59	0.0	0.0	8.008	A
C-ABD	19.66	19.66	4.91	0.00	586.63	0.034	19.69	0.0	0.0	6.352	A
C-D	0.73	0.73	0.18	0.00			0.73				
C-A	23.28	23.28	5.82	0.00			23.28				

DO NOTHING - 2038 DN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	DO NOTHING	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Crossroads	Two-way	3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Loreto Abbey		Major
B	Site Access		Minor
C	Dispensary lane (West)		Major
D	Dispensary Lane (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Loreto Abbey	6.20			0.0	✓	0.00
C - Dispensary lane (West)	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0
D - Dispensary Lane (North)	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
1	B-A	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	-	0.202	0.202	0.101
1	B-C	577.087	0.088	0.222	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	B-D, offside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	C-B	573.963	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	577.087	-	-	-	-	-	-	0.222	-	0.088	-	-	-
1	D-B, nearside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	441.971	-	0.127	0.288	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2038 DN	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Loreto Abbey		ONE HOUR	✓	27.00	100.000
B - Site Access		ONE HOUR	✓	13.00	100.000
C - Dispensary lane (West)		ONE HOUR	✓	60.00	100.000
D - Dispensary Lane (North)		ONE HOUR	✓	23.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0.000	0.000	27.000	0.000
	B - Site Access	0.000	0.000	8.000	5.000
	C - Dispensary lane (West)	34.000	25.000	0.000	1.000
	D - Dispensary Lane (North)	7.000	3.000	13.000	0.000

Proportions

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	0.00	0.00	1.00	0.00
	B - Site Access	0.00	0.00	0.62	0.38
	C - Dispensary lane (West)	0.57	0.42	0.00	0.02
	D - Dispensary Lane (North)	0.30	0.13	0.57	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0	0	0	0
	B - Site Access	0	0	0	0
	C - Dispensary lane (West)	0	0	0	0
	D - Dispensary Lane (North)	0	0	0	0

Average PCU Per Veh

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	1.000	1.000	1.000	1.00
	B - Site Access	1.000	1.000	1.000	1.00
	C - Dispensary lane (West)	1.000	1.000	1.000	1.00
	D - Dispensary Lane (North)	1.000	1.000	1.000	1.00

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-ACD	0.03	7.36	0.0	A	11.93	17.89
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					24.78	37.16
D-ABC	0.06	8.31	0.1	A	21.11	31.66
C-ABD	0.05	6.38	0.1	A	24.29	36.44
C-D					0.88	1.32
C-A					29.88	44.83

Main Results for each time segment

Main results: (14:30-14:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	9.79	9.79	2.45	0.00	507.34	0.019	9.71	0.0	0.0	7.234	A
A-BCD	0.00	0.00	0.00	0.00	562.23	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	20.33	20.33	5.08	0.00			20.33				
D-ABC	17.32	17.32	4.33	0.00	464.01	0.037	17.16	0.0	0.0	8.054	A
C-ABD	19.70	19.70	4.93	0.00	587.49	0.034	19.55	0.0	0.0	6.337	A
C-D	0.73	0.73	0.18	0.00			0.73				
C-A	24.74	24.74	6.19	0.00			24.74				

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	11.69	11.69	2.92	0.00	505.55	0.023	11.67	0.0	0.0	7.288	A
A-BCD	0.00	0.00	0.00	0.00	559.90	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	24.27	24.27	6.07	0.00			24.27				
D-ABC	20.68	20.68	5.17	0.00	461.66	0.045	20.64	0.0	0.0	8.163	A
C-ABD	23.74	23.74	5.94	0.00	590.14	0.040	23.71	0.0	0.0	6.355	A
C-D	0.86	0.86	0.22	0.00			0.86				
C-A	29.34	29.34	7.33	0.00			29.34				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	14.31	14.31	3.58	0.00	503.09	0.028	14.29	0.0	0.0	7.364	A
A-BCD	0.00	0.00	0.00	0.00	556.74	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	29.73	29.73	7.43	0.00			29.73				
D-ABC	25.32	25.32	6.33	0.00	458.45	0.055	25.28	0.0	0.1	8.309	A
C-ABD	29.43	29.43	7.36	0.00	593.79	0.050	29.39	0.0	0.1	6.378	A
C-D	1.05	1.05	0.26	0.00			1.05				
C-A	35.58	35.58	8.90	0.00			35.58				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	14.31	14.31	3.58	0.00	503.08	0.028	14.31	0.0	0.0	7.364	A
A-BCD	0.00	0.00	0.00	0.00	556.73	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	29.73	29.73	7.43	0.00			29.73				
D-ABC	25.32	25.32	6.33	0.00	458.44	0.055	25.32	0.1	0.1	8.311	A
C-ABD	29.44	29.44	7.36	0.00	593.80	0.050	29.44	0.1	0.1	6.381	A
C-D	1.05	1.05	0.26	0.00			1.05				
C-A	35.58	35.58	8.89	0.00			35.58				

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	11.69	11.69	2.92	0.00	505.53	0.023	11.71	0.0	0.0	7.289	A
A-BCD	0.00	0.00	0.00	0.00	559.88	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	24.27	24.27	6.07	0.00			24.27				
D-ABC	20.68	20.68	5.17	0.00	461.64	0.045	20.72	0.1	0.0	8.165	A
C-ABD	23.74	23.74	5.94	0.00	590.14	0.040	23.79	0.1	0.0	6.359	A
C-D	0.86	0.86	0.22	0.00			0.86				
C-A	29.33	29.33	7.33	0.00			29.33				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	9.79	9.79	2.45	0.00	507.31	0.019	9.80	0.0	0.0	7.235	A
A-BCD	0.00	0.00	0.00	0.00	562.17	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	20.33	20.33	5.08	0.00			20.33				
D-ABC	17.32	17.32	4.33	0.00	463.97	0.037	17.35	0.0	0.0	8.062	A
C-ABD	19.71	19.71	4.93	0.00	587.50	0.034	19.74	0.0	0.0	6.343	A
C-D	0.73	0.73	0.18	0.00			0.73				
C-A	24.73	24.73	6.18	0.00			24.73				

DO SOMETHING - 2023 DS, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	DO SOMETHING	✓	✓	D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Crossroads	Two-way	4.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Loreto Abbey		Major
B	Site Access		Minor
C	Dispensary lane (West)		Major
D	Dispensary Lane (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Loreto Abbey	6.20			0.0	✓	0.00
C - Dispensary lane (West)	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0
D - Dispensary Lane (North)	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
1	B-A	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	-	0.202	0.202	0.101
1	B-C	577.087	0.088	0.222	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	B-D, offside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	C-B	573.963	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	577.087	-	-	-	-	-	-	0.222	-	0.088	-	-	-
1	D-B, nearside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	441.971	-	0.127	0.288	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2023 DS	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Loreto Abbey		ONE HOUR	✓	88.00	100.000
B - Site Access		ONE HOUR	✓	0.00	100.000
C - Dispensary lane (West)		ONE HOUR	✓	144.00	100.000
D - Dispensary Lane (North)		ONE HOUR	✓	36.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0.000	0.000	85.000	3.000
	B - Site Access	0.000	0.000	0.000	0.000
	C - Dispensary lane (West)	42.000	102.000	0.000	0.000
	D - Dispensary Lane (North)	5.000	12.000	19.000	0.000

Proportions

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	0.00	0.00	0.97	0.03
	B - Site Access	0.25	0.25	0.25	0.25
	C - Dispensary lane (West)	0.29	0.71	0.00	0.00
	D - Dispensary Lane (North)	0.14	0.33	0.53	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0	0	0	0
	B - Site Access	0	0	0	0
	C - Dispensary lane (West)	0	0	0	0
	D - Dispensary Lane (North)	0	0	0	0

Average PCU Per Veh

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	1.000	1.000	1.000	1.00
	B - Site Access	1.000	1.000	1.000	1.00
	C - Dispensary lane (West)	1.000	1.000	1.000	1.00
	D - Dispensary Lane (North)	1.000	1.000	1.000	1.00

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-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.01	6.16	0.0	A	3.18	4.77
A-B					0.00	0.00
A-C					77.57	116.36
D-ABC	0.10	9.61	0.1	A	33.03	49.55
C-ABD	0.21	7.79	0.3	A	100.41	150.61
C-D					0.00	0.00
C-A					31.73	47.59

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	432.17	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.53	2.53	0.63	0.00	587.45	0.004	2.51	0.0	0.0	6.154	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	63.72	63.72	15.93	0.00			63.72				
D-ABC	27.10	27.10	6.78	0.00	427.88	0.063	26.84	0.0	0.1	8.971	A
C-ABD	81.19	81.19	20.30	0.00	580.94	0.140	80.51	0.0	0.2	7.185	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	27.23	27.23	6.81	0.00			27.23				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	424.66	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.09	3.09	0.77	0.00	590.10	0.005	3.09	0.0	0.0	6.132	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	76.02	76.02	19.00	0.00			76.02				
D-ABC	32.36	32.36	8.09	0.00	422.10	0.077	32.30	0.1	0.1	9.234	A
C-ABD	98.05	98.05	24.51	0.00	582.37	0.168	97.88	0.2	0.2	7.429	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	31.40	31.40	7.85	0.00			31.40				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	414.44	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.91	3.91	0.98	0.00	594.10	0.007	3.91	0.0	0.0	6.099	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	92.98	92.98	23.24	0.00			92.98				
D-ABC	39.64	39.64	9.91	0.00	414.23	0.096	39.55	0.1	0.1	9.606	A
C-ABD	121.94	121.94	30.48	0.00	584.36	0.209	121.67	0.2	0.3	7.778	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	36.61	36.61	9.15	0.00			36.61				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	414.37	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.91	3.91	0.98	0.00	594.02	0.007	3.91	0.0	0.0	6.102	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	92.98	92.98	23.24	0.00			92.98				
D-ABC	39.64	39.64	9.91	0.00	414.17	0.096	39.63	0.1	0.1	9.611	A
C-ABD	121.96	121.96	30.49	0.00	584.38	0.209	121.95	0.3	0.3	7.788	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	36.59	36.59	9.15	0.00			36.59				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	424.55	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.10	3.10	0.77	0.00	589.97	0.005	3.10	0.0	0.0	6.133	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	76.01	76.01	19.00	0.00			76.01				
D-ABC	32.36	32.36	8.09	0.00	422.01	0.077	32.45	0.1	0.1	9.242	A
C-ABD	98.08	98.08	24.52	0.00	582.40	0.168	98.33	0.3	0.2	7.444	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	31.37	31.37	7.84	0.00			31.37				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	431.94	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.53	2.53	0.63	0.00	587.19	0.004	2.54	0.0	0.0	6.156	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	63.72	63.72	15.93	0.00			63.72				
D-ABC	27.10	27.10	6.78	0.00	427.71	0.063	27.17	0.1	0.1	8.990	A
C-ABD	81.23	81.23	20.31	0.00	580.97	0.140	81.41	0.2	0.2	7.211	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	27.18	27.18	6.79	0.00			27.18				

DO SOMETHING - 2028 DS, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	DO SOMETHING	✓	✓	D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Crossroads	Two-way	4.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Loreto Abbey		Major
B	Site Access		Minor
C	Dispensary lane (West)		Major
D	Dispensary Lane (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Loreto Abbey	6.20			0.0	✓	0.00
C - Dispensary lane (West)	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0
D - Dispensary Lane (North)	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
1	B-A	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	-	0.202	0.202	0.101
1	B-C	577.087	0.088	0.222	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	B-D, offside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	C-B	573.963	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	577.087	-	-	-	-	-	-	0.222	-	0.088	-	-	-
1	D-B, nearside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	441.971	-	0.127	0.288	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 DS	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Loreto Abbey		ONE HOUR	✓	96.00	100.000
B - Site Access		ONE HOUR	✓	0.00	100.000
C - Dispensary lane (West)		ONE HOUR	✓	146.00	100.000
D - Dispensary Lane (North)		ONE HOUR	✓	39.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0.000	0.000	93.000	3.000
	B - Site Access	0.000	0.000	0.000	0.000
	C - Dispensary lane (West)	44.000	102.000	0.000	0.000
	D - Dispensary Lane (North)	6.000	12.000	21.000	0.000

Proportions

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	0.00	0.00	0.97	0.03
	B - Site Access	0.25	0.25	0.25	0.25
	C - Dispensary lane (West)	0.30	0.70	0.00	0.00
	D - Dispensary Lane (North)	0.15	0.31	0.54	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0	0	0	0
	B - Site Access	0	0	0	0
	C - Dispensary lane (West)	0	0	0	0
	D - Dispensary Lane (North)	0	0	0	0

Average PCU Per Veh

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	1.000	1.000	1.000	1.00
	B - Site Access	1.000	1.000	1.000	1.00
	C - Dispensary lane (West)	1.000	1.000	1.000	1.00
	D - Dispensary Lane (North)	1.000	1.000	1.000	1.00

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-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.01	6.12	0.0	A	3.22	4.83
A-B					0.00	0.00
A-C					84.87	127.30
D-ABC	0.10	9.68	0.1	A	35.79	53.68
C-ABD	0.21	7.80	0.3	A	100.76	151.14
C-D					0.00	0.00
C-A					33.21	49.82

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	430.66	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.56	2.56	0.64	0.00	591.32	0.004	2.54	0.0	0.0	6.113	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	69.72	69.72	17.43	0.00			69.72				
D-ABC	29.36	29.36	7.34	0.00	428.73	0.068	29.07	0.0	0.1	9.001	A
C-ABD	81.41	81.41	20.35	0.00	580.67	0.140	80.72	0.0	0.2	7.192	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	28.51	28.51	7.13	0.00			28.51				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	422.85	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.13	3.13	0.78	0.00	594.74	0.005	3.13	0.0	0.0	6.084	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	83.17	83.17	20.79	0.00			83.17				
D-ABC	35.06	35.06	8.77	0.00	422.78	0.083	34.99	0.1	0.1	9.282	A
C-ABD	98.38	98.38	24.59	0.00	582.06	0.169	98.20	0.2	0.2	7.439	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	32.87	32.87	8.22	0.00			32.87				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	412.21	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.97	3.97	0.99	0.00	599.81	0.007	3.97	0.0	0.0	6.041	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	101.73	101.73	25.43	0.00			101.73				
D-ABC	42.94	42.94	10.73	0.00	414.68	0.104	42.84	0.1	0.1	9.680	A
C-ABD	122.44	122.44	30.61	0.00	583.99	0.210	122.17	0.2	0.3	7.793	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	38.31	38.31	9.58	0.00			38.31				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	412.14	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.97	3.97	0.99	0.00	599.74	0.007	3.97	0.0	0.0	6.042	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	101.72	101.72	25.43	0.00			101.72				
D-ABC	42.94	42.94	10.73	0.00	414.62	0.104	42.94	0.1	0.1	9.685	A
C-ABD	122.46	122.46	30.62	0.00	584.02	0.210	122.46	0.3	0.3	7.803	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	38.29	38.29	9.57	0.00			38.29				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	422.74	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.13	3.13	0.78	0.00	594.61	0.005	3.14	0.0	0.0	6.088	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	83.17	83.17	20.79	0.00			83.17				
D-ABC	35.06	35.06	8.77	0.00	422.69	0.083	35.15	0.1	0.1	9.293	A
C-ABD	98.41	98.41	24.60	0.00	582.09	0.169	98.67	0.3	0.2	7.451	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	32.84	32.84	8.21	0.00			32.84				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	430.43	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.56	2.56	0.64	0.00	591.06	0.004	2.56	0.0	0.0	6.119	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	69.71	69.71	17.43	0.00			69.71				
D-ABC	29.36	29.36	7.34	0.00	428.56	0.069	29.43	0.1	0.1	9.020	A
C-ABD	81.46	81.46	20.36	0.00	580.70	0.140	81.64	0.2	0.2	7.219	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	28.46	28.46	7.11	0.00			28.46				

DO SOMETHING - 2038 DS, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	DO SOMETHING	✓	✓	D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Crossroads	Two-way	4.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Loreto Abbey		Major
B	Site Access		Minor
C	Dispensary lane (West)		Major
D	Dispensary Lane (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Loreto Abbey	6.20			0.0	✓	0.00
C - Dispensary lane (West)	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0
D - Dispensary Lane (North)	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
1	B-A	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	-	0.202	0.202	0.101
1	B-C	577.087	0.088	0.222	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	B-D, offside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	C-B	573.963	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	577.087	-	-	-	-	-	-	0.222	-	0.088	-	-	-
1	D-B, nearside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	441.971	-	0.127	0.288	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2038 DS	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Loreto Abbey		ONE HOUR	✓	103.00	100.000
B - Site Access		ONE HOUR	✓	0.00	100.000
C - Dispensary lane (West)		ONE HOUR	✓	149.00	100.000
D - Dispensary Lane (North)		ONE HOUR	✓	41.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0.000	0.000	99.000	4.000
	B - Site Access	0.000	0.000	0.000	0.000
	C - Dispensary lane (West)	47.000	102.000	0.000	0.000
	D - Dispensary Lane (North)	6.000	12.000	23.000	0.000

Proportions

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	0.00	0.00	0.96	0.04
	B - Site Access	0.25	0.25	0.25	0.25
	C - Dispensary lane (West)	0.32	0.68	0.00	0.00
	D - Dispensary Lane (North)	0.15	0.29	0.56	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0	0	0	0
	B - Site Access	0	0	0	0
	C - Dispensary lane (West)	0	0	0	0
	D - Dispensary Lane (North)	0	0	0	0

Average PCU Per Veh

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	1.000	1.000	1.000	1.00
	B - Site Access	1.000	1.000	1.000	1.00
	C - Dispensary lane (West)	1.000	1.000	1.000	1.00
	D - Dispensary Lane (North)	1.000	1.000	1.000	1.00

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-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.01	6.10	0.0	A	4.34	6.51
A-B					0.00	0.00
A-C					90.18	135.26
D-ABC	0.11	9.82	0.1	A	37.62	56.43
C-ABD	0.21	7.81	0.3	A	101.28	151.92
C-D					0.00	0.00
C-A					35.45	53.17

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	429.29	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.44	3.44	0.86	0.00	593.98	0.006	3.41	0.0	0.0	6.095	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	74.11	74.11	18.53	0.00			74.11				
D-ABC	30.87	30.87	7.72	0.00	426.59	0.072	30.56	0.0	0.1	9.084	A
C-ABD	81.74	81.74	20.43	0.00	581.02	0.141	81.05	0.0	0.2	7.192	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	30.44	30.44	7.61	0.00			30.44				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	421.21	0.000	0.00	0.0	0.0	0.000	A
A-BCD	4.22	4.22	1.05	0.00	597.93	0.007	4.21	0.0	0.0	6.062	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	88.38	88.38	22.09	0.00			88.38				
D-ABC	36.86	36.86	9.21	0.00	420.38	0.088	36.79	0.1	0.1	9.385	A
C-ABD	98.86	98.86	24.72	0.00	582.48	0.170	98.68	0.2	0.2	7.439	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	35.09	35.09	8.77	0.00			35.09				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	410.20	0.000	0.00	0.0	0.0	0.000	A
A-BCD	5.36	5.36	1.34	0.00	603.75	0.009	5.35	0.0	0.0	6.015	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	108.05	108.05	27.01	0.00			108.05				
D-ABC	45.14	45.14	11.29	0.00	411.93	0.110	45.04	0.1	0.1	9.808	A
C-ABD	123.18	123.18	30.80	0.00	584.53	0.211	122.91	0.2	0.3	7.796	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	40.87	40.87	10.22	0.00			40.87				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	410.13	0.000	0.00	0.0	0.0	0.000	A
A-BCD	5.36	5.36	1.34	0.00	603.67	0.009	5.36	0.0	0.0	6.016	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	108.05	108.05	27.01	0.00			108.05				
D-ABC	45.14	45.14	11.29	0.00	411.88	0.110	45.14	0.1	0.1	9.815	A
C-ABD	123.20	123.20	30.80	0.00	584.55	0.211	123.20	0.3	0.3	7.806	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	40.85	40.85	10.21	0.00			40.85				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	421.10	0.000	0.00	0.0	0.0	0.000	A
A-BCD	4.22	4.22	1.05	0.00	597.80	0.007	4.23	0.0	0.0	6.064	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	88.38	88.38	22.09	0.00			88.38				
D-ABC	36.86	36.86	9.21	0.00	420.29	0.088	36.96	0.1	0.1	9.395	A
C-ABD	98.89	98.89	24.72	0.00	582.52	0.170	99.15	0.3	0.2	7.452	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	35.06	35.06	8.76	0.00			35.06				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	429.06	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.44	3.44	0.86	0.00	593.73	0.006	3.45	0.0	0.0	6.100	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	74.10	74.10	18.53	0.00			74.10				
D-ABC	30.87	30.87	7.72	0.00	426.42	0.072	30.94	0.1	0.1	9.106	A
C-ABD	81.79	81.79	20.45	0.00	581.05	0.141	81.97	0.2	0.2	7.219	A
C-D	0.00	0.00	0.00	0.00			0.00				
C-A	30.38	30.38	7.60	0.00			30.38				

DO SOMETHING - 2023 DS, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	DO SOMETHING	✓	✓	D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Crossroads	Two-way	4.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Loreto Abbey		Major
B	Site Access		Minor
C	Dispensary lane (West)		Major
D	Dispensary Lane (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Loreto Abbey	6.20			0.0	✓	0.00
C - Dispensary lane (West)	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0
D - Dispensary Lane (North)	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
1	B-A	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	-	0.202	0.202	0.101
1	B-C	577.087	0.088	0.222	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	B-D, offside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	C-B	573.963	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	577.087	-	-	-	-	-	-	0.222	-	0.088	-	-	-
1	D-B, nearside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	441.971	-	0.127	0.288	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2023 DS	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Loreto Abbey		ONE HOUR	✓	26.00	100.000
B - Site Access		ONE HOUR	✓	0.00	100.000
C - Dispensary lane (West)		ONE HOUR	✓	105.00	100.000
D - Dispensary Lane (North)		ONE HOUR	✓	20.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0.000	0.000	26.000	0.000
	B - Site Access	0.000	0.000	0.000	0.000
	C - Dispensary lane (West)	29.000	70.000	0.000	6.000
	D - Dispensary Lane (North)	6.000	3.000	11.000	0.000

Proportions

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	0.00	0.00	1.00	0.00
	B - Site Access	0.25	0.25	0.25	0.25
	C - Dispensary lane (West)	0.28	0.67	0.00	0.06
	D - Dispensary Lane (North)	0.30	0.15	0.55	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0	0	0	0
	B - Site Access	0	0	0	0
	C - Dispensary lane (West)	0	0	0	0
	D - Dispensary Lane (North)	0	0	0	0

Average PCU Per Veh

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	1.000	1.000	1.000	1.00
	B - Site Access	1.000	1.000	1.000	1.00
	C - Dispensary lane (West)	1.000	1.000	1.000	1.00
	D - Dispensary Lane (North)	1.000	1.000	1.000	1.00

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-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					23.86	35.79
D-ABC	0.05	8.37	0.1	A	18.35	27.53
C-ABD	0.14	7.04	0.2	A	68.02	102.04
C-D					4.86	7.28
C-A					23.47	35.21

Main Results for each time segment

Main results: (14:30-14:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	449.10	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	551.56	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	19.57	19.57	4.89	0.00			19.57				
D-ABC	15.06	15.06	3.76	0.00	459.73	0.033	14.92	0.0	0.0	8.090	A
C-ABD	55.16	55.16	13.79	0.00	587.66	0.094	54.73	0.0	0.1	6.751	A
C-D	4.10	4.10	1.02	0.00			4.10				
C-A	19.79	19.79	4.95	0.00			19.79				

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	445.00	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	547.07	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	23.37	23.37	5.84	0.00			23.37				
D-ABC	17.98	17.98	4.49	0.00	456.60	0.039	17.95	0.0	0.0	8.207	A
C-ABD	66.47	66.47	16.62	0.00	590.34	0.113	66.37	0.1	0.1	6.871	A
C-D	4.79	4.79	1.20	0.00			4.79				
C-A	23.13	23.13	5.78	0.00			23.13				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	439.44	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	541.03	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	28.63	28.63	7.16	0.00			28.63				
D-ABC	22.02	22.02	5.51	0.00	452.35	0.049	21.98	0.0	0.1	8.365	A
C-ABD	82.41	82.41	20.60	0.00	594.04	0.139	82.26	0.1	0.2	7.032	A
C-D	5.69	5.69	1.42	0.00			5.69				
C-A	27.50	27.50	6.88	0.00			27.50				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	439.41	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	540.99	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	28.63	28.63	7.16	0.00			28.63				
D-ABC	22.02	22.02	5.51	0.00	452.32	0.049	22.02	0.1	0.1	8.365	A
C-ABD	82.42	82.42	20.61	0.00	594.05	0.139	82.42	0.2	0.2	7.036	A
C-D	5.69	5.69	1.42	0.00			5.69				
C-A	27.50	27.50	6.87	0.00			27.50				

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	444.94	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	547.00	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	23.37	23.37	5.84	0.00			23.37				
D-ABC	17.98	17.98	4.49	0.00	456.56	0.039	18.02	0.1	0.0	8.211	A
C-ABD	66.49	66.49	16.62	0.00	590.36	0.113	66.63	0.2	0.1	6.875	A
C-D	4.78	4.78	1.20	0.00			4.78				
C-A	23.12	23.12	5.78	0.00			23.12				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	448.96	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	551.39	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	19.57	19.57	4.89	0.00			19.57				
D-ABC	15.06	15.06	3.76	0.00	459.64	0.033	15.09	0.0	0.0	8.099	A
C-ABD	55.19	55.19	13.80	0.00	587.68	0.094	55.29	0.1	0.1	6.765	A
C-D	4.09	4.09	1.02	0.00			4.09				
C-A	19.77	19.77	4.94	0.00			19.77				

DO SOMETHING - 2028 DS, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	DO SOMETHING	✓	✓	D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Crossroads	Two-way	4.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Loreto Abbey		Major
B	Site Access		Minor
C	Dispensary lane (West)		Major
D	Dispensary Lane (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Loreto Abbey	6.20			0.0	✓	0.00
C - Dispensary lane (West)	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0
D - Dispensary Lane (North)	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
1	B-A	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	-	0.202	0.202	0.101
1	B-C	577.087	0.088	0.222	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	B-D, offside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	C-B	573.963	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	577.087	-	-	-	-	-	-	0.222	-	0.088	-	-	-
1	D-B, nearside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	441.971	-	0.127	0.288	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2028 DS	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Loreto Abbey		ONE HOUR	✓	28.00	100.000
B - Site Access		ONE HOUR	✓	0.00	100.000
C - Dispensary lane (West)		ONE HOUR	✓	108.00	100.000
D - Dispensary Lane (North)		ONE HOUR	✓	22.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0.000	0.000	28.000	0.000
	B - Site Access	0.000	0.000	0.000	0.000
	C - Dispensary lane (West)	32.000	70.000	0.000	6.000
	D - Dispensary Lane (North)	7.000	3.000	12.000	0.000

Proportions

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	0.00	0.00	1.00	0.00
	B - Site Access	0.25	0.25	0.25	0.25
	C - Dispensary lane (West)	0.30	0.65	0.00	0.06
	D - Dispensary Lane (North)	0.32	0.14	0.55	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0	0	0	0
	B - Site Access	0	0	0	0
	C - Dispensary lane (West)	0	0	0	0
	D - Dispensary Lane (North)	0	0	0	0

Average PCU Per Veh

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	1.000	1.000	1.000	1.00
	B - Site Access	1.000	1.000	1.000	1.00
	C - Dispensary lane (West)	1.000	1.000	1.000	1.00
	D - Dispensary Lane (North)	1.000	1.000	1.000	1.00

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-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					25.69	38.54
D-ABC	0.05	8.38	0.1	A	20.19	30.28
C-ABD	0.14	7.02	0.2	A	68.36	102.53
C-D					4.85	7.28
C-A					25.89	38.84

Main Results for each time segment

Main results: (14:30-14:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	448.47	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	551.06	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	21.08	21.08	5.27	0.00			21.08				
D-ABC	16.56	16.56	4.14	0.00	461.46	0.036	16.42	0.0	0.0	8.086	A
C-ABD	55.38	55.38	13.84	0.00	588.87	0.094	54.94	0.0	0.1	6.739	A
C-D	4.09	4.09	1.02	0.00			4.09				
C-A	21.84	21.84	5.46	0.00			21.84				

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	444.25	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	546.48	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	25.17	25.17	6.29	0.00			25.17				
D-ABC	19.78	19.78	4.94	0.00	458.24	0.043	19.75	0.0	0.0	8.210	A
C-ABD	66.78	66.78	16.70	0.00	591.79	0.113	66.68	0.1	0.1	6.856	A
C-D	4.79	4.79	1.20	0.00			4.79				
C-A	25.52	25.52	6.38	0.00			25.52				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	438.52	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	540.30	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	30.83	30.83	7.71	0.00			30.83				
D-ABC	24.22	24.22	6.06	0.00	453.86	0.053	24.18	0.0	0.1	8.377	A
C-ABD	82.88	82.88	20.72	0.00	595.83	0.139	82.73	0.1	0.2	7.014	A
C-D	5.69	5.69	1.42	0.00			5.69				
C-A	30.34	30.34	7.58	0.00			30.34				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	438.48	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	540.26	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	30.83	30.83	7.71	0.00			30.83				
D-ABC	24.22	24.22	6.06	0.00	453.83	0.053	24.22	0.1	0.1	8.379	A
C-ABD	82.89	82.89	20.72	0.00	595.84	0.139	82.89	0.2	0.2	7.021	A
C-D	5.69	5.69	1.42	0.00			5.69				
C-A	30.33	30.33	7.58	0.00			30.33				

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	444.19	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	546.40	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	25.17	25.17	6.29	0.00			25.17				
D-ABC	19.78	19.78	4.94	0.00	458.19	0.043	19.82	0.1	0.0	8.212	A
C-ABD	66.80	66.80	16.70	0.00	591.81	0.113	66.94	0.2	0.1	6.860	A
C-D	4.78	4.78	1.20	0.00			4.78				
C-A	25.51	25.51	6.38	0.00			25.51				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	448.33	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	550.89	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	21.08	21.08	5.27	0.00			21.08				
D-ABC	16.56	16.56	4.14	0.00	461.37	0.036	16.59	0.0	0.0	8.094	A
C-ABD	55.40	55.40	13.85	0.00	588.89	0.094	55.51	0.1	0.1	6.750	A
C-D	4.09	4.09	1.02	0.00			4.09				
C-A	21.82	21.82	5.45	0.00			21.82				

DO SOMETHING - 2038 DS, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	DO SOMETHING	✓	✓	D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Crossroads	Two-way	4.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Loreto Abbey		Major
B	Site Access		Minor
C	Dispensary lane (West)		Major
D	Dispensary Lane (North)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Loreto Abbey	6.20			0.0	✓	0.00
C - Dispensary lane (West)	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0
D - Dispensary Lane (North)	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
1	B-A	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	-	0.202	0.202	0.101
1	B-C	577.087	0.088	0.222	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	B-D, offside lane	441.971	0.080	0.202	0.202	-	-	-	0.127	0.288	0.127	-	-	-
1	C-B	573.963	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	577.087	-	-	-	-	-	-	0.222	-	0.088	-	-	-
1	D-B, nearside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	441.971	0.127	0.127	0.288	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	441.971	-	0.127	0.288	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2038 DS	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Loreto Abbey		ONE HOUR	✓	29.00	100.000
B - Site Access		ONE HOUR	✓	0.00	100.000
C - Dispensary lane (West)		ONE HOUR	✓	110.00	100.000
D - Dispensary Lane (North)		ONE HOUR	✓	23.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0.000	0.000	29.000	0.000
	B - Site Access	0.000	0.000	0.000	0.000
	C - Dispensary lane (West)	34.000	70.000	0.000	6.000
	D - Dispensary Lane (North)	7.000	3.000	13.000	0.000

Proportions

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	0.00	0.00	1.00	0.00
	B - Site Access	0.25	0.25	0.25	0.25
	C - Dispensary lane (West)	0.31	0.64	0.00	0.05
	D - Dispensary Lane (North)	0.30	0.13	0.57	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispensary Lane (North)
From	A - Loreto Abbey	0	0	0	0
	B - Site Access	0	0	0	0
	C - Dispensary lane (West)	0	0	0	0
	D - Dispensary Lane (North)	0	0	0	0

Average PCU Per Veh

		To			
		A - Loreto Abbey	B - Site Access	C - Dispensary lane (West)	D - Dispen Lan (Nort
From	A - Loreto Abbey	1.000	1.000	1.000	1.00
	B - Site Access	1.000	1.000	1.000	1.00
	C - Dispensary lane (West)	1.000	1.000	1.000	1.00
	D - Dispensary Lane (North)	1.000	1.000	1.000	1.00

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-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					26.61	39.92
D-ABC	0.06	8.45	0.1	A	21.11	31.66
C-ABD	0.14	7.01	0.2	A	68.58	102.87
C-D					4.85	7.28
C-A					27.51	41.26

Main Results for each time segment

Main results: (14:30-14:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	448.13	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	550.73	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	21.83	21.83	5.46	0.00			21.83				
D-ABC	17.32	17.32	4.33	0.00	459.27	0.038	17.16	0.0	0.0	8.140	A
C-ABD	55.52	55.52	13.88	0.00	589.74	0.094	55.08	0.0	0.1	6.730	A
C-D	4.09	4.09	1.02	0.00			4.09				
C-A	23.20	23.20	5.80	0.00			23.20				

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	443.84	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	546.08	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	26.07	26.07	6.52	0.00			26.07				
D-ABC	20.68	20.68	5.17	0.00	455.95	0.045	20.64	0.0	0.0	8.270	A
C-ABD	66.99	66.99	16.75	0.00	592.83	0.113	66.89	0.1	0.1	6.845	A
C-D	4.78	4.78	1.20	0.00			4.78				
C-A	27.11	27.11	6.78	0.00			27.11				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	438.02	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	539.82	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	31.93	31.93	7.98	0.00			31.93				
D-ABC	25.32	25.32	6.33	0.00	451.43	0.056	25.28	0.0	0.1	8.446	A
C-ABD	83.20	83.20	20.80	0.00	597.10	0.139	83.04	0.1	0.2	7.001	A
C-D	5.69	5.69	1.42	0.00			5.69				
C-A	32.23	32.23	8.06	0.00			32.23				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	437.98	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	539.77	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	31.93	31.93	7.98	0.00			31.93				
D-ABC	25.32	25.32	6.33	0.00	451.40	0.056	25.32	0.1	0.1	8.448	A
C-ABD	83.21	83.21	20.80	0.00	597.11	0.139	83.20	0.2	0.2	7.008	A
C-D	5.69	5.69	1.42	0.00			5.69				
C-A	32.22	32.22	8.05	0.00			32.22				

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	443.78	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	546.00	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	26.07	26.07	6.52	0.00			26.07				
D-ABC	20.68	20.68	5.17	0.00	455.90	0.045	20.72	0.1	0.0	8.274	A
C-ABD	67.01	67.01	16.75	0.00	592.85	0.113	67.15	0.2	0.1	6.852	A
C-D	4.78	4.78	1.20	0.00			4.78				
C-A	27.10	27.10	6.77	0.00			27.10				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	447.99	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	0.00	0.00	550.56	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	21.83	21.83	5.46	0.00			21.83				
D-ABC	17.32	17.32	4.33	0.00	459.18	0.038	17.35	0.0	0.0	8.149	A
C-ABD	55.55	55.55	13.89	0.00	589.76	0.094	55.65	0.1	0.1	6.741	A
C-D	4.09	4.09	1.02	0.00			4.09				
C-A	23.18	23.18	5.79	0.00			23.18				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Junction 4.j9
Path: G:\2019\p190187\Calcs\PICADY
Report generation date: 06/05/2022 15:18:04

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2020 - 2020							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-A								
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	DO NOTHING - 2023 DN							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-A								
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								
	DO NOTHING - 2028 DN							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-A								
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A

Stream A-B								
Stream A-C								
	DO NOTHING - 2038 DN							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-A								
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	DO SOMETHING - 2023 DS							
Stream B-AC	0.2	7.91	0.17	A	0.3	8.26	0.21	A
Stream C-A								
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								
	DO SOMETHING - 2028 DS							
Stream B-AC	0.2	7.95	0.17	A	0.3	8.27	0.21	A
Stream C-A								
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								
	DO SOMETHING - 2038 DS							
Stream B-AC	0.2	7.99	0.17	A	0.3	8.29	0.22	A
Stream C-A								
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream A-B								
Stream A-C								

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	26/04/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	HEADOFFICE"joyv
Description	

Units

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

Analysis Options

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

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
2020	AM	ONE HOUR	07:45	09:15	15	✓
2020	PM	ONE HOUR	14:30	16:00	15	✓
2023 DN	AM	ONE HOUR	07:45	09:15	15	✓
2028 DN	AM	ONE HOUR	07:45	09:15	15	✓
2038 DN	AM	ONE HOUR	07:45	09:15	15	✓
2023 DN	PM	ONE HOUR	14:30	16:00	15	✓
2028 DN	PM	ONE HOUR	14:30	16:00	15	✓
2038 DN	PM	ONE HOUR	14:30	16:00	15	✓
2023 DS	AM	ONE HOUR	07:45	09:15	15	✓
2028 DS	AM	ONE HOUR	07:45	09:15	15	✓
2038 DS	AM	ONE HOUR	07:45	09:15	15	✓
2023 DS	PM	ONE HOUR	14:30	16:00	15	✓
2028 DS	PM	ONE HOUR	14:30	16:00	15	✓
2038 DS	PM	ONE HOUR	14:30	16:00	15	✓

2020 - 2020, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2020	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dispensary Lane (East)		Major
B	Site Access		Minor
C	Dispensary Lane (West)		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 - Dispensary Lane (West)	6.20			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	441.971	0.080	0.202	0.127	0.288
1	B-C	577.087	0.088	0.222	-	-
1	C-B	573.963	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dispensary Lane (East)		ONE HOUR	✓	116.00	100.000
B - Site Access		ONE HOUR	✓	0.00	100.000
C - Dispensary Lane (West)		ONE HOUR	✓	91.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.000	0.000	116.000
	B - Site Access	0.000	0.000	0.000
	C - Dispensary Lane (West)	91.000	0.000	0.000

Proportions

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - Dispensary Lane (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0	0	0
	B - Site Access	0	0	0
	C - Dispensary Lane (West)	0	0	0

Average PCU Per Veh

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Dispensary Lane (West)	1.000	1.000	1.000

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	0.00	0.00	0.0	A	0.00	0.00
C-A					83.50	125.25
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					106.44	159.67

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	476.33	0.000	0.00	0.0	0.0	0.000	A
C-A	68.51	68.51	17.13	0.00			68.51				
C-B	0.00	0.00	0.00	0.00	554.71	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	87.33	87.33	21.83	0.00			87.33				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	471.60	0.000	0.00	0.0	0.0	0.000	A
C-A	81.81	81.81	20.45	0.00			81.81				
C-B	0.00	0.00	0.00	0.00	550.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	104.28	104.28	26.07	0.00			104.28				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	465.05	0.000	0.00	0.0	0.0	0.000	A
C-A	100.19	100.19	25.05	0.00			100.19				
C-B	0.00	0.00	0.00	0.00	545.81	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	127.72	127.72	31.93	0.00			127.72				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	465.05	0.000	0.00	0.0	0.0	0.000	A
C-A	100.19	100.19	25.05	0.00			100.19				
C-B	0.00	0.00	0.00	0.00	545.81	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	127.72	127.72	31.93	0.00			127.72				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	471.60	0.000	0.00	0.0	0.0	0.000	A
C-A	81.81	81.81	20.45	0.00			81.81				
C-B	0.00	0.00	0.00	0.00	550.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	104.28	104.28	26.07	0.00			104.28				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	476.33	0.000	0.00	0.0	0.0	0.000	A
C-A	68.51	68.51	17.13	0.00			68.51				
C-B	0.00	0.00	0.00	0.00	554.71	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	87.33	87.33	21.83	0.00			87.33				

2020 - 2020, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2020	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dispensary Lane (East)		Major
B	Site Access		Minor
C	Dispensary Lane (West)		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 - Dispensary Lane (West)	6.20			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	441.971	0.080	0.202	0.127	0.288
1	B-C	577.087	0.088	0.222	-	-
1	C-B	573.963	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dispensary Lane (East)		ONE HOUR	✓	58.00	100.000
B - Site Access		ONE HOUR	✓	0.00	100.000
C - Dispensary Lane (West)		ONE HOUR	✓	70.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.000	0.000	58.000
	B - Site Access	0.000	0.000	0.000
	C - Dispensary Lane (West)	70.000	0.000	0.000

Proportions

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - Dispensary Lane (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0	0	0
	B - Site Access	0	0	0
	C - Dispensary Lane (West)	0	0	0

Average PCU Per Veh

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Dispensary Lane (West)	1.000	1.000	1.000

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	0.00	0.00	0.0	A	0.00	0.00
C-A					64.23	96.35
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					53.22	79.83

Main Results for each time segment

Main results: (14:30-14:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	486.95	0.000	0.00	0.0	0.0	0.000	A
C-A	52.70	52.70	13.17	0.00			52.70				
C-B	0.00	0.00	0.00	0.00	564.34	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	43.67	43.67	10.92	0.00			43.67				

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	484.30	0.000	0.00	0.0	0.0	0.000	A
C-A	62.93	62.93	15.73	0.00			62.93				
C-B	0.00	0.00	0.00	0.00	562.47	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	52.14	52.14	13.04	0.00			52.14				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	480.62	0.000	0.00	0.0	0.0	0.000	A
C-A	77.07	77.07	19.27	0.00			77.07				
C-B	0.00	0.00	0.00	0.00	559.89	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	63.86	63.86	15.96	0.00			63.86				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	480.62	0.000	0.00	0.0	0.0	0.000	A
C-A	77.07	77.07	19.27	0.00			77.07				
C-B	0.00	0.00	0.00	0.00	559.89	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	63.86	63.86	15.96	0.00			63.86				

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	484.30	0.000	0.00	0.0	0.0	0.000	A
C-A	62.93	62.93	15.73	0.00			62.93				
C-B	0.00	0.00	0.00	0.00	562.47	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	52.14	52.14	13.04	0.00			52.14				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	486.95	0.000	0.00	0.0	0.0	0.000	A
C-A	52.70	52.70	13.17	0.00			52.70				
C-B	0.00	0.00	0.00	0.00	564.34	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	43.67	43.67	10.92	0.00			43.67				

DO NOTHING - 2023 DN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	DO NOTHING	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dispensary Lane (East)		Major
B	Site Access		Minor
C	Dispensary Lane (West)		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 - Dispensary Lane (West)	6.20			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	441.971	0.080	0.202	0.127	0.288
1	B-C	577.087	0.088	0.222	-	-
1	C-B	573.963	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 DN	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dispensary Lane (East)		ONE HOUR	✓	118.00	100.000
B - Site Access		ONE HOUR	✓	0.00	100.000
C - Dispensary Lane (West)		ONE HOUR	✓	92.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.000	0.000	118.000
	B - Site Access	0.000	0.000	0.000
	C - Dispensary Lane (West)	92.000	0.000	0.000

Proportions

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - Dispensary Lane (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0	0	0
	B - Site Access	0	0	0
	C - Dispensary Lane (West)	0	0	0

Average PCU Per Veh

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Dispensary Lane (West)	1.000	1.000	1.000

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	0.00	0.00	0.0	A	0.00	0.00
C-A					84.42	126.63
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					108.28	162.42

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	475.95	0.000	0.00	0.0	0.0	0.000	A
C-A	69.26	69.26	17.32	0.00			69.26				
C-B	0.00	0.00	0.00	0.00	554.38	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	88.84	88.84	22.21	0.00			88.84				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	471.14	0.000	0.00	0.0	0.0	0.000	A
C-A	82.71	82.71	20.68	0.00			82.71				
C-B	0.00	0.00	0.00	0.00	550.58	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	106.08	106.08	26.52	0.00			106.08				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	464.49	0.000	0.00	0.0	0.0	0.000	A
C-A	101.29	101.29	25.32	0.00			101.29				
C-B	0.00	0.00	0.00	0.00	545.32	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	129.92	129.92	32.48	0.00			129.92				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	464.49	0.000	0.00	0.0	0.0	0.000	A
C-A	101.29	101.29	25.32	0.00			101.29				
C-B	0.00	0.00	0.00	0.00	545.32	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	129.92	129.92	32.48	0.00			129.92				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	471.14	0.000	0.00	0.0	0.0	0.000	A
C-A	82.71	82.71	20.68	0.00			82.71				
C-B	0.00	0.00	0.00	0.00	550.58	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	106.08	106.08	26.52	0.00			106.08				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	475.95	0.000	0.00	0.0	0.0	0.000	A
C-A	69.26	69.26	17.32	0.00			69.26				
C-B	0.00	0.00	0.00	0.00	554.38	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	88.84	88.84	22.21	0.00			88.84				

DO NOTHING - 2028 DN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	DO NOTHING	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dispensary Lane (East)		Major
B	Site Access		Minor
C	Dispensary Lane (West)		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 - Dispensary Lane (West)	6.20			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	441.971	0.080	0.202	0.127	0.288
1	B-C	577.087	0.088	0.222	-	-
1	C-B	573.963	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028 DN	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dispensary Lane (East)		ONE HOUR	✓	128.00	100.000
B - Site Access		ONE HOUR	✓	0.00	100.000
C - Dispensary Lane (West)		ONE HOUR	✓	96.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.000	0.000	128.000
	B - Site Access	0.000	0.000	0.000
	C - Dispensary Lane (West)	96.000	0.000	0.000

Proportions

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - Dispensary Lane (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0	0	0
	B - Site Access	0	0	0
	C - Dispensary Lane (West)	0	0	0

Average PCU Per Veh

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Dispensary Lane (West)	1.000	1.000	1.000

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	0.00	0.00	0.0	A	0.00	0.00
C-A					88.09	132.14
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					117.46	176.18

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	474.09	0.000	0.00	0.0	0.0	0.000	A
C-A	72.27	72.27	18.07	0.00			72.27				
C-B	0.00	0.00	0.00	0.00	552.72	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	96.37	96.37	24.09	0.00			96.37				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	468.92	0.000	0.00	0.0	0.0	0.000	A
C-A	86.30	86.30	21.58	0.00			86.30				
C-B	0.00	0.00	0.00	0.00	548.60	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	115.07	115.07	28.77	0.00			115.07				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	461.77	0.000	0.00	0.0	0.0	0.000	A
C-A	105.70	105.70	26.42	0.00			105.70				
C-B	0.00	0.00	0.00	0.00	542.90	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	140.93	140.93	35.23	0.00			140.93				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	461.77	0.000	0.00	0.0	0.0	0.000	A
C-A	105.70	105.70	26.42	0.00			105.70				
C-B	0.00	0.00	0.00	0.00	542.90	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	140.93	140.93	35.23	0.00			140.93				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	468.92	0.000	0.00	0.0	0.0	0.000	A
C-A	86.30	86.30	21.58	0.00			86.30				
C-B	0.00	0.00	0.00	0.00	548.60	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	115.07	115.07	28.77	0.00			115.07				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	474.09	0.000	0.00	0.0	0.0	0.000	A
C-A	72.27	72.27	18.07	0.00			72.27				
C-B	0.00	0.00	0.00	0.00	552.72	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	96.37	96.37	24.09	0.00			96.37				

DO NOTHING - 2038 DN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	DO NOTHING	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dispensary Lane (East)		Major
B	Site Access		Minor
C	Dispensary Lane (West)		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 - Dispensary Lane (West)	6.20			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	441.971	0.080	0.202	0.127	0.288
1	B-C	577.087	0.088	0.222	-	-
1	C-B	573.963	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2038 DN	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dispensary Lane (East)		ONE HOUR	✓	137.00	100.000
B - Site Access		ONE HOUR	✓	0.00	100.000
C - Dispensary Lane (West)		ONE HOUR	✓	99.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.000	0.000	137.000
	B - Site Access	0.000	0.000	0.000
	C - Dispensary Lane (West)	99.000	0.000	0.000

Proportions

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - Dispensary Lane (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0	0	0
	B - Site Access	0	0	0
	C - Dispensary Lane (West)	0	0	0

Average PCU Per Veh

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Dispensary Lane (West)	1.000	1.000	1.000

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	0.00	0.00	0.0	A	0.00	0.00
C-A					90.84	136.27
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					125.71	188.57

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	472.45	0.000	0.00	0.0	0.0	0.000	A
C-A	74.53	74.53	18.63	0.00			74.53				
C-B	0.00	0.00	0.00	0.00	551.23	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	103.14	103.14	25.79	0.00			103.14				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	466.97	0.000	0.00	0.0	0.0	0.000	A
C-A	89.00	89.00	22.25	0.00			89.00				
C-B	0.00	0.00	0.00	0.00	546.81	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	123.16	123.16	30.79	0.00			123.16				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	459.37	0.000	0.00	0.0	0.0	0.000	A
C-A	109.00	109.00	27.25	0.00			109.00				
C-B	0.00	0.00	0.00	0.00	540.71	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	150.84	150.84	37.71	0.00			150.84				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	459.37	0.000	0.00	0.0	0.0	0.000	A
C-A	109.00	109.00	27.25	0.00			109.00				
C-B	0.00	0.00	0.00	0.00	540.71	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	150.84	150.84	37.71	0.00			150.84				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	466.97	0.000	0.00	0.0	0.0	0.000	A
C-A	89.00	89.00	22.25	0.00			89.00				
C-B	0.00	0.00	0.00	0.00	546.81	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	123.16	123.16	30.79	0.00			123.16				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	472.45	0.000	0.00	0.0	0.0	0.000	A
C-A	74.53	74.53	18.63	0.00			74.53				
C-B	0.00	0.00	0.00	0.00	551.23	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	103.14	103.14	25.79	0.00			103.14				

DO NOTHING - 2023 DN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	DO NOTHING	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dispensary Lane (East)		Major
B	Site Access		Minor
C	Dispensary Lane (West)		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 - Dispensary Lane (West)	6.20			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	441.971	0.080	0.202	0.127	0.288
1	B-C	577.087	0.088	0.222	-	-
1	C-B	573.963	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 DN	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dispensary Lane (East)		ONE HOUR	✓	59.00	100.000
B - Site Access		ONE HOUR	✓	0.00	100.000
C - Dispensary Lane (West)		ONE HOUR	✓	71.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.000	0.000	59.000
	B - Site Access	0.000	0.000	0.000
	C - Dispensary Lane (West)	71.000	0.000	0.000

Proportions

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - Dispensary Lane (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0	0	0
	B - Site Access	0	0	0
	C - Dispensary Lane (West)	0	0	0

Average PCU Per Veh

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Dispensary Lane (West)	1.000	1.000	1.000

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	0.00	0.00	0.0	A	0.00	0.00
C-A					65.15	97.73
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					54.14	81.21

Main Results for each time segment

Main results: (14:30-14:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	486.73	0.000	0.00	0.0	0.0	0.000	A
C-A	53.45	53.45	13.36	0.00			53.45				
C-B	0.00	0.00	0.00	0.00	564.17	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	44.42	44.42	11.10	0.00			44.42				

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	484.03	0.000	0.00	0.0	0.0	0.000	A
C-A	63.83	63.83	15.96	0.00			63.83				
C-B	0.00	0.00	0.00	0.00	562.27	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	53.04	53.04	13.26	0.00			53.04				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	480.29	0.000	0.00	0.0	0.0	0.000	A
C-A	78.17	78.17	19.54	0.00			78.17				
C-B	0.00	0.00	0.00	0.00	559.64	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	64.96	64.96	16.24	0.00			64.96				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	480.29	0.000	0.00	0.0	0.0	0.000	A
C-A	78.17	78.17	19.54	0.00			78.17				
C-B	0.00	0.00	0.00	0.00	559.64	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	64.96	64.96	16.24	0.00			64.96				

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	484.03	0.000	0.00	0.0	0.0	0.000	A
C-A	63.83	63.83	15.96	0.00			63.83				
C-B	0.00	0.00	0.00	0.00	562.27	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	53.04	53.04	13.26	0.00			53.04				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	486.73	0.000	0.00	0.0	0.0	0.000	A
C-A	53.45	53.45	13.36	0.00			53.45				
C-B	0.00	0.00	0.00	0.00	564.17	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	44.42	44.42	11.10	0.00			44.42				

DO NOTHING - 2028 DN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	DO NOTHING	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dispensary Lane (East)		Major
B	Site Access		Minor
C	Dispensary Lane (West)		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 - Dispensary Lane (West)	6.20			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	441.971	0.080	0.202	0.127	0.288
1	B-C	577.087	0.088	0.222	-	-
1	C-B	573.963	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2028 DN	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dispensary Lane (East)		ONE HOUR	✓	62.00	100.000
B - Site Access		ONE HOUR	✓	0.00	100.000
C - Dispensary Lane (West)		ONE HOUR	✓	75.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.000	0.000	62.000
	B - Site Access	0.000	0.000	0.000
	C - Dispensary Lane (West)	75.000	0.000	0.000

Proportions

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - Dispensary Lane (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0	0	0
	B - Site Access	0	0	0
	C - Dispensary Lane (West)	0	0	0

Average PCU Per Veh

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Dispensary Lane (West)	1.000	1.000	1.000

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	0.00	0.00	0.0	A	0.00	0.00
C-A					68.82	103.23
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					56.89	85.34

Main Results for each time segment

Main results: (14:30-14:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	486.00	0.000	0.00	0.0	0.0	0.000	A
C-A	56.46	56.46	14.12	0.00			56.46				
C-B	0.00	0.00	0.00	0.00	563.67	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	46.68	46.68	11.67	0.00			46.68				

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	483.16	0.000	0.00	0.0	0.0	0.000	A
C-A	67.42	67.42	16.86	0.00			67.42				
C-B	0.00	0.00	0.00	0.00	561.68	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	55.74	55.74	13.93	0.00			55.74				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	479.22	0.000	0.00	0.0	0.0	0.000	A
C-A	82.58	82.58	20.64	0.00			82.58				
C-B	0.00	0.00	0.00	0.00	558.91	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	68.26	68.26	17.07	0.00			68.26				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	479.22	0.000	0.00	0.0	0.0	0.000	A
C-A	82.58	82.58	20.64	0.00			82.58				
C-B	0.00	0.00	0.00	0.00	558.91	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	68.26	68.26	17.07	0.00			68.26				

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	483.16	0.000	0.00	0.0	0.0	0.000	A
C-A	67.42	67.42	16.86	0.00			67.42				
C-B	0.00	0.00	0.00	0.00	561.68	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	55.74	55.74	13.93	0.00			55.74				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	486.00	0.000	0.00	0.0	0.0	0.000	A
C-A	56.46	56.46	14.12	0.00			56.46				
C-B	0.00	0.00	0.00	0.00	563.67	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	46.68	46.68	11.67	0.00			46.68				

DO NOTHING - 2038 DN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	DO NOTHING	✓	✓	D3,D4,D5,D6,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dispensary Lane (East)		Major
B	Site Access		Minor
C	Dispensary Lane (West)		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 - Dispensary Lane (West)	6.20			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	441.971	0.080	0.202	0.127	0.288
1	B-C	577.087	0.088	0.222	-	-
1	C-B	573.963	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2038 DN	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dispensary Lane (East)		ONE HOUR	✓	66.00	100.000
B - Site Access		ONE HOUR	✓	0.00	100.000
C - Dispensary Lane (West)		ONE HOUR	✓	78.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.000	0.000	66.000
	B - Site Access	0.000	0.000	0.000
	C - Dispensary Lane (West)	78.000	0.000	0.000

Proportions

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.00	0.00	1.00
	B - Site Access	0.33	0.33	0.33
	C - Dispensary Lane (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0	0	0
	B - Site Access	0	0	0
	C - Dispensary Lane (West)	0	0	0

Average PCU Per Veh

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Dispensary Lane (West)	1.000	1.000	1.000

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	0.00	0.00	0.0	A	0.00	0.00
C-A					71.57	107.36
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					60.56	90.84

Main Results for each time segment

Main results: (14:30-14:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	485.17	0.000	0.00	0.0	0.0	0.000	A
C-A	58.72	58.72	14.68	0.00			58.72				
C-B	0.00	0.00	0.00	0.00	563.01	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	49.69	49.69	12.42	0.00			49.69				

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	482.17	0.000	0.00	0.0	0.0	0.000	A
C-A	70.12	70.12	17.53	0.00			70.12				
C-B	0.00	0.00	0.00	0.00	560.88	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	59.33	59.33	14.83	0.00			59.33				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	478.01	0.000	0.00	0.0	0.0	0.000	A
C-A	85.88	85.88	21.47	0.00			85.88				
C-B	0.00	0.00	0.00	0.00	557.94	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	72.67	72.67	18.17	0.00			72.67				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	478.01	0.000	0.00	0.0	0.0	0.000	A
C-A	85.88	85.88	21.47	0.00			85.88				
C-B	0.00	0.00	0.00	0.00	557.94	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	72.67	72.67	18.17	0.00			72.67				

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	482.17	0.000	0.00	0.0	0.0	0.000	A
C-A	70.12	70.12	17.53	0.00			70.12				
C-B	0.00	0.00	0.00	0.00	560.88	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	59.33	59.33	14.83	0.00			59.33				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	485.17	0.000	0.00	0.0	0.0	0.000	A
C-A	58.72	58.72	14.68	0.00			58.72				
C-B	0.00	0.00	0.00	0.00	563.01	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	49.69	49.69	12.42	0.00			49.69				

DO SOMETHING - 2023 DS, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	DO SOMETHING	✓	✓	D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dispensary Lane (East)		Major
B	Site Access		Minor
C	Dispensary Lane (West)		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 - Dispensary Lane (West)	6.20			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	441.971	0.080	0.202	0.127	0.288
1	B-C	577.087	0.088	0.222	-	-
1	C-B	573.963	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2023 DS	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dispensary Lane (East)		ONE HOUR	✓	117.00	100.000
B - Site Access		ONE HOUR	✓	85.00	100.000
C - Dispensary Lane (West)		ONE HOUR	✓	156.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.000	0.000	117.000
	B - Site Access	0.000	0.000	85.000
	C - Dispensary Lane (West)	156.000	0.000	0.000

Proportions

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.00	0.00	1.00
	B - Site Access	0.00	0.00	1.00
	C - Dispensary Lane (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0	0	0
	B - Site Access	0	0	0
	C - Dispensary Lane (West)	0	0	0

Average PCU Per Veh

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Dispensary Lane (West)	1.000	1.000	1.000

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	7.91	0.2	A	78.00	117.00
C-A					143.15	214.72
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					107.36	161.04

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	63.99	63.99	16.00	0.00	557.56	0.115	63.48	0.0	0.1	7.278	A
C-A	117.44	117.44	29.36	0.00			117.44				
C-B	0.00	0.00	0.00	0.00	554.55	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	88.08	88.08	22.02	0.00			88.08				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	76.41	76.41	19.10	0.00	553.77	0.138	76.29	0.1	0.2	7.537	A
C-A	140.24	140.24	35.06	0.00			140.24				
C-B	0.00	0.00	0.00	0.00	550.78	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	105.18	105.18	26.30	0.00			105.18				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	93.59	93.59	23.40	0.00	548.53	0.171	93.41	0.2	0.2	7.906	A
C-A	171.76	171.76	42.94	0.00			171.76				
C-B	0.00	0.00	0.00	0.00	545.57	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	128.82	128.82	32.20	0.00			128.82				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	93.59	93.59	23.40	0.00	548.53	0.171	93.58	0.2	0.2	7.912	A
C-A	171.76	171.76	42.94	0.00			171.76				
C-B	0.00	0.00	0.00	0.00	545.57	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	128.82	128.82	32.20	0.00			128.82				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	76.41	76.41	19.10	0.00	553.77	0.138	76.59	0.2	0.2	7.548	A
C-A	140.24	140.24	35.06	0.00			140.24				
C-B	0.00	0.00	0.00	0.00	550.78	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	105.18	105.18	26.30	0.00			105.18				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	63.99	63.99	16.00	0.00	557.56	0.115	64.12	0.2	0.1	7.299	A
C-A	117.44	117.44	29.36	0.00			117.44				
C-B	0.00	0.00	0.00	0.00	554.55	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	88.08	88.08	22.02	0.00			88.08				

DO SOMETHING - 2028 DS, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	DO SOMETHING	✓	✓	D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dispensary Lane (East)		Major
B	Site Access		Minor
C	Dispensary Lane (West)		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 - Dispensary Lane (West)	6.20			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	441.971	0.080	0.202	0.127	0.288
1	B-C	577.087	0.088	0.222	-	-
1	C-B	573.963	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 DS	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dispensary Lane (East)		ONE HOUR	✓	127.00	100.000
B - Site Access		ONE HOUR	✓	85.00	100.000
C - Dispensary Lane (West)		ONE HOUR	✓	160.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.000	0.000	127.000
	B - Site Access	0.000	0.000	85.000
	C - Dispensary Lane (West)	160.000	0.000	0.000

Proportions

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.00	0.00	1.00
	B - Site Access	0.00	0.00	1.00
	C - Dispensary Lane (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0	0	0
	B - Site Access	0	0	0
	C - Dispensary Lane (West)	0	0	0

Average PCU Per Veh

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Dispensary Lane (West)	1.000	1.000	1.000

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	7.95	0.2	A	78.00	117.00
C-A					146.82	220.23
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					116.54	174.81

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	63.99	63.99	16.00	0.00	555.89	0.115	63.48	0.0	0.1	7.303	A
C-A	120.46	120.46	30.11	0.00			120.46				
C-B	0.00	0.00	0.00	0.00	552.89	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	95.61	95.61	23.90	0.00			95.61				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	76.41	76.41	19.10	0.00	551.78	0.138	76.29	0.1	0.2	7.569	A
C-A	143.84	143.84	35.96	0.00			143.84				
C-B	0.00	0.00	0.00	0.00	548.79	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	114.17	114.17	28.54	0.00			114.17				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	93.59	93.59	23.40	0.00	546.09	0.171	93.40	0.2	0.2	7.949	A
C-A	176.16	176.16	44.04	0.00			176.16				
C-B	0.00	0.00	0.00	0.00	543.14	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	139.83	139.83	34.96	0.00			139.83				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	93.59	93.59	23.40	0.00	546.09	0.171	93.58	0.2	0.2	7.955	A
C-A	176.16	176.16	44.04	0.00			176.16				
C-B	0.00	0.00	0.00	0.00	543.14	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	139.83	139.83	34.96	0.00			139.83				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	76.41	76.41	19.10	0.00	551.78	0.138	76.59	0.2	0.2	7.577	A
C-A	143.84	143.84	35.96	0.00			143.84				
C-B	0.00	0.00	0.00	0.00	548.79	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	114.17	114.17	28.54	0.00			114.17				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	63.99	63.99	16.00	0.00	555.89	0.115	64.12	0.2	0.1	7.324	A
C-A	120.46	120.46	30.11	0.00			120.46				
C-B	0.00	0.00	0.00	0.00	552.89	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	95.61	95.61	23.90	0.00			95.61				

DO SOMETHING - 2038 DS, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	DO SOMETHING	✓	✓	D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dispensary Lane (East)		Major
B	Site Access		Minor
C	Dispensary Lane (West)		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 - Dispensary Lane (West)	6.20			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	441.971	0.080	0.202	0.127	0.288
1	B-C	577.087	0.088	0.222	-	-
1	C-B	573.963	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2038 DS	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dispensary Lane (East)		ONE HOUR	✓	136.00	100.000
B - Site Access		ONE HOUR	✓	85.00	100.000
C - Dispensary Lane (West)		ONE HOUR	✓	163.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.000	0.000	136.000
	B - Site Access	0.000	0.000	85.000
	C - Dispensary Lane (West)	163.000	0.000	0.000

Proportions

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.00	0.00	1.00
	B - Site Access	0.00	0.00	1.00
	C - Dispensary Lane (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0	0	0
	B - Site Access	0	0	0
	C - Dispensary Lane (West)	0	0	0

Average PCU Per Veh

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Dispensary Lane (West)	1.000	1.000	1.000

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	7.99	0.2	A	78.00	117.00
C-A					149.57	224.36
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					124.80	187.19

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	63.99	63.99	16.00	0.00	554.39	0.115	63.48	0.0	0.1	7.325	A
C-A	122.71	122.71	30.68	0.00			122.71				
C-B	0.00	0.00	0.00	0.00	551.39	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	102.39	102.39	25.60	0.00			102.39				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	76.41	76.41	19.10	0.00	549.99	0.139	76.29	0.1	0.2	7.597	A
C-A	146.53	146.53	36.63	0.00			146.53				
C-B	0.00	0.00	0.00	0.00	547.01	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	122.26	122.26	30.57	0.00			122.26				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	93.59	93.59	23.40	0.00	543.90	0.172	93.40	0.2	0.2	7.987	A
C-A	179.47	179.47	44.87	0.00			179.47				
C-B	0.00	0.00	0.00	0.00	540.95	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	149.74	149.74	37.43	0.00			149.74				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	93.59	93.59	23.40	0.00	543.90	0.172	93.58	0.2	0.2	7.994	A
C-A	179.47	179.47	44.87	0.00			179.47				
C-B	0.00	0.00	0.00	0.00	540.95	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	149.74	149.74	37.43	0.00			149.74				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	76.41	76.41	19.10	0.00	549.99	0.139	76.59	0.2	0.2	7.606	A
C-A	146.53	146.53	36.63	0.00			146.53				
C-B	0.00	0.00	0.00	0.00	547.01	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	122.26	122.26	30.57	0.00			122.26				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	63.99	63.99	16.00	0.00	554.39	0.115	64.12	0.2	0.1	7.346	A
C-A	122.71	122.71	30.68	0.00			122.71				
C-B	0.00	0.00	0.00	0.00	551.39	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	102.39	102.39	25.60	0.00			102.39				

DO SOMETHING - 2023 DS, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	DO SOMETHING	✓	✓	D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	3.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dispensary Lane (East)		Major
B	Site Access		Minor
C	Dispensary Lane (West)		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 - Dispensary Lane (West)	6.20			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	441.971	0.080	0.202	0.127	0.288
1	B-C	577.087	0.088	0.222	-	-
1	C-B	573.963	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2023 DS	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dispensary Lane (East)		ONE HOUR	✓	53.00	100.000
B - Site Access		ONE HOUR	✓	108.00	100.000
C - Dispensary Lane (West)		ONE HOUR	✓	116.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.000	0.000	53.000
	B - Site Access	5.000	0.000	103.000
	C - Dispensary Lane (West)	116.000	0.000	0.000

Proportions

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.00	0.00	1.00
	B - Site Access	0.05	0.00	0.95
	C - Dispensary Lane (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0	0	0
	B - Site Access	0	0	0
	C - Dispensary Lane (West)	0	0	0

Average PCU Per Veh

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Dispensary Lane (West)	1.000	1.000	1.000

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	8.26	0.3	A	99.10	148.65
C-A					106.44	159.67
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					48.63	72.95

Main Results for each time segment

Main results: (14:30-14:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	81.31	81.31	20.33	0.00	559.34	0.145	80.63	0.0	0.2	7.509	A
C-A	87.33	87.33	21.83	0.00			87.33				
C-B	0.00	0.00	0.00	0.00	565.17	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	39.90	39.90	9.98	0.00			39.90				

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	97.09	97.09	24.27	0.00	557.45	0.174	96.93	0.2	0.2	7.815	A
C-A	104.28	104.28	26.07	0.00			104.28				
C-B	0.00	0.00	0.00	0.00	563.46	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	47.65	47.65	11.91	0.00			47.65				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	118.91	118.91	29.73	0.00	554.84	0.214	118.67	0.2	0.3	8.249	A
C-A	127.72	127.72	31.93	0.00			127.72				
C-B	0.00	0.00	0.00	0.00	561.10	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	58.35	58.35	14.59	0.00			58.35				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	118.91	118.91	29.73	0.00	554.84	0.214	118.90	0.3	0.3	8.257	A
C-A	127.72	127.72	31.93	0.00			127.72				
C-B	0.00	0.00	0.00	0.00	561.10	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	58.35	58.35	14.59	0.00			58.35				

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	97.09	97.09	24.27	0.00	557.45	0.174	97.32	0.3	0.2	7.829	A
C-A	104.28	104.28	26.07	0.00			104.28				
C-B	0.00	0.00	0.00	0.00	563.46	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	47.65	47.65	11.91	0.00			47.65				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	81.31	81.31	20.33	0.00	559.34	0.145	81.47	0.2	0.2	7.538	A
C-A	87.33	87.33	21.83	0.00			87.33				
C-B	0.00	0.00	0.00	0.00	565.17	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	39.90	39.90	9.98	0.00			39.90				

DO SOMETHING - 2028 DS, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	DO SOMETHING	✓	✓	D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	3.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dispensary Lane (East)		Major
B	Site Access		Minor
C	Dispensary Lane (West)		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 - Dispensary Lane (West)	6.20			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	441.971	0.080	0.202	0.127	0.288
1	B-C	577.087	0.088	0.222	-	-
1	C-B	573.963	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2028 DS	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dispensary Lane (East)		ONE HOUR	✓	56.00	100.000
B - Site Access		ONE HOUR	✓	108.00	100.000
C - Dispensary Lane (West)		ONE HOUR	✓	120.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.000	0.000	56.000
	B - Site Access	5.000	0.000	103.000
	C - Dispensary Lane (West)	120.000	0.000	0.000

Proportions

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.00	0.00	1.00
	B - Site Access	0.05	0.00	0.95
	C - Dispensary Lane (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0	0	0
	B - Site Access	0	0	0
	C - Dispensary Lane (West)	0	0	0

Average PCU Per Veh

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Dispensary Lane (West)	1.000	1.000	1.000

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	8.27	0.3	A	99.10	148.65
C-A					110.11	165.17
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					51.39	77.08

Main Results for each time segment

Main results: (14:30-14:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	81.31	81.31	20.33	0.00	558.81	0.146	80.63	0.0	0.2	7.517	A
C-A	90.34	90.34	22.59	0.00			90.34				
C-B	0.00	0.00	0.00	0.00	564.67	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	42.16	42.16	10.54	0.00			42.16				

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	97.09	97.09	24.27	0.00	556.82	0.174	96.93	0.2	0.2	7.825	A
C-A	107.88	107.88	26.97	0.00			107.88				
C-B	0.00	0.00	0.00	0.00	562.87	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	50.34	50.34	12.59	0.00			50.34				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	118.91	118.91	29.73	0.00	554.06	0.215	118.67	0.2	0.3	8.264	A
C-A	132.12	132.12	33.03	0.00			132.12				
C-B	0.00	0.00	0.00	0.00	560.37	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	61.66	61.66	15.41	0.00			61.66				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	118.91	118.91	29.73	0.00	554.06	0.215	118.90	0.3	0.3	8.272	A
C-A	132.12	132.12	33.03	0.00			132.12				
C-B	0.00	0.00	0.00	0.00	560.37	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	61.66	61.66	15.41	0.00			61.66				

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	97.09	97.09	24.27	0.00	556.82	0.174	97.32	0.3	0.2	7.838	A
C-A	107.88	107.88	26.97	0.00			107.88				
C-B	0.00	0.00	0.00	0.00	562.87	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	50.34	50.34	12.59	0.00			50.34				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	81.31	81.31	20.33	0.00	558.81	0.146	81.47	0.2	0.2	7.546	A
C-A	90.34	90.34	22.59	0.00			90.34				
C-B	0.00	0.00	0.00	0.00	564.67	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	42.16	42.16	10.54	0.00			42.16				

DO SOMETHING - 2038 DS, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	DO SOMETHING	✓	✓	D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	3.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dispensary Lane (East)		Major
B	Site Access		Minor
C	Dispensary Lane (West)		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 - Dispensary Lane (West)	6.20			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.25	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	441.971	0.080	0.202	0.127	0.288
1	B-C	577.087	0.088	0.222	-	-
1	C-B	573.963	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2038 DS	PM	ONE HOUR	14:30	16:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Dispensary Lane (East)		ONE HOUR	✓	60.00	100.000
B - Site Access		ONE HOUR	✓	108.00	100.000
C - Dispensary Lane (West)		ONE HOUR	✓	123.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.000	0.000	60.000
	B - Site Access	5.000	0.000	103.000
	C - Dispensary Lane (West)	123.000	0.000	0.000

Proportions

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0.00	0.00	1.00
	B - Site Access	0.05	0.00	0.95
	C - Dispensary Lane (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	0	0	0
	B - Site Access	0	0	0
	C - Dispensary Lane (West)	0	0	0

Average PCU Per Veh

		To		
		A - Dispensary Lane (East)	B - Site Access	C - Dispensary Lane (West)
From	A - Dispensary Lane (East)	1.000	1.000	1.000
	B - Site Access	1.000	1.000	1.000
	C - Dispensary Lane (West)	1.000	1.000	1.000

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	8.29	0.3	A	99.10	148.65
C-A					112.87	169.30
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					55.06	82.59

Main Results for each time segment

Main results: (14:30-14:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	81.31	81.31	20.33	0.00	558.12	0.146	80.63	0.0	0.2	7.528	A
C-A	92.60	92.60	23.15	0.00			92.60				
C-B	0.00	0.00	0.00	0.00	564.01	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	45.17	45.17	11.29	0.00			45.17				

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	97.09	97.09	24.27	0.00	555.99	0.175	96.93	0.2	0.2	7.839	A
C-A	110.57	110.57	27.64	0.00			110.57				
C-B	0.00	0.00	0.00	0.00	562.07	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	53.94	53.94	13.48	0.00			53.94				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	118.91	118.91	29.73	0.00	553.05	0.215	118.66	0.2	0.3	8.284	A
C-A	135.43	135.43	33.86	0.00			135.43				
C-B	0.00	0.00	0.00	0.00	559.40	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	66.06	66.06	16.52	0.00			66.06				

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

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	118.91	118.91	29.73	0.00	553.05	0.215	118.90	0.3	0.3	8.291	A
C-A	135.43	135.43	33.86	0.00			135.43				
C-B	0.00	0.00	0.00	0.00	559.40	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	66.06	66.06	16.52	0.00			66.06				

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	97.09	97.09	24.27	0.00	555.99	0.175	97.32	0.3	0.2	7.854	A
C-A	110.57	110.57	27.64	0.00			110.57				
C-B	0.00	0.00	0.00	0.00	562.07	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	53.94	53.94	13.48	0.00			53.94				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	81.31	81.31	20.33	0.00	558.12	0.146	81.47	0.2	0.2	7.557	A
C-A	92.60	92.60	23.15	0.00			92.60				
C-B	0.00	0.00	0.00	0.00	564.01	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00	0.00	0.00			0.00				
A-C	45.17	45.17	11.29	0.00			45.17				

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