

Traffic and Transport Assessment

Phase 2 of Proposed Residential Development at Southgreen, Co. Kildare

March 2026

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Content

1. Introduction 1

1.1 Context 1
1.2 Scope 2
1.3 Standards 3
1.4 Threshold for Transport Assessment 3
1.5 Site Location 3
1.6 Programme 4
1.7 Assessment Scenarios 4
1.8 Documents Consulted 4
1.9 Study Methodology 5
1.10 Contents of the Transport Assessment 6

2. Policy Framework 8

2.1 National Policies and Strategies 8
2.1.1 National Planning Framework 8
2.1.2 Spatial Planning and National Roads: Guidelines for Planning Authorities 8
2.1.3 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) 9
2.1.4 Smarter Travel 9
2.1.5 Cycle Design Manual (2023) 10
2.1.6 Design Manual for Urban Roads & Streets (DMURS) 10
2.2 Regional Policies and Strategies 11
2.2.1 Eastern and Midland Regional Spatial and Economic Strategy (RSES) 2019-2031 11
2.2.2 Greater Dublin Area Cycle Network Plan (2022) 11
2.2.3 Greater Dublin Area Transport Strategy 2022-2042 12
2.2.4 Kildare County Development Plan 2023 – 2029 12
2.3 Local Plans and Strategies 16
2.3.1 Kildare Town Local Area Plan 2023 – 2029 16
2.3.2 Kildare Town Renewal Masterplan 2024 18
2.3.3 Kildare Town Transport Strategy 2022 19

3. Receiving Environment 21

3.1 Land Use 21
3.2 Site Location and Description 21
3.3 Existing Road Network 22
3.3.1 Roads 22
3.3.2 Junctions 24

3.4 Existing Traffic Conditions 25
3.5 Multi-modal access to the site....28
3.5.1 Pedestrian Infrastructure and Walking Accessibility 28
3.5.2 Cycle Infrastructure and Cycling Accessibility 29
3.5.3 Bus Network....31
3.5.4 Railway Network 32
4. Transportation Improvements....35
4.1 Pedestrian Measures 35
4.2 Cycling Measures....35
4.3 Rail Station: proposed improvements to the surrounding area 37
4.4 Road Measures....39
5. Proposed Development 40
5.1 Development Description....40
5.2 Access Points and Internal Road Layout....41
5.3 Pedestrian and Cyclist Infrastructure....43
6. Travel Characteristics 44
6.1 Small Areas – Census 2022 44
6.2 Mode Share, Modal Split and Car Ownership 44
7. Trip Generation and Distribution 45
7.1 Trip Rates....45
7.2 Trip Generation 46
7.2.1 Subject Development....46
7.2.2 Committed Developments & Potential Future Developments 46
7.3 Traffic Distribution Scenarios 47
7.4 Traffic Distribution: Scenario A 47
7.4.1 Surveyed Traffic Flows 47
7.4.2 Subject Development....48
7.4.3 Southern Development 48
7.4.4 Eastern Development....49
7.5 Traffic Distribution: Scenario B 49
7.5.1 Redistributed Traffic Flows 49
7.5.2 Subject Development....51
7.5.3 Southern Development 52
7.5.4 Eastern Development....52
7.6 Traffic Growth Rates 53
8. Junction Assessment 54

8.1 Assessed Junctions 54
8.2 Traffic Impact of Proposed Development....55
8.3 Assessed Scenarios....56
8.4 Modelling Background 57
8.5 Assessment Results: Scenario A....58
8.5.1 Junction 1: Southgreen Road / L70154 Bohereenagower Road / Green Road 58
8.5.2 Junction 2: Bohereenagower Road (L70154) / Old Road....59
8.5.3 Junction 6: Old Road / South Internal Link Road....60
8.5.4 Junction 7: Southgreen Road / South Internal Link Road 61
8.5.5 Shuttle Link: Southgreen Road Railway Overpass....62
8.6 Assessment Results: Scenario B....63
8.6.1 Junction 1: Southgreen Road / L70154 Bohereenagower Road / Green Road 64
8.6.2 Junction 2: Bohereenagower Road (L70154) / Old Road....65
8.6.3 Junction 7: Southgreen Road / South Internal Link Road 66
8.6.4 Shuttle Link: Southgreen Road Railway Overpass....67
8.7 Summary of Assessment Results 68
9. Junction Assessment: Stress Scenario....69
9.1 Trip Rates....69
9.2 Trip Generation 69
9.2.1 Subject Development....69
9.3 Assessed Scenarios for Stress Scenario....70
9.4 Assessment Results: Stress Scenario 70
9.4.1 Shuttle Link: Southgreen Road Railway Overpass (Stress Scenario - Scenario A)....70
9.4.2 Shuttle Link: Southgreen Road Railway Overpass (Stress Scenario - Scenario B)....72
9.5 Summary of Assessment Results 73
10. Parking....74
10.1 Car Parking 74
10.1.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)....74
10.1.2 Planning Design Standards for Apartments Guidelines for Planning Authorities (2025) 76
10.1.3 Kildare County Development Plan 2023 - 2029....76
10.1.4 Car Parking Proposed....77
10.2 Bicycle Parking....78
10.2.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)....78

10.2.2 Planning Design Standards for Apartments Guidelines for Planning Authorities (2025) 79
10.2.3 Kildare County Development Plan 2023 - 2029 79
10.2.4 Cycle Parking Proposed 80
11. Conclusion 81
11.1 Summary 81
11.2 Conclusion 81

Figures

Figure 1 | *Site location Map* 4
Figure 2 | *Future Road Network– Combined DM Network and Road Strategy Measures* 20
Figure 3 | *Site Location and Zoning* 21
Figure 4 | *Existing Road Network* 22
Figure 5 | *Primary Local Junctions* 25
Figure 6 | *2025 Surveyed Traffic Flows* 26
Figure 7 | *Surveyed junctions providing access to residential developments* 27
Figure 8 | *Isochrone map indicating Walking Accessibility* 29
Figure 9 | *Existing cycle infrastructure* 30
Figure 10 | *Isochrone map indicating Cycling Accessibility* 30
Figure 11 | *Bus Network – Walking distance from development to Bus Stops* 31
Figure 12 | *Location of Kildare Rail Station* 33
Figure 13 | *Location of Rail Station* 33
Figure 14 | *Proposed Permeability Measures* 35
Figure 15 | *Proposed Cycle Network* 36
Figure 16 | *Proposed Cycling Measures* 37
Figure 17 | *Existing and Potential Routes to Train Station* 38
Figure 18 | *Proposed Road Measures* 39
Figure 19 | *Proposed Development – Site Access Points* 42
Figure 20 | *Pedestrian and Cycle Facility* 43
Figure 21 | *Consulted Small Area* 44
Figure 22 | *Location of the site & potential future developments in the surrounding area* 46
Figure 23 | *Scenario A – Subject Development - Trip Distribution* 48
Figure 24 | *2025 Redistributed Traffic Flows* 51
Figure 25 | *Scenario B – Subject Development - Trip Distribution* 52
Figure 26 | *Assessed Junctions* 54

Tables

Table 1 | *Schedule of Accommodation.* 2
Table 2 | *Surveyed access to residential developments – Inbound and Outbound traffic flows during peak hours* 27
Table 3 | *Suggested Walking Distances* 28
Table 4 | *Local Bus Routes and Frequencies* 32
Table 5 | *Irish Rail Frequencies* 34
Table 6 | *Schedule of Accommodation.* 41
Table 7 | *Trip Rates - Surveyed access to residential development results* 45
Table 8 | *Adopted Trip Rates - Surveyed access to residential developments* 45
Table 9 | *AM & PM Peak Hours – Trip rates comparation* 45
Table 10 | *Trip Generation – Subject Development* 46
Table 11 | *Scenario A –Two-way traffic flow: 2025 Surveyed Traffic Flows and Subject Development* 55
Table 12 | *Scenario B – Two-way traffic flow: 2025 Redistributed Traffic Flows and Subject Development* 56
Table 13 | *Junction 1 – Assessment Result – Scenario A* 59
Table 14 | *Junction 2 – Assessment Result – Scenario A* 60
Table 15 | *Junction 6 – Assessment Result – Scenario A* 61
Table 16 | *Junction 7 – Assessment Result – Scenario A* 62
Table 17 | *Shuttle Link – Traffic Light Results – AM Peak Hour – Scenario A* 62
Table 18 | *Shuttle Link – Traffic Light Results – PM Peak Hour – Scenario A* 63
Table 19 | *Shuttle Link – Assessment Result – Scenario A* 63
Table 20 | *Junction 1 – Assessment Result – Scenario B* 65
Table 21 | *Junction 2 – Assessment Result – Scenario A* 65
Table 22 | *Junction 7 – Assessment Result – Scenario B* 67
Table 23 | *Shuttle Link – Traffic Light Results – AM Peak Hour – Scenario B* 67
Table 24 | *Shuttle Link – Traffic Light Results – PM Peak Hour – Scenario B* 67
Table 25 | *Shuttle Link – Assessment Result – Scenario B* 68
Table 26 | *Stress Scenario - Trip Rates* 69
Table 27 | *Stress Scenario - Trip Generation – Subject Development* 69
Table 28 | *Stress Scenario – Shuttle Link – Traffic Light Results – AM Peak Hour – Scenario A* 71
Table 29 | *Stress Scenario – Shuttle Link – Traffic Light Results – PM Peak Hour – Scenario A* 71
Table 30 | *Stress Scenario – Shuttle Link – Assessment Result – Scenario A* 71
Table 31 | *Stress Scenario – Shuttle Link – Traffic Light Results – AM Peak Hour – Scenario B* 72
Table 32 | *Stress Scenario – Shuttle Link – Traffic Light Results – PM Peak Hour – Scenario B* 72
Table 33 | *Stress Scenario – Shuttle Link – Assessment Result – Scenario B* 73
Table 34 | *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities – Maximum Car Parking Spaces* 76
Table 35 | *Kildare County Development Plan 2023 - 2029 – Car Parking Standards.* 76

Table 36 | *Kildare County Development Plan 2023 – 2029 – Maximum Car Parking Spaces* 77
Table 37 | *Proposed Car Parking Spaces* 77
Table 38 | *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities – Cycle Parking Spaces Required* 79
Table 39 | *Kildare County Development Plan 2023 - 2029 – Car Parking Standards.* 79
Table 40 | *Kildare County Development Plan 2023 – 2029 – Maximum Car Parking Spaces* 79
Table 41 | *Cycle Parking Spaces Proposed* 80

Appendices

A. Bus Timetables
B. Traffic Flow Survey Results - Wednesday 14th May 2025 (IDASO)
C. Traffic Flow Survey Results - Tuesday 7th October 2025 (NDC)
D. Census 2022
E. Traffic Diagrams
F. Junction Modelling Results: Scenario A
G. Junction Modelling Results: Scenario B
H. Junction Modelling Results: Stress Scenario

1. Introduction

1.1 Context

This Traffic and Transportation Assessment (TTA) has been prepared by Waterman Moylan as part of the planning documentation for the proposed Phase 2 Development at Southgreen, Kildare Town, Co. Kildare.

Pousterle Limited intend to apply for permission for development of a Large - Scale Residential Development (LRD) on a site of approx. 6.13 ha at Southgreen Road, Kildare, Co. Kildare. The site is generally bounded to the north by agricultural fields; to the south by the recently constructed Southern Internal Link Road; to the west by Southgreen Road and an existing Electricity Station; and to the east by Old Road and existing residential properties.

The proposed development will consist of:

- The construction of a new residential scheme of 146 no. residential units ranging in height from 1-3 storeys as follows:
    - 136 no. houses (7 no. 2 bed units; 102 no. 3 bed units; and 27 no. 4 bed units) in a mixture of bungalow, detached, semi-detached, and terrace style units ranging in height from 1 – 2 storeys.
    - 10 no. duplex apartment units (5 no. 1 beds, 3 no. 2 beds, and 2 no. 3 beds) in new Block A ranging in height from 2-3 storeys
- Each residential unit will be afforded with private open space in the form of a front/rear/side garden for houses or terrace / balconies for duplex apartment units.
- The provision of a new creche facility (approx. 161 sq m GFA) and associated areas of external open space (approx. 60 sq m) located at Block A.
- Public open space (approx. 6,992 sq m) is proposed in the form of 2 no. new large public open space areas within the site (approx. 3,046 sq m and 3,946 sq m respectively).
- Communal open space (approx. 82 sq m) is proposed adjacent to Block A.
- A total of 321 no. car parking spaces (305 no. for residential units and 16 no. for the creche facility) are provided. This provision includes 2 no. accessible spaces and 17 no. visitor spaces.
- A total of 527 no. cycle parking spaces (517 no. for residential units and 10 no. for the creche facility) are provided. This provision includes 75 no. visitor spaces. Resident cycle parking is proposed in the form of secure bicycle store enclosures to the front of terraced units; on curtilage spaces to the rear of units with side access; and a bicycle store for apartment units located within Block A. Visitor parking is proposed in the form of Sheffield stands.
- The development shall be served via 2 no. new vehicular access points from Southgreen Road. An additional private vehicular access point is proposed via Old Road to service 1 no. new bungalow (4 no. bed residential unit). Provision is also made for future vehicular access via Southgreen Road to serve the open space and amenity zoned lands to the north of the main development site.
- Pedestrian and Cyclist access is also proposed via Southgreen Road and via a new secondary access point from the Southern Internal Link Road to the south of the site and Old Road to the east of the site.

- Upgrades/widening to Southgreen Road including the provision of 2 no. directional single lane cycle tracks and pedestrian footpaths on either side of the Southgreen Road, together with amendments to the existing cycle tracks and footpaths on Southgreen Road north of Southern Internal Link Road are proposed.
- A new pedestrian/cycle link is also delivered to the north of the main development site connecting South Green Road to Old Road.
- The associated site and infrastructural works include provision for an ESB Sub Station; water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works; boundary treatment; PV/Solar Panels; internal roads and footpaths; waste storage areas, all electrical services and all associated site development works.

The detailed breakdown of the proposed residential scheme is shown in **Table 1** below.

Description	1-bed	2-bed	3-bed	4-bed	Total
Houses		7	102	27	136
Apartments	5	3	2		10
Total	**5**	**10**	**104**	**27**	**146**

Table 1 | *Schedule of Accommodation.*

1.2 Scope

This Traffic and Transport Assessment is a comprehensive review of all the potential transport impacts of the overall development, based on the standard described in the following section. This report includes a detailed assessment of the transportation systems provided and the impact of the overall development on the surrounding transport network.

In addition, this report addresses the comments received on Kildare County Council's LRD Opinion (Pl. Apl. Reg. Ref. No. LRD2025005), as detailed below:

"*Please note that there are concerns that there is inadequate bridge infrastructure to accommodate the scale of the development, without an investment in transport infrastructure to connect the development with the town centre. The increased amount of development is likely to lead to obstruction of the carriageways at junctions crossing the railway line where there is currently no two-way bridge over the railway line, The proposed development would therefore be premature pending proposals to upgrade the railway bridge in accordance with RD1 of Kildare Town Local Area Plan 2023-2029. (Rd1: Closure of Old Road Bridge to vehicular traffic and the replacement/upgrade of Southgreen Bridge to facilitate two-way traffic with improvements to approach roads (the upgrade must be delivered prior to the closure)".*

" It is noted by the Applicant that the figure of 0.339 trip rate departures is being used in the morning peak. The experience with residential developments in County Kildare is that a figure should be at least 1 should be used for the peak a.m. flow, as the underestimation of the trip rates will result in an underestimation of the assigned traffic flows on the network and residual handling capacities of junctions prior to saturation".

This TTA demonstrates that the existing bridge infrastructure has the capacity to handle the existing traffic flows and the traffic demand generated by the proposed development, the committed future developments, and the potential future developments in the surrounding area. To establish this, the report assesses the following scenarios:

- Proposed shuttle link with its currently configuration and Old Road link opens to traffic.

- Proposed shuttle link with its currently configuration and Old Road link closes to traffic, and downgrade for pedestrian and cyclist use only.
- Proposed shuttle link with its currently configuration and Old Road link opens to traffic and trip rates increased by 50%.
- Proposed shuttle link with its currently configuration and Old Road link closes to traffic and trip rates increased by 50%.

1.3 Standards

This Traffic and Transport Assessment has been prepared in accordance with best practice, and in accordance with the requirements of Section 15.7.4 of the Kildare County Development Plan 2023-2029 and the *Traffic and Transport Assessment Guidelines* published by Transport for Ireland (TII) / National Roads Authority (NRA) in May 2014.

1.4 Threshold for Transport Assessment

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

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

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

3- Residential development in excess of 200 dwellings.

4- Retail and leisure development in excess of 1,000m^2.

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

6- Industrial development in excess of 5,000 m^2.

7- Distribution and warehousing in excess of 10,000 m^2.

The subject site includes a total of 146no. units and therefore there not threshold is met.

However, to ensure a robust and transparent evaluation of the development's potential impact on travel demand and the capacity of the surrounding transport infrastructure—including both the local road network and public transport services—this report provides a comprehensive assessment of the anticipated effects on the area's transport capacity.

1.5 Site Location

The subject site of this application is situated in Kildare, Co. Kildare. The site is located approximately 1.0km from Kildare Town City to the north. The site is currently in greenfield condition and is used for agricultural purposes.



Figure 1 | *Site location Map*
(Source: Google Earth)

1.6 Programme

It is assumed for the purposes of the assessment that the Subject Development will be constructed by the end of 2029 accordingly 2030 has been selected as the opening year.

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

1.7 Assessment Scenarios

The scenarios that have been assessed as part of this report are the following:

- Base Year 2025
- Opening Year (With / Without Proposed Development) 2030
- Opening Year + 5 Years Forecast (With / Without Development) 2035
- Opening Year + 15 Years Forecast (With / Without Development) 2045

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

1.8 Documents Consulted

The following documents inter alia were consulted during the preparation of this Traffic and Transport Assessment:

- Civil Infrastructure Design Report in Support of Planning Application. Proposed Residential Development at Dunmurray Road, Kildare Town, Co. Kildare. Donnachadh O' Brien & Associates Consulting Engineers / NRB Consulting Engineer. Designated as "Eastern Development" for the purpose of this report.
  https://www.eplanning.ie/KildareCC/AppFileRefDetails/181026/0
- Cycle Design Manual
  https://www.nationaltransport.ie/wp-content/uploads/2023/08/Cycle-Design-Manual_Sept.-2023_Low-Res.pdf

- Eastern and Midland Regional Spatial and Economic Strategy 2019-2031 https://emra.ie/dubh/wp-content/uploads/2020/05/EMRA_RSES_1.4.5web.pdf
- Implementation Roadmap for the National Planning Framework https://npf-cdn-prod.s3.eu-west-1.amazonaws.com/wp-content/uploads/20240502101327/NPF-Implementation-Roadmap.pdf
- Kildare County Development Plan 2023-2029 https://kildarecoco.ie/AllServices/Planning/DevelopmentPlans/KildareCountyDevelopmentPlan2023-2029/
- Kildare Town Local Area Plan 2023 - 2029 https://kildarecoco.ie/AllServices/Planning/LocalAreaPlans/CurrentLocalAreaPlans/KildareTownLocalAreaPlan2023-2029/
- Kildare Town Renewal Masterplan 2024 https://kildarecoco.ie/AllServices/PublicRealm/TownRenewalMasterPlans/KildareTownRenewalMasterplan2024/
- National Planning Framework – Project Ireland 2040 www.gov.ie/pdf/?file=https://assets.gov.ie/246231/39baaa8c-48dc-4f24-83bd-84bbcf8ff328.pdf#page=null
- Planning Design Standards for Apartments Guidelines for Planning Authorities (2025) https://assets.gov.ie/static/documents/Planning_Design_Standards_for_Apartments_080725_FINAL.pdf
- Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections. PE-PAG-02017 https://www.tiipublications.ie/library/PE-PAG-02017-03.pdf
- Traffic and Transport Assessment Guidelines. PE-PDV-02045 https://www.tiipublications.ie/library/PE-PDV-02045-01.pdf
- Smarter Travel: A Sustainable Transport Future www.gov.ie/pdf/?file=https://assets.gov.ie/19854/37d829c9748446349ff586045bfbcaba.pdf#page=null
- Spatial Planning and National Roads: Guidelines for Planning Authorities https://www.gov.ie/pdf/?file=https://assets.gov.ie/111220/ef2d43a4-d3a0-418a-b0ba-03340e6d083a.pdf#page=null
- Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities. www.gov.ie/pdf/?file=https://assets.gov.ie/280882/af1b1694-6ff4-4a14-b2c6-f104347ffb53.pdf#page=null
- Traffic and Transport Assessment. Proposed Mixed-Use Development at Southgreen, Kildare, Co. Kildare. Waterman Moylan consulting Engineers. April 2023. Designated as 'Southern Development' for the purposes of this report. https://www.eplanning.ie/KildareCC/AppFileRefDetails/23416/0

1.9 Study Methodology

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

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

- A review of relevant available information was undertaken, as detailed in Section 1.8 above. This includes the Kildare County Development Plan 2023 – 2029, the Kildare Town Local Area Plan 2023 –

2029, the Kildare Town Renewal Masterplan 2024, and the Kildare Town Transport Strategy 2022. In addition, the existing traffic information and traffic and transport assessments submitted with planning applications for committed and potential future developments were reviewed as part of the present report, as well as other pertinent studies.

- An initial desktop study was conducted of the area surrounding the development site, identifying the existing transport links and road junctions with the potential to be affected by the Proposed Developments.
- A site visit was subsequently made to confirm the existing characteristics and conditions of the key junctions detailed in **Section 3.3.2** below.
- The Traffic section of this "Traffic Transport Assessment" is prepared with the following detail:
  - Understand the existing traffic flows.
  - Determine trips to be generated by the Proposed Developments and the committed and potential future developments in the surrounding area.
  - Determinate trip distribution for each development and for each scenario proposed.
  - Assess the percentage impact of traffic generated by the site in relation to existing traffic flows at local junctions. Determine if this exceeds 5% at congested junctions or 10% at non-congested junctions.
  - Model the junctions with a high impact based on the thresholds indicated above.
  - Identify, if necessary, mitigation measures.

1.10 Contents of the Transport Assessment

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

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

- **Cumulative Impact:** The impact of the development on the surrounding road network including analysis of junction's capacity.
- **Parking Strategy:** Description of car and cycle parking requirements and provisions.

2. Policy Framework

2.1 National Policies and Strategies

2.1.1 National Planning Framework

The National Planning Framework (NPF) was published in 2018 and last updated in April 2025. It is the Government's strategic plan for shaping future growth and development in the country. To deliver the National Planning Framework vision and the ten National Strategic Outcomes, it is critical to integrate land use and transport planning and promote sustainable transport.

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

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

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

2.1.2 Spatial Planning and National Roads: Guidelines for Planning Authorities

Spatial Planning and National Roads: Guidelines for Planning Authorities set out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 km/h speed limit zones for cities, towns, and villages.

The guidelines aim to facilitate a well-informed, integrated, and consistent approach that affords maximum support for the goal of achieving and maintaining a safe and network of national roads in the broader context of sustainable development strategies, thereby facilitating continued economic growth and development throughout the country.

The following Key Principles have informed these guidelines:

- Land-use and transportation policies are highly interdependent.
- Proper planning is central to ensuring road safety.
- Development should be plan-led.
- Development Management is the key to Plan Implementation.
- Planning Authorities and National Roads Authority and other public transport bodies must work closely together.

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

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

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

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

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

2.1.4 Smarter Travel

The Smarter Travel Policy, published in February 2009, outlined the Governments vision for achieving a sustainable transport system for Ireland by 2020. Smarter travel is currently outside its target period; however, it is a good reference for developments seeking to improve transport options. The document outlines a number of key policies to encourage a modal shift away from private car use and promote alternative travel modes such as public transport, walking and cycling.

Smarter Travel is a government policy which seeks to reduce the share of travel demand which is car dependant thus reducing reliance on fossils fuels and maximising the efficiency of the transport network. Its main objective is to promote a significant modal shift from private transport to public transport and sustainable transport modes. The policy sets out a target of 55% mode share for walking, cycling and public transport which it aims to achieve through several actions themed around the following:

- Encouraging Smarter Travel.
- Delivering Alternative Ways of Travelling.
- Improving the Efficiency of Motorised Transport.
- Ensuring Integrated Delivery of the Policy.

Aligning spatial planning and transport to address urban sprawl and urban-generated one-off housing in peri-urban areas is identified as a key area to encourage smarter travel. Specifically, the policy encourages good public transport connections with safe routes for walking and cycling to access and the use of local area plans and Strategic Development Zones (SDZs) within major urban areas as a way of improving the land use-transport integration.

2.1.5 Cycle Design Manual (2023)

The Cycle Design Manual (CDM) has been prepared by the National Transport Authority (NTA) and overseen by the Department of Transport. It replaces the previous National Cycle Manual, published by the NTA in 2011, which is now withdrawn.

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

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

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

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

2.1.6 Design Manual for Urban Roads & Streets (DMURS)

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

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

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

Introduction: Sets the context for DMURS, emphasizing a shift in design philosophy. It outlines the policy background and the manual's application across urban areas.

Re-examining the Street: Discusses the need for change in street design, highlighting the negative impacts of car dominance and advocating for a balanced approach that considers both movement and place. It introduces user priorities and the concept of streets as social spaces 2.

Street Networks: Focuses on creating integrated, permeable, and legible street networks. It covers movement functions, place contexts, block sizes, retrofitting, and traffic management strategies including congestion, bus services, and pollution control.

Street Design: Provides detailed guidance on designing individual streets. Topics include speed management, streetscape elements (trees, signage, furniture), pedestrian and cyclist infrastructure, and carriageway conditions. It also addresses historic contexts and materials selection 2.

Design Process provides a structured approach for implementing the principles and standards outlined in the previous chapters. This chapter is essential for ensuring that street design is not only technically sound but also context-sensitive and inclusive.

2.2 Regional Policies and Strategies

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

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

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

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

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

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

2.2.2 Greater Dublin Area Cycle Network Plan (2022)

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

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

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

2.2.3 Greater Dublin Area Transport Strategy 2022-2042

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

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

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

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

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

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

2.2.4 Kildare County Development Plan 2023 – 2029

The Kildare County Development Plan (2023 – 2029) sets out the authority's policies and objectives for the development of the County for the period of 2023 to 2029.
The aim of the County Development Plan (CPD) is "*To promote and facilitate ease of movement within and through County Kildare, by integrating sustainable land use planning and a high-quality integrated transport system; and to support and prioritise investment in more sustainable modes of travel, the transition to a*

lower carbon transport system, and the development of a safer, efficient, inclusive, and connected transport system".

This CDP contains a series of sustainable transport goals, policies and objectives for healthy placemaking and sustainable movement that, over time, will achieve an increase in walking, cycling and use of public transport and a decrease in the use of the private car. Furthermore, the CDP includes sustainable transport indicators, including mode share targets, for the purpose of monitoring the efficacy of policies and objectives.

Therefore, the Plan seeks to develop and improve in a sustainable manner the social, economic, cultural and environments assets of the county. In the context of the subject development site and the proposed residential scheme the most relevant policies and objectives include the following:

(1) Overarching Goals, Policies and Objectives

TM P1: Promote sustainable development through facilitating movement to, from, through and within the County that is accessible to all and prioritises walking, cycling and public transport.

TM O7: Introduce measures to reduce traffic congestion in town centres such as pedestrianisation, pedestrian priority and/or improved pedestrian/cycling facilities, in particular increasing the number of safe crossings.

TM O9: Support and encourage the transition from fossil fuel use and consider the preparation of guidance for decommissioning of changing infrastructure to more sustainable uses, through the preparation of the Local Climate Action Plan.

(2) Sustainable Movements

TM O17: Support and facilitate the provision of electric vehicles including Battery Electric Vehicles (BEV) and Plugin Hybrid Electric Vehicles (PHEV) including electric cars, bikes and scooters as a more sustainable low carbon option to the conventional private motor vehicle. The support of e-scooters will be subject to the enactment of legislation to regulate and legalise e-scooters.

(3) Walking and Cycling

TM P2: Prioritise and promote the development of high-quality, suitable, safe and sustainable walking and cycling pathways and facilities, both intercounty, intra-county (in consultation with all relevant stakeholders including neighbouring local authorities) and within the towns and settlements of County Kildare within a safe road/street environment that will encourage a shift to active travel that is accessible for all, regardless of age, physical mobility, or social disadvantage, subject to all relevant and cumulative environmental assessments and planning conditions. New projects (including greenways, blueways and cycleways) should first be subject to the undertaking of feasibility assessment. Where feasibility is established, a Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages", Stage 1 – Route Corridor Identification, Evaluation and Selection and Stage 2 – Route Identification, Evaluation and Selection.

TM O20: Ensure new development areas are fully permeable for walking and cycling at a minimum, public transport (where appropriate) and provide for filtered permeability for private vehicle access in accordance with the NTA Permeability Best Practice Guide in order to give a competitive advantage to active travel modes for local trip making.

TM O21: Ensure site layout proposals detail present and possible future connections to pedestrian/cycle links and improve permeability between existing and proposed developments including adjacent developments thereby facilitating the '10-minute settlement' concept.

TM O23: Secure the development and delivery of the cycle network identified in the Draft Greater Dublin Area Cycle Network Plan (2021) and any subsequent updates to same to be published alongside the Transport Strategy for the Greater Dublin Area 2022-2042 and the TII National Cycle Network, subject to funding from the NTA.

TM O38: Support the development of accessible and barrier free cycling as a practical transport choice by providing secure, well-designed and welllit cycle parking facilities, including electrical and cargo/delivery bicycle parking in towns, at public service destinations and in all new residential and commercial developments in accordance with cycle parking design guidelines; The National Cycle Manual (NTA, 2011 – or the pending update), The Draft GDA Cycle Network Plan (NTA, 2021) and the Standards for Cycle Parking and Associated Cycling Facilities for New Developments document (Dun Laoghaire Rathdown County Council, 2018)

(4) Public Transport

TM P3: Promote the sustainable development of the county by supporting and guiding national agencies in delivering major improvements to the public transport network and to encourage a shift from car-based travel to public transport that is accessible for all, regardless of age, physical mobility, or social disadvantage.

TM O42: Seek to address urban congestion with particular emphasis on facilitating the development of local bus services for the Key Towns along with associated identified economic clusters within the county ensuring connectivity to and from residential areas, key employers, and public transport hubs such as train stations, along with retail and amenity sites.

TM O48: Support the implementation of the Irish Rail Customer Information Services (CIS) Strategy Report to provide reliable real time passenger information that is accessible to all, co-ordinated across the network in stations and on trains, and that is consistent across all media.

TM O50: Facilitate and support the extension of the DART+ line to Kilcock, the extension of the DART+ Southwestern line to Naas/Sallins (and promote a future extension to Newbridge and Kildare Town in the next DART + programme / GDA Transport Strategy Review) and the extension of the LUAS network, in co-operation with Irish Rail, the Department of Transport and the National Transport Authority.

(5) Road and Street Network

TM P4: Ensure ongoing competitiveness and the efficient movement of people and goods in the county through the improvement and expansion of the road and street network within the county to support economic development and provide access to new and existing communities, employment areas and development, all while prioritising sustainable modes of transport. New roads and other transport infrastructure projects should first be subject to the undertaking of feasibility assessment. Where feasibility is established, a Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages", Stage 1 – Route Corridor Identification, Evaluation and Selection and Stage 2 – Route Identification, Evaluation and Selection.

TM O63: Ensure that the planning, design and implementation of all road and street networks within urban areas across the county accord with the principles set out in the Design Manual for Urban Roads and Streets (2019), the National Cycle Manual (2011 – or the pending update) and all other standards where relevant.

TM O68: Co-operate with adjoining local authorities and other public authorities to secure new and/or improved road infrastructure in towns bordering the county boundary including those at locations in Blessington, Kilcock, Maynooth and Leixlip.

(6) Local Roads

TM P7: Ensure that the safety and capacity of the local road network is maintained and improved where funding allows and to ensure that local streets and roads within the county are designed to a suitable standard to accommodate sustainable modes of transport and the future needs of the county. These roads and streets should be appropriately designed for all road users regardless of age, physical mobility, or social disadvantage.

TM O98: Maintain and improve all local roads to an appropriate standard as per the annual Road Work Programme, subject to availability of resources.

TM O99: Ensure that all new streets in housing and mixed-use schemes are designed, in accordance with: • Design Manual for Urban Roads and Streets (2019); • Sustainable Residential Development in Urban Areas (2009) and accompanying Best Practice Design Manual (2009); • Architecture 2009-2015 Towards a Sustainable Future: Delivering Quality within the Built Environment (2009); • Any new guidance/standards from the DECLG; and • Any other relevant design standards.

TM O100: Ensure that all roads, streets and street networks within towns, villages and rural settlements, as appropriate, are designed to passively calm traffic through the creation of a self-regulating road/street environment, that clearly delineates village entrance points.

TM O101: Ensure that all developments allow for full connectivity (pedestrian, cycle and vehicular) to adjacent road networks and to adjacent lands, which may be developed in the future.

(7) Road and Street Design

TM P8: Ensure that streets and roads within the county are designed to balance placemaking and movement to prioritise sustainable modes of transport and to provide a safe traffic calmed street environment in accordance with the principles set out in the Design Manual for Urban Roads and Streets (2019) while meeting the needs of road users of all ages and abilities.

TM 105: Ensure that all streets and street networks are designed considering the hierarchy of users in Figure 5.9 above and includes the provision of high-quality walking and cycling infrastructure and traffic calming measures which may include speed ramps.

(8) Traffic and Transportation Management

TM P9: Effectively manage and minimise the impacts of traffic in urban areas and prioritise the movement of pedestrians, cyclists and public transport particularly at key junctions, while maximising the efficient use of existing resources.

(9) Parking

TM P10: Balance the demand for parking against the need to promote more sustainable forms of transport, to limit traffic congestion and to protect the quality of the public realm from the physical impact of parking, while meeting the needs of businesses and communities.

TM O110: Design car parking layouts in accordance with the Design Manual for Urban Roads and Streets (2019) and ensure that car parking, including the provision of fully accessible EV charging facilities, do not detract from the comfort and safety of pedestrians and cyclists or the attractiveness of the landscape.

TM O111: All non-residential development proposals will be subject to maximum car parking standards (and minimum cycle parking standards) and all residential development proposals in areas within walking distances of town centres (800 metres i.e. a 10-minute walk) and high-capacity public transport services (including but not limited to DART+ services, Bus Connects routes and any designated bus only/ bus priority

route) will be subject to maximum car parking standards (and minimum cycle parking standards) as a limitation to restrict car parking provision and achieve modal shifts to sustainable modes of transport.

TM O113: The quantum of car parking or the requirements for any such provision for apartment developments will have regard to the proximity and accessibility to urban locations, public transport and employment locations as outlined in the Sustainable Urban Housing: Design Standards for New Apartments (2020).

TM O118: Ensure the electrical wiring that developers install for all new residential units includes a double socket Home Charge Point for Electric Vehicles in order to comply with the Sustainable Energy Authority of Ireland (SEAI) Triple E Register and to promote the use of night-time renewable electricity in transport. In this regard developers shall provide for within curtilage/driveway car parking unless otherwise agreed in writing with the Planning Authority.

TM O120: Promote appropriate parking arrangements for specific user requirements including age friendly parking, hidden disabled, disabled parking, bicycle parking and motorcycle parking in towns, public transport nodes and other destinations.

TM O122: Support car sharing initiatives as part of new housing developments and workplaces.

2.3 Local Plans and Strategies

2.3.1 Kildare Town Local Area Plan 2023 – 2029

The Kildare Town Local Area Plan 2023 – 2029 is the key strategic document which will guide the sustainable development of the town for the period 2023 – 2029. The Plan sets out an overall strategy for the proper planning and sustainable development of the town of Kildare in the context of the National Planning Framework (2018), the Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031 and the Kildare County Development Plan 2023-2029.

To fully interpret all objectives for Kildare Town, it is essential that both the County Development Plan (CDP) and the Local Area Plan (the Plan) are read in tandem.

In addition, the Kildare Town Transport Strategy presents a comprehensive analysis of the transport infrastructure and service provision across all modes of transport in Kildare Town. The assessment leads to an understanding of the existing constraints and modal share. It also models future scenarios to ensure the optimal transportation interventions can be planned and provided; to secure long-lasting transport improvements to meet future demand and drive a sustainable modal shift for work, education, business and visitor trips.

Regarding with the movement and transportation strategies, the Kildare Town Local Area Plan sets out the following objectives:

(1) Walking and Cycling Objectives

This subsection delineates a series of measures designed to enhance pedestrian and cyclist mobility across Kildare Town.

The Kildare Development Plan outlines several permeability measures aimed at improving pedestrian connectivity by creating direct, efficient routes to key destinations. These measures are intended to reduce walking distances and promote non-motorised travel over private car use, thereby enhancing the town's walkability and integration with public transport.

As part of the Kildare Town Transport Strategy, a dedicated Cycling Strategy has been developed. This strategy proposes a network of safe and accessible cycling routes to support local trips such as commuting, accessing the train station, shopping, and social activities. While the GDA Cycle Network Plan served as a foundation, the strategy also introduces several additional links to better serve the local context.

The main measures in the surrounding roads of the subject site are:

- **Perm 33:** Install new footpaths along Old Road connecting to the Dunmurray Link Road.
- **Cycle 28:** Southgreen Road Upgrade Cycle track/cycle lane (part of road scheme and bridge upgrade)
- **Perm 5:** Permeability North western Greenway linking from the Monasterevin Road (R445) to the Dunmurray Road (R401) and connecting with Green Road, Southgreen Road and Old Road

The movement and transportation strategies below focus on sustainable users.

MTO 1.1: Support and promote the use of sustainable active transport modes in Kildare Town and seek to implement a connected network of walking and cycling infrastructure in the town as detailed in Table 7-1 and 7-2 and illustrated on Map 7.1 and 7.2. in conjunction with the National Transport Authority, Transport Infrastructure Ireland, other statutory agencies, and relevant stakeholders (where applicable). The indicative measures will form the basis for individual projects, when the detailed design will be configured, and each project will be subjected to rigorous analysis, including environmental / ecological assessment, where applicable, to ensure that they are the most suitable option at the particular location. All measures will be designed in accordance with a public realm palette devised for the town by the Council's Strategic Projects and Public Realm team and shall incorporate nature-based surface water management as a solution for surface water management.

MTO 1.3: Ensure all footpaths in Kildare Town are accessible to all members of the community, including people with disabilities, older persons and people with young children having regard to the challenges posed by differing road levels in the historic town centre.

MTO 1.5: Ensure new developments are permeable for walking and cycling and seek the retrospective implementation of walking and cycling facilities in existing neighbourhoods, where possible, in order to give competitive advantage to sustainable mobility.

MTO 1.9: Support the implementation of complementary active travel measures such as the crossing facilities throughout the town, as identified in the Kildare Town Transport Strategy, in tandem with a review of footpaths on approach roads and greater signal priority for active travel.

(2) Public Transport

MTO 2.6: Engage with the National Transport Authority (NTA) and Irish Rail to support and facilitate the following rail improvements, and where necessary to preserve the identified routes free from development: o The formation of a northern entrance to the train station. o The upgrading of the train station. o Achieving more frequent rail services. o Providing sufficient car-parking having regard to the efficient use of land.

(3) Roads and Streets Measures

This subsection outlines several measures aimed at improving the roads and streets in Kildare Town.

The proposed road and street interventions are informed by evidence-based transport modelling conducted as part of the Kildare Town Transport Strategy. Key measures include the closure of Old Road Bridge (RD1) to vehicular traffic, which is expected to enhance safety for pedestrians and cyclists, while also contributing to reduced emissions and noise levels. To maintain vehicular accessibility, two-way traffic will be introduced on Southgreen Bridge (RD1).

RD 1: Closure of Old Road Bridge to vehicular traffic and the replacement/upgrade of Southgreen Bridge to facilitate two-way traffic with improvements to approach roads (the upgrade must be delivered prior to the closure).

The movement and transportation strategies below focus on (1) Roads and Streets Measures.

MTO 3.1: (a) Maintain and improve, as required, the local road network to ensure a high standard of road quality and safety in accordance with the requirements of the Design Manual for Urban Roads and Streets (DMURS) or any subsequent guidelines. (b) Safeguard the development and carrying capacity of the national road infrastructure along the existing M7 Motorway and associated Junctions 13, in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012) or any subsequent guidelines.

MTO 3.2: Ensure the implementation of the following road measures contained in Table 7-4 and illustrated in Map 7.4 in accordance with the DMURS standards for urban roads and streets and where necessary to preserve the identified routes free from development: (i) Closure of Old Road Bridge to vehicular traffic and upgrade of Southgreen Bridge to two-way traffic. (ii) Northern Link Street and associated one-way streets. (iii) Closure of Bride Street within Market Square. (iv) One-way system on Meadow Road. (v) Upgrade signalised junctions to MOVA and SCOOT as appropriate. All road measures shall incorporate nature-based surface water management as a solution for surface water management.

(4) Parking Strategy

MTO 4.1: Apply the cycle parking and car-parking standards in the Kildare County Development Plan, and relevant Section 28 Guidelines, to all applications for planning permission in Kildare Town.

MTO 4.2: Ensure that cycle parking should be appropriately designed into the public realm and new developments at an early stage to ensure that adequate cycle parking facilities are provided.

MTO 4.4: Support and facilitate the implementation of the preferred car parking measures, as provided for on Map 7.5 and Table 7-5, as identified in the Kildare Town Transport Strategy.

MTO 4.9: Support the provision of charging facilities for Electric Vehicles (EVs) on public and private land in accordance with County Development Plan standards.

2.3.2 Kildare Town Renewal Masterplan 2024

The Kildare Town Renewal Masterplan 2024, published by Kildare County Council, is a strategic document aimed at guiding the sustainable regeneration and development of Kildare Town. It outlines a vision for enhancing the town's public realm, connectivity, heritage, and economic vitality through a series of targeted interventions and projects.

Key features of the Masterplan include:

- **Public Realm Improvements**: Enhancing streetscapes, public spaces, and pedestrian environments to create a more attractive and accessible town centre.
- **Transport and Connectivity**: Proposals to improve access to and around the town, including upgrades to the train station area and better integration of walking and cycling routes.
- **Heritage and Placemaking**: Emphasising the town's rich historical character while introducing modern design elements to support community use and tourism.
- **Economic and Community Development**: Supporting local businesses, encouraging investment, and creating spaces for community engagement and events.

The plan was developed through extensive public consultation and is intended to serve as a framework for securing funding and delivering projects over the coming years.

2.3.3 Kildare Town Transport Strategy 2022

The Kildare Town Transport Strategy provided a comprehensive analysis of the existing transport network within Kildare Town to support the evidence-based development of future iterations of the Kildare Town Local Area Plan (LAP). The strategy identified potential transport objectives for inclusion in the LAP, as referenced in Section 2.3.1.

The strategy aimed to enhance mobility and quality of life in Kildare Town and its environs. The study area encompassed the town and its principal access routes. Key goals included improving infrastructure for walking, cycling, and public transport; reducing car dependency; and promoting sustainable development. Objectives focused on creating a safer, more connected public realm, integrating transport modes, and aligning with national and regional planning frameworks. The strategy concluded with proposals for enhanced pedestrian and cycling links, improved public transport access, and public realm upgrades to support a vibrant, accessible, and environmentally sustainable town centre.

Several transport interventions were assessed using VISUM modelling software. In relation to the area surrounding the Subject Site, the preferred option—Option 1—proposed the closure of the Old Road Bridge to vehicular traffic and the upgrading of the Southgreen Road overpass to accommodate two-way traffic.

The assessment determined that closing the Old Road Bridge to vehicles would enhance safety for pedestrians and cyclists, encouraging active travel along this corridor. This measure was expected to reduce local emissions and noise, while improving permeability and aligning with the town's cycling strategy. Although the closure could cause minor inconvenience to motorists and entail economic costs associated with upgrading the Southgreen Bridge, it was anticipated to result in a modest improvement in overall accessibility.

The figure below illustrates the primary strategy proposed in the Kildare Town Transport Strategy, which has been integrated into the Kildare Town Local Area Plan 2023–2029 and the Kildare Town Renewal Masterplan 2024, as outlined in Sections 2.3.1 and 2.3.2.



Figure 2 | *Future Road Network– Combined DM Network and Road Strategy Measures*
(Source: Figure 9.35 of the Kildare Town Transport Strategy)

3. Receiving Environment

3.1 Land Use

Land uses are defined in the Kildare Town Local Area Plan 2023-2029, which indicates that the subject site is located within an area designated as "C – New Residential Phase 2": "*To protect future development lands from inappropriate forms of development which would impede the sequential expansion and consolidation of the town in terms of providing for new residential development for future plans. The inclusion of these lands will not in any way infer a prior commitment regarding the nature of any future zoning. Such a decision will be considered within the framework of the need for additional zoned lands and the proper planning and sustainable development of the area*".

Figure 3 below is taken from Map 11.1 of the Kildare Town Local Area Plan 2023-2029.

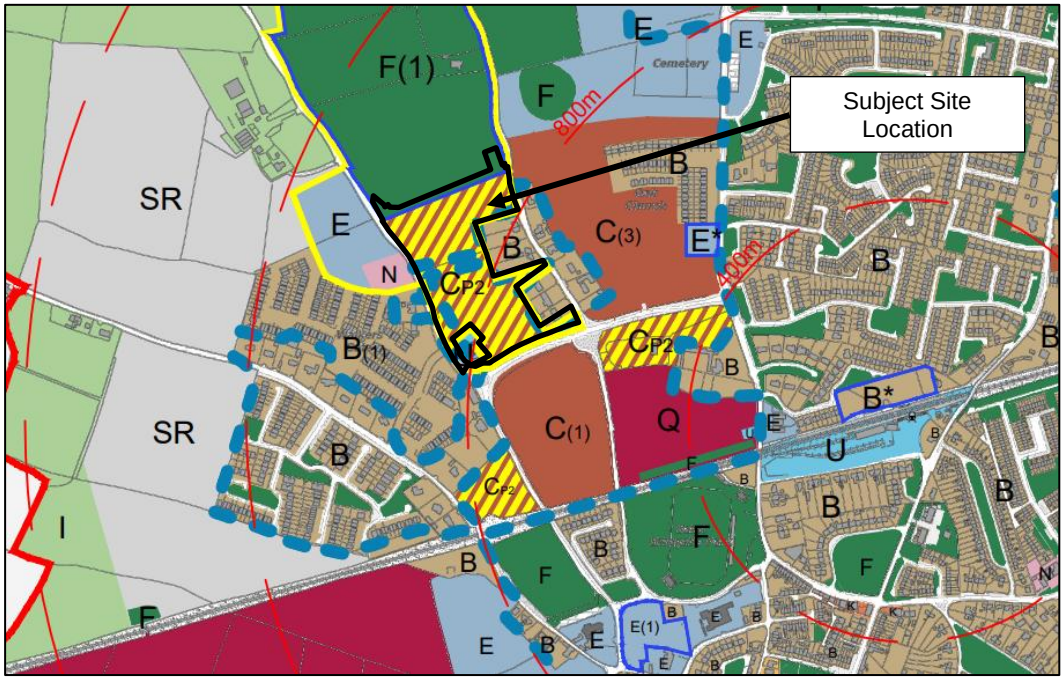


Figure 3 | *Site Location and Zoning*
(Source: Map 11.1 of the Kildare Town Local Area Plan 2023-2029)

3.2 Site Location and Description

The subject site is situated in Kildare, Co. Kildare, approximately 1.0 km north of Kildare Town Centre. It is currently a greenfield site used for agricultural purposes. The site is within an area undergoing development, located to the north of the southwestern railway line, and benefits from good vehicular and pedestrian connectivity, as detailed in the following section.

Although the site is not directly served by public transport, Kildare Railway Station is located within a 10-minute walk, and several bus stops are accessible within a 15-minute walk.

Further proposed infrastructure improvements in the surrounding area are also outlined in the subsequent sections.

3.3 Existing Road Network

3.3.1 Roads

The key roads within this network are shown in **Figure 4** and described below.

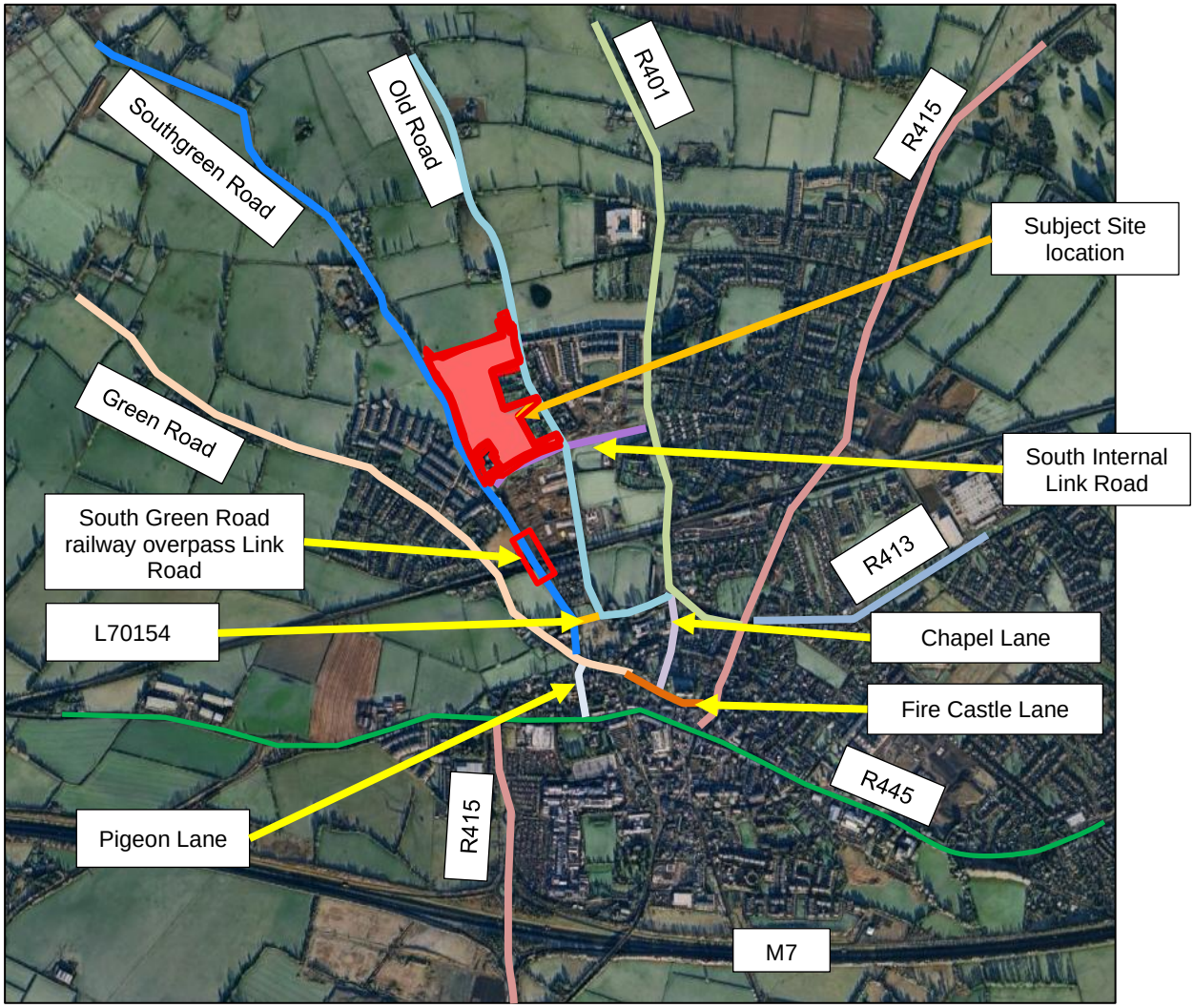


Figure 4 | *Existing Road Network*

Southgreen Road is a rural roadway that begins at its intersection with Green Road, Friary Road, and Pigeon Lane, situated to the south of the southwestern railway line. It runs in a northerly direction, crossing the railway via an overpass, and terminates at its junction with the R401. The road is a two-way carriageway with a typical width of approximately 5.5 metres. However, the overpass section is reduced to a one-way carriageway with a width of less than 4.0 metres and a 1.5-metre-wide footpath on the eastern side. Vehicular movement across the bridge is controlled by traffic signals positioned at either end.

According with the Kildare Town Local Area Plan, it is expected to upgrade the Southgreen Bridge to a two-way carriageway. The junction between Southgreen Road and the South Internal Link Road has recently been upgraded to a roundabout, which includes pedestrian crossings on all arms and integrated cycling

infrastructure. Additionally, a dedicated cycle path and footpath have been provided on both sides of Southgreen Road, extending approximately 100 metres to the north and south of the roundabout.

Old Road is a rural roadway that begins at its intersection with the R401 and Chapel Lane, to the south of the southwestern railway line. It runs in a northerly direction, crossing the railway, and terminates at another junction with the R401. The road is a two-way carriageway with a width of approximately 4.6 metres, providing access to agricultural lands and a number of residential properties.

As outlined in **Section 2.3.1** above, Old Road is designated to become a priority route for active travel modes. The proposed closure of Old Road Bridge to vehicular traffic will eliminate through traffic along this route. Consequently, the bridge will be restricted to pedestrians and cyclists only. To the mentioned traffic light to its junction with the R401, Old Road is a 6-metre-wide road with footpaths on both sides.

Bohereenagower Road (L70154) is a road link between Southgreen Road and Old Road. The road is a two-way carriageway with a width of 6.0 metres, running in an east–west direction.

The South Internal Link Road is a recently constructed roadway developed between 2020 and 2021. It links the R401, Old Road, and Southgreen Road, significantly enhancing both vehicular and pedestrian permeability in the area. The road is a two-way carriageway with a width of 6.6 metres, running in an east–west direction. It provides dedicated cycle paths and footpaths on both sides. The junction between South Internal Link Road and Old Road is a priority-controlled right-left stagger with pedestrian pelican-pedestrian crossing. At the junction with the R401, it forms a priority-controlled T-junction, equipped with toucan crossings on all arms to accommodate both pedestrians and cyclists.

Chapel Lane and **Fire Castle Lane** and are local urban streets, each configured as a two-way carriageway with an approximate width of 6.3 metres. Both streets are provided with footpaths on one side of the carriageway. Fire Castle Lane has narrow sections with less than 4.0-metre-wide road and provides access to the centre of Kildare Town.

Pigeon Lane is a two-way carriageway that begins at its intersection with Southgreen Road and Green Road, and ends at its junction with the R445. It serves as an important local link within Kildare Town. The carriageway has a width of approximately 6.5 metres and is provided with a footpath on one side. Signalised traffic control is in place at both junctions to manage vehicular and pedestrian movements.

The **R401** extends from Kinnegad in County Westmeath to Kildare Town Centre, passing through Edenderry in County Offaly. The total length of the route is approximately 42.3 kilometres, traversing the counties of Kildare, Offaly, and Meath. The R401 crosses the southwestern railway line via a one-way carriageway underpass with a width of less than 4.0 metres. Vehicular movement through the underpass is controlled by traffic signals located at either end. Between Kildare Town Community School, situated to the north of the site, and Kildare Town Centre, a footpath is provided along the eastern side of the road. Additionally, in the vicinity of a recently developed area, both footpaths and cycle tracks are provided on both sides.

The **R413** runs in a west-east from Kildare to Ballymore Eustace. The total length of the route is approximately 23 kilometres, all in Kildare County. The road is a two-way carriageway with a width of 6.5 metres. In Kildare Town Centre area, the R413 is provided with footpaths on both sides.

The **R415** runs in a north–south direction from its junction with the R403 in Allenwood to the R448 (formerly the N9) at Crookstown. The route passes through Kildare Town and crosses the N78 between Kilcullen and Athy. The entirety of the R415 lies within County Kildare. South of the R445, the R415 provides access to the M7 motorway at Junction 13. Between the R445 and the M7, the carriageway is approximately 6.0 metres wide and is served by footpaths on both sides. This section also provides direct access to the Kildare Village Shopping Outlet, making it a key link for both local and visitor traffic.

The **R445** is a non-motorway alternative route to the N7/M7 motorway between Naas and Limerick, and at 170 km it is one of the longest regional roads in Ireland (longer than most national roads). Indeed, much of the route comprises roads that were formerly part of the N7 between the cities, prior to motorway and other bypasses. Some of the R445 route also comprises local link roads to new N7/M7 route sections. In Kildare Town, the R445 the carriageway has a width of approximately 8.5 metres and is provided with a footpath on both sides.

The **M7 motorway** runs from the outskirts of Naas in County Kildare to Rossbrien on the outskirts of Limerick city. The M7 forms part of the Dublin to Limerick N7 national primary road. The section of the motorway bypassing Naas, an 8 km stretch, was the first section of motorway to open in Ireland, in 1983. Following substantial works to extend the M7 to Limerick, by the end of 2010, the motorway replaced all of the old single-carriageway N7 route which is now designated as R445. At 166.5 km, the M7 is the longest motorway in Ireland.

3.3.2 Junctions

The primary junctions in the local area surrounding the site are introduced in **Figure 5** below, which:

- **Junction 1:** is an existing priority-controlled T-junction located at the intersection of Southgreen Road, L70154 Bohereenagower Road and Green Road
- **Junction 2:** is an existing priority-controlled T-junction located at the intersection of Bohereenagower Road (L70154) and Old Road.
- **Junction 3:** is an existing priority-controlled T-junction located at the intersection of Dunmurry Road (R401), Old Road and Chapel Lane.
- **Junction 4:** is an existing signalised T-junction located at the intersection of Dunmurry Road (R401) and Southgreen Road.
- **Junction 5:** is an existing priority-controlled T-junction located at the intersection of Old Road and South Internal Link Road. This junction is located to the east of Junction 6.
- **Junction 6:** is an existing priority-controlled T-junction located at the intersection of Old Road and South Internal Link Road. This junction is located to the west of Junction 5.
- **Junction 7:** is an existing priority-controlled three-armed roundabout located at the intersection of Southgreen Road and South Internal Link Road.
- **Junction 8:** is an existing signalised crossroad located at the intersection of the R401, R415 and R413.

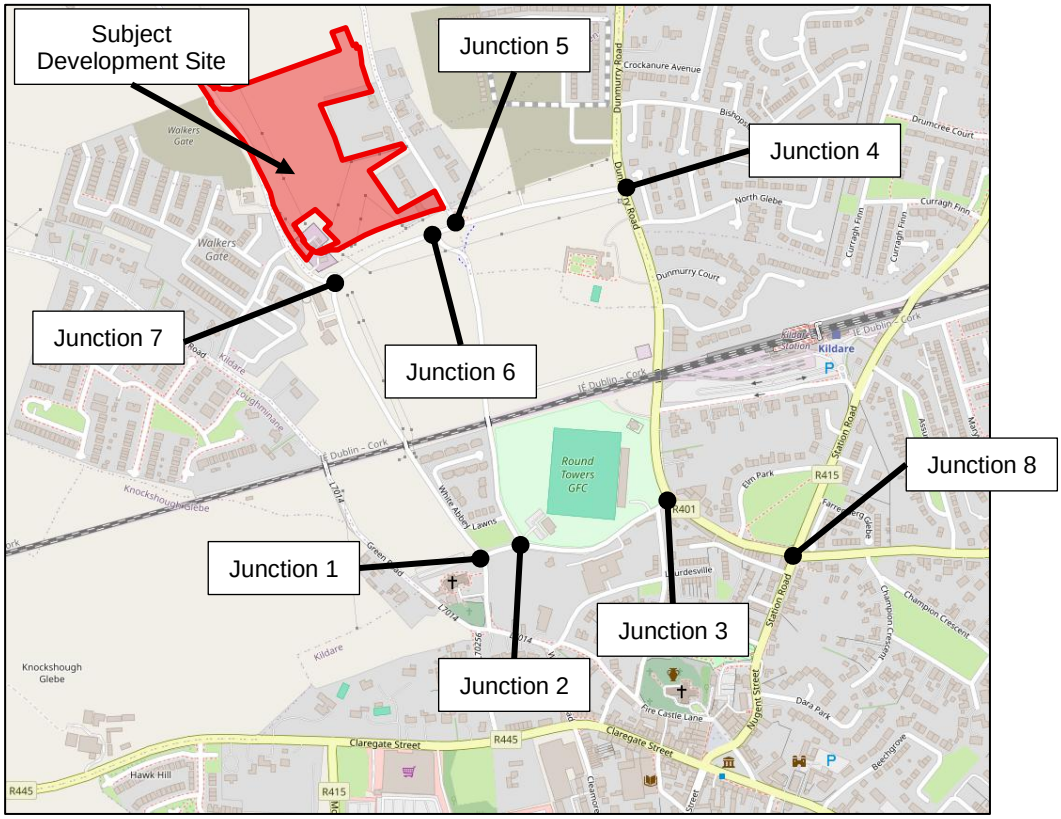


Figure 5 | *Primary Local Junctions*

3.4 Existing Traffic Conditions

To quantify the volumes of traffic movements at the key junctions shown in **Figure 5** above, a traffic survey was commissioned by the applicant and carried out by IDASO on Wednesday 14th May 2025 for a period of 12 hours. The results of the survey are presented in **Appendix B**.

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

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

- **Junction 1, 2, 3, 7 & 8:** Morning peak hour is from 08:00 to 09:00 and evening peak hour is from 17:00 to 18:00.
- **Junction 4 & 6:** Morning peak hour is from 08:00 to 09:00 and evening peak hour is from 15:30 to 16:30.
- **Junction 5:** Morning peak hour is from 08:15 to 09:15, and evening peak hour is from 15:30 to 16:30.

As can be seen above, each junction exhibits different AM and PM peak hours. To ensure a robust assessment, it is assumed that the peak hours for all junctions coincide during the same AM and PM periods. The existing AM and PM peak hour traffic flows are presented in **Figure 6** below and in **Appendix E – Figure A**.

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

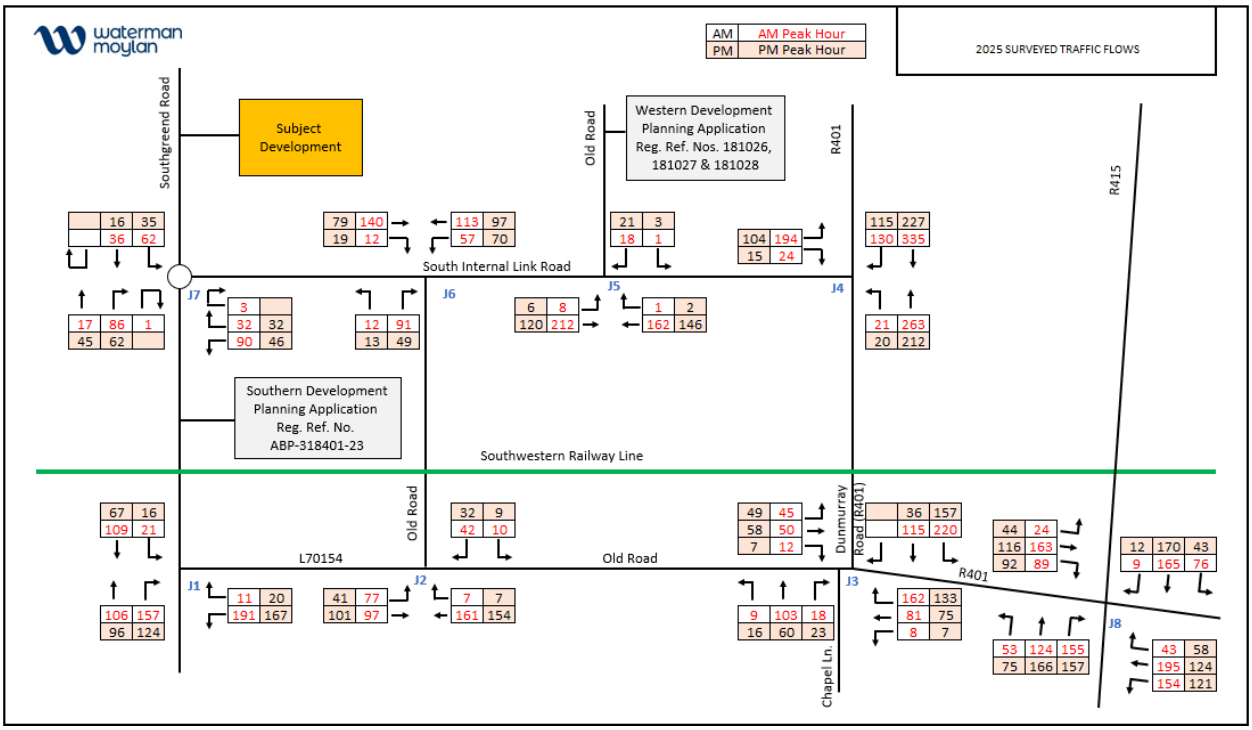


Figure 6 | *2025 Surveyed Traffic Flows*

In addition to the above and based on the received Kildare County Council LRD Opinion, additional traffic surveys were undertaken with the intent of obtaining existing inbound and outbound traffic flows data from residential estates with similar characteristics to the Proposed Development, located in close proximity to the Subject Site. In line with this, 3 no. junctions were surveyed, as presented in **Figure 7** below. The surveys were carried out by National Data Collection (NDC) on Tuesday 7th October 2025 for a period of 12 hours. The results of the surveys are presented in **Appendix C**.

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

The surveyed junctions are indicated below.

- **Junction A:** is an existing priority-controlled T-junction located at the intersection of Green Road, and Loughminane Green.
- **Junction B:** is an existing priority-controlled T-junction located at the intersection of Walkersgate and The Crescent.
- **Junction C:** is an existing priority-controlled T-junction located at the intersection of Dunmurray Road (R401) and Bishopsland



Figure 7 | *Surveyed junctions providing access to residential developments*

As presented in **Figure 7** above, the surveyed junctions provide access to existing residential neighbourhoods, with the following number of units:

- Residential Development A: 134 no. housing units.
- Residential Development B: 161 no. housing units.
- Residential Development C: 148 no. housing units.

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

- **Junction A & B:** Morning peak hour is from 08:00 to 09:00 and evening peak hour is from 17:00 to 18:00.
- **Junction C:** Morning peak hour is from 08:00 to 09:00 and evening peak hour is from 15:45 to 16:45.

The traffic survey results during each peak hours are presented in the table below.

Junction	Residential Units	Trips			
		AM Peak Hour		PM Peak Hour	
		IN	OUT	IN	OUT
A	134	34	79	64	39
B	161	38	69	48	34
C	148	23	48	51	35

Table 2 | *Surveyed access to residential developments – Inbound and Outbound traffic flows during peak hours*

3.5 Multi-modal access to the site

3.5.1 Pedestrian Infrastructure and Walking Accessibility

The existing pedestrian infrastructure in the surrounding urban area comprises a well-connected network of footpaths that link the various neighbourhoods to one another, to the existing educational institutions and to the surrounding public transport network. The surrounding area is characterised by the presence of footpaths on both sides of the road and pedestrian crossings at all intersections. The extensive interconnection of the network allows for greater flexibility in the transportation of pedestrians.

In order to understand the catchment areas from the Subject Site, reference from the "*Guidelines for Providing for Journeys on Foot*" published by the *Institution of Highways & Transportation* in 2000 have been taken. This guideline indicates that the acceptable walking distances vary between individuals and circumstances. These include an individual's fitness, physical ability, and personal motivation; the size of the city itself and the quality of the surrounding footpath network. Furthermore, the document proposes walking distances and times based on an average walking speed of 1.4 metres per second (approximately 400 metres in five minutes). **Table 3** below summarises these suggestions.

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

Table 3 | *Suggested Walking Distances*
(Source: Guidelines for Providing for Journeys on Foot)

Figure 8 below details the 10-minute, 15-minute and 24-minute walking catchments areas to summarise the accessibility of the subject site on foot (Preferred Maximum) to "Town Centres, Commuting / School / Sight-seeing, and Elsewhere" respectively, as per **Table 3** above. The figure below illustrates the presence of grocery stores, schools and first medical care within each walking isochrone.

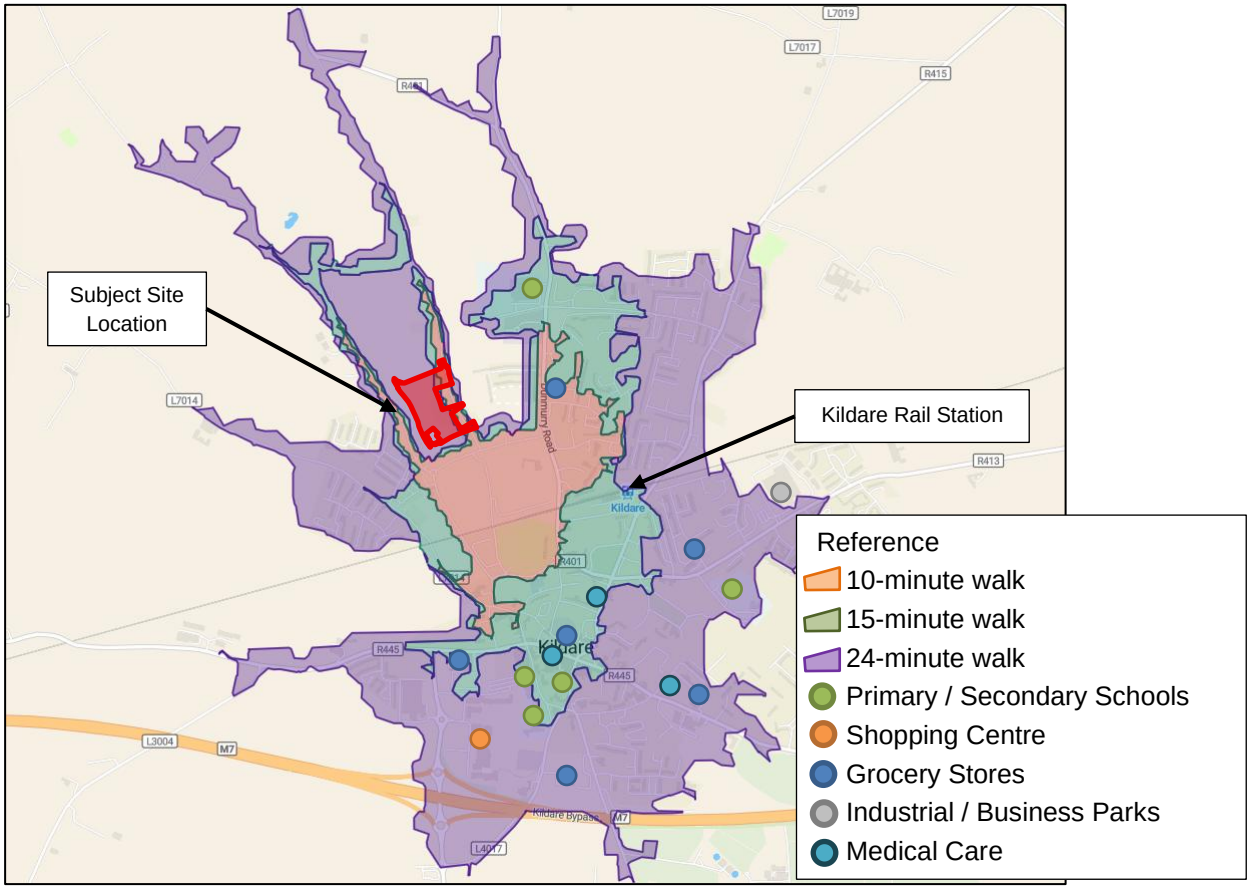


Figure 8 | *Isochrone map indicating Walking Accessibility*
(Source: Smappen)

3.5.2 Cycle Infrastructure and Cycling Accessibility

There is a lack of dedicated cycling infrastructure throughout Kildare Town as can be seen in **Figure 9** below. The existing cycling facilities have only recently been developed, primarily as part of the construction of the South Internal Link Road, as discussed in **Section 3.3.2** above.

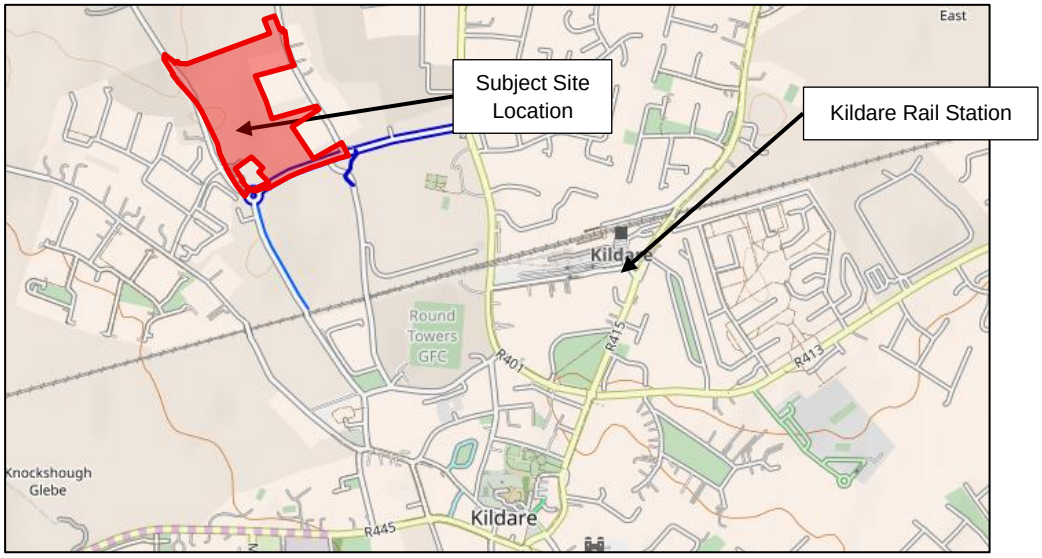


Figure 9 | *Existing cycle infrastructure*
(Source: Open Street Map)

Figure 10 below illustrates the cycling catchment areas accessible from the subject development for 10- and 15-minute cycle times. The figure below illustrates that the 10-minute cycling catchment area includes the centre of Kildare Town and its amenities.

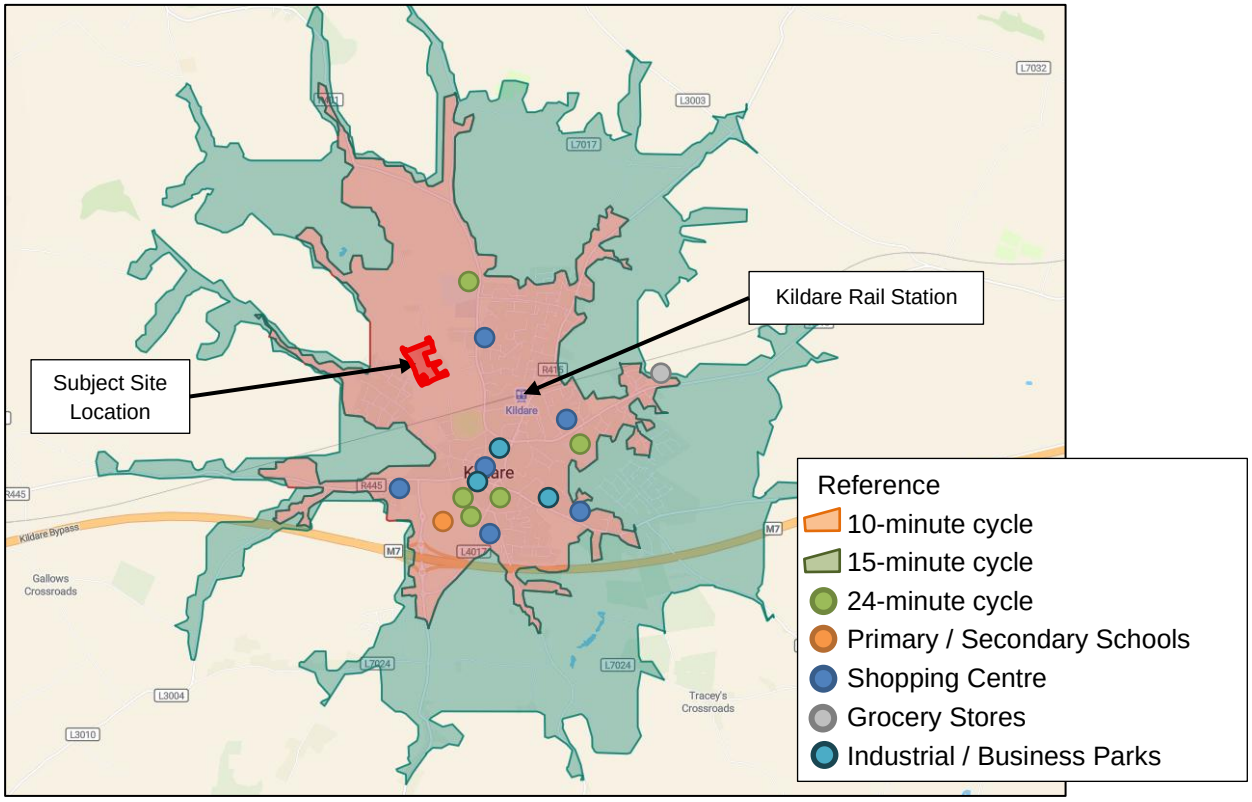


Figure 10 | *Isochrone map indicating Cycling Accessibility*
(Source: Smappen)

3.5.3 Bus Network

The nearest bus stops to the site are situated near Kildare Rail Station which is c. 1.0km (14-min walk) as shown in **Figure 11** below. The bus stops are served by bus route 883. Additional bus routes are available in Kildare Town Centre, around 1.2 km from the site (a 16-minute walk), including the bus routes 126, 126A, 126B, 126D, 26T, 126U, 726, IW02 & UM14.

The distance and walking times shown in **Figure 11** are obtained from the southern pedestrian access to the subject site.

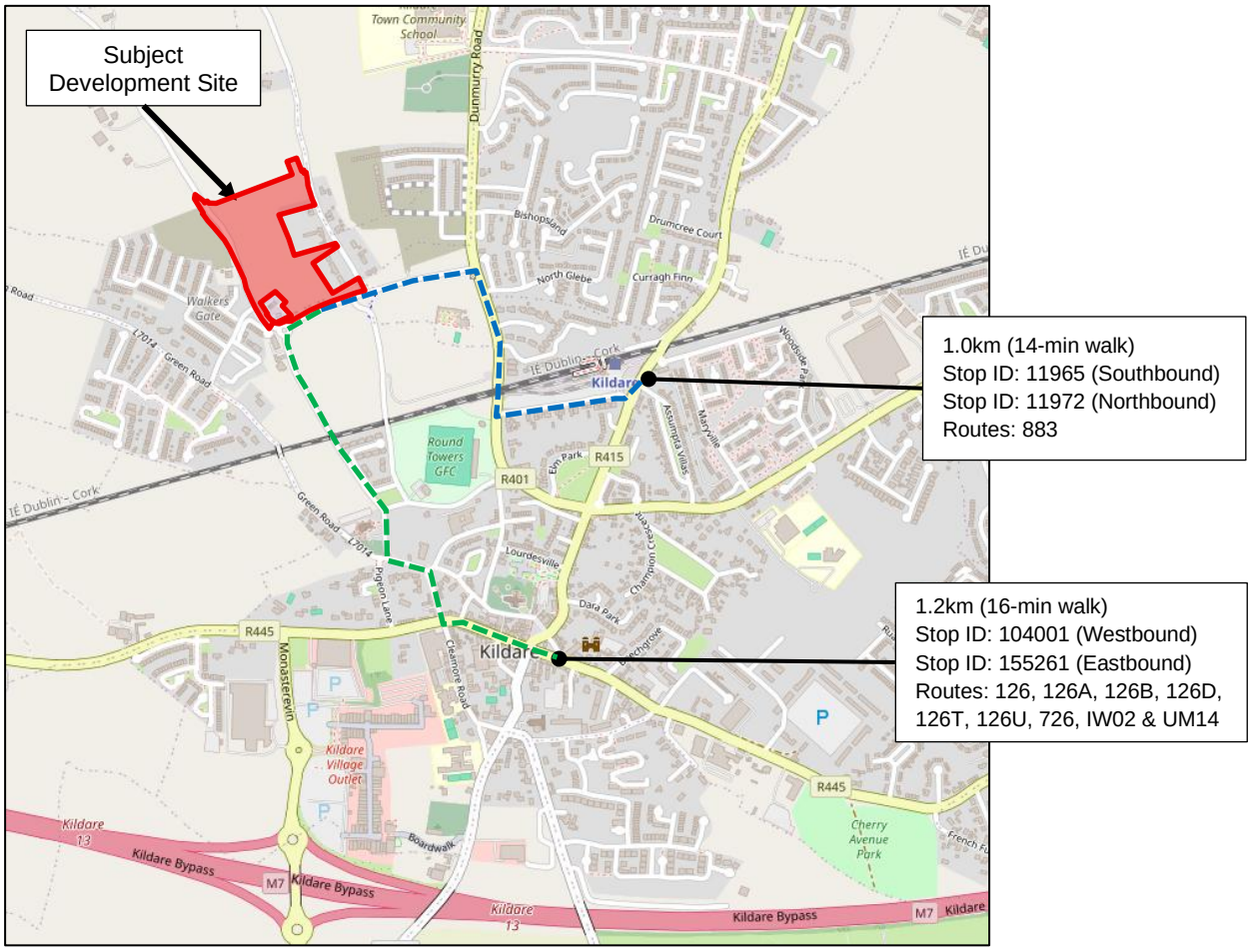


Figure 11 | *Bus Network – Walking distance from development to Bus Stops*

The bus routes and their frequencies are provided in **Table 4** below. The times indicated in the table are based on the timetable for each bus stop. The full bus timetables are provided in **Appendix A**.

Route	Route Name	Weekday Frequency	Saturday Frequency	Sunday Frequency
126	Rathangan – Dublin	8 services: 6:26, 7:50, 11:45, 13:40, 16:54, 18:07, 20:13 & 22:13	10 services: 7:05, 8:05, 8:51, 11:38, 13:38, 16:50, 17:55, 20:05, 22:10 & 23:35	9 services: 8:35, 10:03, 11:03, 12:52, 14:52, 16:52, 18:05, 20:10 & 22:10

	Dublin – Rathangan	8 services: 8:15, 9:07, 14:12, 18:00, 19:10, 19:53, 22:01 & 0:36	7 services: 8:36, 14:13, 18:08, 19:03, 19:56, 22:00 & 00:40	9 services: 12:17, 13:57, 15:57, 16:57, 17:55, 18:55, 19:57, 21:44 & 00:36
126A	Kildare – Dublin	1 Service (15:07)	1 Service (14:38)	No Service
	Dublin – Kildare	1 Service (10:56)	1 Service (10:49)	No Service
126B	Rathangan – Dublin	1 Service (10:05)	No Service	No Service
126D	Dublin – Kildare	1 Service (13:18)	No Service	No Service
126U	Kildare – Dublin UCD	1 Service (19:10)	No Service	No Service
126T	Dublin – Kildare	1 Service (16:54)	No Service	No Service
IW02	Newbridge – Monasterevin – Carlow	1 Service (7:25)	No Service	No Service
	Carlow – Monasterevin - Newbridge	1 Service (18:00)	No Service	No Service
UM14	Portlaoise to Maynooth	1 Service (7:30)	No Service	No Service
	Maynooth to Portlaoise	1 Service (19:45)	No Service	No Service
726	Dublin Airport – Laois Shopping Centre	Every 30 min. between 8:00 and 19:00. Every Hour between 19:00 and 8:00.		
	Laois Shopping Centre – Dublin Airport	Every 30 min. between 7:00 and 16:30. Every Hour between 16:30 and 7:00.		
883	Dunnes Newbridge – Athy Barrow Quay	3 Services: 12:13, 15:46 & 18:13	5 Services: 12:13, 15:46, 18:13, 20:58 & 23:23	3 Services 12:13, 15:46 & 18:13
	Athy Barrow Quay – Dunnes Newbridge	3 Services: 8:22, 11:12 & 14:42	5 Services: 8:22, 11:12, 14:42, 19:42 & 22:25	3 Services: 8:22, 11:12 & 14:42

Table 4 | *Local Bus Routes and Frequencies*
(Source: Transport for Ireland)

3.5.4 Railway Network

The nearest rail station to the subject site is the Kildare Rail Station, located approximately 900m to the southeast of the site. This distance can be reached in 12-minute walking or c. 3-minute cycling.

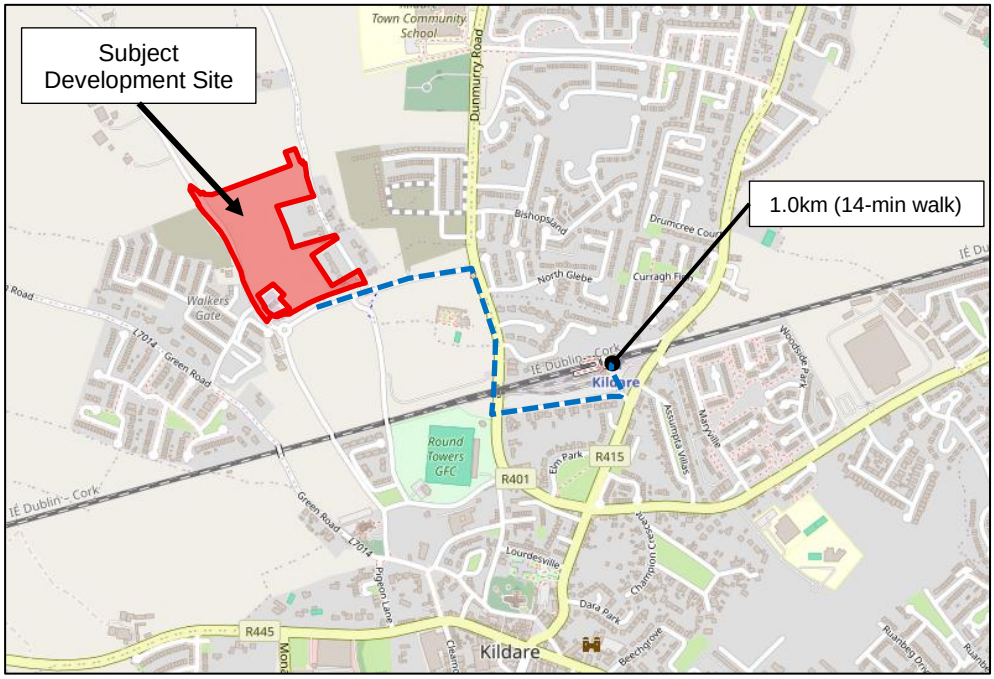


Figure 12 | *Location of Kildare Rail Station*
(Source: Open Street Map)

This station provides access to several regions of Ireland. **Figure 13** below shows the rail network.

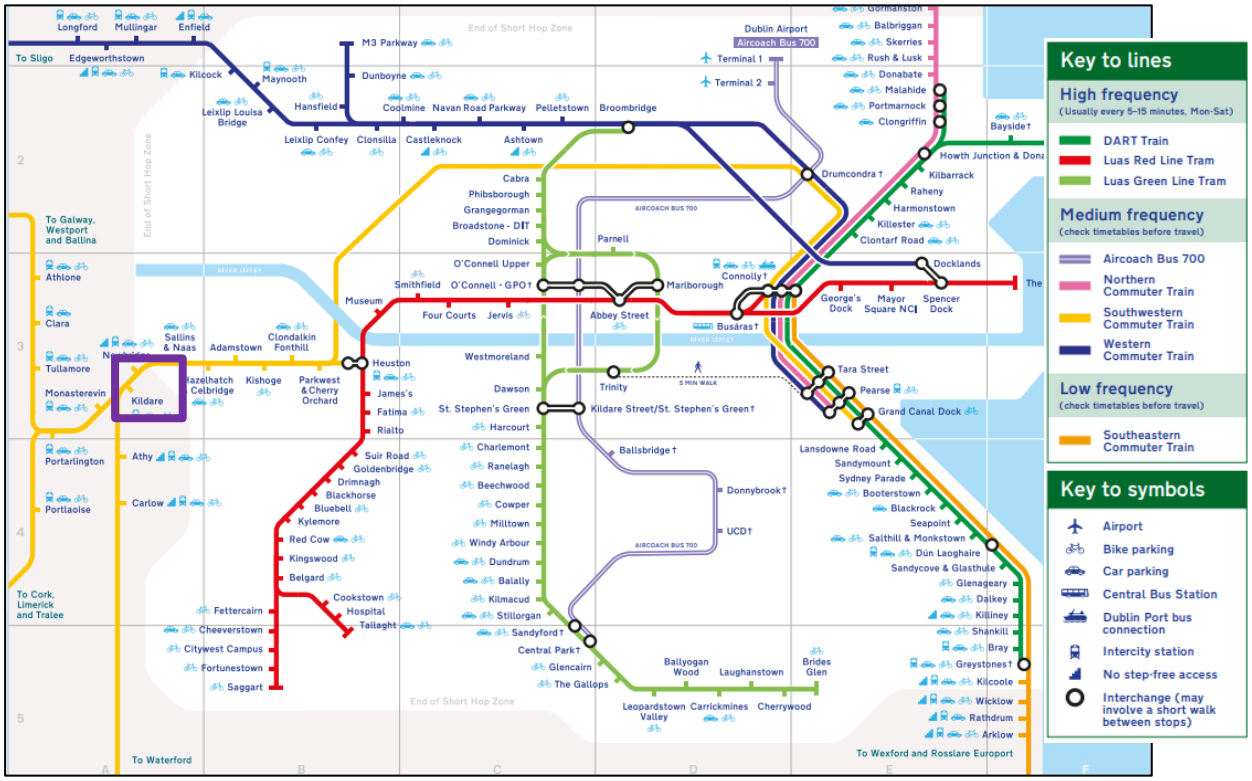


Figure 13 | *Location of Rail Station*
(Source: Transport for Ireland)

The rail routes serving at Kildare Rail Station are outlined in the table below with their frequencies. The times indicated in the table below are based on the timetable this rail station.

The full bus timetables are provided in **Appendix A**.

Route Name	Frequency
Commuter **Grand Canal Dock and Dublin Heuston – Kildare – Portlaoise**	**Dublin Heuston – Portlaoise** **Monday to Saturday:** Every hour between 9:59 and 21:06. **Sunday:** Every two hours between 9:51 and 20:35, plus **Newbridge – Kildare:** **Monday to Saturday:** 7:47, 15:38, 19:03 **Dublin Heuston – Kildare:** **Monday to Friday:** 6:14, 8:53, 12:52, 18:53 & 19:54 **Dublin Heuston – Kildare (Direct):** **Monday to Saturday:** 7:59, 10:39, 15:38, 15:56, 16:59, 17:55, 18:05, 19:03 **Sunday:** 8:24, 9:38, 10:58, 12:04, 13:40, 14:08, 15:40, 18:00, 18:53, 18:59, 19:09, 19:14, 19:58, 21:38
Commuter **Portlaoise – Kildare – Heuston – Grand Canal Dock and Dublin**	**Portlaoise – Dublin Heuston** **Monday to Saturday:** 5:57. Then every hour between 6:44 and 22:54. **Sunday:** Every two hours between 8:54 and 21:24 **Portarlingston – Dublin Houston:** **Monday to Friday:** 6:17, 7:08, 7:11 10:40, 15:45 & 20:57 **Kildare – Dublin Houston (Direct):** **Monday to Saturday:** 6:30, 7:35, 7:57, 8:16, 9:34, 12:44, 14:46, 16:39, 17:07, 19:27, 20:15, 22:11 & 23:04 **Sunday:** 10:06, 10:46, 12:09, 12:58, 13:41, 14:09, 15:50, 16:14, 17:03, 17:10, 18:06, 18:39, 20:08, 20:17
Dublin Heuston - Galway	**Monday to Saturday:** 6:14, 8:00, 17:00 **Sunday:** 8:24, 10:58, 12:04, 19:09
Dublin Heuston - Galway	**Monday to Saturday:** 7:21, 17:07, 19:27, 23:04 **Sunday:** 10:06, 12:58, 17:03, 18:39
Dublin - Waterford	**Monday to Saturday:** 7:47, 10:39, 15:38, 17:20, 18:05, 19:03, 21:07 **Sunday:** 9:38, 13:40, 15:40, 18:00, 19:14
Waterford - Dublin	**Monday to Saturday:** 7:35, 9:34, 12:44, 14:46, 16:39, 20:15, 22:11 **Sunday:** 10:46, 13:41, 15:50, 17:47, 20:17
Dublin - Westport & Ballina	**Friday:** 8:00, 17:39 **Sunday:** 14:08, 18:59
Westport & Ballina - Dublin	**Monday to Saturday:** 7:57, 19:27 **Sunday:** 18:39

Table 5 | *Irish Rail Frequencies*

(Source: Irish Rail)

4. Transportation Improvements

4.1 Pedestrian Measures

As indicated in Section 2.3.1 above, the Kildare Development Plan outlines several permeability measures aimed at improving pedestrian connectivity by creating direct, efficient routes to key destinations. These measures are intended to reduce walking distances and promote non-motorised travel over private car use, thereby enhancing the town's walkability and integration with public transport.

Figure 14 presents the proposed pedestrian measures throughout Kildare Town, which includes new footpaths, greenways and shared footpaths and cycle tracks.

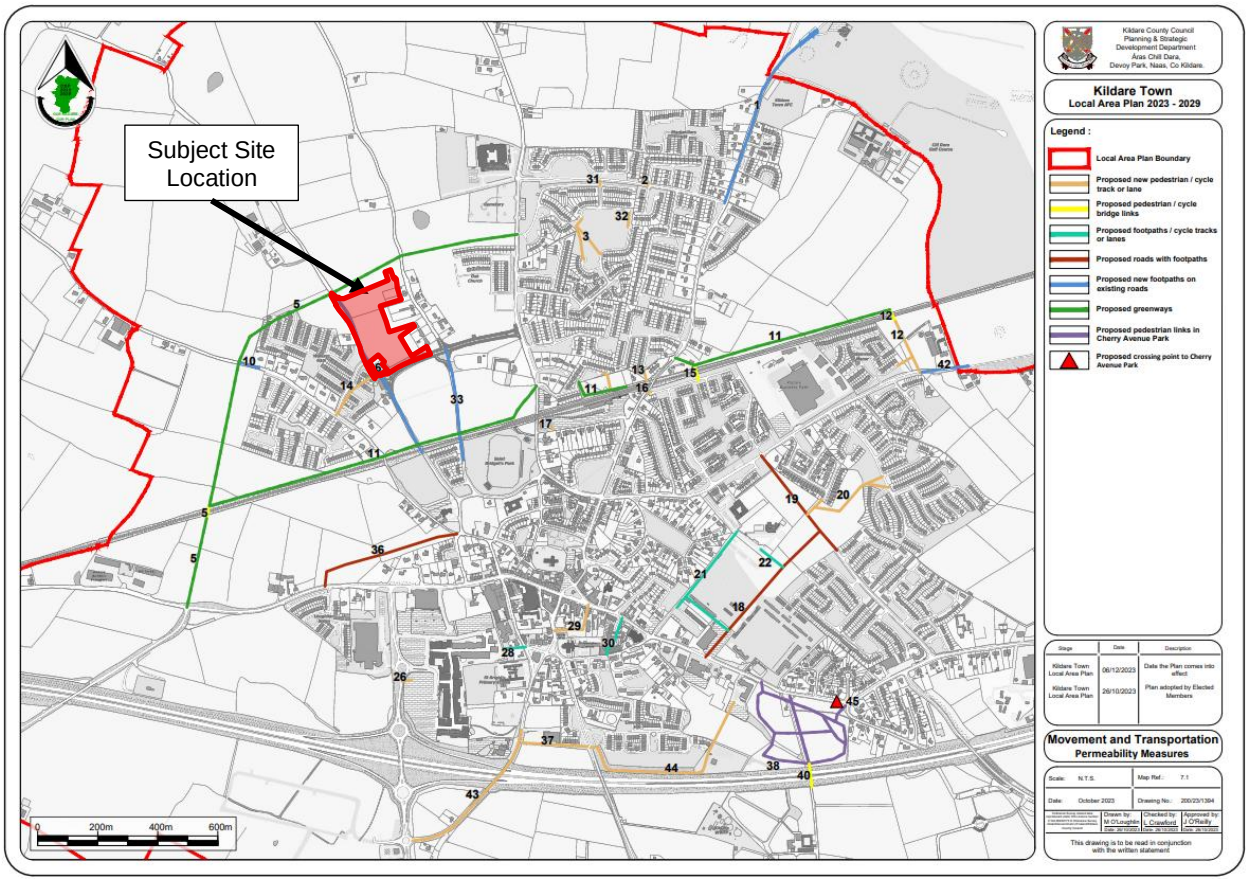


Figure 14 | *Proposed Permeability Measures*
(Source: Appendix A - Kildare Town Local Area Plan 2023-2029)

4.2 Cycling Measures

The proposed development site lies within the *"Newbridge & Kildare"* area as outlined in the *2022 Greater Dublin Area Cycle Network Plan*. An extract of the updated cycle network is reproduced in **Figure 15** below.

Cycle Network Plan identified and determined in a consistent, clear and logical manner, the following cycle networks within the GDA:

- The Urban Cycle Network at the Primary, Secondary and Feeder level;

- The Inter-Urban Cycle Network, linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. The Inter-Urban Network also includes linkages to key transport locations outside of urban areas such as airports and ports; and
- The Green Route Network that are cycle routes developed predominately for tourist, recreational and leisure purposes.

Figure 15 below shows the surrounding cycle network close to the Subject Development. The proposal includes several primary and secondary routes along main roads leading towards the city centre.

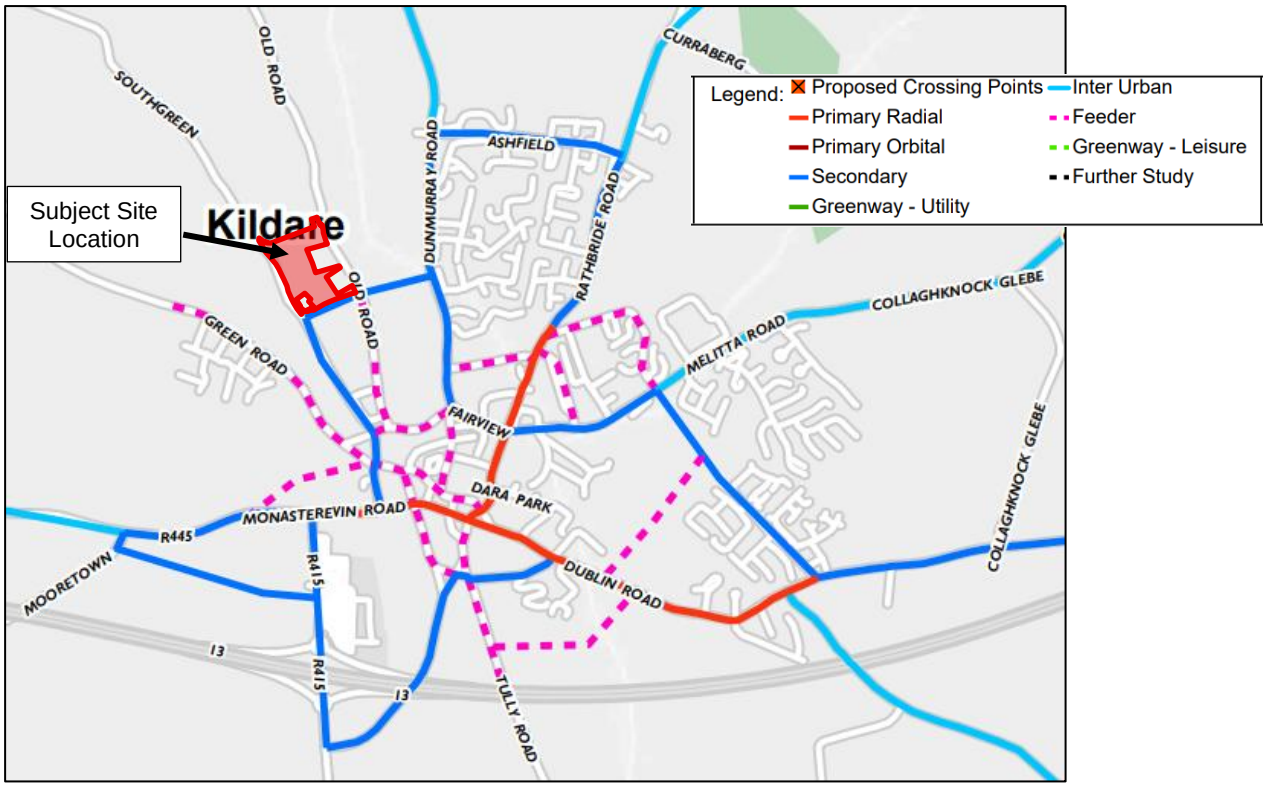


Figure 15 | *Proposed Cycle Network*
(Source: Newbridge & Kildare, GDA Cycle Network Plan, 2022)

The future local cycle network, as outlined in the 2022 Greater Dublin Area (GDA) Cycle Network Plan, includes two Secondary Routes along Southgreen Road and Dunmurray Road (R401). These routes are intended to provide a safe and secure cycling infrastructure connecting to Kildare Town Centre. Additionally, a feeder route is proposed along Old Road.

In alignment with the *GDA Cycle Network Plan*, the *Kildare Town Local Area Plan 2023–2029* proposes the implementation of cycling infrastructure measures in the surrounding area over the short to medium term, as detailed in Table 7-2: *Cycling Measures* of the aforementioned plan. The proposed measures are illustrated in **Figure 16** below.

Figure 16 shows a comprehensive and integrated cycle network, comprising several radial routes and greenways throughout Kildare Town. This cycle network aims to enhance connectivity and promote sustainable transport options within the town and its environs.

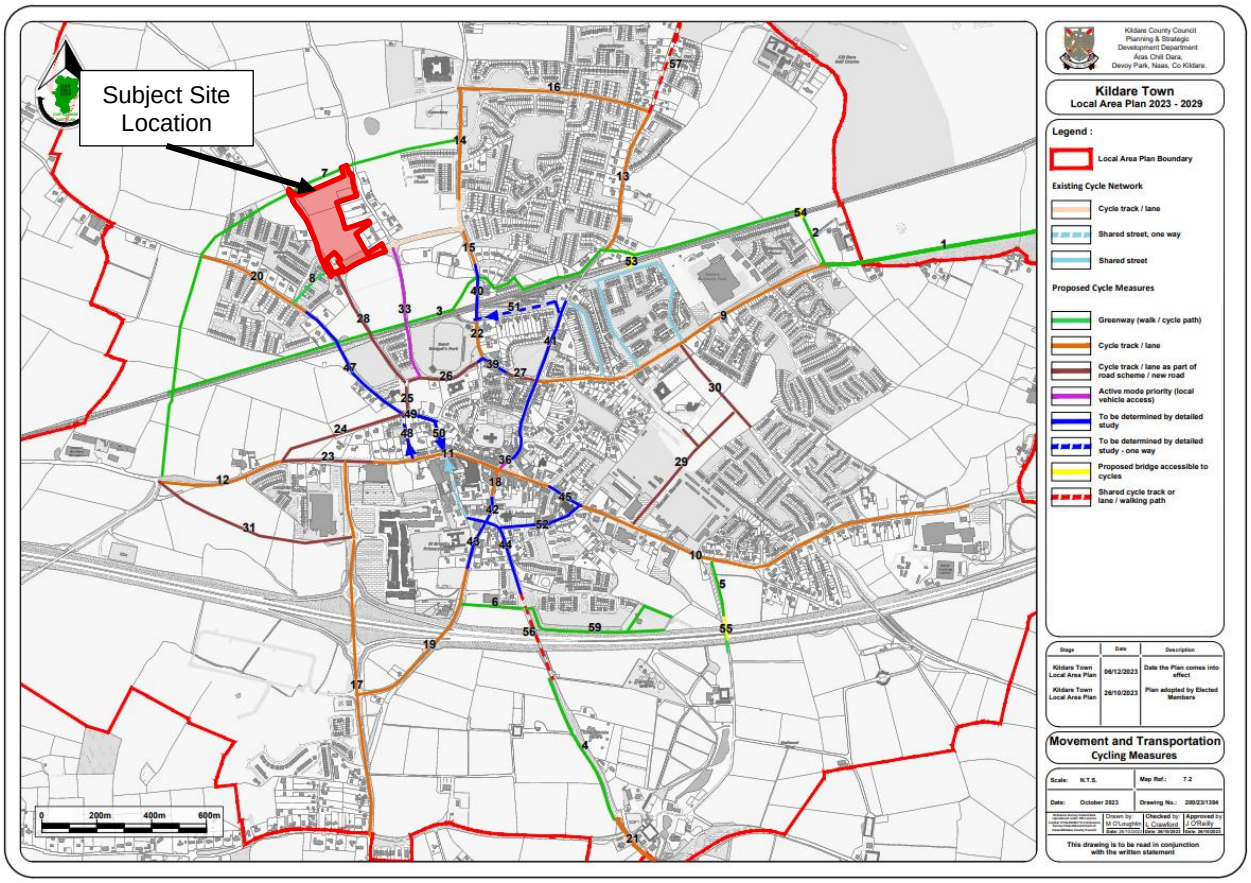


Figure 16 | *Proposed Cycling Measures*
(Source: Appendix A - Kildare Town Local Area Plan 2023-2029)

4.3 Rail Station: proposed improvements to the surrounding area

Kildare Town Development Plan 2023–2029 outlines two key components of the Train Station Improvements project, in alignment with the *Kildare Town Renewal Masterplan 2024*. These comprise the reimagining of vacant land owned by Iarnród Éireann and enhancements to the train station forecourt and Fair Green Road.

With regard to the Iarnród Éireann-owned vacant site, the proposal involves the development of a public realm strategy to explore the potential for opening the site for parking and facilitating access to the train station from the north side of the railway tracks, via Dunmurray Drive and Rathbride Road. This intervention aims to activate an underutilised site to address parking demand, alleviate congestion, and enhance overall accessibility.

In addition, the proposed strategy will examine further opportunities for the site's development, ensuring alignment with broader urban regeneration and mobility objectives.

Figure below shows the existing and potential routes to rail station

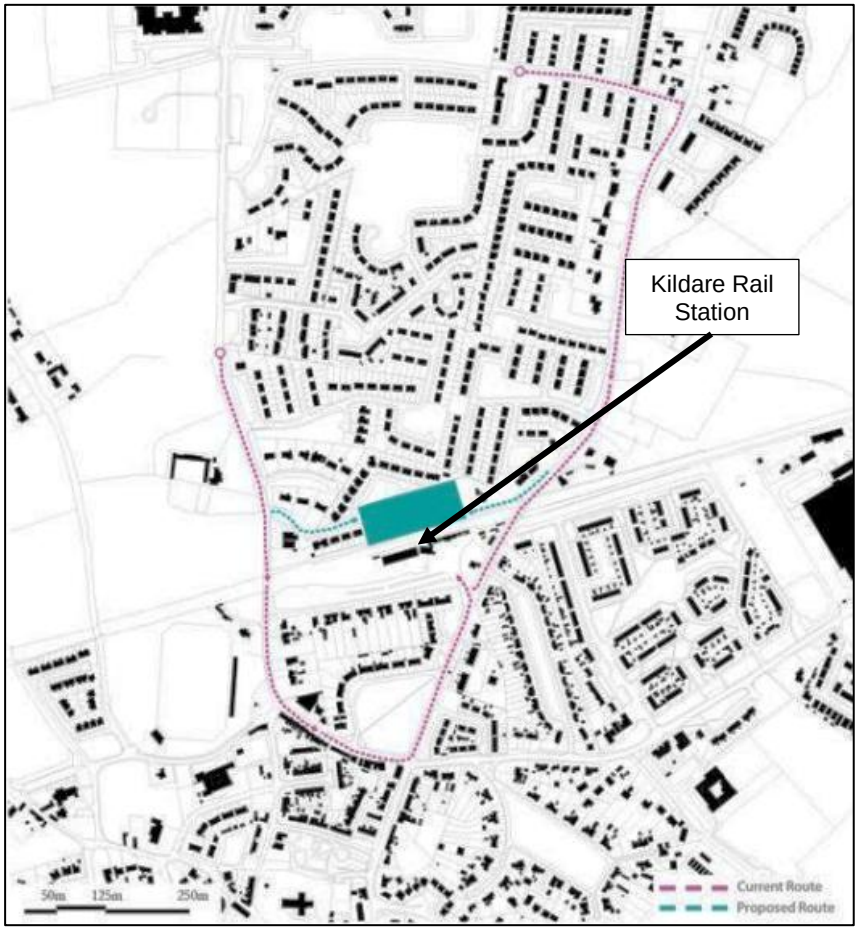


Figure 17 | *Existing and Potential Routes to Train Station*
(Source: Figure 4-6 of the Kildare Town Local Area Plan 2023-2029)

The proposed pedestrian access to the rail station would reduce the distance between the subject site and the station by around 300 metres, saving approximately five minutes on foot.

4.4 Road Measures

As indicated in Section 2.3.1 above, the Kildare Town Local Area Plan 2023–2029 proposed some road and street interventions to improve the movements across the area. Key measures include the closure of Old Road Bridge (RD1) to vehicular traffic, which is expected to enhance safety for pedestrians and cyclists, while also contributing to reduced emissions and noise levels. To maintain vehicular accessibility, two-way traffic will be introduced on Southgreen Bridge (RD1).

Figure 18 illustrates the proposed road infrastructure measures, including the closure of Old Road Bridge to vehicular traffic—downgrade for use by sustainable transport modes only—and the upgrade of Southgreen Bridge to accommodate two-way traffic flow.

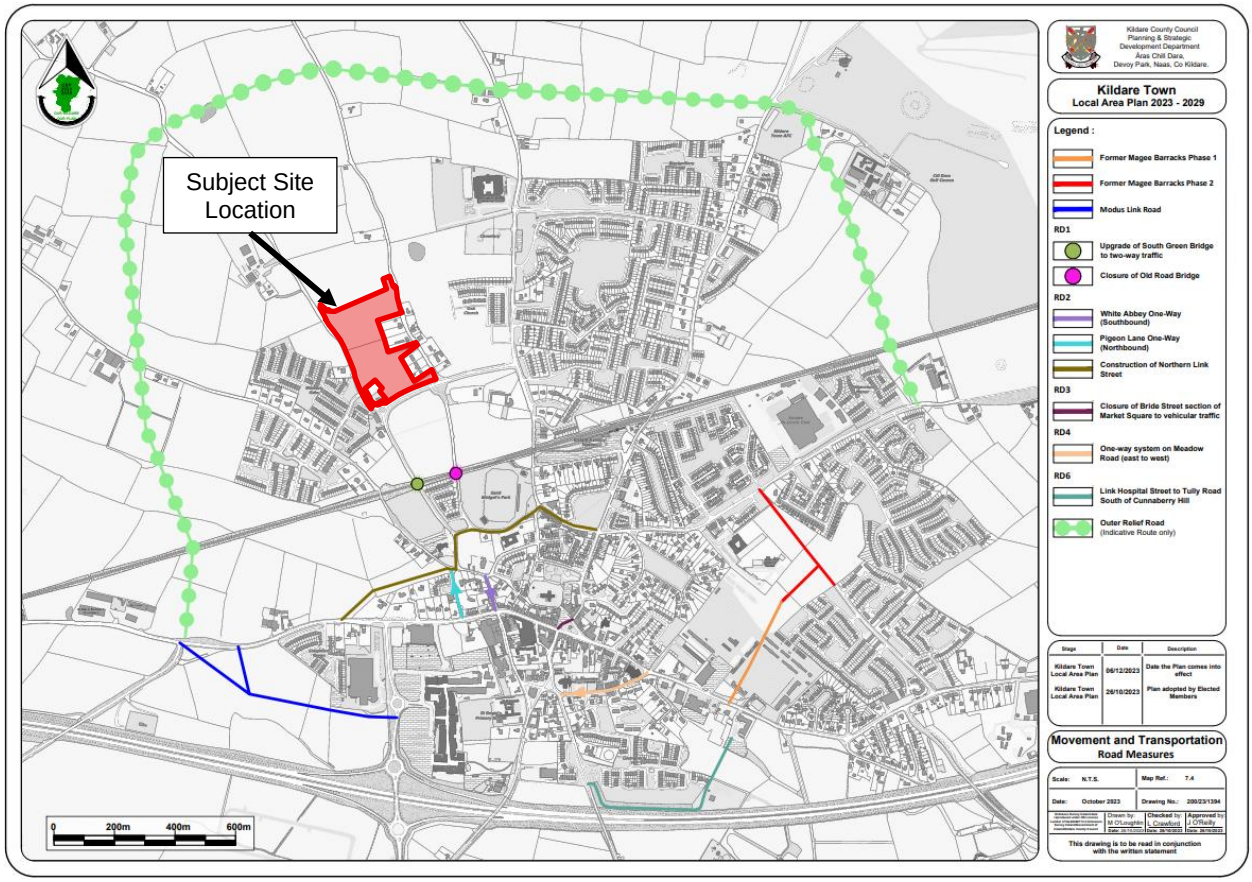


Figure 18 | *Proposed Road Measures*
(Source: Appendix A - Kildare Town Local Area Plan 2023-2029)

5. Proposed Development

5.1 Development Description

The proposed Large - Scale Residential Development (LRD) is located on a site of approx. 6.13 ha at Southgreen Road, Kildare, Co. Kildare. The site is generally bounded to the north by agricultural fields; to the south by the recently constructed Southern Internal Link Road; to the west by Southgreen Road and an existing Electricity Station; and to the east by Old Road and existing residential properties.

The proposed development will consist of:

- The construction of a new residential scheme of 146 no. house type units ranging in height from 1-3 storeys as follows:
    - 136 no. houses (7 no. 2 bed units; 102 no. 3 bed units; and 27 no. 4 bed units) in a mixture of bungalow, detached, semi-detached, and terrace style units.
    - 10 no. duplex apartment units (5 no. 1 beds, 3 no. 2 beds, and 2 no. 3 beds).
- Each residential unit will be afforded with private open space in the form of a front/rear/side garden for houses or terrace / balconies for duplex apartment units.
- The provision of a creche facility (approx. 161 sq m GFA) and associated areas of external open space (approx. 60 sq m).
- Public open space (approx. 6,992 sq m) is proposed in the form of 2 no. new large public open space areas within the site (approx. 3,046 sq m and 3,946 sq m respectively).
- Communal open space (approx. 82 sq m) is proposed adjacent to Block A.
- A total of 321 no. car parking spaces (305 no. for residential units and 16 no. for the creche facility) are provided. This provision includes 2 no. accessible spaces and 17 no. visitor spaces.
- A total of 527 no. cycle parking spaces (517 no. for residential units and 10 no. for the creche facility) are provided. This provision includes 75 no. visitor spaces. Resident cycle parking is proposed in the form of secure bicycle store enclosures to the front of terraced units; on curtilage spaces to the rear of units with side access; and a bicycle store for apartment units. Visitor parking is proposed in the form of Sheffield stands.
- The development shall be served via a new vehicular access point from Southgreen Road. An additional private vehicular access point is proposed via Old Road to service 1 no. new bungalow 4 bed residential unit.
- Pedestrian and Cyclist access is also proposed via Southgreen Road and via a new secondary access point from the Southern Internal Link Road to the south of the site and Old Road to the east of the site.
- 2 no. directional single lane cycle tracks on either side of the Southgreen Road, together with amendments to the existing cycle tracks and footpaths on Southgreen Road north of the east west link road.
- A new pedestrian/cycle link is delivered to the north connecting South Green Road to Old Road.
- The associated site and infrastructural works include provision for an ESB Sub Station; water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works; boundary treatment; internal roads and footpaths; waste storage areas, all electrical services and all associated site development works.

The detailed breakdown of the proposed residential scheme is shown in **Table 6** below.

Description	1-bed	2-bed	3-bed	4-bed	Total
Houses		7	102	27	136
Apartments	5	3	2		10
Total	**5**	**10**	**104**	**27**	**146**

Table 6 | *Schedule of Accommodation*

5.2 Access Points and Internal Road Layout

Vehicular access to the Subject Development is proposed off Southgreen Road, as illustrated in **Figure 19** below.

All internal roads in the proposed development are designed for a speed limit of 30kph with typically 6.0m wide carriageways and footpaths along both sides. All intersections within the development itself will be priority junctions with raised tables where appropriate. The low design speeds and traffic calming measures will ensure the safe operation of these junctions and a safe/secure environment for pedestrians and cyclists.

In addition, the Proposed Development will benefit from several pedestrian and cycle access points, providing good permeability to the surrounding developments and roads, as shown in **Figure 19** below.

The design and layout of the proposal has been prepared to fully comply with the current relevant design standards and specifications applicable to this form of development.

Figure below shows the access points for vehicles, pedestrian and cyclist to each site, the internal roads and the surrounding road network.

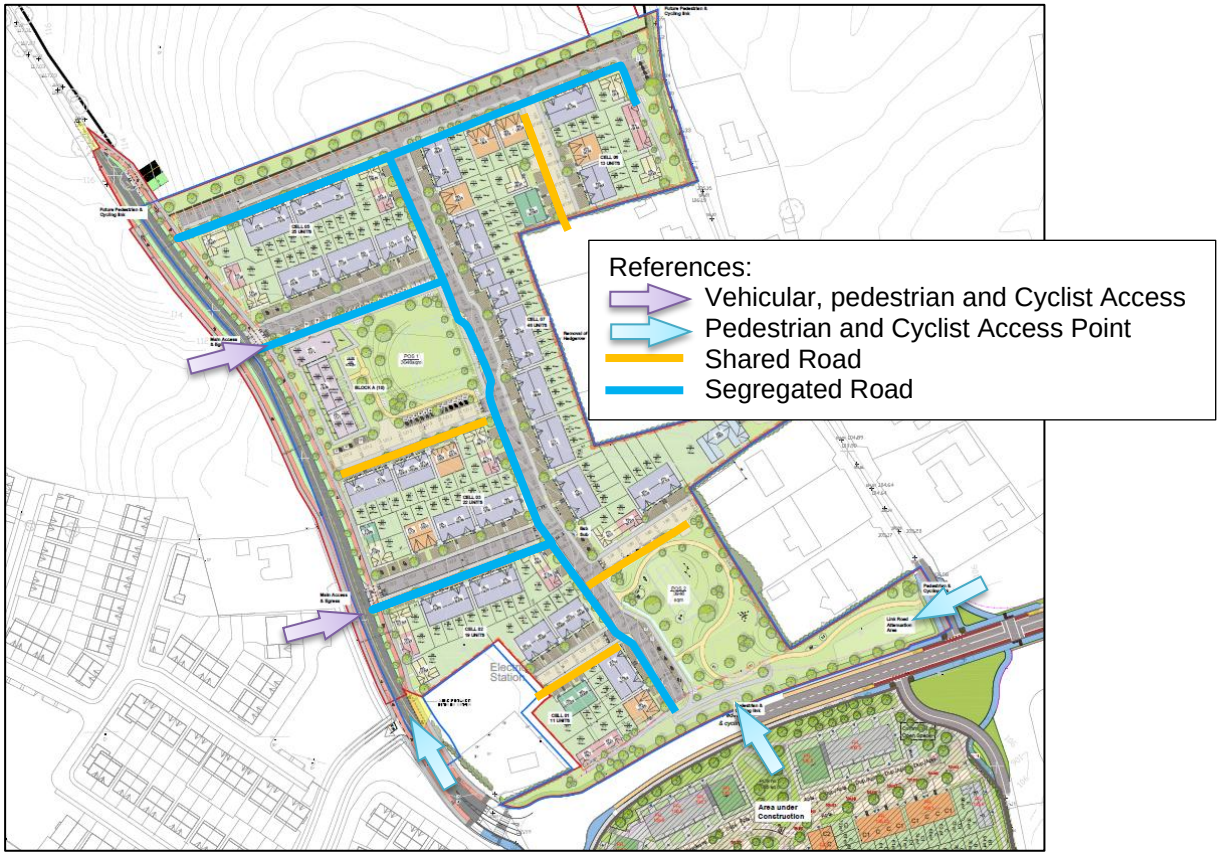


Figure 19 | *Proposed Development – Site Access Points*

All internal roads in the Subject Development are designed for a speed limit of 30kph with 5.5m wide carriageways and 2.0m wide footpaths along both sides.

To generate a safer environment, shared use surfaces (for both vehicles and pedestrians) have been generated with a differentiated rolling surface (in texture and level) so that it is easily identifiable by the driver. This was carried out in accordance with *section 4.3.4* of the *Design Manual for Urban Roads and Streets*, which indicate:

- *Use a variety of materials and finishes that indicate that the carriageway is an extension of the pedestrian domain.* A different finish to the rest of the pavement has been chosen to identify these areas.
- *Avoid raised kerb lines. Any Kerb line should be fully embedded within the street surface.* The shared areas have been raised from the remaining pavements using small ramps to start and end the shared areas.
- *Minimise the width of the vehicular carriageway and /or corner radii.* A reduction in the width of the carriageway has been implemented, from 5.50 m to 4.80 m.

All road intersections within the development itself will be priority junctions. The low design speeds and traffic calming measures will ensure the safe operation of these junctions.

5.3 Pedestrian and Cyclist Infrastructure

The proposed development features a network of interconnected footpaths, ensuring permeability throughout the site, as well as to the adjacent developments and the surrounding area.

All footpaths within the development are designed to be 2.0 metres wide, in accordance with Section 4.3.1 of the Design Manual for Urban Roads and Streets (DMURS), which recommends a minimum footpath width of 1.8 metres.

Additionally, the development offers well-connected pedestrian and cycle links to the surrounding area, including direct access to the existing school located to the east of the site through the provision of uni-directional cycle lanes either side of Southgreen Road and a 4.0m wide greenway from Southgreen Road to Old Road thus ensuring the vision of the local area plan is met.

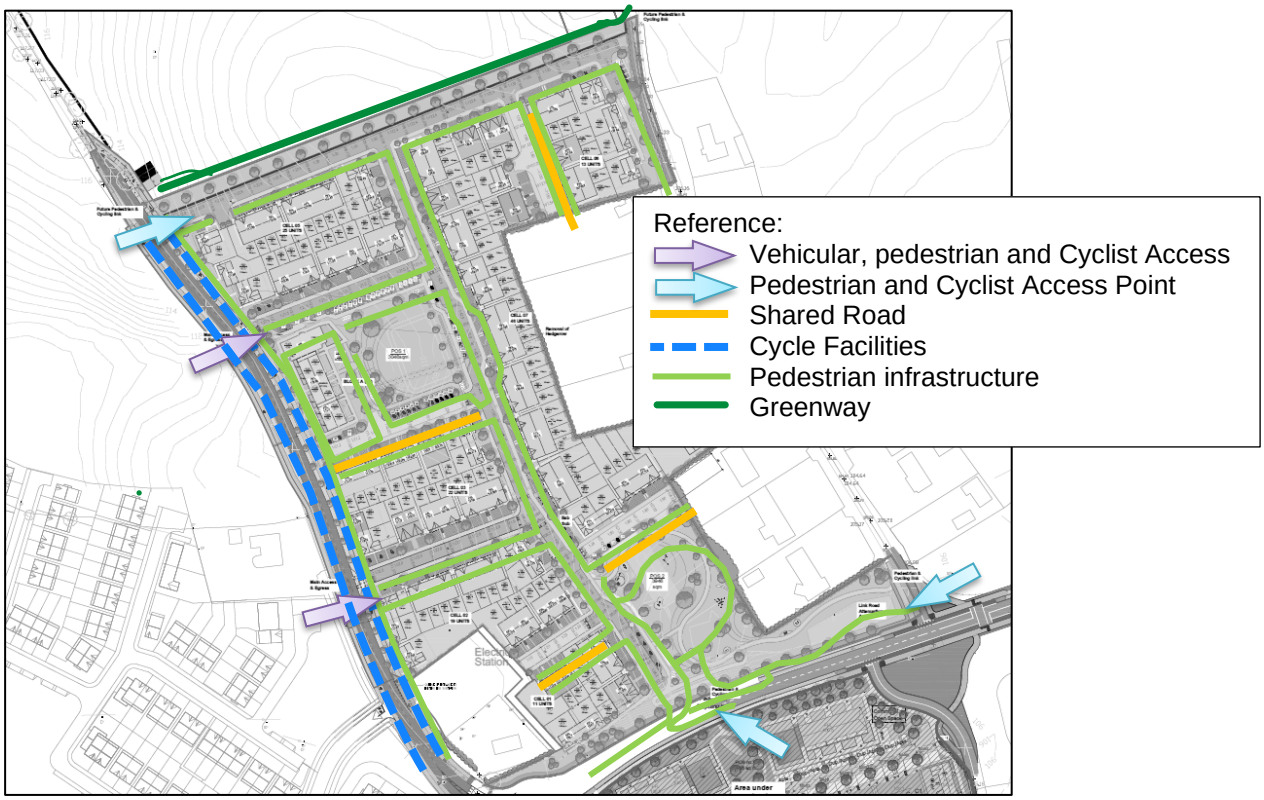


Figure 20 | *Pedestrian and Cycle Facility*

6. Travel Characteristics

6.1 Small Areas – Census 2022

To understand the vehicle ownership and mode of travel choice of the residents in the area, public information from the Census 2022 was used. The Census was conducted by the Central Statistics Office on 3rd April 2022, and distributed information in small areas that divide the territory.

It is important to choose a wide number of areas to obtain representative values that will allow us to approximate the future behaviour of the residents. 18 representative areas have been selected to reflect the Subject Development. The Small Areas that were consulted are shown in **Figure 21**. The number of houses and respective population in each consulted Small Area is provided in **Appendix C**.

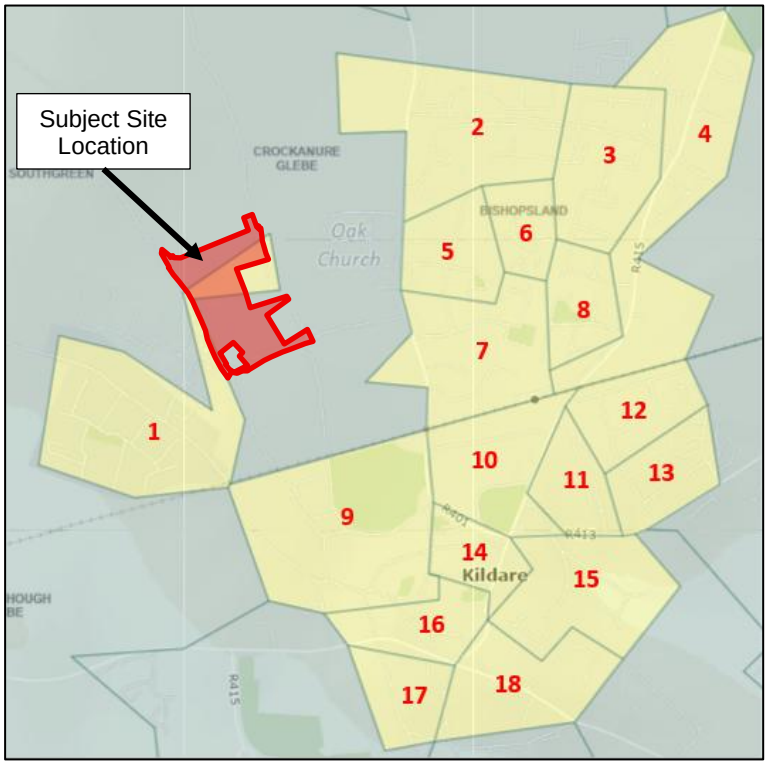


Figure 21 | *Consulted Small Area*
(Source: Central Statistics Office)

6.2 Mode Share, Modal Split and Car Ownership

The modal split, derived from statistical data, offers valuable insight into the travel behaviour of residents within the vicinity of the Subject Development. It is therefore reasonable to infer that future residents of the Subject Development are likely to exhibit similar commuting patterns.

According to the data, in the selected area are 5,575 individuals residing in 1,946 dwellings. There are 2,067 registered vehicles, equating to an average of 2.70 persons per vehicle or 1.06 vehicles per residential unit. In terms of modal split for journeys to work, school, or college: **68.0%** of trips are made by private car, **15.4%** by public transport (including bus, train, and Luas), **19.0%** on foot, and **1.8%** by bicycle.

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

7. Trip Generation and Distribution

7.1 Trip Rates

In order to understand the existing traffic flow rates during peak hours, traffic flow surveys were carried out at three junctions providing access to existing neighbourhood (refer to **Section 3.4** above). As results, inbound and outbound traffic flows were recorded and results are shown in **Table 2** above. Based on the survey results and the number of existing housing units (refer to **Figure 7** in **Section 3.4**), arrival and departure trip rates for the AM and PM peak hours were established and indicated in **Table 7** below.

Location	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Junction A – 134 no. Units	0.254 per unit	0.590 per unit	0.478 per unit	0.291 per unit
Junction B – 161 no. Units	0.236 per unit	0.429 per unit	0.298 per unit	0.211 per unit
Junction C – 148 no. Units	0.155 per unit	0.324 per unit	0.345 per unit	0.236 per unit

Table 7 | *Trip Rates - Surveyed access to residential development results*

For the purpose of this report, the adopted trip rates are based on the average trip rates observed at Junctions A, B, and C, presented in **Table 8** below.

Location	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Average Trip Rates (A, B & C)	0.215 per unit	0.447 per unit	0.373 per unit	0.246 per unit

Table 8 | *Adopted Trip Rates - Surveyed access to residential developments*

To illustrate the difference between the adopted trip rates and those derived from approved TTA prepared by Waterman Moylan Consulting Engineers for the under construction Southern Development (Southgreen Development – Phase 1. Planning Application Reg. Ref. No. ABP-318401-23), **Table 9** below highlights the difference between the two sets of trip rates.

Land Use Category	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Approved Trip Rates **Source:** Southgreen Development -Phase 1- Pl. Apl. Reg. Ref. No. ABP-318401-23	0.117	0.339	0.320	0.174
Trip Rates from **Table 8**	0.215	0.447	0.373	0.246
Comparation	+84%	+32%	+17%	+42%

Table 9 | *AM & PM Peak Hours – Trip rates comparation*

As shown in the table above, the trip rates derived from the surveyed traffic flows indicate a higher value compared with those approved as part of the Southgreen Development – Phase 1 (Planning Application Reg. Ref. No. ABP-318401-23).

7.2 Trip Generation

7.2.1 Subject Development

The Subject Development consists of 146 no. residential units comprising 136 no. houses and 10 no. apartment units. Considering the adopted trip ratios indicated in **Table 8** above, the AM and PM peak hour trip generation to/from the proposed development is shown in Table below.

Land Use Category	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
146 no. units	32	66	55	36
Total (146 no. units)	**98**		**91**	

Table 10 | *Trip Generation – Subject Development*

It has been estimated that the proposed development will generate a total of 98 vehicular movements in the AM peak hour (32 inbound and 66 outbound) and a total of 91 vehicular movements in the PM peak hour (55 inbound and 36 outbound).

7.2.2 Committed Developments & Potential Future Developments

The Committed Developments and the Potential Future developments in the surrounding area has been identified in the National Planning Application Database, which are shown in the figure below.

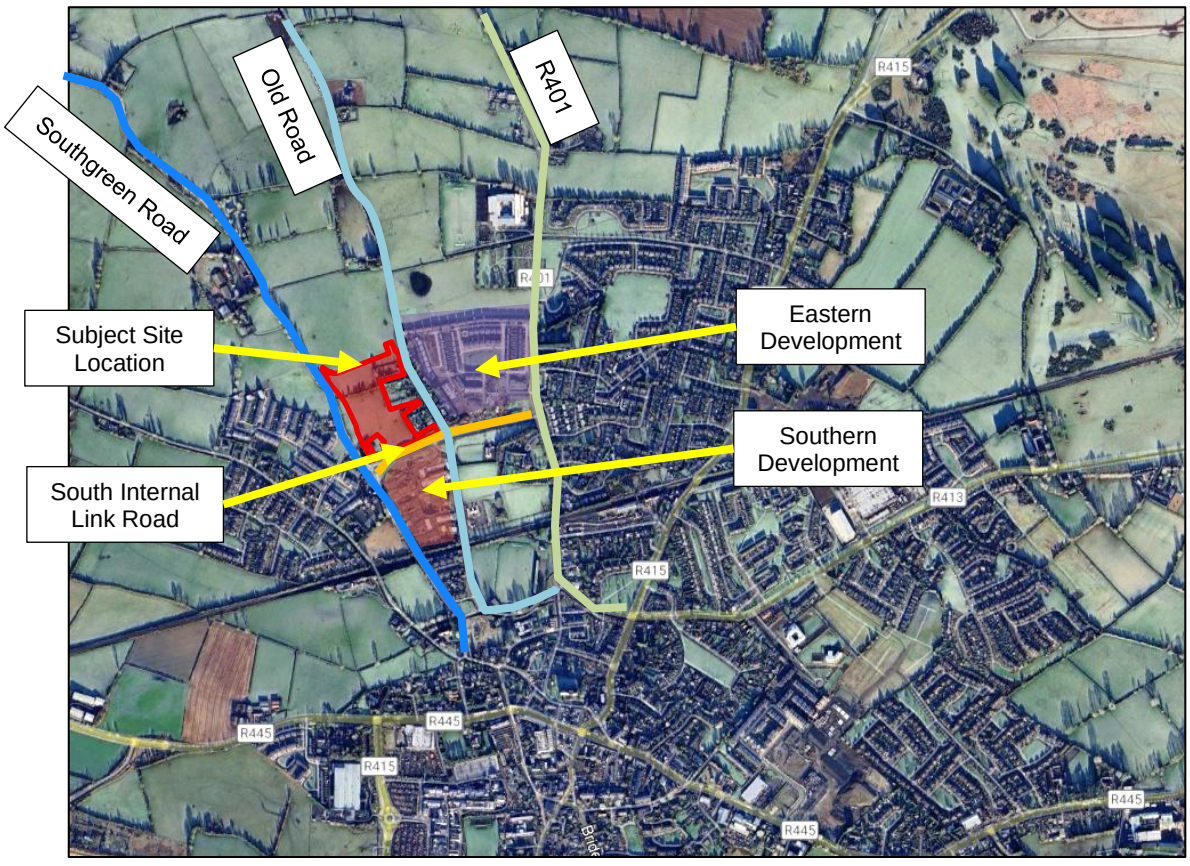


Figure 22 | *Location of the site & potential future developments in the surrounding area*

A brief description of each of them is provided below:

1. **Southern Development – Planning Application Reg. Ref. No. ABP-318401-23:** The application proposes the development of 168no. units. The proposed development will be accessed via Southgreen Road. The site is currently under construction.

   The TTA made for this development indicates that the site will generate a total of 77 trips (20 arrivals and 57 departures) during the AM peak hour and a total of 87 trips (54 arrivals and 29 departures) during the PM peak hour. In addition, the TTA provides the trip distribution of the development.

   The planning application indicates that construction of the development will be completed by the end of 2025. It is therefore assumed that this development will be ready in time for the opening of the subject development.

2. **Eastern Development – Planning Application Reg. Ref. No. 181026 (ABP-305526-20):** The application proposes the development of 245 no. units. The proposed development will be accessed via Old Road. The site is currently under construction.

   The TTA made for this development indicates that will generate a total of 137 trips (33 arrivals and 104 departures) during the AM peak hour and a total of 150 trips (100 arrivals and 50 departures) during the PM peak hour. In addition, the TTA provides the trip distribution of the potential future development.

   Furthermore, the planning application indicates that construction of the development will be completed by the end of 2023. It is therefore assumed that this development will be ready in time for the opening of the subject development.

7.3 Traffic Distribution Scenarios

Trips distribution has been carried out considering two possible scenarios:

Scenario A: The Subject Development has been constructed in accordance with the indicated programme (Refer to **Section 1.6** above). This scenario considers the existing traffic flows on the network with the growth factors (refer to **Section 7.5** below) and the traffic flow to/from each Committed Development and the Potential Future Developments (refer to **Section 7.2.2** above). In this scenario, Old Road Bridge is **open** to traffic (refer to **Section 4.4** above).

Scenario B: The Subject Development has been constructed in accordance with the indicated programme (Refer to **Section 1.6** above). This scenario considers the existing traffic flows on the network with the growth factors (refer to **Section 7.5** below) and the traffic flow to/from each Committed Development and the Potential Future Developments (refer to **Section 7.2.2** above). In this scenario, Old Road Bridge is **close** to traffic (refer to **Section 4.4** above).

7.4 Traffic Distribution: Scenario A

7.4.1 Surveyed Traffic Flows

For Scenario A, the existing traffic flows is detailed in **Section 3.4** above. Traffic flows are shown in **Figure 6** above and in **Appendix E – Figure A**.

7.4.2 Subject Development

The traffic distribution flows for the Subject Site are based on the traffic distribution of the approved Traffic and Transport Assessment prepared by Waterman Moylan Consulting Engineers for the under construction Southern Development (Southgreen Development -Phase 1-), detailed in Planning Application Reg. Ref. No. ABP-318401-23.

It has therefore been assumed that 90% of trips to/from the subject development will travel south from the site access via Southgreen Road. At Junction 7, traffic is expected to split, with 70% continuing southwards along Southgreen Road and 20% turning left towards Junction 6. The latter group is assumed to turn right at Junction 6, utilising the Old Road overpass. At Junction 2, this traffic is expected to turn left onto the R415. At Junction 8, part of this traffic will turn right towards Kildare Town Centre and part will continue eastwards on the R413, leading to Newbridge Town. Of the 70% continuing south at Junction 7, it is assumed that this traffic will proceed through Junction 1 towards the R445, which provide access to Kildare Town Centre, the Kildare Village and further that the M7 at Junction 13.

The trip distribution flows for the Scenario A are detailed in **Figure 23** below and in **Appendix E – Figure B**.

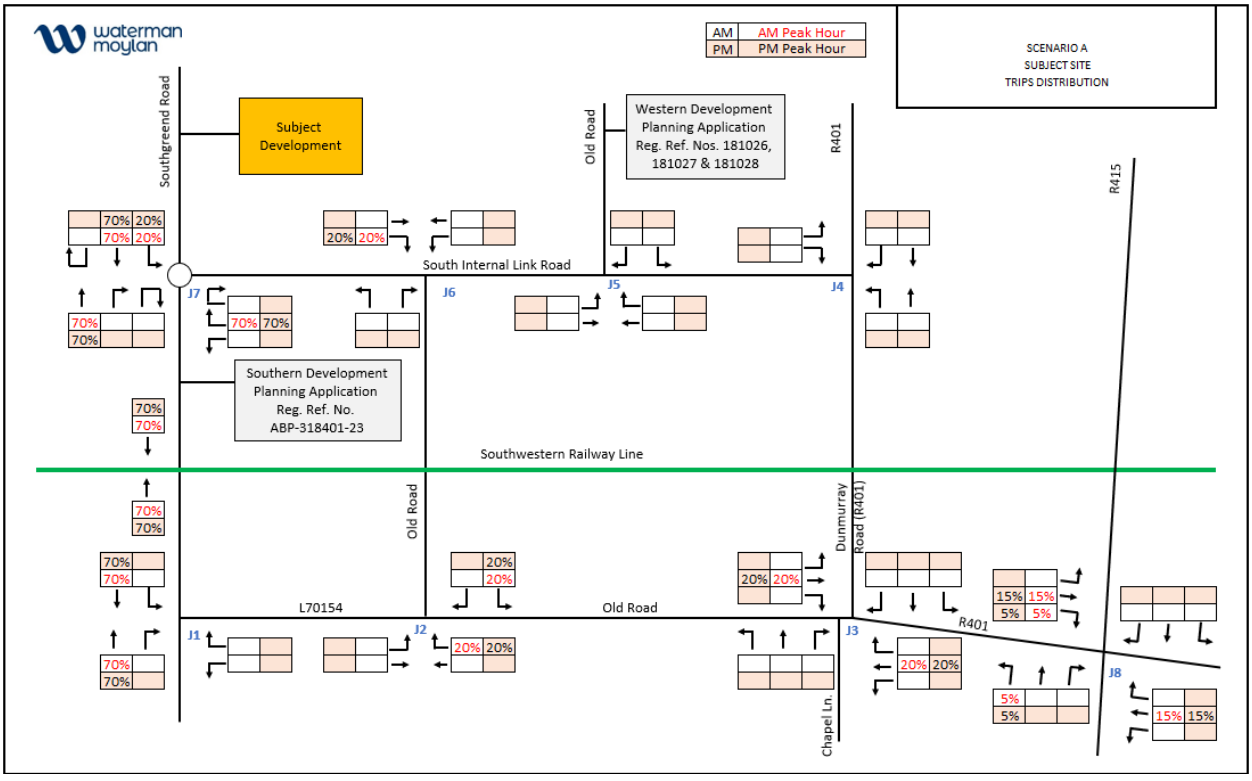


Figure 23 | *Scenario A – Subject Development - Trip Distribution*

Traffic generation for the Scenario A is shown in **Appendix E** – **Figure C**.

7.4.3 Southern Development

Trips distribution for the proposed Southern Development has been obtained from the previously approved Traffic and Transport Assessment prepared by Waterman Moylan Consulting Engineers for the under construction Southern Development (Southgreen Development -Phase 1-), detailed in Planning Application Reg. Ref. No. ABP-318401-23.

The remaining junctions, which were not assessed in the mentioned report, have been distributed in accordance with the trips expectations and in line with the existing traffic patterns, as evidenced by the surveyed traffic flow results (see **Section 3.4** above).

The trip distribution flows are shown in **Appendix E – Figure D**.

7.4.4 Eastern Development

Trips distribution for the proposed Eastern Development has been obtained from the previously approved Traffic and Transport Assessment prepared by NRB Consulting Engineer for the under construction Eastern Development (Southgreen Development -Phase 1-), detailed in Planning Application Reg. Ref. No. 181026 (ABP-305526-20).

The remaining junctions, which were not assessed in the mentioned report, have been distributed in accordance with the trips expectations and in line with the existing traffic patterns, as evidenced by the surveyed traffic flow results (see **Section 3.4** above).

The trip distribution flows are shown in **Appendix E – Figure E**.

7.5 Traffic Distribution: Scenario B

7.5.1 Redistributed Traffic Flows

For Scenario B, the existing traffic flows have been redistributed under the assumption that the Old Road Bridge is closed. Consequently, the current traffic movements have been adjusted to reflect potential driver behaviour. The following assumptions have been made:

- Trips that currently turn right at Junction 6 when arriving from Junction 7 are assumed to continue straight at Junction 7, then turn left at Junction 1, and proceed straight through Junction 2.
- Trips that currently turn left at Junction 6 when arriving from Junction 5 are assumed to be redistributed as follows: 60% will turn left at Junction 5, then turn right at Junction 4, and continue straight through Junction 3; the remaining 40% are assumed to turn left at Junction 7 and continue straight through Junction 1.
- It is assumed that the remaining trips turning left at Junction 6—excluding those reallocated in the previous bullet—arrived from Junction 4. Those trips will turn right at Junction 3 towards Junction 1, where will turn left.
- Trips currently arriving at Junction 6 from the south are removed, along with their associated downstream movements. It is assumed that trips which previously turned left at Junction 6 would instead have turned right at Junction 7 and are therefore subtracted from that movement accordingly. Likewise, it is assumed that trips which previously turned right at Junction 6 would instead continue straight ahead at Junction 5 and turned left at Junction 4 and are therefore subtracted from that movement.
- Trips currently arriving at Junction 2 from the north are considered to originate from both, Junction 2 and the residential development located between the railway and the L70154. To identify the proportion of trips generated by this development, the following procedure was followed:
    - As this development does not have a planning application listed on the National Planning Application Portal, the number of residential units was manually identified, and trip generation was estimated using the trip rates provided in **Table 8** above.

- The development comprises a total of 28 units, which are estimated to generate 14 trips during the AM peak hour (4 inbound and 10 outbound) and a total of 14 trips during the PM peak hour (9 inbound and 5 outbound).
- Based on the existing modal split at Junction 2, it has been assumed that 80% of trips to/from this development will turn right at Junction 2 towards Junction 1. The remaining 20% will turn left towards Junction 8. At Junction 1, it is assumed that 30% of the total trips to/from the site are expected to turn right at Junction 1 and the rest turn left southwards.
- The 30% of trips turning right at Junction 1 are added to the redistributed traffic flow, as they are considered to replace trips removed from Junction 6 (indicated above). It is assumed that these trips will turn right at Junction 7, continue towards Junction 4, and then turn left at that junction.

- The proportion of trips that arrive at Junction 2 from Junction 6, are removed from the assessment, along with their associated downstream movements. It is assumed that trips which previously turned right at Junction 2 would instead have turned left at Junction 1 and are therefore subtracted from that movement accordingly. Likewise, it is assumed that trips which previously turned left at Junction 2 would instead have continued straight ahead at Junction 8 and are therefore from that movement accordingly.
- Trips currently arriving at Junction 2 from Junction 1—excluding those associated with the residential development located between the railway and the L70154—are assumed to continue straight through Junction 1, then turn right at Junction 7, and finally turn left at Junction 4.
- Trips currently arriving at Junction 2 from Junction 3—excluding those associated with the residential development located between the railway and the L70154—are assumed to continue straight through Junction 2, then turn right at Junction 1 towards Junction 7, where they are expected to continue straight ahead.

As conclusion of the above, the 2025 redistributed traffic flows is shown in figure below and in **Appendix E – Figure F**.

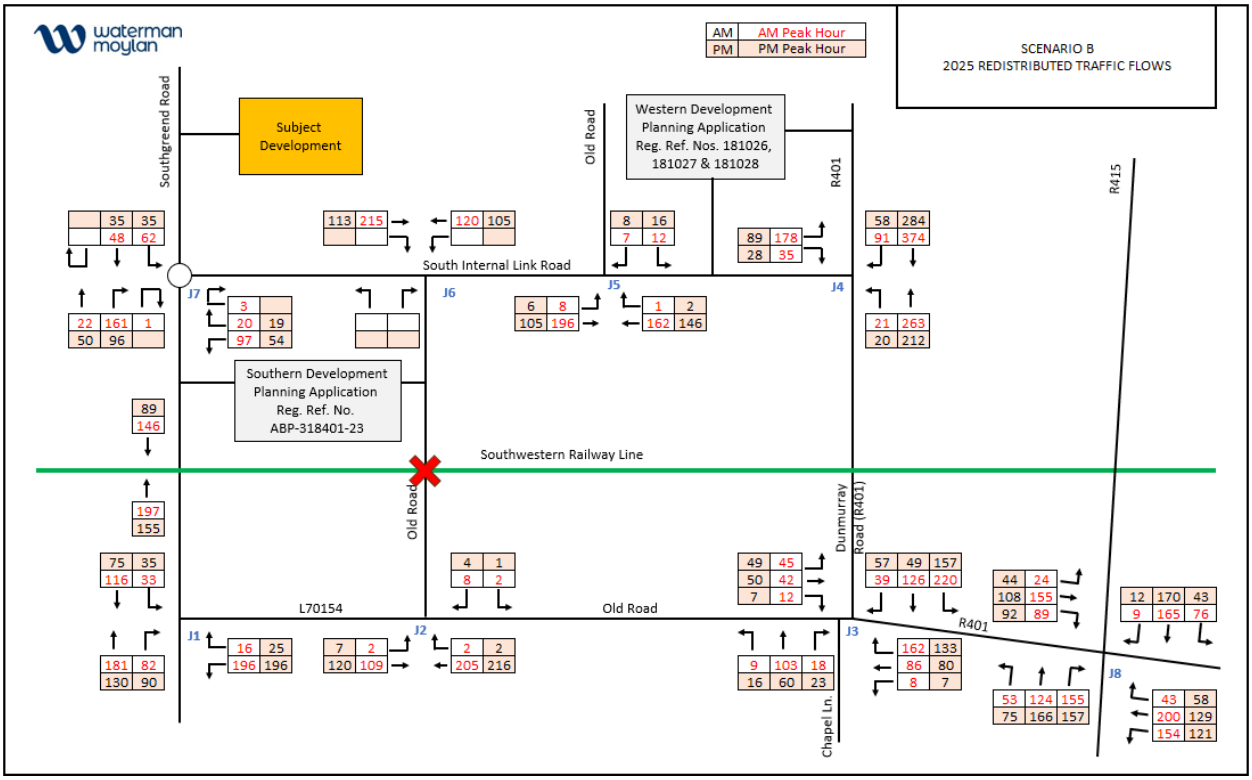


Figure 24 | *2025 Redistributed Traffic Flows*

7.5.2 Subject Development

For the scenario B, it has been assumed that 90% of trips to/from the subject development will travel south from the site access via Southgreen Road. At Junction 7, traffic is expected continuing southwards along Southgreen Road due the overpass on Old Road is close, and all traffic will be redirected using Southgreen Road.

It is assumed that the traffic flow will split at Junction 1, with 70% continuing straight ahead towards the R445, which provides access to Kildare Town Centre, Kildare Village, and further on to the M7 at Junction 13. The remaining 30% is expected to turn left, heading eastwards. At Junction 8, a portion of this traffic will turn right towards Kildare Town Centre, while the rest will continue eastwards along the R413 towards Newbridge Town.

The trip distribution flows for the Scenario A are detailed in **Figure 23** below and in **Appendix E – Figure G**.

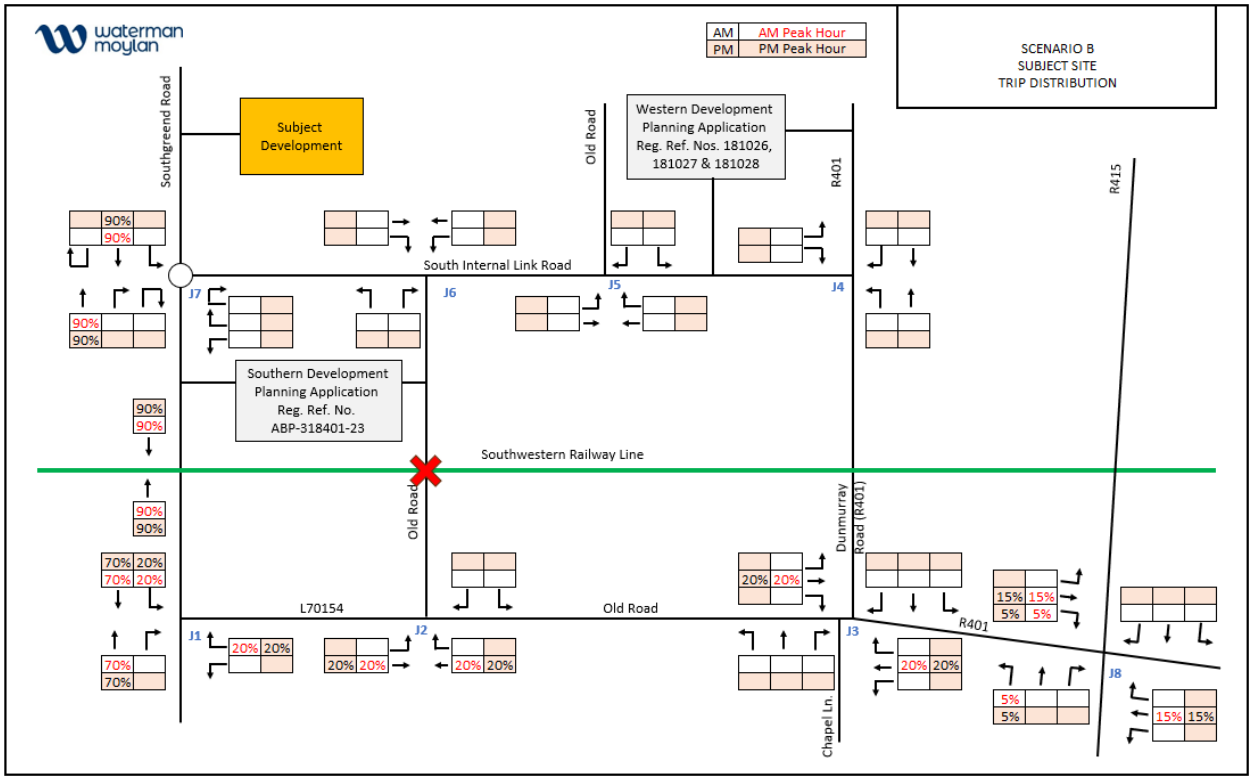


Figure 25 | *Scenario B – Subject Development - Trip Distribution*

Traffic generation for the Scenario A is shown in **Appendix E** – **Figure H**.

7.5.3 Southern Development

Under this scenario, as the Old Road has been closed to vehicular traffic, it is anticipated that traffic to/from the development will utilise Southgreen Road. Furthermore, to ensure a robust assessment, it is proposed that all southbound traffic will use the Southgreen Road Overpass.

At Junction 1, this traffic is expected to split in a manner consistent with the conditions outlined in **Section 7.4.3** above, in accordance with the approved Traffic and Transport Assessment prepared by Waterman Moylan Consulting Engineers for the Southern Development (Southgreen Development – Phase 1), as detailed in Planning Application Reg. Ref. No. ABP-318401-23.

The trip distribution flows for the Scenario B are detailed in **Appendix E – Figure I**.

7.5.4 Eastern Development

Under this scenario, as the Old Road has been closed to vehicular traffic, it is anticipated that all traffic flows previously proposed to use this route will be redirected via Southgreen Road and the Southgreen Road Overpass.

According to the information presented in **Section 7.4.4** above, and based on the previously approved Traffic and Transport Assessment prepared by NRB Consulting Engineers for the Eastern Development (Southgreen Development – Phase 1), as detailed in Planning Application Reg. Ref. No. 181026 (ABP-305526-20), trips that were originally expected to turn left at Junction 6 will instead do so at Junction 7.

The trip distribution flows for the Scenario B are detailed in **Appendix E – Figure J**.

7.6 Traffic Growth Rates

It has been assumed that the Subject Development will be constructed and full occupied by the year 2030.

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

The traffic growth rate used to factor up the 2025 base year traffic movements (refer to **Section 3.4** of this report) is in accordance with *Table 6.2: Link-Based Growth Rates: County Annual Growth Rates (excluding Metropolitan Area)'* within the *TII Publications – Project Appraisal Guidelines for National Roads, Unit 5.3 – Travel Demand Projections (October 2021)*.

Based on the surveyed traffic count, the urban growth area has been identified as the central area of Kildare, where Light Vehicles are the predominant vehicle type. The TII forecast central growth factors assume traffic growth of 1.97% per annum between 2016 and 2030, 0.62% per annum between 2030 and 2040 and 0.53% per annum between 2040 and 2050.

The factors considered in the current assessment are shown below:

- Base line:..... 2025
- Opening year:..... 2030 = 1.102 (growth factor from 2025 to 2030)
- Opening year + 5:..... 2035 = 1.136 (growth factor from 2025 to 2035)
- Opening year + 15:..... 2045 = 1.204 (growth factor from 2025 to 2045)

8. Junction Assessment

8.1 Assessed Junctions

The assessed junctions are indicated below:

- **Junction 1:** (Existing priority-controlled T-junction): Southgreen Road / L70154 Bohereenagower Road / Green Road
- **Junction 2:** (Existing priority-controlled T-junction): Bohereenagower Road (L70154) / Old Road.
- **Junction 3:** (Existing priority-controlled T-junction): Dunmurry Road (R401) / Old Road / Chapel Lane.
- **Junction 4:** (Existing signalised T-junction): Dunmurry Road (R401) /Southgreen Road.
- **Junction 5:** (Existing priority-controlled T-junction): Old Road / South Internal Link Road.
- **Junction 6:** (Existing priority-controlled T-junction): Old Road / South Internal Link Road.
- **Junction 7:** (Existing priority-controlled three-armed roundabout): Southgreen Road / South Internal Link Road.
- **Junction 8:** (Existing signalised crossroad): R401 / R415 / R413.
- **Shuttle Link:** (Existing signalised single-lane shuttle system): Southgreen Road Railway Overpass

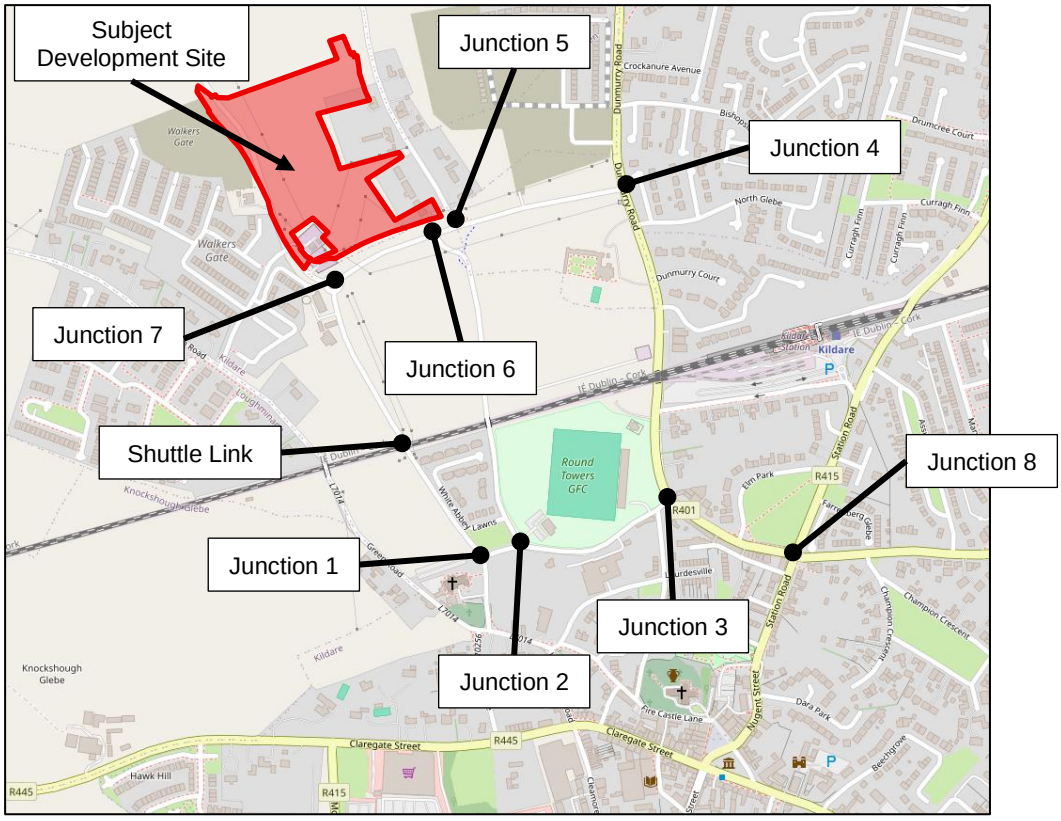


Figure 26 | *Assessed Junctions*

8.2 Traffic Impact of Proposed Development

The TII document *Traffic and Transport Assessment Guidelines (2014)* provides thresholds in relation to the impact of a proposed development on the local road network. These thresholds are introduced in **Section 1.4** of this report.

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

Therefore, to assess the potential impact on each of the key junctions within the local road network, an evaluation was carried out for both Scenarios A and B. For Scenario A, the 2025 surveyed traffic flows (refer to **Section 7.4.1** above) and the trip generation associated of the subject development under Scenario A (refer to **Section 7.4.2** above) have been considered. For Scenario B, the 2025 redistributed traffic flows (refer to **Section 7.5.1** above) and the trip generation associated of the subject development under Scenario B (refer to **Section 7.5.2** above) have been considered.

The summary of this calculation for the Scenario A is presented in the table below.

Junction	Two-way Flows (AM) Do nothing	Two-way Flows (PM) Do Nothing	Two-way Traffic (AM) Subject Development	Two-way Traffic (PM) Subject Development	Traffic Increase (AM)	Traffic Increase (PM)
Junction 1	595	490	70	64	11.8%	13.1%
Junction 2	394	344	21	19	5.3%	5.5%
Junction 3	906	690	21	19	2.3%	2.8%
Junction 4	967	693	0	0	0.0%	0.0%
Junction 5	402	298	0	0	0.0%	0.0%
Junction 6	425	327	21	19	4.9%	5.8%
Junction 7	327	236	91	83	27.8%	35.2%
Junction 8	1250	1178	21	18	1.7%	1.5%
Shuttle Link	244	178	70	64	28.7%	36.0%

Table 11 | *Scenario A –Two-way traffic flow: 2025 Surveyed Traffic Flows and Subject Development*

The table above sets out the impact of traffic flows from the subject development on the road network for Scenario A. It can be observed that Junctions 1, 2, 6 & 7, and the shuttle Link, may experience an impact exceeding 5%. As such, no further assessment is required for the remaining junctions.

The summary of this calculation for the Scenario B is presented in the table below.

Junction	Two-way Flows (AM) Do nothing	Two-way Flows (PM) Do Nothing	Two-way Traffic (AM) Subject Development	Two-way Traffic (PM) Subject Development	Traffic Increase (AM)	Traffic Increase (PM)
Junction 1	624	551	90	83	14.4%	15.1%
Junction 2	328	350	21	19	6.4%	5.4%
Junction 3	870	688	21	19	2.4%	2.8%
Junction 4	962	691	0	0	0.0%	0.0%
Junction 5	386	283	0	0	0.0%	0.0%
Junction 6	335	218	0	0	0.0%	0.0%
Junction 7	414	289	88	82	21.3%	28.4%
Junction 8	1247	1175	21	20	1.7%	1.7%
Shuttle Link	343	244	88	82	25.7%	33.6%

Table 12 | *Scenario B – Two-way traffic flow: 2025 Redistributed Traffic Flows and Subject Development*

The table above presents the impact of traffic flows from the subject development on the road network under Scenario B. It can be observed that Junctions 1, 2 & 7, and the shuttle Link, may experience an impact exceeding 5%. Therefore, no further assessment is required for the remaining junctions.

8.3 Assessed Scenarios

The performance of the junctions has been analysed for the critical AM and PM peak hours for the following scenarios:

Scenario A:

A.1) **BASELINE 2025 / Scenario A**: with 2025 Surveyed Traffic Flows (refer to **Section 7.4.1**)

A.2) **DO NOTHING 2030 / Scenario A** (DN-2030/A) Opening Year without development: 2025 Surveyed Traffic Flows factored up (refer to **Section 7.6**) + traffic flow to/from the committed developments (refer to **Sections 7.4.3** & **7.4.4**). Traffic flow distribution is shown in **Appendix E – Figure K**.

A.3) **DO NOTHING 2035 / Scenario A** (DN-2035/A): Opening Year + 5 years, without development: 2025 Surveyed Traffic Flows factored up (refer to **Section 7.6**) + traffic flow to/from the committed developments (refer to **Sections 7.4.3** & **7.4.4**). Traffic flow distribution is shown in **Appendix E – Figure L**.

A.4) **DO NOTHING 2045 / Scenario A** (DN-2045/A): Opening Year + 15 years, without development: 2025 Surveyed Traffic Flows factored up (refer to **Section 7.6**) + traffic flow to/from the committed developments (refer to **Sections 7.4.3** & **7.4.4**). Traffic flow distribution is shown in **Appendix E – Figure M**.

A.5) **DO SOMETHING 2030 / Scenario A** (DS-2030/A) Opening Year with development: DN-2030/A + traffic to/from the Subject Development (refer to **Section 7.4.2**). Traffic flow distribution is shown in **Appendix E – Figure N**.

A.6) **DO SOMETHING 2035 / Scenario A** (DS-2035/A) Opening Year + 5 years, with development: DN-2035/A + traffic to/from the Subject Development (refer to **Section 7.4.2**). Traffic flow distribution shown in **Appendix E – Figure O**.

A.7) **DO SOMETHING 2045 / Scenario A** (DS-2045/A) Opening Year + 15 years, with development: DN-2045/A + traffic to/from the Subject Development (refer to **Section 7.4.2**). Traffic flow distribution is shown in **Appendix E – Figure P.**

Scenario B:

A.8) **BASELINE 2025 / Scenario B**: with 2025 Redistributed Traffic Flows (refer to **Section 7.5.1**)

A.9) **DO NOTHING 2030 / Scenario B** (DN-2030/B) Opening Year without development: 2025 Redistributed Traffic Flows factored up (refer to **Section 7.6**) + traffic flow to/from the committed developments (refer to **Sections 7.5.3** & **7.5.4**). Traffic flow distribution is shown in **Appendix E – Figure Q**.

A.10) **DO NOTHING 2035 / Scenario B** (DN-2035/B): Opening Year + 5 years, without development: 2025 Redistributed Traffic Flows factored up (refer to **Section 7.6**) + traffic flow to/from the committed developments (refer to **Sections 7.5.3** & **7.5.4**). Traffic flow distribution is shown in **Appendix E – Figure R**.

A.11) **DO NOTHING 2045 / Scenario B** (DN-2045/B): Opening Year + 15 years, without development: 2025 Redistributed Traffic Flows factored up (refer to **Section 7.6**) + traffic flow to/from the committed developments (refer to **Sections 7.5.3** & **7.5.4**). Traffic flow distribution is shown in **Appendix E – Figure S**.

A.12) **DO SOMETHING 2030 / Scenario B** (DS-2030/B) Opening Year with development: DN-2030/B + traffic to/from the Subject Development (refer to **Section 7.5.2**). Traffic flow distribution is shown in **Appendix E – Figure T**.

A.13) **DO SOMETHING 2035 / Scenario B** (DS-2035/B) Opening Year + 5 years, with development: DN-2035/B + traffic to/from the Subject Development (refer to **Section 7.5.2**). Traffic flow distribution shown in **Appendix E – Figure U**.

A.14) **DO SOMETHING 2045 / Scenario B** (DS-2045/B) Opening Year + 15 years, with development: DN-2045/B + traffic to/from the Subject Development (refer to **Section 7.5.2**). Traffic flow distribution is shown in **Appendix E – Figure V.**

8.4 Modelling Background

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

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

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

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

The results of the model include the following:

- DOS% / RFC ratio represents the ratio of demand flow to capacity. The practical capacity threshold is typically set at 0.85. A value below 0.85 indicates that the junction is operating in an efficient and stable state. A value between 0.85 and 1 represents variable operation and can be operating adequately if queuing and delay are deemed to be within an acceptable range. However, a junction is typically considered to be operating satisfactorily when the DOS%/RFC of each link does not exceed 0.9. A value exceeding 1 indicates a congested condition.
- Max Queue Length: This represents the maximum queue length of vehicles waiting to enter the junction on each arm.
- Average Delay: This shows the average amount of traffic delay at the junction per vehicle over the peak hour period.
- PCU: Passenger Car Unit. 1 car / LGV equals 1 PCU, 1 Medium HGV equals 1.5 PCU, 1 Bus equals 2.0 PCU, 1 Large HGV equals 2.3 PCU. 1 PCU equals 5.75m.

8.5 Assessment Results: Scenario A

The main results of the traffic assessment for each section are presented below. Further details can be found in **Appendix F**.

8.5.1 Junction 1: Southgreen Road / L70154 Bohereenagower Road / Green Road

Junction 1 is an existing priority-controlled T-junction located at the intersection of Southgreen Road, L70154 Bohereenagower Road & Green Road.

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

- Arm A: Southgreen Road (S).
- Arm B: Southgreen Road (N).
- Arm C: L70154 (E).

A summary of the key results obtained from the PICADY model analysis is presented below.

Arm (Mov.)	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 BASELINE						
Stream B-C	0.1	8.77	0.05	0	7.96	0.04
Stream B-A	0.4	11.5	0.28	0.2	9.77	0.17
Stream C-AB	0	6.68	0.02	0	6.66	0.04
2030 DO NOTHING						
Stream B-C	0.1	10.2	0.07	0	8.66	0.05
Stream B-A	0.7	15.07	0.42	0.3	11.31	0.25
Stream C-AB	0	6.88	0.02	0	6.98	0.04
2030 DO SOMETHING						
Stream B-C	0.1	12.12	0.08	0.1	9.22	0.05
Stream B-A	1.2	19.41	0.55	0.5	12.56	0.32
Stream C-AB	0	6.97	0.02	0	7.13	0.05

2035 DO NOTHING						
Stream B-C	0.1	10.22	0.07	0	8.59	0.05
Stream B-A	0.7	14.99	0.43	0.3	11.14	0.25
Stream C-AB	0	6.86	0.02	0	6.93	0.05
2035 DO SOMETHING						
Stream B-C	0.1	12.14	0.08	0.1	9.14	0.05
Stream B-A	1.2	19.28	0.55	0.5	12.36	0.32
Stream C-AB	0	6.95	0.02	0	7.08	0.05
2045 DO NOTHING						
Stream B-C	0.1	10.58	0.07	0.1	8.73	0.05
Stream B-A	0.8	15.92	0.45	0.4	11.52	0.26
Stream C-AB	0	6.94	0.03	0.1	7	0.05
2045 DO SOMETHING						
Stream B-C	0.1	12.82	0.09	0.1	9.31	0.05
Stream B-A	1.4	20.86	0.58	0.5	13.73	0.33
Stream C-AB	0	7.03	0.03	0.1	7.15	0.05

Table 13 | *Junction 1 – Assessment Result – Scenario A*

The analysis summarised above indicates that the signalised junction 1 would operate within capacity for all assessed scenarios, including the 2045 DO SOMETHING (DS-2045/A) scenario during both peak hours.

8.5.2 Junction 2: Bohereenagower Road (L70154) / Old Road

Junction 2 is an existing priority-controlled T-junction located at the intersection of Bohereenagower Road (L70154) and Old Road.

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

- Arm A: Bohereenagower Road (L70154) (W).
- Arm B: Old Road (N).
- Arm C: Bohereenagower Road (L70154) (E).

A summary of the key results obtained from the PICADY model analysis is presented below.

Arm (Mov.)	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 BASELINE						
Stream B-AC	0.1	8.36	0.12	0.1	8	0.09
Stream C-AB	0	5.61	0.02	0	5.59	0.02
2030 DO NOTHING						
Stream B-AC	0.1	8.36	0.12	0.1	8	0.09
Stream C-AB	0	5.61	0.02	0	5.59	0.02
2030 DO SOMETHING						

Stream B-AC	0.3	9.63	0.24	0.2	8.84	0.17
Stream C-AB	0.1	5.69	0.04	0.1	5.78	0.07
2035 DO NOTHING						
Stream B-AC	0.2	8.61	0.16	0.1	8.21	0.12
Stream C-AB	0	5.59	0.03	0.1	5.63	0.04
2035 DO SOMETHING						
Stream B-AC	0.2	8.63	0.18	0.1	8.19	0.13
Stream C-AB	0.1	5.65	0.04	0.1	5.73	0.07
2045 DO NOTHING						
Stream B-AC	0.2	8.8	0.17	0.1	8.37	0.13
Stream C-AB	0	5.56	0.03	0.1	5.6	0.04
2045 DO SOMETHING						
Stream B-AC	0.2	8.83	0.19	0.2	8.36	0.14
Stream C-AB	0.1	5.62	0.04	0.1	5.71	0.07

Table 14 | *Junction 2 – Assessment Result – Scenario A*

The analysis summarised above indicates that the signalised junction 2 would operate within capacity for all assessed scenarios, including the 2045 DO SOMETHING (DS-2045/A) scenario during both peak hours.

8.5.3 Junction 6: Old Road / South Internal Link Road

Junction 6 is an existing priority-controlled T-junction located at the intersection of South Internal Link Road, & Old Road.

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

- Arm A: South Internal Link Road (E).
- Arm B: Old Road (S).
- Arm C: South Internal Link Road (W).

A summary of the key results obtained from the PICADY model analysis is presented below.

Arm (Mov.)	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 BASELINE						
Stream B-AC	0.3	10.07	0.24	0.2	8.51	0.14
Stream C-AB	0	5.5	0.02	0	5.83	0.04
2030 DO NOTHING						
Stream B-AC	0.4	11.33	0.31	0.3	9.62	0.21
Stream C-AB	0	5.52	0.03	0.1	5.88	0.04
2030 DO SOMETHING						
Stream B-AC	0.5	11.58	0.32	0.3	9.74	0.24
Stream C-AB	0.1	5.63	0.06	0.1	5.98	0.06

2035 DO NOTHING						
Stream B-AC	0.4	10.78	0.28	0.2	8.86	0.16
Stream C-AB	0	5.48	0.03	0.1	5.86	0.04
2035 DO SOMETHING						
Stream B-AC	0.4	11	0.29	0.2	8.9	0.18
Stream C-AB	0.1	5.59	0.06	0.1	5.96	0.06
2045 DO NOTHING						
Stream B-AC	0.4	11.2	0.3	0.2	9.03	0.17
Stream C-AB	0	5.46	0.03	0.1	5.87	0.05
2045 DO SOMETHING						
Stream B-AC	0.5	11.45	0.31	0.2	9.11	0.2
Stream C-AB	0.1	5.57	0.06	0.1	5.97	0.06

Table 15 | *Junction 6 – Assessment Result – Scenario A*

The analysis summarised above indicates that the signalised junction 6 would operate within capacity for all assessed scenarios, including the 2045 DO SOMETHING (DS-2045/A) scenario during both peak hours.

8.5.4 Junction 7: Southgreen Road / South Internal Link Road

Junction 7 is an existing priority-controlled three-armed roundabout located at the intersection of Southgreen Road & South Internal Link Road.

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

- Arm 1: South Internal Link Road (E).
- Arm 2: Southgreen Road (S).
- Arm 3: Southgreen Road (N).

A summary of the key results obtained from the PICADY model analysis is presented below.

Arm (Mov.)	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 BASELINE						
Arm 1	0.1	3.58	0.11	0.1	3.31	0.07
Arm 2	0.1	4.27	0.11	0.1	4.27	0.12
Arm 3	0.1	4.37	0.11	0.1	3.98	0.06
2030 DO NOTHING						
Arm 1	0.2	3.79	0.13	0.1	3.4	0.08
Arm 2	0.2	4.44	0.14	0.2	4.58	0.17
Arm 3	0.2	4.78	0.17	0.1	4.18	0.09
2030 DO SOMETHING						
Arm 1	0.2	4.01	0.15	0.1	3.51	0.09
Arm 2	0.2	4.62	0.17	0.3	4.93	0.22

Arm 3	0.3	5.25	0.25	0.2	4.38	0.13
2035 DO NOTHING						
Arm 1	0.2	3.81	0.13	0.1	3.4	0.08
Arm 2	0.2	4.44	0.14	0.2	4.6	0.17
Arm 3	0.2	4.8	0.18	0.1	4.18	0.09
2035 DO SOMETHING						
Arm 1	0.2	4.03	0.15	0.1	3.51	0.09
Arm 2	0.2	4.63	0.17	0.3	4.95	0.22
Arm 3	0.3	5.28	0.25	0.1	4.38	0.13
2045 DO NOTHING						
Arm 1	0.2	3.86	0.14	0.1	3.43	0.09
Arm 2	0.2	4.51	0.15	0.2	4.66	0.18
Arm 3	0.2	4.9	0.19	0.1	4.22	0.09
2045 DO SOMETHING						
Arm 1	0.2	4.09	0.16	0.1	3.53	0.1
Arm 2	0.2	4.7	0.18	0.3	5.03	0.23
Arm 3	0.4	5.39	0.26	0.2	4.42	0.13

Table 16 | *Junction 7 – Assessment Result – Scenario A*

The analysis summarised above indicates that the signalised junction 7 would operate within capacity for all assessed scenarios, including the 2045 DO SOMETHING (DS-2045/A) scenario during both peak hours.

8.5.5 Shuttle Link: Southgreen Road Railway Overpass

The Shuttle Link is an existing signalised single-lane shuttle system located on Southgreen Road Railway Overpass.

The TRANSYT analysis was undertaken using a two-phase signal cycle: Phase A for southbound traffic and Phase B for northbound traffic. A cycle time of 60 seconds was applied, with intergreen periods of 12 seconds allocated to each phase. These intergreen values were determined based on an 80-metre distance between the two stop lines. Assuming a conservative maximum vehicle speed of 30 km/h, it would take approximately 9.6 seconds for the last vehicle to clear the conflict zone, thereby justifying the selected intergreen duration.

The main traffic light results are summarised below.

AM Peak Hour				
Direction	Phase	Cycle Time	Phase Time	Intergreen
Southbound	A	60 seconds	21 seconds	12 seconds
Northbound	B	60 seconds	15 seconds	12 seconds

Table 17 | *Shuttle Link – Traffic Light Results – AM Peak Hour – Scenario A*

PM Peak Hour				
Direction	Phase	Cycle Time	Phase Time	Intergreen
Southbound	A	60 seconds	15 seconds	12 seconds
Northbound	B	60 seconds	21 seconds	12 seconds

Table 18 | *Shuttle Link – Traffic Light Results – PM Peak Hour – Scenario A*

The results of the Shuttle Link model based on the traffic flows indicates above are shown in Table below.

Arm (Mov.)	AM			PM		
	DOS (%)	Delay (s)	Queue (PCU)	DOS (%)	Delay (s)	Queue (PCU)
2025 BASELINE						
Southbound	24	18.47	1.57	18	13.47	1.31
Northbound	19	13.61	1.43	13	17.32	0.78
2030 DO NOTHING						
Southbound	30	19.13	1.93	25	14.18	1.93
Northbound	27	14.4	2.15	18	17.83	1.15
2030 DO SOMETHING						
Southbound	35	19.83	2.33	31	14.83	2.47
Northbound	34	15.21	2.8	24	18.39	1.49
2035 DO NOTHING						
Southbound	31	19.23	1.99	26	14.24	1.98
Northbound	28	14.47	2.2	19	17.88	1.17
2035 DO SOMETHING						
Southbound	36	19.94	2.39	32	14.89	2.58
Northbound	35	15.28	2.85	24	18.44	1.55
2045 DO NOTHING						
Southbound	32	19.45	2.14	27	14.37	2.13
Northbound	29	14.62	2.31	20	17.99	1.24
2045 DO SOMETHING						
Southbound	38	20.18	2.51	33	15.05	2.69
Northbound	36	15.45	2.97	25	18.57	1.62

Table 19 | *Shuttle Link – Assessment Result – Scenario A*

As can be seen from the analysis results above, the shuttle link would have capacity to accommodate the forecast demand arising from the new approved and proposed developments to the north of the railway line during both peak hours.

8.6 Assessment Results: Scenario B

The main results of the traffic assessment for each section are presented below. Further details can be found in **Appendix G**.

8.6.1 Junction 1: Southgreen Road / L70154 Bohereenagower Road / Green Road

Junction 1 is an existing priority-controlled T-junction located at the intersection of Southgreen Road, L70154 Bohereenagower Road & Green Road.

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

- Arm A: Southgreen Road (S).
- Arm B: Southgreen Road (N).
- Arm C: L70154 (E).

A summary of the key results obtained from the PICADY model analysis is presented below.

Arm (Mov.)	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 BASELINE						
Stream B-C	0.2	11.28	0.14	0.1	8.93	0.11
Stream B-A	1.1	18.62	0.51	0.5	13.64	0.32
Stream C-AB	0	7.02	0.05	0.1	7.23	0.08
2030 DO NOTHING						
Stream B-C	0.1	10.27	0.13	0.1	8.5	0.11
Stream B-A	0.9	16.41	0.45	0.4	12.79	0.28
Stream C-AB	0	7.01	0.05	0.1	7.16	0.08
2030 DO SOMETHING						
Stream B-C	0.3	15.21	0.22	0.2	9.8	0.14
Stream B-A	1.9	26.48	0.65	0.7	15.77	0.4
Stream C-AB	0.1	7.21	0.06	0.1	7.57	0.11
2035 DO NOTHING						
Stream B-C	0.1	10.27	0.13	0.1	8.5	0.11
Stream B-A	0.9	16.41	0.45	0.4	12.79	0.28
Stream C-AB	0	7.01	0.05	0.1	7.16	0.08
2035 DO SOMETHING						
Stream B-C	0.2	12.99	0.2	0.2	9.27	0.13
Stream B-A	1.5	22.16	0.58	0.6	14.62	0.35
Stream C-AB	0.1	7.19	0.06	0.1	7.5	0.11
2045 DO NOTHING						
Stream B-C	0.2	12.24	0.16	0.1	9.23	0.12
Stream B-A	1.3	20.85	0.56	0.6	14.46	0.35
Stream C-AB	0.1	7.14	0.05	0.1	7.35	0.08
2045 DO SOMETHING						
Stream B-C	0.3	17.82	0.26	0.2	10.22	0.15

Stream B-A	2.4	31.33	0.7	0.8	16.88	0.43
Stream C-AB	0.1	7.34	0.06	0.1	7.7	0.11

Table 20 | *Junction 1 – Assessment Result – Scenario B*

The analysis summarised above indicates that the signalised junction 1 would operate within capacity f for all assessed scenarios, including the 2045 DO SOMETHING (DS-2045/B) scenario during both peak hours.

8.6.2 Junction 2: Bohereenagower Road (L70154) / Old Road

Junction 2 is an existing priority-controlled T-junction located at the intersection of Bohereenagower Road (L70154) and Old Road.

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

- Arm A: Bohereenagower Road (L70154) (W).
- Arm B: Old Road (N).
- Arm C: Bohereenagower Road (L70154) (E).

A summary of the key results obtained from the PICADY model analysis is presented below.

Arm (Mov.)	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 BASELINE						
Stream B-AC	0	7.53	0.02	0	7.53	0.01
Stream C-AB	0	5.31	0	0	5.29	0
2030 DO NOTHING						
Stream B-AC	0	7.75	0.03	0	7.69	0.01
Stream C-AB	0	5.25	0	0	5.2	0
2030 DO SOMETHING						
Stream B-AC	0	7.83	0.03	0	7.75	0.01
Stream C-AB	0	5.24	0	0	5.16	0
2035 DO NOTHING						
Stream B-AC	0	7.78	0.03	0	7.82	0.01
Stream C-AB	0	5.23	0	0	5.18	0
2035 DO SOMETHING						
Stream B-AC	0	7.87	0.03	0	7.89	0.01
Stream C-AB	0	5.22	0	0	5.14	0
2045 DO NOTHING						
Stream B-AC	0	7.91	0.03	0	7.89	0.01
Stream C-AB	0	5.19	0	0	5.13	0
2045 DO SOMETHING						
Stream B-AC	0	7.99	0.03	0	7.97	0.01
Stream C-AB	0	5.18	0	0	5.1	0

Table 21 | *Junction 2 – Assessment Result – Scenario A*

The analysis summarised above indicates that the signalised junction 2 would operate within capacity for all assessed scenarios, including the 2045 DO SOMETHING (DS-2045/A) scenario during both peak hours.

8.6.3 Junction 7: Southgreen Road / South Internal Link Road

Junction 7 is an existing priority-controlled three-armed roundabout located at the intersection of Southgreen Road & South Internal Link Road.

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

- Arm 1: South Internal Link Road (E).
- Arm 2: Southgreen Road (S).
- Arm 3: Southgreen Road (N).

Arm (Mov.)	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 BASELINE						
Arm 1	0.3	4.1	0.24	0.3	3.89	0.2
Arm 2	0.2	4.79	0.17	0.2	4.59	0.13
Arm 3	0.3	5.41	0.26	0.3	5.16	0.25
2030 DO NOTHING						
Arm 1	0.2	4.02	0.16	0.1	3.58	0.1
Arm 2	0.4	5.02	0.25	0.3	4.95	0.24
Arm 3	0.3	5.6	0.21	0.1	4.64	0.12
2030 DO SOMETHING						
Arm 1	0.2	4.32	0.17	0.1	3.7	0.1
Arm 2	0.4	5.25	0.28	0.5	5.38	0.3
Arm 3	0.4	6.27	0.29	0.2	4.89	0.16
2035 DO NOTHING						
Arm 1	0.2	3.87	0.13	0.1	3.5	0.08
Arm 2	0.3	4.95	0.24	0.3	4.81	0.22
Arm 3	0.3	5.54	0.21	0.1	4.52	0.12
2035 DO SOMETHING						
Arm 1	0.2	4.15	0.14	0.1	3.61	0.08
Arm 2	0.4	5.17	0.27	0.4	5.21	0.28
Arm 3	0.4	6.19	0.29	0.2	4.75	0.16
2045 DO NOTHING						
Arm 1	0.2	4.11	0.17	0.1	3.62	0.1
Arm 2	0.4	5.18	0.27	0.4	5.08	0.26
Arm 3	0.3	5.89	0.23	0.2	4.74	0.13
2045 DO SOMETHING						

Arm 1	0.2	4.43	0.19	0.1	3.74	0.11
Arm 2	0.5	5.42	0.3	0.5	5.53	0.32
Arm 3	0.5	6.63	0.31	0.2	5	0.17

Table 22 | *Junction 7 – Assessment Result – Scenario B*

The analysis summarised above indicates that the signalised junction 7 would operate within capacity f for all assessed scenarios, including the 2045 DO SOMETHING (DS-2045/B) scenario during both peak hours.

8.6.4 Shuttle Link: Southgreen Road Railway Overpass

The Shuttle Link is an existing signalised single-lane shuttle system located on Southgreen Road Railway Overpass.

The TRANSYT analysis was undertaken using a two-phase signal cycle: Phase A for southbound traffic and Phase B for northbound traffic. A cycle time of 60 seconds was applied, with intergreen periods of 12 seconds allocated to each phase. These intergreen values were determined based on an 80-metre distance between the two stop lines. Assuming a conservative maximum vehicle speed of 30 km/h, it would take approximately 9.6 seconds for the last vehicle to clear the conflict zone, thereby justifying the selected intergreen duration.

The main traffic light results are summarised below.

AM Peak Hour				
Direction	Phase	Cycle Time	Phase Time	Intergreen
Southbound	A	60 seconds	19 seconds	12 seconds
Northbound	B	60 seconds	17 seconds	12 seconds

Table 23 | *Shuttle Link – Traffic Light Results – AM Peak Hour – Scenario B*

PM Peak Hour				
Direction	Phase	Cycle Time	Phase Time	Intergreen
Southbound	A	60 seconds	15 seconds	12 seconds
Northbound	B	60 seconds	21 seconds	12 seconds

Table 24 | *Shuttle Link – Traffic Light Results – PM Peak Hour – Scenario B*

The results of the Shuttle Link model based on the traffic flows indicates above are shown in Table below.

Arm (Mov.)	AM			PM		
	DOS (%)	Delay (s)	Queue (PCU)	DOS (%)	Delay (s)	Queue (PCU)
2025 BASELINE						
Southbound	36	18.42	2.68	23	14.02	1.8
Northbound	24	15.5	1.78	19	17.86	1.16
2030 DO NOTHING						
Southbound	46	19.94	3.53	37	15.54	3.04
Northbound	41	17.46	3.24	30	19.15	1.94
2030 DO SOMETHING						
Southbound	52	20.95	4.07	45	16.65	3.9

Northbound	51	19.14	4.33	37	20.12	2.48
2035 DO NOTHING						
Southbound	45	19.69	3.41	34	15.17	2.78
Northbound	36	16.87	2.81	26	18.73	1.71
2035 DO SOMETHING						
Southbound	50	20.66	3.94	42	16.19	3.54
Northbound	47	18.39	3.84	34	19.62	2.23
2045 DO NOTHING						
Southbound	50	20.62	3.92	40	15.87	3.32
Northbound	43	17.83	3.46	32	19.39	2.11
2045 DO SOMETHING						
Southbound	55	21.74	4.49	47	17.02	4.13
Northbound	53	19.63	4.57	39	20.4	2.67

Table 25 | *Shuttle Link – Assessment Result – Scenario B*

As can be seen from the analysis results above, the shuttle link would have capacity to accommodate the forecast demand arising from the new approved and proposed developments to the north of the railway line during both peak hours.

8.7 Summary of Assessment Results

The results of the analysis demonstrated that all junctions assessed and the shuttle link on Southgreen Road would operate within their respective capacities for all years and scenarios assessed.

9. Junction Assessment: Stress Scenario

To ensure a robust assessment, this section assesses the Shuttle Link under a stress-test scenario for the Do Something Scenarios, covering both Scenario A and Scenario B (Refer to **Section 7.3**). With regard to the Do-Nothing scenarios, these remain unchanged, as outlined in **Section 8.3**.

This stress test consists of increasing the adopted trip rates (refer to **Table 8** in **Section 7.1**) by 50%.

The Subject Site traffic distribution is assumed to remain consistent with that presented in **Sections 7.4** and **Section 7.5**.

The committed and potential future developments are outlined in **Section 7.2**, with their respective distributions provided in **Sections 7.4** and **Section 7.5**.

9.1 Trip Rates

As indicated above, this stress test involves increasing the adopted Trip Rates indicated in **Table 8** in **Section 7.1** by 50%.

The increased Trip Rares are presented in **Table 26** below.

Location	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
+50% on Average Trip Rates	0.323 per unit	0.671 per unit	0.560 per unit	0.369 per unit

Table 26 | *Stress Scenario - Trip Rates*

9.2 Trip Generation

9.2.1 Subject Development

The Subject Development consists of 146 no. residential units comprising 136 no. houses and 10 no. apartment units. The AM and PM peak hour trip generation to/from the proposed development for the stress scenario is shown in Table below.

Land Use Category	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
146 no. units	48	98	82	54
Total (146 no. units)	**146**		**136**	

Table 27 | *Stress Scenario - Trip Generation – Subject Development*

It has been estimated that the proposed development will generate a total of 146 vehicular movements in the AM peak hour (48 inbound and 98 outbound) and a total of 136 vehicular movements in the PM peak hour (82 inbound and 54 outbound).

Traffic generation for the Scenario A is shown in **Appendix E** – **Figure W**, and for the Scenario A is shown in **Appendix E** – **Figure X**.

9.3 Assessed Scenarios for Stress Scenario

Stress Test Scenario A: 50% increase on the adopted Trip Rates and Old Road link opens to traffic

A.1) **DO SOMETHING 2030 / Stress Test Scenario A (ST-2030/A):** DN-2030/A (refer to **Section 8.3**) + 50% increase on the adopted Trip Rates (refer to **Section 9.1**). Traffic flow distribution is shown in **Appendix E – Figure Y.**

A.2) **DO SOMETHING 2035 / Stress Test Scenario A (ST-2035/A):** DN-2035/A (refer to **Section 8.3**) + 50% increase on the adopted Trip Rates (refer to **Section 9.1**). Traffic flow distribution is shown in **Appendix E – Figure Z**

A.3) **DO SOMETHING 2045 / Stress Test Scenario A (ST-2045/A):** DN-2045/A (refer to **Section 8.3**) + 50% increase on the adopted Trip Rates (refer to **Section 9.1**). Traffic flow distribution is shown in **Appendix E – Figure AA.**

Stress Test Scenario B: 50% increase on the adopted Trip Rates and Old Road link closes to traffic, and downgrade for pedestrian and cyclist use only

A.4) **DO SOMETHING 2030 / Stress Test Scenario B (ST-2030/B):** DN-2030/B (refer to **Section 8.3**) + 50% increase on the adopted Trip Rates (refer to **Section 9.1**). Traffic flow distribution is shown in **Appendix E – Figure AB.**

A.5) **DO SOMETHING 2035 / Stress Test Scenario B (ST-2035/B):** DN-2035/B (refer to **Section 8.3**) + 50% increase on the adopted Trip Rates (refer to **Section 9.1**). Traffic flow distribution is shown in **Appendix E – Figure AC.**

A.6) **DO SOMETHING 2045 / Stress Test Scenario B (ST-2045/B):** DN-2045/B (refer to **Section 8.3**) + 50% increase on the adopted Trip Rates (refer to **Section 9.1**). Traffic flow distribution is shown in **Appendix E – Figure AD.**

9.4 Assessment Results: Stress Scenario

The main results of the traffic assessment for each section are presented below. Further details can be found in **Appendix H**.

9.4.1 Shuttle Link: Southgreen Road Railway Overpass (Stress Scenario - Scenario A)

The Shuttle Link is an existing signalised single-lane shuttle system located on Southgreen Road Railway Overpass.

The TRANSYT analysis was undertaken using a two-phase signal cycle: Phase A for southbound traffic and Phase B for northbound traffic. A cycle time of 60 seconds was applied, with intergreen periods of 12 seconds allocated to each phase. These intergreen values were determined based on an 80-metre distance between the two stop lines. Assuming a conservative maximum vehicle speed of 30 km/h, it would take approximately 9.6 seconds for the last vehicle to clear the conflict zone, thereby justifying the selected intergreen duration.

The main traffic light results are summarised below.

AM Peak Hour				
Direction	Phase	Cycle Time	Phase Time	Intergreen
Southbound	A	60 seconds	19 seconds	12 seconds
Northbound	B	60 seconds	17 seconds	12 seconds

Table 28 | *Stress Scenario – Shuttle Link – Traffic Light Results – AM Peak Hour – Scenario A*

PM Peak Hour				
Direction	Phase	Cycle Time	Phase Time	Intergreen
Southbound	A	60 seconds	15 seconds	12 seconds
Northbound	B	60 seconds	21 seconds	12 seconds

Table 29 | *Stress Scenario – Shuttle Link – Traffic Light Results – PM Peak Hour – Scenario A*

The results of the Shuttle Link model based on the traffic flows indicates above are shown in Table below.

Arm (Mov.)	AM			PM		
	DOS (%)	Delay (s)	Queue (PCU)	DOS (%)	Delay (s)	Queue (PCU)
2025 BASELINE						
Southbound	24	18.47	1.57	24	18.44	1.55
Northbound	19	13.61	1.43	9	12.8	0.68
2030 DO NOTHING						
Southbound	30	19.13	1.93	35	19.77	2.3
Northbound	27	14.4	2.15	13	13.08	0.96
2030 DO SOMETHING						
Southbound	37	20.15	2.5	47	21.82	3.36
Northbound	38	15.68	3.2	19	13.61	1.43
2035 DO NOTHING						
Southbound	31	19.23	1.99	35	19.89	2.36
Northbound	28	14.47	2.2	14	13.1	0.99
2035 DO SOMETHING						
Southbound	38	20.26	2.56	48	21.98	3.43
Northbound	39	15.76	3.25	20	13.63	1.46
2045 DO NOTHING						
Southbound	32	19.45	2.14	37	20.12	2.48
Northbound	29	14.62	2.31	14	13.18	1.07
2045 DO SOMETHING						
Southbound	40	20.53	2.73	40	20.53	2.73
Northbound	40	15.95	3.37	40	15.95	3.37

Table 30 | *Stress Scenario – Shuttle Link – Assessment Result – Scenario A*

As can be seen from the analysis results above, the shuttle link would have capacity to accommodate the forecast demand arising from the new approved and proposed developments to the north of the railway line during both peak hours.

9.4.2 Shuttle Link: Southgreen Road Railway Overpass (Stress Scenario - Scenario B)

The Shuttle Link is an existing signalised single-lane shuttle system located on Southgreen Road Railway Overpass.

The TRANSYT analysis was undertaken using a two-phase signal cycle: Phase A for southbound traffic and Phase B for northbound traffic. A cycle time of 60 seconds was applied, with intergreen periods of 12 seconds allocated to each phase. These intergreen values were determined based on an 80-metre distance between the two stop lines. Assuming a conservative maximum vehicle speed of 30 km/h, it would take approximately 9.6 seconds for the last vehicle to clear the conflict zone, thereby justifying the selected intergreen duration.

The main traffic light results are summarised below.

AM Peak Hour				
Direction	Phase	Cycle Time	Phase Time	Intergreen
Southbound	A	60 seconds	19 seconds	12 seconds
Northbound	B	60 seconds	17 seconds	12 seconds

Table 31 | *Stress Scenario – Shuttle Link – Traffic Light Results – AM Peak Hour – Scenario B*

PM Peak Hour				
Direction	Phase	Cycle Time	Phase Time	Intergreen
Southbound	A	60 seconds	15 seconds	12 seconds
Northbound	B	60 seconds	21 seconds	12 seconds

Table 32 | *Stress Scenario – Shuttle Link – Traffic Light Results – PM Peak Hour – Scenario B*

The results of the Shuttle Link model based on the traffic flows indicates above are shown in Table below.

Arm (Mov.)	AM			PM		
	DOS (%)	Delay (s)	Queue (PCU)	DOS (%)	Delay (s)	Queue (PCU)
2025 BASELINE						
Southbound	36	18.42	2.68	23	14.02	1.8
Northbound	24	15.5	1.78	19	17.86	1.16
2030 DO NOTHING						
Southbound	46	19.94	3.53	37	15.54	3.04
Northbound	41	17.46	3.24	30	19.15	1.94
2030 DO SOMETHING						
Southbound	54	21.53	4.41	49	17.28	4.36
Northbound	56	20.19	4.93	41	20.67	2.79
2035 DO NOTHING						
Southbound	45	19.69	3.41	34	15.17	2.78
Northbound	36	16.87	2.81	26	18.73	1.71
2035 DO SOMETHING						
Southbound	53	21.21	4.19	46	16.78	3.98

Northbound	52	19.31	4.41	37	20.12	2.48
2045 DO NOTHING						
Southbound	50	20.62	3.92	40	15.87	3.32
Northbound	43	17.83	3.46	32	19.39	2.11
2045 DO SOMETHING						
Southbound	58	22.4	4.76	51	17.7	4.6
Northbound	59	20.77	5.19	43	20.97	2.93

Table 33 | *Stress Scenario – Shuttle Link – Assessment Result – Scenario B*

As can be seen from the analysis results above, the shuttle link would have capacity to accommodate the forecast demand arising from the new approved and proposed developments to the north of the railway line during both peak hours.

9.5 Summary of Assessment Results

The results of the analysis demonstrated that the shuttle link on Southgreen Road would operate within their respective capacities for all years and scenarios assessed.

10. Parking

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

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standard for New Apartments (2025)
- Meath County Council Development Plan (2021 – 2027) Standards

10.1 Car Parking

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

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

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

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

(ii) In accessible locations, defined in Chapter 3 of that document (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 of that document (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

The table 3.1 of Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities define:

City – Centre: The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods, are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dph to 300 dph (net) shall generally be applied in the centres of Dublin and Cork.

City - Urban Neighbourhoods: The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations, (iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and

institutional uses and public transport. It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork.

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

The table 3.8 of Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities indicate:

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

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

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

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

Based on the preceding analysis and the information presented in Chapters 3 and 4, it can be concluded that the proposed development is located in a Peripheral Locations.

The nearest bus stops are situated adjacent to Kildare Railway Station, approximately 1.0 km from the site (c. 14-minute walk). These stops are served by bus route 883, which operates 3 services on weekdays. Additional bus services are available in Kildare Town Centre, located around 1.2 km from the site (some 16-minute walk). These include routes 126, 126A, 126B, 126D, 26T, 126U, 726, IW02, and UM14. Most of these routes operate only once per day; however, route 883 provides up to 8 services on weekdays, and route 726 operates at a frequency of one bus every 30 minutes. Further details are provided in **Section 3.5.3**.

Kildare Railway Station is located approximately 900 metres southeast of the site. Rail service has a frequent to Connolly Station every 15 to 20 minutes during peak hours. Notably, the Kildare Town Development Plan 2023–2029 outlines proposed improvements to the area surrounding the station, including the provision of a new pedestrian and cyclist access route to the north of the station (refer to Section 4.3). This proposed access would reduce the walking distance from the site to the station by approximately 300 metres, equating to a time saving of around five minutes on foot.

As a result, for Peripheral Locations, the guidelines identify a maximum rate of 2no. car parking spaces per dwelling. Based on these maximum standards, **Table 34** below outlines the resultant maximum car parking quantum for the proposed development.

Land Use	Parking space Ratio	Car Parking spaces required (Maximum)
146 Units	2	292

Table 34 | *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities – Maximum Car Parking Spaces*

10.1.2 Planning Design Standards for Apartments Guidelines for Planning Authorities (2025)

The following extract from the *Planning Design Standards for Apartments Guidelines for Planning Authorities (2025)*, summarises the car parking guidelines for new apartments:

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

10.1.3 Kildare County Development Plan 2023 - 2029

Chapter 15 of the Kildare County Development Plan 2023 - 2029 establishes the standard for parking facilities. Table 15.8 of the document outlines the maximum car parking standard to be considered within the county. Section 15.7.8 indicates that:

> *Residential development in areas within walking distances of town centres (800 metres i.e. a 10-minute walk) and high-capacity public transport services (including but not limited to Dart+ services, Bus Connects routes and any designated bus only or bus priority route) should be designed to provide for fewer parking spaces, having regard to the need to balance demand for parking against the need to promote more sustainable forms of transport, to limit traffic congestion and to protect the quality of the public realm from the physical impact of parking. Therefore, the number of spaces provided should not exceed the maximum provision set out below*

Land Use	Standard
Dwellings	1 space each for units up to and including 3 bed units and 1 space + 0.5 visitor spaces for units of 4 bedrooms or greater
Apartments	1.5 spaces per unit + 1 visitor space per 4 apartments
Crèche	0.5 per staff member plus 1 per 4 children

Table 35 | *Kildare County Development Plan 2023 - 2029 – Car Parking Standards.*

In addition, Kildare County Development Plan sets out that *New residential development should take account of the different criteria regarding car parking including*:

> *Parking spaces for visitors should be a minimum of 10% of the overall number of parking spaces provided in new residential developments.*

The maximum car parking spaces based on the Kildare County Development Plan is detailed in Table below.

Unit Type	No. Units	Maximum Car Parking Spaces			
		Ratio		Maximum	
		Resident	Visitor	Resident	Visitor
2-bed Houses	7	1	-	7	-
3-bed Houses	102	1	-	102	-
4-bed Houses	27	1.5	0.5 per unit	41	14
1-bed Apartments	5	1	1 per 4 units	5	3
2-bed Apartments	3	1		3	
3-bed Apartments	2	1		2	
Crèche	161 sqm GFA	5 staff	40 children	5	11
Total	**146**			**165**	**28**

Table 36 | *Kildare County Development Plan 2023 – 2029 – Maximum Car Parking Spaces*

10.1.4 Car Parking Proposed

Based on the Kildare County Development Plan 2023 - 2029 and the national policies indicated above, it is proposed an appropriate level of car parking for the proposed site.

Table below shows the car parking spaces breakdown.

Unit Type	No. Units	Car Parking Spaces			
		Ratio		Proposed	
		Resident	Visitor	Resident	Visitor
2-bed Houses	7	2	0.10	14	14
3-bed Houses	102	2		204	
4-bed Houses	27	2		54	
1-bed Apartments	5	1	0.33	5	3
2-bed Apartments	3	2		6	
3-bed Apartments	2	2		4	
Additional accessibility car parking spaces in the apartment area				1	
Total Residential	**146**	**1.94**	**0.11**	**288**	**17**
Crèche	161 sqm GFA	5 staff	40 children	5	11
Proposed car parking spaces				**321**	

Table 37 | *Proposed Car Parking Spaces*

Therefore, the Subject Development proposes a total of 321 no. car parking spaces. Of these, 288 no. spaces are allocated for residents, including 2 no. accessibility car parking spaces, and 17 no. visitor spaces distributed throughout the site, and 16 no. car parking spaces are proposed for the crèche, comprising 5 no. staff spaces and 11 no. drop-off spaces.

10.2 Bicycle Parking

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

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

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

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

(i) **Quantity** – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.

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

Regarding the house units, as several of them are proposed with direct access to private rear gardens for cycle storage, no additional cycle parking is necessary. The table below shows the proposed cycle parking spaces considering the mid-terrace units and the total number of dwellings.

Unit Type	No. Units	Ratio		Required	
		Resident	Visitor	Resident	Visitor
2-bed Houses	2 No. Mid-terrace (7 total)	2	0.5	4	4
3-bed Houses	41 No. Mid-terraces (102 total)	3	0.5	123	51
4-bed Houses	0 No. Mid-terrace (27 total)	4	0.5	0	13
1-bed Apartments	5	1	0.5	5	2
2-bed Apartments	3	2	0.5	6	1
3-bed Apartments	2	3	0.5	6	1

Total	**53 (146 total)**			**144**	**72**

Table 38 | *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities – Cycle Parking Spaces Required*

10.2.2 Planning Design Standards for Apartments Guidelines for Planning Authorities (2025)

The following extract from the *Planning Design Standards for Apartments Guidelines for Planning Authorities (2025)*, summarises the bicycle parking guidelines for new apartments:

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

10.2.3 Kildare County Development Plan 2023 - 2029

Chapter 15 of the Kildare County Development Plan 2023 - 2029 establishes the standard for parking facilities. Table 15.4 of the document outlines the minimum cycle parking standard to be considered.

Land Use	Standard
Dwellings	No required
Apartments	1 space per bedroom + 1 visitor space per 2 apartments
Crèche	1 space per 5 Staff + 1 space per 10 children

Table 39 | *Kildare County Development Plan 2023 - 2029 – Car Parking Standards.*

The minimum cycle parking spaces based on the Kildare County Development Plan is detailed in the Table below.

Unit Type	No. Units	Maximum Car Parking Spaces			
		Ratio		Maximum	
		Resident	Visitor	Resident	Visitor
2-bed Houses	7	-	-	-	-
3-bed Houses	102	-	-	-	-
4-bed Houses	27	-	-	-	-
1-bed Apartments	5	1	1 per 2 units	4	5
2-bed Apartments	3	2		16	
3-bed Apartments	2	3		6	
Total	**146**			**26**	**5**
Crèche	5 staff 40 children	1 per 5 Staff	1 per 10 children	**1**	**4**
			Total	**27**	**9**

Table 40 | *Kildare County Development Plan 2023 – 2029 – Maximum Car Parking Spaces*

10.2.4 Cycle Parking Proposed

Based on Kildare County Development Plan 2023 - 2029 and the national policies indicated above, it is proposed an appropriate number of cycle parking for the proposed site.

Cycle parking spaces proposed for the subject development are shown in

Crèche	**5 staff 40 children**	**1 per 5 Staff**	**1 per 10 children**	**1**	**9**
			Total	**527**	

Table 41 below.

Unit Type	No. Units	Ratio		Required	
		Resident	Visitor	Resident	Visitor
2-bed Houses	7	2	0.5	14	4
3-bed Houses	102	3	0.5	306	51
4-bed Houses	27	4	0.5	108	13
1-bed Apartments	5	1	0.5	5	2
2-bed Apartments	3	2	0.5	6	1
3-bed Apartments	2	3	0.5	6	1
Total	**146 total**			**445**	**72**
				517	
Crèche	5 staff 40 children	1 per 5 Staff	1 per 10 children	**1**	**9**
			Total	**527**	

Table 41 | *Cycle Parking Spaces Proposed*

The subject development included a total a total of 527 no. cycle parking spaces (517 no. for residential units and 10 no. for the creche facility) are provided. This provision includes 75 no. visitor spaces. Resident cycle parking is proposed in the form of secure bicycle store enclosures to the front of terraced units; on curtilage spaces to the rear of units with side access; and a bicycle store for apartment units. Visitor parking is proposed in the form of Sheffield stands.

11. Conclusion

11.1 Summary

This Traffic and Transportation Assessment (TTA) has been prepared by Waterman Moylan as part of the planning documentation for a proposed residential development on lands at Southgreen, Co. Kildare.

The site is located approximately 1.0km from Kildare Town City to the north. The site is currently in greenfield condition and is used for agricultural purposes.

The subject site, South Green Phase 2 is developed in a net site area of 4.50 Ha. The site is bound by Southgreen Road along the western edge of the site, the south internal link road to the south, Old Road and existing residential units along the eastern edge of the site, and by agricultural lands to the north. The approved Southgreen Phase 1 development is located directly south of the subject site and is currently under construction.

The proposed development will consist of 146no. residential dwellings. The mix of residential units consists of 136no. houses comprising 7no. 2-bed, 102no. 3-bed and 27no. 4-bed, and 10no. apartments, comprising 5no. 1-bed unit, 3no. 2-bed unit and 2no. 3-bed unit.

It is assumed for the purposes of the assessment that the Subject Development will be constructed by the end of 2029 accordingly 2030 has been selected as the opening year.

11.2 Conclusion

The main conclusions obtained in this TTA report are:

Road Network Assessment

The analysis of the road network considered the generation to/from the Subject Development and the trips to/from the committed and potential future development in the surrounding area.

The distribution of trips was carried out considering two possible scenarios:

- **Scenario A:** The Subject Development has been constructed in accordance with the indicated programme. This scenario considers the existing traffic flows on the network with the growth factors and the traffic flow to/from each Committed Development and the Potential Future Developments. In this scenario, Old Road Bridge is **open** to traffic.
- **Scenario B:** The Subject Development has been constructed in accordance with the indicated programme. This scenario considers the existing traffic flows on the network with the growth factors and the traffic flow to/from each Committed Development and the Potential Future Developments. In this scenario, Old Road Bridge is **close** to traffic.

The following junctions were assessed as part of this TTA:

- **Junction 1:** (Existing priority-controlled T-junction): Southgreen Road / L70154 Bohereenagower Road / Green Road
- **Junction 2:** (Existing priority-controlled T-junction): Bohereenagower Road (L70154) / Old Road.
- **Junction 3:** (Existing priority-controlled T-junction): Dunmurry Road (R401) / Old Road / Chapel Lane.
- **Junction 4:** (Existing signalised T-junction): Dunmurry Road (R401) /Southgreen Road.
- **Junction 5:** (Existing priority-controlled T-junction): Old Road / South Internal Link Road.
- **Junction 6:** (Existing priority-controlled T-junction): Old Road / South Internal Link Road.

- **Junction 7:** (Existing priority-controlled three-armed roundabout): Southgreen Road / South Internal Link Road.
- **Junction 8:** (Existing signalised crossroad): R401 / R415 / R413.
- **Shuttle Link:** (Existing signalised single-lane shuttle system): Southgreen Road Railway Overpass

In accordance with the TII guidelines, an assessment was conducted to determine the potential level of impact on each of the key junctions in the local road network. This assessment was carried out for both Scenarios A and B, considering the traffic flows surveyed in 2025 and the traffic flows generated by the subject development. Considering the results, Junctions 1 and 7, and the shuttle Link, may experience an impact exceeding 10%, whereas the remaining junctions show impacts below 5%. As such, no further assessment is required for those junctions.

The scenarios that have been assessed as part of this report are in line with the *Transport Assessment Guidelines (May 2014)*:

- Base Year 2025
- Opening Year (With / Without Proposed Development).....2030
- Opening Year + 5 Years Forecast (With / Without Development) 2035
- Opening Year + 15 Years Forecast (With / Without Development) 2045

Therefore, was modelled the following assessment years for **Scenario A** and **Scenario B**:

- **BASELINE 2025:** with 2025 Surveyed Traffic Flows.
- **DO NOTHING 2030** Opening Year without development: 2025 Surveyed Traffic Flows factored up + traffic flow to/from the committed developments.
- **DO NOTHING 2035** Opening Year + 5 years, without development: 2025 Surveyed Traffic Flows factored up + traffic flow to/from the committed developments.
- **DO NOTHING 2045** Opening Year + 15 years, without development: 2025 Surveyed Traffic Flows factored + traffic flow to/from the committed developments.
- **DO SOMETHING 2030** Opening Year with development: Do Nothing 2030 + traffic to/from the Subject Development.
- **DO SOMETHING 2035** Opening Year + 5 years with development: Do Nothing 2035 + traffic to/from the Subject Development.
- **DO SOMETHING 2045** Opening Year + 15 years with development: Do Nothing 2045 traffic to/from the Subject Development.

The results of the analysis demonstrated that all junctions and the Shuttle Link would operate within their respective capacities for all years and scenarios analysed.

In addition, the Shuttle Link has been assessed under a stress-test scenario in which the adopted trip rates were increased by 50 per cent. This stress-test scenario covers both Scenario A and Scenario B for all forecast scenarios outlined above. The results of the analysis demonstrate that the Shuttle Link on Southgreen Road would operate within its respective capacity for all years and scenarios assessed.

Parking Assessment

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

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Planning Design Standards for Apartments Guidelines for Planning Authorities (2025)
- Kildare County Development Plan 2023 - 2029

Regarding the car parking spaces, it is proposed a total of 321 no. car parking spaces (305 no. for residential units and 16 no. for the creche facility) are provided. This provision includes 2 no. accessible spaces and 17 no. visitor spaces.

The cycle parking spaces a total of 527 no. cycle parking spaces (517 no. for residential units and 10 no. for the creche facility) are provided. This provision includes 75 no. visitor spaces. Resident cycle parking is proposed in the form of secure bicycle store enclosures to the front of terraced units; on curtilage spaces to the rear of units with side access; and a bicycle store for apartment units. Visitor parking is proposed in the form of Sheffield stands.

APPENDICES

A. Bus Timetables

126 Rathangan to Kildare, Naas and Dublin

TFI TRANSPORT FOR IRELAND

Monday to Friday

	Service number		126	126	126	126	126	126D	126	126	126X	126	126E	126	126E	126T	126	126	126	126	126B	126
105741	**Rathangan**										0637				0706						0941	
102541	**Milltown**										0653				↓						↓	
104001	**Kildare**									0631	↓		0705		0730		0750				1005	
135261	**Japanese Gardens**									↓	↓		↓		↓		↓				1009	
105641	**Suncroft**									↓	↓		↓		↓		↓				1019	
104071	**Curragh**									0641	↓		0715		0740		0802				1029	
104111	**Newbridge**	arr								0653	0703		0725		0750		0820				1043	
		dep	0520		0550	0605	0615	0625	0640	0655	0705	0720	0730	0740	0755	0810	0825	0920	0945	1015	1045	1115
104161	**Toughers Ind Estate**		0526	0545	0556	0611	0622	0633	0648	0703	0713	0728	0738	0748	0808	0826	0844	0933	0953	1024	1055	1123
104181	**Southern Link Park**		0531	0550	0601	0616	0627	0638	0653	0708	↓	0736	0746	0756	0816	0834	0849	0940	1000	1031	1102	1130
107001	**Naas**	arr	0536	0555	0606	0621	0632	0643	0700	0715	↓	0744	0754	0804	0824	0844	0902	0945	1006	1037	1108	1136
		dep	0538	0557	0608	0623	0634	0645	0702	0717	↓	0746	0756	0806	0826	0846	0904	0947	1010	1041	1112	1140
104241	**Naas Odeon Cinema**		0545	0605	0616	0631	0641	0652	0710	0725	↓	0754	0804	0814	0834	0854	0912	0955	1018	1049	1120	1148
104251	**Johnstown**		0548	0608	0619	0635	0645	0656	0714	0729	↓	0758	↓	0818	↓	0858	0915	0958	1021	1052	1123	1151
104281	**St Brigid's Church**		0553	0615	0626	0642	0652	0703	0721	0736	↓	0805	↓	0826	↓	0906	0920	1003	1026	1058	1128	1156
10385	**Rathcoole**		0603	0626	0637	0655	0705	0716	0736	0751	↓	0820	↓	0840	↓	0920	0931	1014	1035	1107	1137	1205
4646	**Tallaght Hospital**	Drop off only	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	0938	↓	↓	↓	↓	↓	↓
2176	**Newlands Cross**	Drop off only	0612	0634	0645	0708	0718	0729	0752	0809	↓	0837	↓	0858	↓	0949	0942	1025	1043	1115	1145	1213
4406	**Carriglea Ind Est**	Drop off only	0618	0641	0652	0715	0725	0736	0801	0818	0810	0846	0850	0907	0916	0959	0952	1035	1053	1123	1153	1221
4413	**Heuston Station**	Drop off only	0627	0650	0701	0727	0739	0750	0817	0834	0824	0902	0906	0923	0933	1013	1006	1049	1105	1135	1205	1233
316	**Bachelors Walk**	Drop off only	0635	0659	0710	0737	0749	0800	0827	0844	0834	0912	0916	0933	0943	1023	1016	1059	1115	1145	1215	1243
2810	**Merrion Square West**	Drop off only	↓	↓	↓	↓	↓	↓	↓	↓	0846	↓	0928	↓	0955	↓	↓	↓	↓	↓	↓	↓
5140	**Mayor Street Lower**	Drop off only	0641	0705	0716	0744	0755	↓	0837	0854		0922		0943		1032	1025	1106	1122	1152	1222	1250
1644	**DCU Collins Avenue**	Drop off only						0825														

↓ - stop not served on this trip

Operated by: GoAhead IRELAND

126 Rathangan to Kildare, Naas and Dublin

TFI TRANSPORT FOR IRELAND

Monday to Friday

	Service number		126	126	126	126	126	126	126	126	126	126	126	126	126A	126	126	126	126	126	126	126
105741	**Rathangan**			1121					1316						1443			1629				1949
102541	**Milltown**			↓					↓						↓			↓				↓
104001	**Kildare**			1145					1340						1507			1654		1807		2013
135261	**Japanese Gardens**			↓					↓						1511			↓		↓		↓
105641	**Suncroft**			↓					↓						↓			↓		↓		↓
104071	**Curragh**			1157					1352						1519			1706		1820		2023
104111	**Newbridge**	arr		1215					1410						1540			1724		1817		2033
		dep	1145	1217	1245	1315	1345	1400	1415	1430	1445	1500	1515	1530	1545	1615	1645	1726	1745	1833	1935	2035
104161	**Toughers Ind Estate**		1153	1227	1253	1325	1353	1409	1425	1440	1455	1510	1525	1540	1555	1625	1655	1738	1753	1843	1943	2046
104181	**Southern Link Park**		1200	1236	1300	1332	1400	1416	1432	1446	1502	1516	1532	1547	1602	1632	1702	1745	1800	1850	1948	2051
107001	**Naas**	arr	1205	1242	1306	1338	1406	1422	1438	1452	1508	1523	1539	1555	1611	1641	1711	1754	1806	1856	1953	2056
		dep	1209	1246	1310	1342	1410	1426	1442	1456	1512	1527	1543	1557	1613	1643	1713	1756	1811	1901	1955	2058
104241	**Naas Odeon Cinema**		1219	1257	1319	1351	1419	1436	1452	1506	1522	1537	1553	1607	1624	1652	1723	1805	1819	1909	2002	2105
104251	**Johnstown**		1222	1300	1322	1354	1422	1439	1455	1509	1525	1540	1556	1610	1628	1655	1726	1808	1822	1912	2005	2108
104281	**St Brigid's Church**		1230	1305	1327	1359	1427	1444	1500	1514	1530	1545	1601	1616	1635	1702	1733	1815	1827	1917	2010	2113
10385	**Rathcoole**		1239	1315	1337	1408	1436	1453	1509	1523	1539	1555	1611	1626	1646	1712	1743	1825	1836	1926	2020	2123
4646	**Tallaght Hospital**	Drop off only	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
2176	**Newlands Cross**	Drop off only	1247	1323	1345	1416	1444	1502	1517	1531	1547	1604	1619	1634	1654	1721	1751	1833	1844	1934	2028	2130
4406	**Carriglea Ind Est**	Drop off only	1254	1330	1352	1423	1451	1510	1524	1538	1554	1614	1626	1644	1701	1730	1800	1840	1851	1941	2035	2136
4413	**Heuston Station**	Drop off only	1304	1340	1402	1433	1501	1520	1534	1549	1605	1625	1637	1655	1712	1743	1813	1851	1902	1951	2045	2145
316	**Bachelors Walk**	Drop off only	1314	1350	1412	1443	1511	1530	1544	1600	1616	1636	1648	1707	1723	1754	1824	1902	1913	2001	2051	2151
2810	**Merrion Square West**	Drop off only	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
5140	**Mayor Street Lower**	Drop off only	1321	1357	1419	1452	1518	1537	1551	1608	1624	1644	1656	1715	1731	1802	1832	1910	1921	2008	2057	2157
1644	**DCU Collins Avenue**	Drop off only																				

↓ - stop not served on this trip

Operated by: GoAhead IRELAND

126 Rathangan to Kildare, Naas and Dublin

TFI TRANSPORT FOR IRELAND

Monday to Friday

Service number			126	126	126
105741	**Rathangan**				
102541	**Millitown**				
104001	**Kildare**			2213	
135261	**Japanese Gardens**			↓	
105641	**Suncroft**			↓	
104071	**Curragh**			2223	
104111	**Newbridge**	arr		2233	
		dep	2135	2235	2335
104161	**Toughers Ind Estate**		2142	2242	2342
104181	**Southern Link Park**		2147	2247	2347
107001	**Naas**	arr	2153	2252	2352
		dep	2153	2253	2354
104241	**Naas Odeon Cinema**		2200	2300	0001
104251	**Johnstown**		2203	2303	0004
104281	**St Brigid's Church**		2208	2308	0009
10385	**Rathcoole**		2218	2318	0012
4646	**Tallaght Hospital**	Drop off only	↓	↓	↓
2176	**Newlands Cross**	Drop off only	2225	2325	0026
4406	**Carriglea Ind Est**	Drop off only	2231	2331	0032
4413	**Heuston Station**	Drop off only	2240	2340	0041
316	**Bachelors Walk**	Drop off only	2246	2346	0047
2810	**Merrion Square West**	Drop off only	↓	↓	↓
5140	**Mayor Street Lower**	Drop off only	2252	2352	0053
1644	**DCU Collins Avenue**	Drop off only			

↓ - stop not served on this trip

Operated by: GoAhead IRELAND

126 Rathangan to Kildare, Naas and Dublin

TFI TRANSPORT FOR IRELAND

Saturday

Service number			126	126	126	126	126	126	126	126	126B	126	126	126	126	126	126	126	126	126	126	126A
105741	**Rathangan**				0645				0831							1118						1418
104001	**Kildare**				0705		0803		0851		0935					1138				1338		1438
135261	**Japanese Gardens**				↓		↓		↓		0940					↓				↓		1443
105641	**Suncroft**				↓		↓		↓		0950					↓				↓		↓
104071	**Curragh**				0715		0813		0901		1000					1148				1348		1448
104111	**Newbridge**	arr			0725		0825		0913		1013					1208				1408		1508
		dep	0632	0657	0727	0757	0827	0845	0915	0945	1015	1040		1110	1140	1210	1240	1310	1340	1410	1440	1510
104161	**Toughers Ind Estate**		0639	0704	0734	0804	0834	0853	0923	0953	1023	1048		1118	1148	1222	1248	1318	1348	1422	1448	1518
104181	**Southern Link Park**		0644	0709	0739	0809	0839	0859	0929	0959	1029	1054		1124	1154	1228	1254	1324	1354	1428	1454	1524
107001	**Naas**	arr	0650	0715	0745	0815	0845	0906	0936	1006	1038	1103		1133	1201	1235	1302	1332	1402	1436	1502	1532
		dep	0652	0717	0747	0817	0847	0908	0938	1008	1040	1105	1120	1135	1205	1239	1305	1335	1405	1439	1505	1535
104241	**Naas Odeon Cinema**		0659	0724	0754	0824	0854	0916	0946	1017	1049	1114	1130	1145	1215	1249	1316	1345	1417	1451	1517	1545
104251	**Johnstown**		0702	0727	0757	0827	0857	0920	0950	1021	1053	1118	1134	1149	1219	1253	1320	1349	1421	1455	1521	1549
104281	**St Brigid's Church**		0707	0732	0802	0832	0902	0926	0956	1027	1059	1124	1141	1156	1226	1301	1327	1356	1428	1502	1528	1556
10385	**Rathcoole**		0716	0741	0811	0841	0911	0935	1005	1036	1108	1135	1150	1205	1236	1310	1336	1405	1437	1511	1537	1605
2176	**Newlands Cross**	Drop off only	0723	0748	0818	0848	0918	0942	1012	1045	1117	1143	1158	1213	1245	1320	1344	1413	1445	1519	1545	1613
4406	**Carriglea Ind Est**	Drop off only	0729	0754	0824	0854	0924	0949	1019	1052	1124	1151	1206	1221	1253	1330	1353	1421	1453	1527	1553	1621
4413	**Heuston Station**	Drop off only	0738	0803	0834	0904	0934	0959	1029	1102	1134	1201	1216	1231	1306	1340	1406	1431	1503	1537	1603	1631
316	**Bachelors Walk**	Drop off only	0744	0809	0842	0912	0942	1007	1037	1110	1142	1209	1224	1239	1314	1349	1414	1439	1511	1545	1611	1639
5140	**Mayor Street Lower**	Drop off only	0750	0815	0849	0919	0949	1014	1044	1117	1149	1216	1231	1246	1321	1356	1421	1446	1518	1552	1618	1646

↓ - stop not served on this trip

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126 Rathangan to Kildare, Naas and Dublin

TFI TRANSPORT FOR IRELAND

Saturday

	Service number		126	126	126	126	126	126	126	126	126	126	126
105741	**Rathangan**						1630			1945			
104001	**Kildare**						1650	1755		2005		2210	
135261	**Japanese Gardens**						↓	↓		↓		↓	
105641	**Suncroft**						↓	↓		↓		↓	
104071	**Curragh**						1700	1805		2015		2220	
104111	**Newbridge**	arr					1720	1820		2030		2230	
		dep	1540	1600	1615	1645	1725	1825	1932	2032	2132	2232	2335
104161	**Toughers Ind Estate**		1548	1608	1623	1653	1733	1834	1939	2039	2139	2239	2342
104181	**Southern Link Park**		1554	1614	1629	1659	1739	1841	1944	2044	2144	2244	2347
107001	**Naas**	arr	1603	1623	1636	1706	1747	1849	1951	2050	2150	2250	2353
		dep	1605	1625	1638	1708	1749	1851	1953	2052	2152	2252	2355
104241	**Naas Odeon Cinema**		1614	1633	1646	1716	1758	1900	2001	2059	2159	2259	0002
104251	**Johnstown**		1618	1637	1650	1720	1802	1903	2004	2102	2202	2302	0005
104281	**St Brigid's Church**		1625	1643	1656	1726	1808	1908	2009	2107	2207	2307	0010
10385	**Rathcoole**		1634	1652	1705	1735	1817	1917	2018	2116	2217	2316	0019
2176	**Newlands Cross**	Drop off only	1642	1659	1712	1742	1824	1926	2026	2123	2225	2323	0026
4406	**Carriglea Ind Est**	Drop off only	1649	1705	1719	1749	1831	1932	2032	2129	2231	2329	0032
4413	**Heuston Station**	Drop off only	1701	1715	1729	1759	1841	1942	2041	2138	2240	2338	0041
316	**Bachelors Walk**	Drop off only	1709	1723	1737	1807	1849	1948	2047	2144	2247	2344	0047
5140	**Mayor Street Lower**	Drop off only	1716	1730	1744	1814	1856	1954	2053	2150	2253	2350	0053

↓ - stop not served on this trip

Operated by:
GoAhead IRELAND

126 Rathangan to Kildare, Naas and Dublin

TFI TRANSPORT FOR IRELAND

Sunday & Public Holidays

	Service number		126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126U
105741	**Rathangan**			0815		0943						1232				1432					1745	
104001	**Kildare**			0835		1003		1103				1252				1452				1652	1805	1910
104071	**Curragh**			0845		1013		1113				1302				1502				1702	1815	1920
104111	**Newbridge**	arr		0859		1028		1126				1318				1518				1718	1828	1930
		dep	0800	0900	1000	1030	1100	1130	1150	1220	1250	1320	1350	1420	1450	1520	1550	1620	1650	1720	1832	1932
104161	**Toughers Ind Estate**		0807	0909	1007	1037	1107	1137	1158	1228	1258	1328	1358	1428	1458	1528	1558	1628	1658	1728	1839	1939
104181	**Southern Link Park**		0812	0914	1012	1042	1112	1142	1204	1234	1304	1334	1404	1434	1504	1534	1604	1634	1704	1734	1844	1944
107001	**Naas**	arr	0818	0920	1018	1050	1118	1148	1210	1241	1311	1341	1411	1441	1511	1541	1611	1641	1711	1741	1852	1950
		dep	0820	0922	1020	1052	1120	1150	1212	1243	1313	1343	1413	1443	1513	1543	1613	1643	1713	1743	1853	1951
104241	**Naas Odeon Cinema**		0827	0931	1029	1101	1129	1159	1220	1251	1321	1351	1421	1451	1521	1551	1621	1651	1721	1750	1900	1959
104251	**Johnstown**		0830	0934	1032	1104	1132	1202	1224	1255	1325	1355	1425	1455	1525	1555	1625	1655	1725	1754	1903	2002
104281	**St Brigid's Church**		0835	0939	1037	1109	1137	1208	1230	1301	1331	1401	1431	1501	1531	1601	1631	1701	1731	1800	1908	2008
10385	**Rathcoole**		0844	0948	1046	1118	1146	1218	1239	1310	1340	1410	1440	1510	1540	1610	1640	1710	1740	1809	1917	2017
2176	**Newlands Cross**	Drop off only	0851	0955	1053	1125	1153	1225	1246	1317	1347	1417	1447	1517	1547	1617	1647	1717	1747	1816	1924	2024
4406	**Carriglea Ind Est**	Drop off only	0857	1001	1100	1132	1200	1232	1253	1324	1354	1424	1454	1524	1554	1624	1654	1724	1754	1823	1931	2030
4413	**Heuston Station**	Drop off only	0906	1010	1110	1142	1210	1242	1303	1334	1404	1434	1504	1534	1604	1634	1704	1734	1804	1833	1941	2039
316	**Bachelors Walk**	Drop off only	0912	1016	1118	1150	1218	1250	1311	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1841	1949	2045
2810	**Merrion Square West**	Drop off only	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	2055
5140	**Mayor Street Lower**	Drop off only	0918	1022	1125	1157	1225	1257	1318	1349	1419	1449	1519	1549	1619	1649	1719	1750	1820	1849	1957	↓
767	**UCD**	Drop off only																				2110

↓ - stop not served on this trip

Operated by:
GoAhead IRELAND

126 Rathangan to Kildare, Naas and Dublin

TFI TRANSPORT FOR IRELAND

Sunday & Public Holidays

	Service number		126	126	126
105741	**Rathangan**				
104001	**Kildare**		2010		2210
104071	**Curragh**		2020		2220
104111	**Newbridge**	arr	2030		2230
		dep	2032	2132	2232
104161	**Toughers Ind Estate**		2039	2139	2239
104181	**Southern Link Park**		2044	2144	2244
107001	**Naas**	arr	2050	2150	2250
		dep	2052	2152	2251
104241	**Naas Odeon Cinema**		2059	2159	2258
104251	**Johnstown**		2102	2202	2301
104281	**St Brigid's Church**		2107	2207	2306
10385	**Rathcoole**		2116	2216	
2176	**Newlands Cross**	Drop off only	2123	2223	
4406	**Carriglea Ind Est**	Drop off only	2129	2229	
4413	**Heuston Station**	Drop off only	2138	2238	
316	**Bachelors Walk**	Drop off only	2144	2244	
2810	**Merrion Square West**	Drop off only	↓	↓	
5140	**Mayor Street Lower**	Drop off only	2150	2250	
767	**UCD**	Drop off only			

↓ - stop not served on this trip

Operated by: GoAhead IRELAND

126 Dublin to Naas, Kildare and Rathangan

TFI TRANSPORT FOR IRELAND

Monday to Friday

	Service number		126	126	126	126	126	126	126	126	126A	126	126	126	126	126	126D	126	126	126	126	126
1644	**DCU Collins Avenue**	Pick up only																				
135121	**Connolly Station**	Pick up only		0650	0715	0730	0800	0815	0830	0845	0900	0915	0930	0945	1005	1035	1105	1135	1205	1235	1305	1335
135101	**Wellington Quay**	Pick up only		0656	0722	0737	0807	0822	0837	0852	0909	0922	0937	0952	1014	1041	1112	1142	1212	1244	1314	1342
135401	**Heuston Station**	Pick up only		0704	0730	0745	0815	0830	0845	0900	0917	0930	0945	1000	1022	1050	1120	1151	1220	1252	1322	1351
1956	**Kylemore Luas**	Pick up only		0720	0749	0804	0833	0849	0903	0917	0933	0946	1001	1016	1037	1107	1136	1206	1235	1309	1340	1409
3427	**Newlands Cross**	Pick up only		0727	0755	0810	0839	0855	0909	0923	0939	0952	1007	1022	1043	1113	1142	1212	1241	1315	1346	1415
4640	**Tallaght Hospital**	Pick up only		↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
133951	**Holy Family NS**			0733	0801	0816	0845	0901	0915	0928	0944	0957	1012	1027	1048	1118	1148	1218	1247	1322	1352	1421
103751	**St Brigid's Church**		0712	0743	0811	0824	0853	0909	0923	0936	0952	1005	1020	1035	1056	1126	1156	1226	1255	1330	1400	1429
131951	**Johnstown**		0718	0750	0818	0831	0901	0916	0930	0943	0959	1012	1027	1042	1103	1133	1202	1232	1301	1336	1406	1435
103791	**Naas Odeon Cinema**		0720	0752	0820	0834	0903	0918	0932	0945	1001	1014	1029	1044	1105	1135	1205	1235	1304	1339	1409	1438
137031	**Naas**	arr	0726	0802	0833	0849	0912	0924	0938	0951	1007	1020	1035	1050	1111	1141	1213	1242	1313	1349	1419	1448
		dep	0728	0804	0835	0851	0914	0926	0940	0953	1009	1022	1037	1052	1113	1143	1215	1244	1315	1351	1421	1450
103851	**Southern Link Park**		0735	0812	0844	0900	0921	0933	0947	0959	1017	1028	1043	1058	1119	1151	1225	1253	1326	1358	1428	1459
103871	**Toughers Ind Estate**		0740	0820	0850	0905	0926	0938	0952	1004	1022	1033	1048	1103	1124	1156	1230	1258	1333	1403	1433	1504
103921	**Newbridge**	arr	0748	0840	0905	0920	0938	0949	1002	1014	1030	1043	1058	1113	1134	1206	1240	1310	1343	1415	1445	1516
		dep	0750	0842							1032						1242		1345			
103971	**Curragh**		0804	0856							1044						1255		1400			
557901	**Suncroft**		↓	↓							↓						1303		↓			
135261	**Japanese Gardens**		↓	↓							1051						1312		↓			
104001	**Kildare, Market Square**		↓	↓							1056						1318		↓			
155261	**Kildare**		0815	0907							↓								1412			
103001	**Milltown**			↓							↓								↓			
558401	**Rathangan**			0928							1117								1433			

↓ - stop not served on this trip

Operated by: GoAhead IRELAND

126 Dublin to Naas, Kildare and Rathangan

TFI TRANSPORT FOR IRELAND

Monday to Friday

		Service number	126T	126	126	126	126X	126	126	126	126X	126	126	126X	126	126	126X	126	126	126	126	126
1644	**DCU Collins Avenue**	Pick up only											1655									
135121	**Connolly Station**	Pick up only	1405	1435	1500	1530	1545	1605	1625	1645	1655	1705	1725	1735	1745	1810	1820	1845	1925	1940	2020	2110
135101	**Wellington Quay**	Pick up only	1412	1443	1508	1541	1556	1616	1636	1656	1706	1716	1736	1746	1756	1821	1831	1856	1934	1949	2029	2119
135401	**Heuston Station**	Pick up only	1420	1452	1517	1550	1607	1627	1647	1707	1717	1728	1747	1757	1807	1832	1842	1907	1942	1957	2037	2127
1956	**Kylemore Luas**	Pick up only	1439	1511	1538	1614	1630	1651	1710	1730	1740	1751	1807	1816	1826	1848	1858	1919	1952	2007	2047	2137
3427	**Newlands Cross**	Pick up only	↓	1517	1546	1622	↓	1659	1718	1738	↓	1759	1815	↓	1832	1854	↓	1925	1958	2013	2053	2143
4640	**Tallaght Hospital**	Pick up only	1457	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
133951	**Holy Family NS**		1512	1523	1556	1630	↓	1710	1729	1749	↓	1809	1823	↓	1840	1901	↓	1930	2003	2018	2058	2148
103751	**St Brigid's Church**		1521	1531	1604	1638	↓	1719	1738	1758	↓	1818	1831	↓	1849	1909	↓	1938	2011	2026	2106	2157
131951	**Johnstown**		1527	1537	1610	1644	↓	1725	1744	1804	↓	1824	1837	↓	1855	1915	↓	1945	2017	2032	2112	2203
103791	**Naas Odeon Cinema**		1530	1540	1613	1647	↓	1728	1747	1807	↓	1827	1840	↓	1858	1918	↓	1947	2019	2034	2114	2205
137031	**Naas**	arr	1540	1551	1624	1658	↓	1740	1758	1818	↓	1834	1847	↓	1905	1924	↓	1953	2024	2039	2119	2209
		dep	1542	1553	1626	1700	↓	1742	1800	1820	↓	1836	1849	↓	1907	1926	↓	1955	2026	2041	2121	2211
103851	**Southern Link Park**		1549	1600	1634	1707	↓	1749	1807	1827	↓	1843	1856	↓	1914	1932	↓	2001	2032	2047	2127	2217
103871	**Toughers Ind Estate**		1559	1605	1643	1717	1706	1759	1817	1837	1814	1853	1903	1850	1921	1939	1928	2006	2037	2052	2132	2222
103921	**Newbridge**	arr	1615	1619	1657	1730	1716	1811	1829	1847	1825	1905	1913	1858	1930	1949	1938	2016	2047	2102	2140	2232
		dep	1617			1731				1849				1900	1932						2142	
103971	**Curragh**		1632			1748				1902				↓	1943						2152	
557901	**Suncroft**		1640			↓				↓				↓	↓						↓	
135261	**Japanese Gardens**		1649			↓				↓				↓	↓						↓	
104001	**Kildare, Market Square**		1654			↓				↓				↓	↓						↓	
155261	**Kildare**		↓			1800				1912				↓	1953						2202	
103001	**Milltown**		↓			↓								1910	↓						↓	
558401	**Rathangan**		1715			1821								1928	2014						2223	

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Operated by:
GoAhead IRELAND

126 Dublin to Naas, Kildare and Rathangan

TFI TRANSPORT FOR IRELAND

Monday to Friday

		Service number	126	126	126	126	126N F
1644	**DCU Collins Avenue**	Pick up only					
135121	**Connolly Station**	Pick up only	2210	2305	0005	0105	0320
135101	**Wellington Quay**	Pick up only	2218	2313	0010	0110	0340
135401	**Heuston Station**	Pick up only	2225	2320	0015	0115	0345
1956	**Kylemore Luas**	Pick up only	2235	2329	0024	0121	0352
3427	**Newlands Cross**	Pick up only	2240	2333	0029	0126	0357
4640	**Tallaght Hospital**	Pick up only	↓	↓	↓	↓	↓
133951	**Holy Family NS**		2245	2338	0034	0131	0402
103751	**St Brigid's Church**		2253	2346	0041	0138	0409
131951	**Johnstown**		2258	2351	0046	0143	0414
103791	**Naas Odeon Cinema**		2300	2353	0048	0145	0416
137031	**Naas**	arr	2305	2358	0051	0148	0419
		dep	2307	2400	0053	0150	0421
103851	**Southern Link Park**		2312	0005	0059	0156	0427
103871	**Toughers Ind Estate**		2317	0010	0103	0200	0431
103921	**Newbridge**	arr	2325	0016	0110	0207	0438
		dep		0018			
103971	**Curragh**			0026			
557901	**Suncroft**			↓			
135261	**Japanese Gardens**			↓			
104001	**Kildare, Market Square**			↓			
155261	**Kildare**			0036			
103001	**Milltown**						
558401	**Rathangan**						

F - Fridays only
↓ - stop not served on this trip

Operated by:
GoAhead IRELAND

126 Dublin to Naas, Kildare and Rathangan

TRANSPORT FOR IRELAND

Saturday

			Service number	126	126	126	126A	126	126	126	126D	126	126	126	126	126	126D	126	126	126	126	126	126
135121	**Connolly Station**	Pick up only			0805	0835	0905	0935	1005	1035	1105	1135	1205	1235	1250	1305	1335	1405	1435	1505	1535	1605	1635
135101	**Wellington Quay**	Pick up only			0811	0842	0912	0942	1012	1042	1112	1142	1212	1242	1257	1312	1342	1416	1442	1513	1546	1613	1643
135401	**Heuston Station**	Pick up only			0818	0850	0920	0950	1020	1050	1120	1150	1220	1250	1305	1320	1350	1425	1450	1521	1555	1623	1653
1956	**Kylemore Luas**	Pick up only			0826	0858	0928	1000	1030	1101	1132	1205	1237	1306	1321	1335	1405	1440	1505	1534	1608	1636	1706
3427	**Newlands Cross**	Pick up only			0831	0903	0933	1005	1037	1108	1139	1212	1244	1313	1328	1342	1412	1447	1512	1541	1615	1643	1713
133951	**Holy Family NS**				0837	0909	0939	1011	1043	1114	1145	1218	1250	1319	1334	1348	1418	1453	1518	1547	1621	1649	1719
103751	**St Brigid's Church**			0742	0845	0917	0947	1019	1051	1122	1153	1226	1258	1328	1343	1357	1427	1502	1526	1555	1629	1657	1727
131951	**Johnstown**			0747	0851	0923	0953	1025	1057	1128	1159	1232	1304	1334	1349	1403	1433	1508	1532	1601	1635	1703	1733
103791	**Naas Odeon Cinema**			0749	0854	0926	0956	1028	1100	1131	1202	1235	1307	1337	1352	1406	1436	1511	1535	1604	1638	1706	1736
137031	**Naas**		arr	0754	0900	0932	1002	1034	1108	1139	1212	1245	1317	1347	1400	1414	1444	1519	1543	1612	1644	1714	1744
			dep	0756	0901	0933	1003	1036	1109	1140	1214	1247	1319	1349	1402	1416	1447	1521	1545	1614	1646	1716	1746
103851	**Southern Link Park**			0801	0907	0939	1009	1042	1117	1147	1220	1253	1325	1355	1408	1422	1453	1527	1551	1620	1652	1722	1752
103871	**Toughers Ind Estate**			0806	0913	0945	1015	1048	1123	1153	1229	1259	1335	1401	1414	1428	1503	1533	1557	1626	1658	1732	1758
103921	**Newbridge**		arr	0814	0922	0954	1024	1057	1132	1202	1238	1309	1344	1410	1423	1437	1512	1542	1606	1635	1707	1741	1807
			dep	0816			1026				1241		1345				1514					1743	
103971	**Curragh**			0826			1037				1254		1401				1530					1756	
557901	**Suncroft**			↓			↓				1304		↓				1537					↓	
135261	**Japanese Gardens**			↓			1044				1314		↓				1547					↓	
104001	**Kildare, Market Square**			↓			1049				1319		↓				1557					↓	
155261	**Kildare**			0836							↓		1413				↓					1806	
558401	**Rathangan**										1340		1434				1618					1826	

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Operated by:

GoAhead IRELAND

126 Dublin to Naas, Kildare and Rathangan

TRANSPORT FOR IRELAND

Saturday

			Service number	126	126	126	126	126	126	126	126	126	126	126	126	126N
135121	**Connolly Station**	Pick up only		1705	1735	1750	1805	1835	1905	2005	2105	2205	2305	0005	0105	0320
135101	**Wellington Quay**	Pick up only		1713	1743	1758	1813	1843	1913	2015	2113	2213	2315	0015	0115	0344
135401	**Heuston Station**	Pick up only		1723	1753	1808	1822	1852	1922	2025	2122	2222	2325	0025	0125	0351
1956	**Kylemore Luas**	Pick up only		1736	1806	1821	1835	1904	1934	2037	2132	2231	2334	0034	0132	0357
3427	**Newlands Cross**	Pick up only		1743	1813	1828	1842	1911	1941	2044	2138	2237	2338	0038	0136	0401
133951	**Holy Family NS**			1749	1819	1834	1848	1917	1947	2050	2143	2242	2343	0043	0142	0406
103751	**St Brigid's Church**			1757	1827	1842	1857	1925	1955	2058	2150	2249	2350	0050	0149	0412
131951	**Johnstown**			1803	1833	1848	1903	1931	2001	2104	2156	2255	2355	0055	0154	0417
103791	**Naas Odeon Cinema**			1806	1836	1851	1906	1934	2004	2107	2159	2258	2358	0058	0156	0419
137031	**Naas**		arr	1813	1843	1857	1912	1939	2009	2112	2204	2303	0002	0102	0201	0422
			dep	1815	1845	1900	1915	1940	2010	2113	2205	2304	0003	0103	0203	0423
103851	**Southern Link Park**			1821	1851	1906	1921	1945	2015	2119	2210	2309	0008	0108	0207	0428
103871	**Toughers Ind Estate**			1827	1857	1911	1927	1950	2020	2124	2215	2314	0013	0113	0211	0432
103921	**Newbridge**		arr	1836	1906	1919	1934	1958	2028	2134	2223	2322	0020	0120	0218	0439
			dep	1838			1936			2136			0021			
103971	**Curragh**			1851			1946			2146			0031			
557901	**Suncroft**			↓			↓			↓			↓			
135261	**Japanese Gardens**			↓			↓			↓			↓			
104001	**Kildare, Market Square**			↓			↓			↓			↓			
155261	**Kildare**			1901			1956			2156			0041			
558401	**Rathangan**			1921						2216						

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Operated by:

GoAhead IRELAND

126 Dublin to Naas, Kildare and Rathangan

TFI TRANSPORT FOR IRELAND

Sunday & Public Holidays

	Service number		126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126	126
135121	**Connolly Station**	Pick up only		935	1035		1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	1805	1835	1905
135101	**Wellington Quay**	Pick up only		942	1042		1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1913
135401	**Heuston Station**	Pick up only		950	1050		1150	1220	1250	1320	1350	1420	1450	1520	1550	1620	1650	1720	1750	1822	1850	1921
1956	**Kylemore Luas**	Pick up only		1000	1102		1204	1232	1302	1334	1403	1432	1502	1532	1602	1632	1702	1732	1802	1834	1902	1933
3427	**Newlands Cross**	Pick up only		1007	1109		1211	1239	1309	1340	1409	1438	1508	1538	1608	1638	1708	1738	1808	1841	1908	1939
133951	**Holy Family NS**			1013	1115		1217	1245	1315	1346	1415	1444	1514	1544	1614	1644	1714	1744	1814	1847	1914	1945
103751	**St Brigid's Church**		0909	1021	1123		1225	1253	1323	1354	1423	1452	1522	1552	1622	1652	1722	1752	1822	1857	1922	1953
131951	**Johnstown**		0914	1026	1128		1230	1258	1329	1400	1429	1458	1528	1558	1628	1658	1728	1758	1828	1903	1928	1959
103791	**Naas Odeon Cinema**		0916	1029	1130		1232	1300	1332	1403	1432	1501	1531	1601	1631	1701	1731	1801	1831	1906	1931	2002
137031	**Naas**	arr	0921	1034	1135		1239	1307	1339	1410	1440	1509	1537	1608	1637	1707	1737	1807	1837	1913	1936	2007
		dep	0922	1036	1137		1242	1310	1342	1413	1442	1511	1539	1611	1639	1709	1739	1809	1839	1915	1938	2008
103851	**Southern Link Park**		0928	1044	1143		1248	1316	1348	1419	1448	1517	1545	1617	1645	1715	1745	1815	1845	1920	1943	2013
103871	**Toughers Ind Estate**		0933	1049	1148	1144	1253	1323	1354	1425	1454	1523	1551	1623	1651	1721	1751	1821	1851	1928	1948	2018
103921	**Newbridge**	arr	0943	1057	1156	1152	1301	1332	1403	1434	1503	1532	1600	1632	1700	1730	1800	1830	1900	1936	1956	2026
		dep				1154		1334				1534		1634		1732		1832		1938		
103971	**Curragh**					1207		1347				1547		1647		1745		1845		1948		
155261	**Kildare**					1217		1357				1557		1657		1755		1855		1958		
558401	**Rathangan**							1417						1717				1915		2015		

Operated by: GoAhead IRELAND

126 Dublin to Naas, Kildare and Rathangan

TFI TRANSPORT FOR IRELAND

Sunday & Public Holidays

	Service number		126	126	126	126
135121	**Connolly Station**	Pick up only	2005	2105	2205	2305
135101	**Wellington Quay**	Pick up only	2013	2113	2213	2312
135401	**Heuston Station**	Pick up only	2022	2121	2221	2320
1956	**Kylemore Luas**	Pick up only	2032	2131	2231	2332
3427	**Newlands Cross**	Pick up only	2038	2137	2236	2336
133951	**Holy Family NS**		2044	2143	2241	2341
103751	**St Brigid's Church**		2052	2151	2249	2348
131951	**Johnstown**		2058	2157	2255	2353
103791	**Naas Odeon Cinema**		2100	2159	2257	2355
137031	**Naas**	arr	2104	2203	2301	2359
		dep	2105	2204	2302	2400
103851	**Southern Link Park**		2110	2209	2307	0005
103871	**Toughers Ind Estate**		2115	2214	2312	0010
103921	**Newbridge**	arr	2123	2222	2320	0016
		dep	2125			0018
103971	**Curragh**		2135			0026
155261	**Kildare**		2145			0036
558401	**Rathangan**		2205			

Operated by: GoAhead IRELAND

IW02 Route Timetable

Valid from 5th September 2024, subject to change

JJ Kavanagh

IW02 Newbridge - Monasterevin - Carlow	Mon to Fri
Newbridge (St Conleths Church)	07:15
Newbridge (opp. Ryans Bar)	07:16
Newbridge (Moorefield Road)	07:18
Kildare (Market Square)	07:25
Monasterevin (Fitzpatricks Garage)	07:35
Kildangan (Emo Oil Cross Keys S.S)	07:40
Athy (Fire Station)	07:55
Athy (A & A Pharmacy Woodstock St.)	07:58
Ballylynan (Church on Main Street)	08:05
Arless (Garda Station)	08:10
Carlow (Coach Park)	08:22
Carlow SETU Campus	08:25
Carlow (Tyndall College/IFET)	08:30

IW02 Carlow - Monasterevin - Newbridge	Mon to Fri
Carlow (Coach Park)	16:45
Carlow (Tyndall College/IFET)	16:50
Carlow SETU Campus	17:00
Arless (Garda Station)	17:15
Ballylynan (Church on Main Street)	17:20
Athy (A & A Pharmacy Woodstock St.)	17:27
Athy (Fire Station)	17:30
Kildangan (Emo Oil Cross Keys S.S)	17:45
Monasterevin (Fitzpatricks Garage)	17:50
Kildare (Market Square)	18:00
Newbridge (Moorefield Road)	18:07
Newbridge (Ryans Bar)	18:09
Newbridge (St Conleths Church)	18:10

Pre-Book Online

To guarantee your seat always pre-book your ticket on **jjkavanagh.ie**

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Scan to see timetable for:

IW02

TIMETABLE

RealTime

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Portlaoise Hospital	00:33	01:33	02:33	03:33	04:33	05:33	06:33	–	07:33	–	08:33	–	09:33	–	10:33	–	11:33	–	12:33	–	13:33	–	14:33	–	15:33	–	16:33	17:33	18:33	19:33	20:33	21:33	22:33	23:33
Kilminchy	00:35	01:35	02:35	03:35	04:35	05:35	06:35	–	07:35	–	08:35	–	09:35	–	10:35	–	11:35	–	12:35	–	13:35	–	14:35	–	15:35	–	16:35	17:35	18:35	19:35	20:35	21:35	22:35	23:35
Montague Hotel	00:38	01:38	02:38	03:38	04:38	05:38	06:38	–	07:38	–	08:38	–	09:38	–	10:38	–	11:38	–	12:38	–	13:38	–	14:38	–	15:38	–	16:38	17:38	18:38	19:38	20:38	21:38	22:38	23:38
Ballybrittas	00:42	01:42	02:42	03:42	04:42	05:42	06:42	–	07:42	–	08:42	–	09:42	–	10:42	–	11:42	–	12:42	–	13:42	–	14:42	–	15:42	–	16:42	17:42	18:42	19:42	20:42	21:42	22:42	23:42
Monasterevin - Dublin Street	00:50	01:50	02:50	03:50	04:50	05:50	06:50	–	07:50	–	08:50	–	09:50	–	10:50	–	11:50	–	12:50	–	13:50	–	14:50	–	15:50	–	16:50	17:50	18:50	19:50	20:50	21:50	22:50	23:50
Monasterevin - Junction 14	00:55	01:55	02:55	03:55	04:55	05:55	06:55	–	07:55	–	08:55	–	09:55	–	10:55	–	11:55	–	12:55	–	13:55	–	14:55	–	15:55	–	16:55	17:55	18:55	19:55	20:55	21:55	22:55	23:55
Kildare	01:05	02:05	03:05	04:05	05:05	06:05	07:05	07:30	08:05	08:30	09:05	09:30	10:05	10:30	11:05	11:30	12:05	12:30	13:05	13:30	14:05	14:30	15:05	15:30	16:05	16:30	17:05	18:05	19:05	20:05	21:05	22:05	23:05	00:05
Curragh Racecourse	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Newbridge Tesco	01:25	02:25	03:25	04:25	05:25	06:25	07:25	07:45	08:25	08:45	09:25	09:45	10:25	10:45	11:25	11:45	12:25	12:45	13:25	13:45	14:25	14:45	15:25	15:45	16:25	16:45	17:25	18:25	19:25	20:25	21:25	22:25	23:25	00:25
Newbridge (Maples)	01:27	02:27	03:27	04:27	05:27	06:27	07:27	07:47	08:27	08:47	09:27	09:47	10:27	10:47	11:27	11:47	12:27	12:47	13:27	13:47	14:27	14:47	15:27	15:47	16:27	16:47	17:27	18:27	19:27	20:27	21:27	22:27	23:27	00:27
Newbridge (Bank of Ireland)	01:29	02:29	03:29	04:29	05:29	06:29	07:29	07:49	08:29	08:49	09:29	09:49	10:29	10:49	11:29	11:49	12:29	12:49	13:29	13:49	14:29	14:49	15:29	15:49	16:29	16:49	17:29	18:29	19:29	20:29	21:29	22:29	23:29	00:29
Newbridge Main St (Riverbank)	01:30	02:30	03:30	04:30	05:30	06:30	07:30	07:50	08:30	08:50	09:30	09:50	10:30	10:50	11:30	11:50	12:30	12:50	13:30	13:50	14:30	14:50	15:30	15:50	16:30	16:50	17:30	18:30	19:30	20:30	21:30	22:30	23:30	00:30
Newbridge Dublin Rd (Convent)	01:35	02:35	03:35	04:35	05:35	06:35	07:35	07:55	08:35	08:55	09:35	09:55	10:35	10:55	11:35	11:55	12:35	12:55	13:35	13:55	14:35	14:55	15:35	15:55	16:35	16:55	17:35	18:35	19:35	20:35	21:35	22:35	23:35	00:35
Newbridge Red House	01:37	02:37	03:37	04:37	05:37	06:37	07:37	07:57	08:37	08:57	09:37	09:57	10:37	10:57	11:37	11:57	12:37	12:57	13:37	13:57	14:37	14:57	15:37	15:57	16:37	16:57	17:37	18:37	19:37	20:37	21:37	22:37	23:37	00:37
Naas Newbridge Rd (Sheehy Motors)	01:40	02:40	03:40	04:40	05:40	06:40	07:40	08:00	08:40	09:00	09:40	10:00	10:40	11:00	11:40	12:00	12:40	13:00	13:40	14:00	14:40	15:00	15:40	16:00	16:40	17:00	17:40	18:40	19:40	20:40	21:40	22:40	23:40	00:40
Naas Kildare Council Offices southbound / Fire Station northbound	01:45	02:45	03:45	04:45	05:45	06:45	07:45	08:05	08:45	09:05	09:45	10:05	10:45	11:05	11:45	12:05	12:45	13:05	13:45	14:05	14:45	15:05	15:45	16:05	16:45	17:05	17:45	18:45	19:45	20:45	21:45	22:45	23:45	00:45
Naas Post Office	01:50	02:50	03:50	04:50	05:50	06:50	07:50	08:10	08:50	09:10	09:50	10:10	10:50	11:10	11:50	12:10	12:50	13:10	13:50	14:10	14:50	15:10	15:50	16:10	16:50	17:10	17:50	18:50	19:50	20:50	21:50	22:50	23:50	00:50
Naas Tara Court southbound / Cemetery northbound	01:53	02:53	03:53	04:53	05:53	06:53	07:53	08:13	08:53	09:13	09:53	10:13	10:53	11:13	11:53	12:13	12:53	13:13	13:53	14:13	14:53	15:13	15:53	16:13	16:53	17:13	17:53	18:53	19:53	20:53	21:53	22:53	23:53	00:53
Naas Roseville Estate	01:54	02:54	03:54	04:54	05:54	06:54	07:54	08:14	08:54	09:14	09:54	10:14	10:54	11:14	11:54	12:14	12:54	13:14	13:54	14:14	14:54	15:14	15:54	16:14	16:54	17:14	17:54	18:54	19:54	20:54	21:54	22:54	23:54	00:54
Naas Dublin Rd (Storm Cinema)	01:55	02:55	03:55	04:55	05:55	06:55	07:55	08:15	08:55	09:15	09:55	10:15	10:55	11:15	11:55	12:15	12:55	13:15	13:55	14:15	14:55	15:15	15:55	16:15	16:55	17:15	17:55	18:55	19:55	20:55	21:55	22:55	23:55	00:55
Red Cow LUAS	02:15	03:15	04:15	05:15	06:15	07:15	08:15	–	09:15	–	10:15	–	11:15	–	12:15	–	13:15	–	14:15	–	15:15	–	16:15	–	17:15	–	18:15	19:15	20:15	21:15	22:15	23:15	00:15	01:15
Dublin Airport	02:30	03:30	04:30	05:30	06:30	07:30	08:30	–	09:30	–	10:30	–	11:30	–	12:30	–	13:30	–	14:30	–	15:30	–	16:30	–	17:30	–	18:30	19:30	20:30	21:30	22:30	23:30	00:30	01:30

726: N7 Service Dublin Airport/Red Cow Luas – Portlaoise

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Iarnród Éireann
Irish Rail

Baile Átha Cliath – Cill Dara – Port Laoise
Luan go Domhnaigh (gan saoire phoiblí san áireamh)
Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt

Dublin – Kildare – Portlaoise
Monday to Sunday (excluding public holidays)
Valid from 26.01.2025 until further notice

16 Baile Átha Cliath – Cill Dara – Port Laoise – Luan go Satharn (gan saoire phoiblí san áireamh) – Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin – Kildare – Portlaoise – Monday to Saturday (excluding public holidays) – Valid from 26.01.2025 until further notice

		Luan–Aoi. Mon – Fri	Luan–Sath. Mon – Sat	Luan–Aoi. Mon – Fri	Luan go Satharn Monday to Saturday				Luan–Aoi. Mon – Fri	Luan–Aoi. Mon – Fri	Luan–Sath. Mon – Sat	Luan go hAoine Monday to Friday		Luan–Sath. Mon – Sat	Luan–Aoi. Mon – Fri	Luan–Sath. Mon – Sat	Luan–Sath. Mon – Sat	Luan go hAoine Monday to Friday			Luan–Sath. Mon – Sat	Luan–Sath. Mon – Sat
DUGA NA CANÁLACH MÓIRE	Ime	..	..	..	..	..	..	..	07:26	07:48	..	..	08:10	..	08:31	..	..	09:11	..	09:31	..	..
GRAND CANAL DOCK	Dep	..	..	..	..	..	..	..	07:26	07:48	..	..	08:10	..	08:31	..	..	09:11	..	09:31	..	..
Stáisiún na bPiarsach, BÁC Ⓐ	Ime																					
Dublin Pearse	Dep	..	..	..	..	..	..	..	07:29	07:50	..	..	08:13	..	08:34	..	..	09:14	..	09:34	..	..
Sráid na Teamhrach	Ime																					
Tara Street	Dep	..	..	..	..	..	..	..	07:31	07:52	..	..	08:15	..	08:36	..	..	09:16	..	09:37	..	..
Stáisiún Uí Chonghaile, BÁC Ⓐ Ⓛ	Ist																					
Dublin Connolly	Arr	..	..	..	..	..	..	..	07:35	07:55	..	..	08:18	..	08:39	..	..	09:19	..	09:40	..	..
Stáisiún Uí Chonghaile, BÁC	Ime																					
Dublin Connolly	Dep	..	..	..	..	..	..	..	07:36	07:56	..	..	08:19	..	08:40	..	..	09:20	..	09:41	..	..
Droim Chonrach	Ime																					
Drumcondra	Dep	..	..	..	..	..	..	..	07:41	08:01	..	..	08:25	..	08:46	..	..	09:26	..	09:47	..	..
STÁISIÚN HEUSTON BÁC Ⓐ Ⓑ Ⓛ	Ime																					
DUBLIN HEUSTON	Dep	05:45	06:20	06:32	07:00	07:20	07:23	07:35	..	..	08:20	08:26	..	09:00	..	09:20	09:25	..	09:50	..	10:00	10:15
An Fháirc Thiar & Gort na Silíní	Ime																					
Park West & Cherry Orchard	Dep	..	..	06:40	..	..	07:31	..	08:00	08:18	08:28	..	08:42	..	09:04	09:28	..	09:42	..	10:02	..	..
Cluain Dolcáin Cnoc an Fhuaráin	Ime																					
Clondalkin Fonthill	Dep	..	..	06:43	..	..	07:34	..	..	..	08:31	..	..	..	09:08	09:31	..	09:46	..	10:06	..	..
An Chiseog	Ime																					
Kishoge	Dep	..	..	06:47	..	..	07:38	..	..	..	08:35	..	..	..	09:11	09:35	..	09:49	..	10:09	..	..
Baile Adaim	Ime																					
Adamstown	Dep	..	..	06:51	..	..	07:42	..	..	..	08:39	..	..	..	09:15	09:39	..	09:53	..	10:13	..	..
COLLCHOILL & CILL DROICHID Ⓒ	Ist																					
HAZELHATCH & CELBRIDGE	Arr	..	06:32	06:55	..	..	07:46	..	08:09	08:27	08:43	..	08:49	..	09:20	09:43	..	09:58	10:02	10:20	..	..
Na Solláin & An Nás	Ime																					
Sallins & Naas	Dep	..	06:44	07:05	..	..	07:56	..	..	..	08:53	..	..	..	..	09:53	..	..	10:12	..	..	..
Na Solláin & An Nás																						
Sallins & Naas 🚌		..	*06:50*	*07:20*	..	..	*08:05*	..	..	..	*09:00*	..		..	..	*09:58*	..	..	..	..	..	..
Nás (Cearnóg na Poibleoige)																						
Naas (Poplar Square) 🚌		..	*07:00*	*07:30*	..	..	*08:20*	..	..	..	*09:15*	..		..	..	*10:13*	..	..	..	..	..	..
DROICHEAD NUA	Ist																					
NEWBRIDGE	Arr	06:07	06:51	07:14	..	07:41	08:03	..	..	..	09:00	08:47	09:04	..	..	10:00	..	..	10:22	..	..	..
CILL DARA	Ist																					
KILDARE	Arr	06:14	06:59	..	..	07:47	08:09	07:59	..	..	09:06	08:53	..	..	..	10:06	..	..	..	..	..	10:39
Mainistir Eimhín	Ime																					
Monasterevin	Dep	..	07:09	..	..	..	08:17	..	..	..	09:14	..	..	..	..	10:14	..	..	..	..	..	..
Cúil an tSúdaire	Ime																					
Portarlington	Dep	06:28	07:15	..	..	..	08:23	08:16	..	..	09:20	..	..	..	..	10:20	09:58	..	..	..	..	..
PORT LAOISE	Ist																					
PORTLAOISE	Arr	..	07:25	..	07:40	..	08:34	..	..	..	09:31	..	..	09:40	..	10:31	..	..	..	..	10:43	..

🚌 Ceangal bus / Connecting Bus. Léiríonn amanna i *gcló iodálach dearg* amanna imeachta bus / Times in *red italics* denote bus departure times.
Ⓐ Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus Link to/from Dublin Airport available nearby. Ⓑ Nasc Bus (Bealach 4) go/ó Lár Chathair Bhaile Átha Cliath / Bus Link (Route 4) to/from Dublin City Centre. Ⓒ Nasc Bus (Bealach W6) go/ó Cill Droichid / Bus Link (Route W6) to/from Celbridge available nearby.
Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile, BÁC / LUAS Tram link to/from Dublin City & Dublin Connolly.

lean muid ar .....
follow us on ....

16

Baile Átha Cliath - Cill Dara - Port Laoise - Luan go Satharn (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin - Kildare - Portlaoise - Monday to Saturday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat
DUGA NA CANÁLACH MÓIRE	Ime																					
GRAND CANAL DOCK	Dep	..	..	..	10:30	..	..	..	..	11:30	..	..	..	..	..	12:30	..	..	..	..	13:30	..
Stáisiún na bPiarsach, BÁC Ⓐ	Ime																					
Dublin Pearse	Dep	..	..	..	10:33	..	..	..	..	11:33	..	..	..	..	..	12:33	..	..	..	..	13:33	..
Sráid na Teamhrach	Ime																					
Tara Street	Dep	..	..	..	10:36	..	..	..	..	11:35	..	..	..	..	..	12:35	..	..	..	..	13:35	..
Stáisiún Uí Chonghaile, BÁC ⒶⓁ	Ist																					
Dublin Connolly	Arr	..	..	..	10:38	..	..	..	..	11:38	..	..	..	..	..	12:38	..	..	..	..	13:38	..
Stáisiún Uí Chonghaile, BÁC	Ime																					
Dublin Connolly	Dep	..	..	..	10:39	..	..	..	..	11:39	..	..	..	..	..	12:39	..	..	..	..	13:39	..
Droim Chonrach	Ime																					
Drumcondra	Dep	..	..	..	10:45	..	..	..	..	11:45	..	..	..	..	..	12:45	..	..	..	..	13:45	..
STÁISIÚN HEUSTON BÁC ⒶⒷⓁ	Ime																					
DUBLIN HEUSTON	Dep	10:20	10:37	11:00	..	11:20	11:30	11:37	12:00	..	12:15	12:25	12:37	12:45	13:00	..	13:20	13:30	13:37	14:00	..	14:15
An Pháirc Thiar & Gort na Silíní	Ime																					
Park West & Cherry Orchard	Dep	10:28	10:45	..	11:01	11:28	..	11:45	..	12:02	12:23	..	12:45	..	..	13:02	13:28	..	13:45	..	14:03	14:23
Cluain Dolcáin Cnoc an Fhuaráin	Ime																					
Clondalkin Fonthill	Dep	10:31	10:48	..	11:04	11:31	..	11:48	..	12:05	12:26	..	12:48	..	..	13:05	13:31	..	13:48	..	14:07	14:26
An Chiseog	Ime																					
Kishoge	Dep	10:35	10:52	..	11:08	11:35	..	11:52	..	12:09	12:30	..	12:52	..	..	13:09	13:35	..	13:52	..	14:10	14:30
Baile Adaim	Ime																					
Adamstown	Dep	10:39	10:56	..	11:12	11:39	..	11:56	..	12:13	12:34	..	12:56	..	..	13:13	13:39	..	13:56	..	14:14	14:34
COLLCHOILL & CILL DROICHID Ⓒ	Ist																					
HAZELHATCH & CELBRIDGE	Arr	10:43	11:00	..	11:17	11:43	..	12:00	..	12:19	12:38	..	13:00	..	..	13:19	13:43	..	14:00	..	14:18	14:38
Na Solláin & An Nás	Ime																					
Sallins & Naas	Dep	10:53	11:10	..	..	11:53	..	12:10	..	..	12:48	..	13:10	..	..	..	13:53	..	14:10	..	14:28	14:48
Na Solláin & An Nás																						
Sallins & Naas		*10:58*	..	..	..	..	..	..	..	..	*12:55*	..	..	..	..	..	*13:58*	..	..	..	..	..
Nás (Cearnóg na Poibleoige)																						
Naas (Poplar Square)		*11:13*	..	..	..	..	..	..	..	..	*13:15*	..	..	..	..	..	*14:18*	..	..	..	..	..
DROICHEAD NUA	Ist																					
NEWBRIDGE	Arr	11:00	11:19	..	..	12:00	..	12:19	..	..	12:55	12:46	13:19	..	..	..	14:00	..	14:19	..	14:37	14:55
CILL DARA	Ist																					
KILDARE	Arr	11:06	..	..	..	12:06	..	..	..	..	13:01	12:52	..	..	..	..	14:06	..	..	..	..	15:01
Mainistir Eimhín	Ime																					
Monasterevin	Dep	11:14	..	..	..	12:14	..	..	..	..	13:09	..	..	..	..	..	14:14	..	..	..	..	15:09
Cúil an tSúdaire	Ime																					
Portarlington	Dep	11:21	..	..	..	12:20	12:06	..	..	..	13:15	..	..	13:19	..	..	14:20	14:05	..	..	..	15:15
PORT LAOISE	Ist																					
PORTLAOISE	Arr	11:32	..	11:40	..	12:31	..	..	12:40	..	13:26	..	..	..	13:40	..	14:31	..	..	14:42	..	15:26

Ceangal bus / Connecting Bus. Léiríonn amanna i *gcló iodálach dearg* amanna imeachta bus / Times in *red italics* denote bus departure times.
Ⓐ Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus Link to/from Dublin Airport available nearby. Ⓑ Nasc Bus (Bealach 4) go/ó Lár Chathair Bhaile Átha Cliath / Bus Link (Route 4) to/from Dublin City Centre. Ⓒ Nasc Bus (Bealach W6) go/ó Cill Droichid / Bus Link (Route W6) to/from Celbridge available nearby.
Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile, BÁC / LUAS Tram link to/from Dublin City & Dublin Connolly.

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16

Baile Átha Cliath - Cill Dara - Port Laoise - Luan go Satharn (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin - Kildare - Portlaoise - Monday to Saturday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan go Satharn Monday to Saturday				Luan-Aoi. Mon - Fri	Luan go Satharn Monday to Saturday			Luan-Aoi. Mon - Fri	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat
DUGA NA CANÁLACH MÓIRE	Ime																						
GRAND CANAL DOCK	Dep	..	..	14:30	..	..	..	..	15:30	..	..	..	*16:04*	..	..	16:28	..	*16:39*	..	..	*16:54*	..	..
Stáisiún na bPiarsach, BÁC Ⓐ	Ime																						
Dublin Pearse	Dep	..	..	14:33	..	..	..	..	15:33	..	..	..	*16:06*	..	..	16:31	..	*16:42*	..	..	*16:56*	..	..
Sráid na Teamhrach	Ime																						
Tara Street	Dep	..	..	14:35	..	..	..	..	15:35	..	..	..	*16:09*	..	..	16:33	..	*16:44*	..	..	*16:59*	..	..
Stáisiún Uí Chonghaile, BÁC ⒶⓁ	Ist																						
Dublin Connolly	Arr	..	..	14:38	..	..	..	..	15:38	..	..	..	*16:12*	..	..	16:36	..	*16:47*	..	..	*17:03*		
Stáisiún Uí Chonghaile, BÁC	Ime																						
Dublin Connolly	Dep	..	..	14:39	..	..	..	..	15:39	..	..	..	▶	16:16	..	16:37	..	▶	16:52	..	▶	17:08	..
Droim Chonrach	Ime																						
Drumcondra	Dep	..	..	14:45	..	..	..	..	15:45	..	..	..	..	16:21	..	16:43	..	..	16:58	..		17:14	..
STÁISIÚN HEUSTON BÁC ⒶⒷⓁ	Ime																						
DUBLIN HEUSTON	Dep	14:37	14:45	..	15:10	15:25	15:30	15:35	..	16:20	16:25	16:30	..	..	16:40	..	17:10	..	..	17:25		..	17:27
An Pháirc Thiar & Gort na Silíní	Ime																						
Park West & Cherry Orchard	Dep	14:45	..	15:03	..	15:33	..	..	16:02	16:28	..	..	..	16:36	..	17:01	..	..	17:14	..		17:31	17:35
Cluain Dolcáin Cnoc an Fhuaráin	Ime																						
Clondalkin Fonthill	Dep	14:48	..	15:07	..	15:36	..	..	16:05	16:31	..	..	..	16:40	..	17:04	..	..	17:18	..		17:35	17:39
An Chiseog	Ime																						
Kishoge	Dep	14:52	..	15:10	..	15:40	..	..	16:09	16:35	..	..	..	16:43	..	17:08	..	..	17:21	..	..	17:38	17:43
Baile Adaim	Ime																						
Adamstown	Dep	14:56	..	15:14	..	15:44	..	..	16:13	16:39	..	..	..	16:47	..	17:12	..	..	17:25	..		17:42	17:47
COLLCHOILL & CILL DROICHID Ⓒ	Ist																						
HAZELHATCH & CELBRIDGE	Arr	15:00	..	15:20	..	15:48	..	..	16:19	16:43	..	..	..	16:53	16:55	17:18	..	..	17:29	..		17:48	17:51
Na Solláin & An Nás	Ime																						
Sallins & Naas	Dep	15:10	..	..	..	15:58	..	..	..	16:54	..	..	..	..	17:05	..	..	..	17:39	..		..	18:01
Na Solláin & An Nás																							
Sallins & Naas		..	..	..	..	*16:03*▲	..	..	..	..	..	..	..	..	*17:10*▲	..	..	..	..	..	..	..	*18:06*▲
Nás (Cearnóg na Poibleoige)																							
Naas (Poplar Square)		..	..	..	..	*16:28*	..	..	..	..	..	..	..	..	*17:35*	..	..	..	..	..	..	..	*18:25*
DROICHEAD NUA	Ist																						
NEWBRIDGE	Arr	15:19	..	..	15:31	16:05	..	..	..	17:01	..	16:51	..	..	..	..	17:32	..	17:47	..		..	18:08
CILL DARA	Ist																						
KILDARE	Arr	..	..	..	15:38	16:11	15:56	..	..	17:07	..	16:59	..	..	17:20	..	17:39	..	..	17:55		..	18:14
Mainistir Eimhín	Ime																						
Monasterevin	Dep	..	..	..	..	16:19	..	..	..	17:15	16:53	..	..	..	..	..	17:47	..	..	..		..	18:22
Cúil an tSúdaire	Ime																						
Portarlington	Dep	..	15:19	..	..	16:25	16:08	16:14	..	17:21	17:00	..	..	..	..	..	17:55	..	..	18:07		..	18:28
PORT LAOISE	Ist																						
PORTLAOISE	Arr	..	..	..	..	16:35	16:19	..	..	17:32	17:11	..	..	..	..	..	..	..	..	18:18		..	18:39

▲ : Feidhmíonn an bus ó Stad 10062 ar Phríomhbhóthar na Sollán / Bus operates from Stop 10062 on Sallins Main Road.

Ceangal bus / Connecting Bus. Léiríonn amanna i *gcló iodálach dearg* amanna imeachta bus / Times in *red italics* denote bus departure times.
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Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile, BÁC / LUAS Tram link to/from Dublin City & Dublin Connolly.

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16 Baile Átha Cliath - Cill Dara - Port Laoise - Luan go Satharn (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin - Kildare - Portlaoise - Monday to Saturday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Luan-Sath. Mon - Sat	Luan-Sath. Mon - Sat	Luan go hAoine Monday to Friday				Luan go Satharn Monday to Saturday			Luan-Aoi. Mon - Fri	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan go Satharn Monday to Saturday		
DUGA NA CANALACH MÓIRE	Ime																					
GRAND CANAL DOCK	Dep	..	..	17:29	..	*17:59*	..	..	..	..	*18:19*	..	..	18:40	..	..	19:10	..	19:45	..	..	..
Stáisiún na bPiarsach, BÁC Ⓐ	Ime																					
Dublin Pearse	Dep	..	..	17:32	..	*18:01*	..	..	..	..	*18:21*	..	..	18:43	..	..	19:13	..	19:48	..	..	..
Sráid na Teamhrach	Ime																					
Tara Street	Dep	..	..	17:34	..	*18:03*	..	..	..	..	*18:23*	..	..	18:45	..	..	19:16	..	19:50	..	..	..
Stáisiún Uí Chonghaile, BÁC ⒶⓁ	Ist																					
Dublin Connolly	Arr	..	..	17:38	..	*18:06*	..	..	..	..	*18:26*	..	..	18:48	..	..	19:19	..	19:53	..	..	..
Stáisiún Uí Chonghaile, BÁC	Ime																					
Dublin Connolly	Dep	..	..	17:39	..	▶	18:10	..	..	..	▶	18:32	..	18:49	..	..	19:20	..	19:54	..	..	..
Droim Chonrach	Ime																					
Drumcondra	Dep	..	..	17:44	..	..	18:16	..	..	..	..	18:37	..	18:55	..	..	19:25	..	20:00	..	..	..
STÁISIÚN HEUSTON BÁC ⒶⒷⓁ	Ime																					
DUBLIN HEUSTON	Dep	17:30	17:35	..	18:05	..	..	18:25	18:30	18:35	..	..	19:00	..	19:08	19:35	..	19:45	..	20:20	20:30	21:00
An Phairc Thiar & Gort na Silíní	Ime																					
Park West & Cherry Orchard	Dep	..	..	18:03	18:13	..	18:30	18:35	..	..	..	18:56	..	19:11	19:16	..	19:47	19:53	20:19	20:28	..	..
Cluain Dolcáin Cnoc an Fhuaráin	Ime																					
Clondalkin Fonthill	Dep	..	..	18:06	18:16	..	18:33	18:39	..	..	..	19:00	..	19:15	19:19	..	19:50	19:56	20:22	20:31	..	..
An Chiseog	Ime																					
Kishoge	Dep	..	..	18:10	18:20	..	18:37	18:42	..	..	..	19:03	..	19:18	19:23	..	19:54	20:00	20:26	20:35	..	..
Baile Adaim	Ime																					
Adamstown	Dep	..	..	18:14	18:24	..	18:41	18:46	..	..	..	19:07	..	19:22	19:27	..	19:58	20:04	20:30	20:39	..	..
COLLCHOILL & CILL DROICHID Ⓒ	Ist																					
HAZELHATCH & CELBRIDGE	Arr	..	..	18:18	18:28	..	18:47	18:50	..	..	..	19:11	..	19:28	19:31	..	20:03	20:08	20:36	20:43	..	..
Na Solláin & An Nás	Ime																					
Sallins & Naas	Dep	17:46	17:52	18:28	18:39	..	..	19:00	..	..	..	19:23	..	..	19:41	..	..	20:18	..	20:53	..	..
Na Solláin & An Nás																						
Sallins & Naas		..	*18:06*▲	..	..	..	..	*19:05*■	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Nás (Cearnóg na Poibleoige)																						
Naas (Poplar Square)		..	*18:25*	..	..	..	..	*19:20*	..	..	..	..	..	..	..	..	..	..	..	..	..	..
DROICHEAD NUA	Ist																					
NEWBRIDGE	Arr	17:54	..	18:36	18:46	..	..	19:07	..	18:55	..	19:33	..	..	19:48	..	..	20:25	..	21:00	..	..
CILL DARA	Ist																					
KILDARE	Arr	..	18:05	..	18:53	..	..	19:14	..	19:03	..	..	..	..	19:54	..	..	20:31	..	21:07	..	..
Mainistir Eimhín	Ime																					
Monasterevin	Dep	..	..	..	..	..	..	19:22	19:03	..	..	..	..	..	20:02	..	..	20:39	..	..	..	..
Cúil an tSúdaire	Ime																					
Portarlington	Dep	18:13	..	..	19:04	..	..	19:28	19:15	..	..	..	..	..	20:08	20:13	..	20:45	..	..	21:11	..
PORT LAOISE	Ist																					
PORTLAOISE	Arr	..	..	..	19:15	..	..	19:38	..	..	..	..	19:44	..	20:19	..	..	20:56	..	..	..	21:40

▲ : Feidhmíonn an bus ó Stad 10062 ar Phríomhbhóthar na Sollán / Bus operates from Stop 10062 on Sallins Main Road. ■ : Feidhmíonn an bus ó Stad 10062 ar Phríomhbhóthar na Sollán agus Cearnóg na Poibleoige mar cheann scríbe aige. Ní fhreastalaíonn sé ar Bhóthar Bhaile Coimín, Ballycane, Ospidéal Ginearalta an Náis, Bóthar Bhaile Mór nā ar Oifig Phoist an Náis / Bus operates from Stop 10062 on Sallins Main Road & terminates at Poplar Square. Does not serve Blessington Road, Ballycane, Naas General Hospital, Ballymore Road or Naas Post Office.

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16 Baile Átha Cliath - Cill Dara - Port Laoise - Dé Domhnaigh (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin - Kildare - Portlaoise - Sunday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri
DUGA NA CANALACH MÓIRE	Ime							
GRAND CANAL DOCK	Dep	20:30	..	21:30	..	22:30	..	23:30
Stáisiún na bPiarsach, BÁC Ⓐ	Ime							
Dublin Pearse	Dep	20:33	..	21:33	..	22:33	..	23:33
Sráid na Teamhrach	Ime							
Tara Street	Dep	20:36	..	21:36	..	22:36	..	23:36
Stáisiún Uí Chonghaile, BÁC ⒶⓁ	Ist							
Dublin Connolly	Arr	20:39	..	21:39	..	22:39	..	23:39
Stáisiún Uí Chonghaile, BÁC	Ime							
Dublin Connolly	Dep	20:40	..	21:40	..	22:40	..	23:40
Droim Chonrach	Ime							
Drumcondra	Dep	20:45	..	21:45	..	22:45	..	23:45
STÁISIÚN HEUSTON BÁC ⒶⒷⓁ	Ime							
DUBLIN HEUSTON	Dep	..	21:05	..	22:10	..	23:10	..
An Phairc Thiar & Gort na Silíní	Ime							
Park West & Cherry Orchard	Dep	21:03	21:13	22:03	22:18	23:03	23:18	00:01
Cluain Dolcáin Cnoc an Fhuaráin	Ime							
Clondalkin Fonthill	Dep	21:06	21:16	22:06	22:21	23:06	23:21	00:04
An Chiseog	Ime							
Kishoge	Dep	21:10	21:20	22:10	22:25	23:10	23:25	00:07
Baile Adaim	Ime							
Adamstown	Dep	21:14	21:24	22:14	22:29	23:14	23:29	00:11
COLLCHOILL & CILL DROICHID Ⓒ	Ist							
HAZELHATCH & CELBRIDGE	Arr	21:20	21:28	22:20	22:33	23:20	23:33	00:17
Na Solláin & An Nás	Ime							
Sallins & Naas	Dep	..	21:38	..	22:43	..	23:43	..
Na Solláin & An Nás								
Sallins & Naas		..	..	..	..	..	..	..
Nás (Cearnóg na Poibleoige)								
Naas (Poplar Square)		..	..	..	..	..	..	..
DROICHEAD NUA	Ist							
NEWBRIDGE	Arr	..	21:45	..	22:50	..	23:50	..
CILL DARA	Ist							
KILDARE	Arr	..	21:51	..	22:56	..	23:59	..
Mainistir Eimhín	Ime							
Monasterevin	Dep	..	21:59	..	23:04	..	..	..
Cúil an tSúdaire	Ime							
Portarlington	Dep	..	22:05	..	23:10	..	..	..
PORT LAOISE	Ist							
PORTLAOISE	Arr	..	22:16	..	23:21	..	..	..

Ceangal bus / Connecting Bus. Léiríonn amanna i *gcló iodálach dearg* amanna imeachta bus / Times in *red italics* denote bus departure times.

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Baile Átha Cliath - Cill Dara - Port Laoise - Dé Domhnaigh (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin - Kildare - Portlaoise - Sunday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Dé Domhnaigh Sunday																			
STÁISIÚN HEUSTON BÁC Ⓐ Ⓑ Ⓛ	Ime																				
DUBLIN HEUSTON	Dep	08:00	08:30	09:05	09:10	10:00	10:30	10:50	11:35	11:40	12:00	12:50	13:15	13:35	13:40	14:00	14:40	14:50	15:15	15:35	16:00	16:35
An Pháirc Thiar & Gort na Silíní	Ime																				
Park West & Cherry Orchard	Dep	..	..	09:13	..	..	..	10:58	..	..	..	12:58	..	..	..	..	..	14:58	..	..	..	..
Cluain Dolcáin Cnoc an Fhuaráin	Ime																				
Clondalkin Fonthill	Dep	..	..	09:16	..	..	..	11:01	..	..	..	13:01	..	..	..	..	..	15:01	..	..	..	..
An Chiseog	Ime																				
Kishoge	Dep	..	..	09:20	..	..	..	11:05	..	..	..	13:05	..	..	..	..	..	15:05	..	..	..	..
Baile Adaim	Ime																				
Adamstown	Dep	..	..	09:24	..	..	..	11:09	..	..	..	13:09	..	..	..	..	..	15:09	..	..	..	..
Collchoill & Cill Droichid Ⓒ	Ist																				
Hazelhatch & Celbridge	Arr	..	..	09:28	..	..	..	11:13	..	..	..	13:13	..	..	..	..	..	15:13	..	..	..	..
Na Solláin & An Nás	Ime																				
Sallins & Naas	Dep	..	..	09:38	..	..	..	11:23	..	..	..	13:23	..	..	..	..	..	15:23	..	..	..	..
Droichead Nua	Ist																				
Newbridge	Arr	..	..	09:45	09:31	..	10:51	11:30	..	..	..	13:30	..	..	14:01	..	..	15:30	..	..	..	..
CILL DARA	Ist																				
KILDARE	Arr	08:24	..	09:51	09:38	..	10:58	11:36	..	12:04	..	13:36	13:40	..	14:08	..	..	15:36	15:40	..	..	..
Mainistir Eimhín	Ime																				
Monasterevin	Dep	..	..	09:59	..	..	..	11:44	..	..	..	13:44	..	..	..	..	..	15:44	..	..	..	..
Cúil an tSúdaire	Ime																				
Portarlington	Dep	08:37	..	10:05	..	..	11:10	11:50	..	12:17	..	13:50	..	..	14:21	..	15:13	15:50	..	..	..	17:08
PORT LAOISE	Ist																				
PORTLAOISE	Arr	..	09:09	10:16	..	10:40	..	12:01	12:14	..	12:40	14:01	..	14:14	..	14:40	..	16:01	..	16:14	16:40	..

Ceangal bus / Connecting Bus. Léiríonn amanna i *gcló iodálach dearg* amanna imeachta bus / Times in *red italics* denote bus departure times.
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Baile Átha Cliath - Cill Dara - Port Laoise - Dé Domhnaigh (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin - Kildare - Portlaoise - Sunday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Dé Domhnaigh Sunday													
STÁISIÚN HEUSTON BÁC Ⓐ Ⓑ Ⓛ	Ime														
DUBLIN HEUSTON	Dep	16:50	17:35	18:00	18:25	18:30	18:45	18:50	18:55	19:05	19:25	20:20	20:30	21:00	21:10
An Pháirc Thiar & Gort na Silíní	Ime														
Park West & Cherry Orchard	Dep	16:58	..	..	..	..	..	..	19:03	..	..	20:28	..	..	..
Cluain Dolcáin Cnoc an Fhuaráin	Ime														
Clondalkin Fonthill	Dep	17:01	..	..	..	..	..	..	19:06	..	..	20:31	..	..	..
An Chiseog	Ime														
Kishoge	Dep	17:05	..	..	..	..	..	..	19:10	..	..	20:35	..	..	..
Baile Adaim	Ime														
Adamstown	Dep	17:09	..	..	..	..	..	..	19:14	..	..	20:39	..	..	..
Collchoill & Cill Droichid Ⓒ	Ist														
Hazelhatch & Celbridge	Arr	17:13	..	..	..	..	..	..	19:18	..	..	20:43	..	..	..
Na Solláin & An Nás	Ime														
Sallins & Naas	Dep	17:23	..	..	..	..	..	..	19:28	..	19:41	20:53	..	..	..
Droichead Nua	Ist														
Newbridge	Arr	17:30	..	..	18:46	18:51	..	..	19:35	..	19:50	21:00	20:51	..	21:31
CILL DARA	Ist														
KILDARE	Arr	17:36	18:00	..	18:53	18:59	19:09	19:14	19:41	..	19:58	21:06	..	..	21:38
Mainistir Eimhín	Ime														
Monasterevin	Dep	17:44	..	..	19:00	..	..	..	19:49	..	20:06	21:14	..	..	..
Cúil an tSúdaire	Ime														
Portarlington	Dep	17:50	..	..	19:07	19:13	19:22	..	19:55	19:37	20:12	21:20	21:07	..	21:50
PORT LAOISE	Ist														
PORTLAOISE	Arr	18:01	..	18:39	19:18	..	..	..	20:06	..	20:23	21:31	..	21:40	22:01

Ceangal bus / Connecting Bus. Léiríonn amanna i *gcló iodálach dearg* amanna imeachta bus / Times in *red italics* denote bus departure times.
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Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile, BÁC / LUAS Tram link to/from Dublin City & Dublin Connolly.

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16

Port Laoise - Cill Dara - Baile Átha Cliath - Luan go Satharn (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Portlaoise - Kildare - Dublin - Monday to Saturday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Luan-Sath. Mon - Sat	Luan go hAoine Monday to Friday			Luan-Sath. Mon - Sat	Luan-Sath. Mon - Sat	Luan go hAoine Monday to Friday				Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat
PORT LAOISE	Ime																				
PORTLAOISE	Dep	05:33	..	..	..	..	06:20	..	..	06:47	..	06:54	..	..	..	07:15	..	..	..	..	..
Cúil an tSúdaire	Ime																				
Portarlington	Dep	05:41	..	06:02	..	..	06:29	..	..	06:56	..	..	07:08	..	..	07:23	..	07:42	..	..	..
Mainistir Eimhín	Ime																				
Monasterevin	Dep	05:48	..	06:08	..	..	06:35	..	..	07:02	..	07:07	..	..	..	07:30	..	07:48	..	..	..
CILL DARA	Ime																				
KILDARE	Dep	05:57	..	06:17	..	06:30	06:44	..	07:01	07:11	..	07:17	07:21	..	07:35	07:40	..	07:57	..	..	08:16
DROICHEAD NUA	Ime																				
NEWBRIDGE	Dep	06:02	06:10	06:24	..	06:36	06:50	06:58	07:08	..	07:19	..	07:28	07:35	07:42	07:47	..	08:04	08:12	..	..
Nás (Cearnóg na Poibleoige)																					
Naas (Poplar Square)		..	..	..	..	*06:20*	..	..	..	*07:02*	*07:02*	..	..	..	..	*07:30*	..	..	..	..	..
Na Solláin & An Nás																					
Sallins & Naas		..	..	..	..	*06:40*	..	..	..	*07:17*	*07:17*	..	..	..	..	*07:50*	..	..	..	..	..
Na Solláin & An Nás	Ime																				
Sallins & Naas	Dep	06:11	06:18	06:31	..	06:44	06:58	07:06	07:16	07:21	07:27	..	07:36	07:43	..	07:55	..	..	08:20	..	..
COLLCHOILL & CILL DROICHID C	Ime																				
HAZELHATCH & CELBRIDGE	Dep	06:19	06:27	06:40	06:49	06:53	07:06	07:15	07:25	07:30	07:36	..	..	07:52	..	08:03	08:18	..	08:29	08:34	..
Baile Adaim	Ime																				
Adamstown	Dep	06:24	06:31	..	06:54	06:58	..	07:19	07:29	..	07:40	..	..	07:56	..	08:07	08:23	..	08:33	08:39	..
An Chiseog	Ime																				
Kishoge	Dep	06:27	06:35	..	06:57	07:01	..	07:23	..	..	07:44	..	..	08:00	..	08:11	08:26	..	08:37	08:42	..
Cluain Dolcáin Cnoc an Fhuaráin	Ime																				
Clondalkin Fonthill	Dep	06:30	06:38	..	07:00	07:04	07:13	07:26	..	..	07:47	..	..	08:03	..	08:14	08:29	..	08:40	08:45	..
An Phairc Thiar & Gort na Silíní	Ime																				
Park West & Cherry Orchard	Dep	06:33	06:41	..	07:03	07:07	..	07:29	..	..	07:50	..	..	08:06	..	08:17	08:32	..	08:43	08:48	..
STÁISIÚN HEUSTON BÁC ABL	Ist																				
DUBLIN HEUSTON	Arr	06:42	..	06:55	..	07:16	07:24	..	07:42	07:45	..	07:50	07:56	08:15	08:06	08:25	..	08:31	08:51	..	08:45
Droim Chonrach	Ime																				
Drumcondra	Dep	..	07:00	..	07:18	..	..	07:46	..	..	08:05	..	..	..	..	..	08:47	..	..	09:04	..
Stáisiún Uí Chonghaile, BÁC AL	Ist																				
Dublin Connolly	Arr	..	07:09	..	07:24	..	..	07:52	..	..	08:13	..	..	..	..	..	08:53	..	..	09:11	..
Stáisiún Uí Chonghaile, BÁC	Ime																				
Dublin Connolly	Dep	..	07:10	..	07:25	..	..	07:53	..	..	08:14	..	..	..	..	..	08:54	..	..	09:13	..
Sráid na Teamhrach	Ist																				
Tara Street	Arr	..	07:12	..	07:27	..	..	07:56	..	..	08:16	..	..	..	..	..	08:56	..	..	09:15	..
Stáisiún na bPiarsach, BÁC A	Ist																				
Dublin Pearse	Arr	..	07:15	..	07:30	..	..	07:58	..	..	08:19	..	..	..	..	..	08:59	..	..	09:18	..
DUGA NA CANÁLACH MÓIRE	Ist																				
GRAND CANAL DOCK	Arr	..	07:20	..	07:34	..	..	08:02	..	..	08:23	..	..	..	..	..	09:03	..	..	09:22	..

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16

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Portlaoise - Kildare - Dublin - Monday to Saturday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Luan go Satharn Monday to Saturday			Luan-Aoi. Mon - Fri	Luan go Satharn Monday to Saturday			Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Sath. Mon - Sat	Luan go hAoine Monday to Friday			Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Aoi. Mon - Fri	Dé Sath. Amháin Sat. Only	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat
PORT LAOISE	Ime																				
PORTLAOISE	Dep	08:01	..	08:12	..	..	09:09	..	..	09:19	..	..	..	..	10:25	..	..	..	11:14	..	11:25
Cúil an tSúdaire	Ime																				
Portarlington	Dep	08:11	..	08:21	..	09:14	..	..	..	09:28	09:51	..	..	..	10:34	10:53	..	11:12	..	..	11:34
Mainistir Eimhín	Ime																				
Monasterevin	Dep	..	..	08:27	..	..	..	..	..	09:34	..	..	..	..	10:40	..	..	..	..	..	11:40
CILL DARA	Ime																				
KILDARE	Dep	08:24	..	08:36	..	..	..	09:34	..	09:43	..	..	..	10:40	10:49	..	..	..	..	..	11:49
DROICHEAD NUA	Ime																				
NEWBRIDGE	Dep	..	08:35	08:42	09:09	..	09:32	..	..	09:50	..	..	10:26	10:46	10:55	..	..	..	..	11:40	11:55
Nás (Cearnóg na Poibleoige)																					
Naas (Poplar Square)		..	..	*08:20*	..	..	..	..	..	*09:25*	..	..	..	..	*10:25*	..	..	..	..	..	..
Na Solláin & An Nás																					
Sallins & Naas		..	..	*08:45*	..	..	..	..	..	*09:45*	..	..	..	..	*10:45*	..	..	..	..	..	..
Na Solláin & An Nás	Ime																				
Sallins & Naas	Dep	08:35	..	08:50	09:17	09:33	..	..	..	09:57	..	..	10:34	..	11:03	..	..	..	..	11:48	12:03
COLLCHOILL & CILL DROICHID C	Ime																				
HAZELHATCH & CELBRIDGE	Dep	..	..	08:58	09:26	..	..	..	09:43	10:06	..	10:35	10:43	..	11:11	..	11:35	..	..	11:57	12:11
Baile Adaim	Ime																				
Adamstown	Dep	..	..	09:03	09:30	..	..	..	09:48	10:11	..	10:40	10:47	..	11:16	..	11:40	..	..	12:01	12:16
An Chiseog	Ime																				
Kishoge	Dep	..	..	09:06	09:34	..	..	..	09:51	10:15	..	10:43	10:51	..	11:19	..	11:43	..	..	12:05	12:19
Cluain Dolcáin Cnoc an Fhuaráin	Ime																				
Clondalkin Fonthill	Dep	..	..	09:09	09:37	..	..	..	09:54	10:19	..	10:46	10:54	..	11:22	..	11:46	..	..	12:08	12:22
An Phairc Thiar & Gort na Silíní	Ime																				
Park West & Cherry Orchard	Dep	..	..	09:12	09:40	..	..	..	09:57	10:23	..	10:50	10:57	..	11:25	..	11:50	..	..	12:11	12:25
STÁISIÚN HEUSTON BÁC ABL	Ist																				
DUBLIN HEUSTON	Arr	08:55	09:01	09:21	..	09:52	09:57	10:02	10:07	10:32	10:27	..	11:06	11:13	11:34	11:29	..	11:50	11:56	12:20	12:34
Droim Chonrach	Ime																				
Drumcondra	Dep	..	..	..	09:55	..	..	..	..	..	..	11:06	..	..	..	..	12:08	..	..	..	..
Stáisiún Uí Chonghaile, BÁC AL	Ist																				
Dublin Connolly	Arr	..	..	..	10:02	..	..	..	..	..	..	11:13	..	..	..	..	12:14	..	..	..	..
Stáisiún Uí Chonghaile, BÁC	Ime																				
Dublin Connolly	Dep	..	..	..	10:03	..	..	..	..	..	..	11:14	..	..	..	..	12:15	..	..	..	..
Sráid na Teamhrach	Ist																				
Tara Street	Arr	..	..	..	10:05	..	..	..	..	..	..	11:17	..	..	..	..	12:17	..	..	..	..
Stáisiún na bPiarsach, BÁC A	Ist																				
Dublin Pearse	Arr	..	..	..	10:09	..	..	..	..	..	..	11:19	..	..	..	..	12:20	..	..	..	..
DUGA NA CANÁLACH MÓIRE	Ist																				
GRAND CANAL DOCK	Arr	..	..	..	10:12	..	..	..	..	..	..	11:23	..	..	..	..	12:23	..	..	..	..

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16

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		Luan go hAoine Monday to Friday			Luan go Satharn Monday to Saturday				Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri
PORT LAOISE	Ime																				
PORTLAOISE	Dep	..	..	..	..	..	12:30	..	..	13:18	..	13:25	..	14:15	..	..	14:28	..	..	15:10	..
Cúil an tSúdaire	Ime																				
Portarlington	Dep	..	12:04	..	12:28	..	12:39	13:00	..	..	..	13:34	..	..	..	..	14:37	..	15:06	..	..
Mainistir Eimhín	Ime																				
Monasterevin	Dep	..	..	..	..	..	12:45	..	..	..	..	13:40	..	..	..	..	14:43	..	..	..	..
CILL DARA	Ime																				
KILDARE	Dep	..	..	..	..	12:44	12:55	..	..	..	..	13:49	..	..	..	14:46	14:52	..	..	..	..
DROICHEAD NUA	Ime																				
NEWBRIDGE	Dep	..	..	12:26	..	12:51	13:01	..	..	..	13:26	13:55	..	..	14:26	14:53	14:58	15:12	..	..	15:27
Nás (Cearnóg na Poibleoige)																					
Naas (Poplar Square)		..	..	..	..	..	*12:35*	..	..	..	..	*13:30*	..	..	..	..	*14:30*	..	..	..	..
Na Solláin & An Nás																					
Sallins & Naas		..	..	..	..	..	*12:55*	..	..	..	..	*13:50*	..	..	..	..	*14:50*	..	..	..	..
Na Solláin & An Nás	Ime																				
Sallins & Naas	Dep	..	..	12:34	..	..	13:09	..	..	..	13:34	14:03	..	..	14:34	..	15:06	15:20	..	..	15:35
COLLCHOILL & CILL DROICHID C	Ime																				
HAZELHATCH & CELBRIDGE	Dep	12:35	..	12:44	..	..	13:17	..	13:35	..	13:43	14:11	14:35	..	14:43	..	15:14	15:35	..	..	15:44
Baile Adaim	Ime																				
Adamstown	Dep	12:40	..	12:49	..	..	13:22	..	13:40	..	13:47	14:16	14:40	..	14:47	..	15:19	15:40	..	..	15:48
An Chiseog	Ime																				
Kishoge	Dep	12:43	..	12:53	..	..	13:25	..	13:43	..	13:51	14:19	14:43	..	14:51	..	15:22	15:43	..	..	15:52
Cluain Dolcáin Cnoc an Fhuaráin	Ime																				
Clondalkin Fonthill	Dep	12:46	..	12:56	..	..	13:28	..	13:46	..	13:54	14:22	14:46	..	14:54	..	15:25	15:46	..	..	15:55
An Pháirc Thiar & Gort na Silíní	Ime																				
Park West & Cherry Orchard	Dep	12:50	..	12:59	..	..	13:31	..	13:50	..	13:57	14:25	14:50	..	14:57	..	15:28	15:50	..	..	15:58
STÁISIÚN HEUSTON BÁC ABL	Ist																				
DUBLIN HEUSTON	Arr	..	12:41	13:08	13:05	13:15	13:41	13:37	..	14:00	14:06	14:34	..	14:57	15:06	15:17	15:37	..	15:43	15:55	16:07
Droim Chonrach	Ime																				
Drumcondra	Dep	13:06	..	..	..	..	..	..	14:08	..	..	..	15:06	..	..	..	..	16:06	..	..	..
Stáisiún Uí Chonghaile, BÁC AL	Ist																				
Dublin Connolly	Arr	13:13	..	..	..	..	..	..	14:14	..	..	..	15:13	..	..	..	..	16:13	..	..	..
Stáisiún Uí Chonghaile, BÁC	Ime																				
Dublin Connolly	Dep	13:14	..	..	..	..	..	..	14:15	..	..	..	15:14	..	..	..	..	16:14	..	..	..
Sráid na Teamhrach	Ist																				
Tara Street	Arr	13:17	..	..	..	..	..	..	14:17	..	..	..	15:17	..	..	..	..	16:17	..	..	..
Stáisiún na bPiarsach, BÁC A	Ist																				
Dublin Pearse	Arr	13:19	..	..	..	..	..	..	14:20	..	..	..	15:19	..	..	..	..	16:19	..	..	..
DUGA NA CANÁLACH MÓIRE	Ist																				
GRAND CANAL DOCK	Arr	13:23	..	..	..	..	..	..	14:23	..	..	..	15:23	..	..	..	..	16:23	..	..	..

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16

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		Luan go hAoine Monday to Friday			Luan-Sath. Mon - Sat	Luan-Sath. Mon - Sat	Luan go hAoine Monday to Friday			Luan go Satharn Monday to Saturday			Luan-Aoi. Mon - Fri	Luan go Satharn Monday to Saturday			Aoi&Sath. Amháin Fri&Sat Only	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri
PORT LAOISE	Ime																						
PORTLAOISE	Dep	..	..	..	..	15:25	..	..	..	..	16:25	..	..	..	..	17:13	..	17:25	..	..	18:22	18:29	..
Cúil an tSúdaire	Ime																						
Portarlington	Dep	..	..	..	15:44	15:34	..	..	..	..	16:34	16:55	..	..	..	..	..	17:34	..	..	..	18:38	..
Mainistir Eimhín	Ime																						
Monasterevin	Dep	..	..	..	..	15:40	..	..	..	..	16:40	..	..	..	..	..	..	17:40	..	..	..	18:44	..
CILL DARA	Ime																						
KILDARE	Dep	..	..	15:45	..	15:49	..	..	..	16:39	16:49	17:07	..	..	..	..	17:35	17:49	..	..	..	18:53	..
DROICHEAD NUA	Ime																						
NEWBRIDGE	Dep	..	..	15:51	..	15:55	..	..	..	..	16:55	17:14	..	..	..	..	..	17:55	18:13	..	..	18:59	..
Nás (Cearnóg na Poibleoige)																							
Naas (Poplar Square)		..	..	..	..	*15:30*	..	..	..	..	*16:30*	..	..	..	..	..	..	*17:35*♦	..	..	..	*18:40*♦	..
Na Solláin & An Nás																							
Sallins & Naas		..	..	..	..	*15:50*	..	..	..	..	*16:55*	..	..	..	..	..	..	*17:55*	..	..	..	*18:50*	..
Na Solláin & An Nás	Ime																						
Sallins & Naas	Dep	..	..	..	..	16:03	..	..	..	..	17:03	..	..	..	..	..	..	18:03	18:21	..	..	19:07	..
COLLCHOILL & CILL DROICHID C	Ime																						
HAZELHATCH & CELBRIDGE	Dep	15:55	..	..	..	16:11	16:40	17:05	..	..	17:11	..	17:28	..	17:53	..	..	18:11	..	18:52	..	19:15	19:40
Baile Adaim	Ime																						
Adamstown	Dep	16:00	..	..	..	16:16	..	17:10	..	..	17:16	..	..	..	..	..	..	18:16	..	18:57	..	19:20	19:45
An Chiseog	Ime																						
Kishoge	Dep	16:03	..	..	..	16:19	..	17:14	..	..	17:19	..	..	..	..	..	..	18:19	..	19:00	..	19:23	19:48
Cluain Dolcáin Cnoc an Fhuaráin	Ime																						
Clondalkin Fonthill	Dep	16:06	..	..	..	16:22	..	17:18	..	..	17:22	..	..	..	..	..	..	18:22	..	19:03	..	19:26	19:51
An Pháirc Thiar & Gort na Silíní	Ime																						
Park West & Cherry Orchard	Dep	16:10	..	..	..	16:25	16:49	17:21	..	..	17:25	..	17:36	..	18:01	..	..	18:25	18:36	19:06	..	19:29	19:54
STÁISIÚN HEUSTON BÁC ABL	Ist																						
DUBLIN HEUSTON	Arr	..	..	16:16	16:24	16:35	..	..	..	17:07	17:34	17:40	..	..	..	17:59	18:02	18:34	..	..	19:04	19:38	..
Droim Chonrach	Ime																						
Drumcondra	Dep	16:25	..	..	..	..	17:06	17:39	..	..	..	..	17:53	..	18:17	..	..	..	18:51	19:21	..	..	20:09
Stáisiún Uí Chonghaile, BÁC AL	Ist																						
Dublin Connolly	Arr	16:32	..	..	..	..	17:13	17:48	..	..	..	..	18:00	..	18:23	..	..	..	18:56	19:26	..	..	20:15
Stáisiún Uí Chonghaile, BÁC	Ime																						
Dublin Connolly	Dep	▶	*16:41*	..	..	..	17:14	▶	*17:51*	..	..	..	▶	*18:04*	18:24	..	..	..	18:57	19:27	..	..	20:16
Sráid na Teamhrach	Ist																						
Tara Street	Arr	..	*16:43*	..	..	..	17:17	..	*17:53*	..	..	..	..	*18:07*	18:26	..	..	..	19:00	19:30	..	..	20:18
Stáisiún na bPiarsach, BÁC A	Ist																						
Dublin Pearse	Arr	..	*16:45*	..	..	..	17:19	..	*17:55*	..	..	..	..	*18:09*	18:29	..	..	..	19:02	19:32	..	..	20:21
DUGA NA CANÁLACH MÓIRE	Ist																						
GRAND CANAL DOCK	Arr	..	*16:47*	..	..	..	17:23	..	*17:57*	..	..	..	..	*18:12*	18:33	..	..	..	19:04	19:35	..	..	20:25

♦ : Feidhmíonn an bus díreach ón Náis (Cearnóg na Poibleoige) go dtí na Solláin. Ní fhreastalaíonn sé ar Oifig Phoist an Náis, Bóthar Bhaile Mhór, Ospidéal Ginearálta an Náis, Ballycane, Bóthar Bhaile Coimín ná Bóthar na Moiréile / Bus operates direct from Naas (Poplar Square) to Sallins. Does not serve Naas Post Office, Ballymore Road, Naas General Hospital, Ballycane, Blessington Road or Morell Road.

Ceangal bus / Connecting Bus. Léiríonn amanna i *gcló iodálach dearg* amanna imeachta bus / Times in *red italics* denote bus departure times.
A Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus Link to/from Dublin Airport available nearby. B Nasc Bus (Bealach 4) go/ó Lár Chathair Bhaile Átha Cliath / Bus Link (Route 4) to/from Dublin City Centre. C Nasc Bus (Bealach W6) go/ó Cill Droichid / Bus Link (Route W6) to/from Celbridge available nearby.
L Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile, BÁC / LUAS Tram link to/from Dublin City & Dublin Connolly.

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16

Port Laoise - Cill Dara - Baile Átha Cliath - Luan go Satharn (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Portlaoise - Kildare - Dublin - Monday to Saturday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Luan-Sath. Mon - Sat	Luan-Sath. Mon - Sat	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Aoi. Mon - Fri	Luan-Aoi. Mon - Fri	Luan go Satharn Monday to Saturday			Luan-Aoi. Mon - Fri	Luan go Satharn Monday to Saturday		
PORT LAOISE	Ime																	
PORTLAOISE	Dep	..	19:18	19:25	..	..	20:22	20:33	..	..	21:14	..	21:30	..	..	22:20	22:30	..
Cúil an tSúdaire	Ime																	
Portarlington	Dep	19:15	..	19:34	..	..	..	20:42	21:10	..	..	21:33	21:39	..	..	..	22:39	22:52
Mainistir Eimhín	Ime																	
Monasterevin	Dep	..	..	19:40	..	..	..	20:48	..	..	..	..	21:45	..	..	..	22:45	..
CILL DARA	Ime																	
KILDARE	Dep	19:27	..	19:49	..	20:15	..	20:57	..	..	..	..	21:54	22:11	..	..	22:54	23:04
DROICHEAD NUA	Ime																	
NEWBRIDGE	Dep	19:33	..	19:55	..	..	..	21:04	..	..	..	..	22:00	22:18	..	..	23:01	23:11
Nás (Cearnóg na Poibleoige)																		
Naas (Poplar Square)		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Na Solláin & An Nás																		
Sallins & Naas		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Na Solláin & An Nás	Ime																	
Sallins & Naas	Dep	..	..	20:03	..	..	..	21:11	..	..	..	..	22:08	22:25	..	..	23:08	..
COLLCHOILL & CILL DROICHID C	Ime																	
HAZELHATCH & CELBRIDGE	Dep	..	..	20:11	20:40	..	..	21:20	..	21:35	..	..	22:16	22:35	22:42	..	23:17	..
Baile Adaim	Ime																	
Adamstown	Dep	..	..	20:16	20:45	..	..	21:24	..	21:40	..	..	22:21	22:39	22:47	..	23:21	..
An Chiseog	Ime																	
Kishoge	Dep	..	..	20:19	20:48	..	..	21:28	..	21:43	..	..	22:24	22:43	22:50	..	23:25	..
Cluain Dolcáin Cnoc an Fhuaráin	Ime																	
Clondalkin Fonthill	Dep	..	..	20:22	20:51	..	..	21:31	..	21:46	..	..	22:27	22:46	22:53	..	23:28	..
An Phairc Thiar & Gort na Silíní	Ime																	
Park West & Cherry Orchard	Dep	..	..	20:25	20:54	..	..	21:34	..	21:50	..	..	22:30	22:49	22:57	..	23:31	..
STÁISIÚN HEUSTON BÁC ABL	Ist																	
DUBLIN HEUSTON	Arr	19:58	20:01	20:34	..	20:42	21:05	21:43	21:45	..	21:56	22:09	22:39	22:57	..	23:01	23:40	23:36
Droim Chonrach	Ime																	
Drumcondra	Dep	..	..	..	21:09	..	..	..	..	22:06	..	..	..	..	23:11	..	..	..
Stáisiún Uí Chonghaile, BÁC AL	Ist																	
Dublin Connolly	Arr	..	..	..	21:15	..	..	..	..	22:14	..	..	..	..	23:16	..	..	..
Stáisiún Uí Chonghaile, BÁC	Ime																	
Dublin Connolly	Dep	..	..	..	21:16	..	..	..	..	22:15	..	..	..	..	23:17	..	..	..
Sráid na Teamhrach	Ist																	
Tara Street	Arr	..	..	..	21:18	..	..	..	..	22:19	..	..	..	..	23:19	..	..	..
Stáisiún na bPiarsach, BÁC A	Ist																	
Dublin Pearse	Arr	..	..	..	21:21	..	..	..	..	22:22	..	..	..	..	23:22	..	..	..
DUGA NA CANÁLACH MÓIRE	Ist																	
GRAND CANAL DOCK	Arr	..	..	..	21:24	..	..	..	..	22:24	..	..	..	..	23:25	..	..	..

Ceangal bus / Connecting Bus. Léiríonn amanna i *gcló iodálach dearg* amanna imeachta bus / Times in *red italics* denote bus departure times.
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L Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile, BÁC / LUAS Tram link to/from Dublin City & Dublin Connolly.

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16

Port Laoise - Cill Dara - Baile Átha Cliath - Dé Domhnaigh (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Portlaoise - Kildare - Dublin - Sunday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Dé Domhnaigh Sunday																		
PORT LAOISE	Ime																			
PORTLAOISE	Dep	07:40	..	09:46	10:13	..	..	10:30	11:25	11:46	12:16	12:25	..	..	13:46	..	14:16	14:25	..	..	..
Cúil an tSúdaire	Ime																			
Portarlington	Dep	07:49	09:53	09:58	..	10:26	..	10:39	11:34	11:56	..	12:36	12:45	..	13:56	14:09	..	14:35	15:37	..	15:55
Mainistir Eimhín	Ime																			
Monasterevin	Dep	07:55	..	10:05	..	..	..	10:45	11:40	..	..	12:42	..	..	..	..	..	14:41	..	..	..
CILL DARA	Ime																			
KILDARE	Dep	08:04	10:06	10:14	..	..	10:46	10:54	11:49	12:09	..	12:51	12:58	13:41	14:09	..	..	14:50	..	15:50	..
Droichead Nua	Ime																			
Newbridge	Dep	08:10	..	10:20	..	..	..	11:01	11:55	..	..	12:57	..	13:49	..	..	..	14:56	..	15:58	..
Na Solláin & An Nás	Ime																			
Sallins & Naas	Dep	08:18	10:17	..	..	..	..	11:08	12:03	..	..	13:05	..	..	..	..	..	15:04	..	..	..
Collchoill & Cill Droichid C	Ime																			
Hazelhatch & Celbridge	Dep	08:26	..	..	..	..	..	11:17	12:11	..	..	13:13	..	..	..	..	..	15:12	..	..	..
Baile Adaim	Ime																			
Adamstown	Dep	08:31	..	..	..	..	..	11:21	12:16	..	..	13:18	..	..	..	..	..	15:17	..	..	..
An Chiseog	Ime																			
Kishoge	Dep	08:34	..	..	..	..	..	11:25	12:19	..	..	13:21	..	..	..	..	..	15:20	..	..	..
Cluain Dolcáin Cnoc an Fhuaráin	Ime																			
Clondalkin Fonthill	Dep	08:37	..	..	..	..	..	11:28	12:22	..	..	13:24	..	..	..	..	..	15:23	..	..	..
An Phairc Thiar & Gort na Silíní	Ime																			
Park West & Cherry Orchard	Dep	08:40	..	..	..	..	..	11:31	12:25	..	..	13:27	..	..	..	..	..	15:26	..	..	..
STÁISIÚN HEUSTON BÁC ABL	Ist																			
DUBLIN HEUSTON	Arr	08:50	10:37	10:44	10:56	11:02	11:14	11:39	12:34	12:37	12:58	13:36	13:28	14:13	14:37	14:45	15:00	15:37	16:14	16:23	16:31

Ceangal bus / Connecting Bus. Léiríonn amanna i *gcló iodálach dearg* amanna imeachta bus / Times in *red italics* denote bus departure times.
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L Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile, BÁC / LUAS Tram link to/from Dublin City & Dublin Connolly.

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16

Port Laoise - Cill Dara - Baile Átha Cliath - Dé Domhnaigh (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Portlaoise - Kildare - Dublin - Sunday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Dé Domhnaigh Sunday																
PORT LAOISE	Ime																	
PORTLAOISE	Dep	15:45	16:09	16:33	..	..	..	17:43	18:13	..	..	18:50	..	19:43	..	20:16	..	20:30	21:13
Cúil an tSúdaire	Ime																		
Portarlington	Dep	16:00	..	16:42	16:51	16:57	..	17:53	..	18:26	18:51	18:59	19:49	19:55	..	..	20:31	20:39	..
Mainistir Eimhín	Ime																		
Monasterevin	Dep	..	..	16:48	..	..	..	..	..	..	..	19:05	..	..	..	..	..	20:45	..
CILL DARA	Ime																		
KILDARE	Dep	16:14	..	16:58	17:03	17:10	17:47	18:06	..	18:39	..	19:14	..	20:08	20:17	..	..	20:54	..
Droichead Nua	Ime																		
Newbridge	Dep	..	..	17:04	..	..	17:55	..	..	..	..	19:20	..	..	20:25	..	..	21:00	..
Na Sollain & An Nás	Ime																		
Sallins & Naas	Dep	..	..	17:12	..	..	..	..	..	..	..	19:28	..	..	..	..	..	21:08	..
Coilchoill & Cill Droichid Ⓒ	Ime																		
Hazelhatch & Celbridge	Dep	..	..	17:20	..	..	..	..	..	..	..	19:36	..	..	..	..	..	21:16	..
Baile Adaim	Ime																		
Adamstown	Dep	..	..	17:25	..	..	..	..	..	..	..	19:41	..	..	..	..	..	21:21	..
An Chiseog	Ime																		
Kishoge	Dep	..	..	17:28	..	..	..	..	..	..	..	19:44	..	..	..	..	..	21:24	..
Cluain Dolcáin Cnoc an Fhuaráin	Ime																		
Clondalkin Fonthill	Dep	..	..	17:31	..	..	..	..	..	..	..	19:47	..	..	..	..	..	21:27	..
An Phairc Thiar & Gort na Silíní	Ime																		
Park West & Cherry Orchard	Dep	..	..	17:34	..	..	..	..	..	..	..	19:50	..	..	..	..	..	21:30	..
STÁISIÚN HEUSTON BÁC ⒶⒷⓁ	Ist																		
DUBLIN HEUSTON	Arr	16:42	16:51	17:43	17:34	17:38	18:20	18:34	18:55	19:08	19:29	19:59	20:25	20:36	20:49	20:59	21:06	21:39	21:55

Ceangal bus / Connecting Bus. Léiríonn amanna i *gcló iodálach dearg* amanna imeachta bus / Times in *red italics* denote bus departure times.
Ⓐ Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus Link to/from Dublin Airport available nearby. Ⓑ Nasc Bus (Bealach 4) go/ó Lár Chathair Bhaile Átha Cliath / Bus Link (Route 4) to/from Dublin City Centre. Ⓒ Nasc Bus (Bealach W6) go/ó Cill Droichid / Bus Link (Route W6) to/from Celbridge available nearby.
Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile, BÁC / LUAS Tram link to/from Dublin City & Dublin Connolly.

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16

Baile Átha Cliath - Cill Dara - Port Laoise (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin - Kildare - Portlaoise (excluding public holidays) - Valid from 26.01.2025 until further notice

Seirbhísí Friothálacha Bus:
Feeder Bus Services:

An Nás (Cearnóg na Poibleoige) go Stáisiún na Sollán agus an Náis ag freastal ar na stadanna seo a leanas:
An Nás (Cearnóg na Poibleoige), Bóthar Bhaile Coimín (Bóthair an Tobair), Séipéal Ballycane, Ospidéal Ginearálta an Náis, Bóthar an Bhaile Mhóir (Swans), Oifig Poist an Náis, Bóthar na Sollán (Séipéal Mhuire Máthair agus Naomh Dáibhí), Bóthar na Sollán (Ascaill Mhóin Réad), Bóthar na Sollán (Oldtown Rise), Bóthar na Moiréile (Bóthar na Sollán), Bóthar na Moiréile (Oldtown Gardens), Bóthar na Moiréile (Ascaill na Moiréile), Bóthar na Moiréile (Bóthar Mhóin Réad), Timpeallán Bhóthar na Sollán, Carrchlós Stáisiún na Sollán & an Náis.

Naas (Poplar Square) to Sallins & Naas Station serving the following stops:
Naas (Poplar Square), Blessington Road (Tipper Road), Ballycane Church, Naas General Hospital, Ballymore Road (Swans), Naas Post Office, Sallins Road (Church of Our Lady & St. David), Sallins Road (Monread Avenue), Sallins Road (Oldtown Rise), Morell Road (Sallins Road), Morell Road (Oldtown Gardens), Morell Road (Morell Crescent), Morell Road (Monread Road), Sallins Road Roundabout, Sallins & Naas Station Car Park.

Stáisiún na Sollán agus an Náis go dtí An Nás (Oifig an Phoist) ag freastal ar na stadanna seo a leanas:
Carrchlós Stáisiún na Sollán & an Náis, Timpeallán Bhóthar na Sollán, Bóthar na Moiréile (Bóthar Mhóin Réad), Bóthar na Moiréile (Ascaill na Moiréile), Bóthar na Moiréile (Oldtown Gardens), Bóthar na Moiréile (Bóthar na Sollán), Bóthar na Sollán (Oldtown Rise), Bóthar na Sollán (Ascaill Mhóin Réad), Bóthar na Sollán (Spring Gardens), Ospidéal Ginearálta an Náis, Bóthar Bhaile Coimín (Bóthair an Tobair), Séipéal Ballycane, Ospidéal Ginearálta an Náis, Bóthar an Bhaile Mhóir (Swans), Oifig Poist an Náis.

Sallins & Naas Station to Naas (Post Office) serving the following stops:
Sallins & Naas Station Car Park, Sallins Road Roundabout, Morell Road (Monread Road), Morell Road (Morell Crescent), Morell Road (Oldtown Gardens), Morell Road (Sallins Road), Sallins Road (Oldtown Rise), Sallins Road (Monread Avenue), Sallins Road (Spring Gardens), Naas (Poplar Square), Blessington Road (Tipper Road), Ballycane Church, Naas General Hospital, Ballymore Road (Swans), Naas Post Office.

Nás (Cearnóg na Poibleoige) Naas (Poplar Square)	06:20	07:02	07:30	08:20	09:25	10:25	12:35	13:30	14:30	15:30	16:30	17:35 (3)	18:40 (3)
Stáisiún na Sollán agus an Náis Sallins & Naas Stn	06:40	07:17	07:50	08:45	09:45	10:45	12:55	13:50	14:50	15:50	16:55	17:55	18:50

Stáisiún na Sollán agus an Náis Sallins & Naas Stn	06:50	07:20	08:05	09:00	09:58	10:58	12:55	13:58	16:03 (1)	17:10 (1)	18:06 (1)	19:05 (2)
Nás (Cearnóg na Poibleoige) Naas (Poplar Square)	07:00	07:30	08:20	09:15	10:13	11:13	13:15	14:18	16:28	17:35	18:25	19:20

Nóta 1: Feidhmíonn na seirbhísí ag 16:03, 17:10 & 18:06 ó Stáisiún na Sollán agus an Náis ó Stad 10062 ar Phríomhbhóthar na Sollán (Droichead an Iarnróid).
Ní fhreastalaíonn na seirbhísí seo ar Stad Charrchlós Stáisiún na Sollán agus an Náis.
Note 1: 16:03, 17:10 & 18:06 from Sallins & Naas Station operate from Stop 10062 on Sallins Main Road (Railway Bridge).
They do not serve Sallins & Naas Station Car Park stop.

Nóta 2: Feidhmíonn an seirbhís ag 19:05 ó Stáisiún na Sollán agus an Náis ó Stad 10062 ar Phríomhbhóthar na Sollán (Droichead an Iarnróid) go dtí an Nás (Cearnóg na Poibleoige) amháin.
Ní fhreastalaíonn an seirbhís seo ar Stad Charrchlós Stáisiún na Sollán agus an Náis, Bóthar Bhaile Coimín, Séipéal Ballycane, Ospidéal Ginearálta an Náis, Bóthar an Bhaile Mhóir ná ar Oifig Poist an Náis.
Note 2: 19:05 from Sallins & Naas Station operates from Stop 10062 on Sallins Main Road (Railway Bridge) to Naas (Poplar Square) only.
It does not serve Sallins & Naas Station Car Park stop, Blessington Road, Ballycane Church, Naas General Hospital, Ballymore Road or Naas Post Office.

Nóta 3: Feidhmíonn na seirbhísí ag 17:35 & 18:40 ón Nás (Cearnóg na Poibleoige) díreach go Stáisiún na Sollán agus an Náis via Bhóthar na Sollán.
Ní fhreastalaíonn siad ar Bhóthar Bhaile Coimín, Séipéal Ballycane, Ospidéal Ginearálta an Náis, Bóthar an Bhaile Mhóir, Oifig Poist an Náis ná Bóthar na Moiréile.
Note 3: 17:35 & 18:40 from Naas (Poplar Square) operate direct to Sallins & Naas Station via Sallins Road.
They do not serve Blessington Road, Ballycane Church, Naas General Hospital, Ballymore Road, Naas Post Office or Morell Road.

Ceangal bus / Connecting Bus. Léiríonn amanna i *gcló iodálach dearg* amanna imeachta bus / Times in *red italics* denote bus departure times.
Ⓐ Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus Link to/from Dublin Airport available nearby. Ⓑ Nasc Bus (Bealach 4) go/ó Lár Chathair Bhaile Átha Cliath / Bus Link (Route 4) to/from Dublin City Centre. Ⓒ Nasc Bus (Bealach W6) go/ó Cill Droichid / Bus Link (Route W6) to/from Celbridge available nearby.
Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile, BÁC / LUAS Tram link to/from Dublin City & Dublin Connolly.

lean muid ar .....
follow us on ....

Iarnród Éireann
Irish Rail

Baile Átha Cliath - Gaillimh
Luan go Domhnaigh (gan saoire phoiblí san áireamh)
Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt

Dublin - Galway
Monday to Sunday (excluding public holidays)
Valid from 26.01.2025 until further notice

6 Baile Átha Cliath – Gaillimh – Luan go Satharn (gan saoire phoiblí san áireamh) – Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin – Galway – Monday to Saturday (excluding public holidays) – Valid from 26.01.2025 until further notice

		Luan. – Sath. Mon. – Sat.	Luan. – Aoi. Mon. – Fri.	Dé Sath. Amháin Sat. Only	Luan. – Aoi. Mon. – Fri.	Dé Sath. Amháin Sat. Only	Luan. – Aoi. Mon. – Fri.	Dé Sath. Amháin Sat. Only	Luan– Déar Mon. – Thurs.	Dé hAoi. Amháin Fri. Only	Dé hAoi. Amháin Fri. Only	Luan. – Sath. Mon. – Sat.	Luan. – Aoi. Mon. – Fri.	Dé Sath. Amháin Sat. Only	Luan go Satharn Monday to Saturday					
STÁISIÚN HEUSTON BÁCⒶⒷⓁ	Ime																			
DUBLIN HEUSTON	Dep	..	05:45	..	..	..	..	07:35	07:35	07:35	..	..	09:25	09:25	11:30	12:45	13:30	..	..	14:45
Collchoill & Cill Droichid	Ime																			
Hazelhatch & Celbridge	Dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Na Solláin & An Nás	Ime																			
Sallins & Naas	Dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
An Droichead Nua	Ime																			
Newbridge	Dep	..	06:07	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cill Dara	Ime																			
Kildare	Dep	..	06:14	..	..	..	..	08:00	08:00	08:00	..	..	..	..	..	..	..	..	..	..
Mainistir Eimhín	Ime																			
Monasterevin	Dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cúil an tSúdaire	Ime																			
Portarlington	Dep	..	06:28	..	..	..	..	08:16	08:16	08:16	..	..	09:58	09:58	12:06	13:19	14:05	..	..	15:19
TULACH MHÓR	Ime																			
TULLAMORE	Dep	..	06:50	..	07:27	..	..	08:32	08:32	08:32	..	..	10:15	10:15	12:22	13:36	14:21	..	..	15:44
Clóirtheach	Ime																			
Clara	Dep	..	06:57	..	07:42	..	..	08:48	08:48	08:48	..	..	10:24	10:24	..	13:46	..	..	..	15:53
BAILE ÁTHA LUAIN	Ist																			
ATHLONE	Arr	..	07:19	..	07:56	..	..	09:06	09:06	09:06	..	..	10:44	10:50	12:48	14:05	14:47	..	..	16:11
BAILE ÁTHA LUAIN	Ime																			
ATHLONE	Dep	..	07:30	07:30	07:58	..	..	09:08	09:08	09:10	09:08	..	10:44	10:50	12:48	14:09	14:47	..	..	16:12
Béal Átha na Sluaighe	Ime																			
Ballinasloe	Dep	Ó Luimneach From Limerick	07:44	07:44	08:13	..	:	09:22	09:22	Go Cathair na Mart To Westport	09:22	Ó Luimneach From Limerick	11:00	11:07	13:04	Go Cathair na Mart To Westport	15:03	Ó Luimneach From Limerick	..	Go Cathair na Mart To Westport
Móta	Ime																			
Woodlawn	Dep		08:01	08:01	08:24	..	:	09:33	09:37		09:37		..	..	13:15		15:14		..	
Áth Tíomáin	Ime																			
Attymon	Dep		08:08	08:08	08:31	..	:	09:40	09:44		09:44		11:16	11:23	..		..		..	
BAILE ÁTHA AN RÍ	Ime																			
ATHENRY	Dep	07:49	08:16	08:16	08:38	09:05	09:25	09:47	09:51		09:51	10:53	11:29	11:31	13:27		15:26	15:56	16:55	
Órán Mór	Ime																			
Oranmore	Dep	08:01	08:26	08:26	08:48	09:17	09:37	09:58	10:02	..	10:02	11:04	11:39	11:42	13:38	..	15:38	16:07	17:05	..
STÁISIÚN CHEANNT, GAILLIMH	Ist																			
CEANNT STATION, GALWAY	Arr	08:09	08:36	08:36	08:58	09:32	09:45	10:08	10:12	..	10:13	11:13	11:50	11:53	13:53	..	15:48	16:15	17:14	..

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Dúnfar geataí ardáin an stáisiúin 2 nóiméad sula n-imíonn an traein / Station platform gates will close 2 minutes prior to departure.

6 Baile Átha Cliath – Gaillimh – Luan go Satharn (gan saoire phoiblí san áireamh) – Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin – Galway – Monday to Saturday (excluding public holidays) – Valid from 26.01.2025 until further notice

		Luan. – Sath. Mon. – Sat.	Luan. – Sath. Mon. – Sat.	Luan. – Aoi. Mon. – Fri.	Dé hAoi. Amháin Fri. Only	Luan go Satharn Monday to Saturday						
STÁISIÚN HEUSTON BÁC Ⓐ Ⓑ Ⓛ	Ime											
DUBLIN HEUSTON	Dep	15:35	16:30	17:10	17:10	17.30	..	18:15	18:30	..	19:35	20:30
Collchoill & Cill Droichid	Ime											
Hazelhatch & Celbridge	Dep	..	..	..	..	..	..	..	..	..	..	..
Na Solláin & An Nás	Ime											
Sallins & Naas	Dep	..	..	..	..	17:46	..	..	..	..	..	..
An Droichead Nua	Ime											
Newbridge	Dep	..	16:52	17:32	17:32	17:54	..	..	..	..	..	..
Cill Dara	Ime											
Kildare	Dep	..	17:00	17:39	17:39	..	..	..	..	..	..	..
Mainistir Eimhín	Ime											
Monasterevin	Dep	..	..	17:47	17:47	..	..	..	19:03	..	..	..
Cúil an tSúdaire	Ime											
Portarlington	Dep	16:14	..	17:55	17:55	18:13	..	..	19:15	..	20:13	21:11
TULACH MHÓR	Ime											
TULLAMORE	Dep	16:37	17:26	18:11	18:11	18:30	..	19:14	..	..	20:28	21:34
Clóirtheach	Ime											
Clara	Dep	16:46	..	18:20	18:20	18:47	..	..	19:37	..	20:44	21:43
BAILE ÁTHA LUAIN	Ist											
ATHLONE	Arr	17:04	17:51	18:51	18:51	19:05	..	19:40	19:56	..	21:01	22:02
BAILE ÁTHA LUAIN	Ime											
ATHLONE	Dep	17:04	17:51	..	18:52	19:05	..	19:40	19:56	..	21:01	22:05
Béal Átha na Sluaighe	Ime											
Ballinasloe	Dep	17:20	18:08	..	Go Cathair na Mart To Westport	19:21	Ó Luimneach From Limerick	Go Cathair na Mart To Westport	20:13	Ó Luimneach From Limerick	21:16	22:21
Móta	Ime											
Woodlawn	Dep	17:30	18:19	..					..		21:31	22:31
Áth Tíomáin	Ime											
Attymon	Dep	..	..	..		19:37			..		..	..
BAILE ÁTHA AN RÍ	Ime											
ATHENRY	Dep	17:42	18:37	..		19:45	20:16		20:34	21:22	21:43	22:45
Órán Mór	Ime											
Oranmore	Dep	..	..	..	..	19:56	20:27	..	20:44	21:34	21:54	22:56
STÁISIÚN CHEANNT, GAILLIMH	Ist											
CEANNT STATION, GALWAY	Arr	17:59	18:54	..	..	20:07	20:35	..	20:56	21:42	22:04	23:07

Ⓐ Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus connection to/from Dublin Airport available nearby.
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Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile / LUAS Tram Link to/from Dublin City Centre and Connolly Station.
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6 Baile Átha Cliath – Gaillimh – Dé Domhnaigh (gan saoire phoiblí san áireamh) – Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin – Galway – Sunday (excluding public holidays) – Valid from 26.01.2025 until further notice

		Dé Domhnaigh Sunday													
STÁISIÚN HEUSTON BÁC Ⓐ Ⓑ Ⓛ	Ime														
DUBLIN HEUSTON	Dep	08:00	..	10:30	11:40	..	13:40	14:40	..	15:40	16:35	..	18:30	18:45	20:30
Collchoill & Cill Droichid	Ime														
Hazelhatch & Celbridge	Dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Na Solláin & An Nás	Ime														
Sallins & Naas	Dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..
An Droichead Nua	Ime														
Newbridge	Dep	..	..	10:51	..	..	14:01	..	..	..	..	..	18:51	..	20:51
Cill Dara	Ime														
Kildare	Dep	08:24	..	10:58	12:04	..	14:08	..	..	..	..	..	18:59	19:09	..
Mainistir Eimhín	Ime														
Monasterevin	Dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cúil an tSúdaire	Ime														
Portarlington	Dep	08:37	..	11:10	12:17	..	14:21	15:13	..	..	17:08	..	19:13	19:22	21:07
Tulach Mhór	Ime														
Tullamore	Dep	08:54	..	11:26	12:45	..	14:38	15:37	..	16:31	17:26	..	19:31	19:49	21:23
Clóirtheach	Ime														
Clara	Dep	09:03	..	11:35	12:55	..	14:47	15:46	..	16:39	17:36	..	..	20:02	21:31
BAILE ÁTHA LUAIN	Ist														
ATHLONE	Arr	09:25	..	11:57	13:14	..	15:08	16:04	..	16:58	18:03	..	20:00	20:20	21:49
BAILE ÁTHA LUAIN	Ime														
ATHLONE	Dep	09:25	..	12:00	13:24	..	15:10	16:04	..	16:59	18:06	..	20:00	20:25	21:49
Béal Átha na Sluaighe	Ime														
Ballinasloe	Dep	09:41	Ó Luimneach From Limerick	12:16	13:39	Ó Luimneach From Limerick	Go Cathair na Mart To Westport	16:20	Ó Luimneach From Limerick	Go Cathair na Mart To Westport	18:21	Ó Luimneach From Limerick	Go Cathair na Mart To Westport	20:40	22:05
Móta	Ime														
Woodlawn	Dep	09:51		12:27	..			16:31			..			20:50	..
Áth Tíomáin	Ime														
Attymon	Dep	09:58		..	..			..			..			20:57	..
Baile Átha an Rí	Ime														
Athenry	Dep	10:05	10:37	12:42	14:00	14:11		16:43	17:32		18:50	19:55		21:04	22:25
Órán Mór	Ime														
Oranmore	Dep	10:16	10:47	12:52	..	14:21	..	16:54	17:43	..	19:01	20:06	..	21:14	22:35
STÁISIÚN CHEANNT, GAILLIMH	Ist														
CEANNT STATION, GALWAY	Arr	10:27	10:55	13:02	14:20	14:30	..	17:07	17:51	..	19:12	20:14	..	21:25	22:47

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6 Gaillimh – Baile Átha Cliath – Luan go Satharn (gan saoire phoiblí san áireamh) – Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Galway – Dublin – Monday to Saturday (excluding public holidays) – Valid from 26.01.2025 until further notice

		Luan – Aoine Monday – Friday			Dé Sath. Amháin Sat. Only	Luan go Satharn Monday to Saturday				Dé Sath. Amháin Sat. Only	Luan. – Aoi. Mon. – Fri.	Luan. – Aoi. Mon. – Fri.	Dé Sath. Amháin Sat. Only	Luan. – Aoi. Mon. – Fri.	Luan go Satharn Monday to Saturday				
STÁISIÚN CHEANNT, GAILLIMH	Ime																		
CEANNT STATION, GALWAY	Dep	..	05:25	..	..	06:15	06:25	07:30	..	08:40	08:52	09:05	09:25	10:05	..	10:25	11:05	13:05	..
Órán Mór	Ime																		
Oranmore	Dep	..	05:31	..	..	06:22	..	07:36	..	08:47	09:03	09:11	09:31	10:16	..	10:33	11:16	13:11	..
BAILE ÁTHA AN RÍ	Ime																		
ATHENRY	Dep	..	05:43		..	06:37	06:42	07:48		08:59	09:15	09:22	09:48	10:28		10:51	11:31	13:28	
Áth Tíomáin	Ime																		
Attymon	Dep	..	..		..		06:50	..		..	..	..	..	10:37		..		13:35	
Móta	Ime																		
Woodlawn	Dep	..	05:55		..		..	..		..	..	..	10:00	10:44		..		..	
Béal Átha na Sluaighe	Ime																		
Ballinasloe	Dep	..	06:05		..		07:04	08:13		..	..	09:43	10:10	11:01			11:54	13:51	
BAILE ÁTHA LUAIN	Ist																		
ATHLONE	Arr	..	06:23	06:57	..	..	07:23	08:30	09:04	..	..	10:03	10:28	11:18	11:33	..	12:11	14:09	15:00
BAILE ÁTHA LUAIN	Ime																		
ATHLONE	Dep	05:20	06:24	07:00	07:00	..	07:23	08:30	09:09	..	..	10:03	10:28	11:18	11:38	..	12:12	14:09	15:00
Clóirtheach	Ime																		
Clara	Dep	05:36	06:40	07:16	07:16	..	..	..	09:24	..	..	..	10:45	11:35	11:54	..	12:33	14:32	15:17
Tulach Mhór	Ime																		
Tullamore	Dep	05:45	06:48	07:25	07:25	..	07:47	08:54	09:33	..	..	10:34	10:53	11:45	12:03	..	12:41	14:40	15:26
Cúil an tSúdaire	Ime																		
Portarlington	Dep	06:02	07:08	07:42	07:42	..	..	09:14	09:51	..	..	10:53	11:12	12:04	12:28	..	13:00	15:06	15:44
Mainistir Eimhín	Ime																		
Monasterevin	Dep	06:08	..	07:48	07:48	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cill Dara	Ime																		
Kildare	Dep	06:17	07:21	07:57	07:57	..	08:16	..	..	..	..	..	..	..	..	..	..	..	..
An Droichead Nua	Ime																		
Newbridge	Dep	06:24	07:28	08:04	08:04	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Na Sollán & An Nás	Ime																		
Sallins & Naas	Dep	06:31	07:36	..	..	..	..	09:33	..	..	..	..	..	..	..	..	..	..	..
Collchoill & Cill Droichid	Ime																		
Hazelhatch & Celbridge	Dep	06:40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
STÁISIÚN HEUSTON BÁC Ⓐ Ⓑ Ⓛ	Ist																		
DUBLIN HEUSTON	Arr	06:55	07:56	08:31	08:27	..	08:45	09:52	10:27	..	..	11:29	11:50	12:41	13:05	..	13:37	15:43	16:24

Go Luimneach To Limerick

Ó Chathair na Mart From Westport

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Galway – Dublin – Monday to Saturday (excluding public holidays) – Valid from 26.01.2025 until further notice

		Luan go Satharn Monday to Saturday										Luan. – Aoi. Mon. – Fri.
STÁISIÚN CHEANNT, GAILLIMH	Ime											
CEANNT STATION, GALWAY	Dep	13:45	15:05	16:30	17:20	17:52	18:18	..	18:48	19:25	20:50	22:25
Órán Mór	Ime											
Oranmore	Dep	13:53	15:11	16:37	17:27	18:06	18:25	..	19:00	19:31	21:01	22:32
BAILE ÁTHA AN RÍ	Ime											
ATHENRY	Dep	14:08	15:27	16:49	17:44	18:21	18:39		19:15	19:45	21:13	22:47
Áth Tíomáin	Ime											
Attymon	Dep		..	..	17:51		18:48			19:53	21:22	22:55
Móta	Ime											
Woodlawn	Dep		15:38	..	17:58		18:56			20:00	..	23:02
Béal Átha na Sluaighe	Ime											
Ballinasloe	Dep		15:48	..	18:10		19:22			20:13	21:40	23:12
BAILE ÁTHA LUAIN	Ist											
ATHLONE	Arr	..	16:07	..	18:29	..	19:39	20:19	..	20:31	22:03	23:29
BAILE ÁTHA LUAIN	Ime											
ATHLONE	Dep	..	16:12	..	18:29	..	..	20:19	..	20:35	22:07	..
Clóirtheach	Ime											
Clara	Dep	..	16:27	..	..	..	..	..	..	21:02	22:25	..
Tulach Mhór	Ime											
Tullamore	Dep	..	16:37	..	18:53	..	..	20:52	..	21:15	22:33	..
Cúil an tSúdaire	Ime											
Portarlington	Dep	..	16:55	..	19:15	..	..	21:10	..	21:33	22:52	..
Mainistir Eimhín	Ime											
Monasterevin	Dep	..	..	..	..	..	..	..	..	..	..	..
Cill Dara	Ime											
Kildare	Dep	..	17:07	..	19:27	..	..	..	..	..	23:04	..
An Droichead Nua	Ime											
Newbridge	Dep	..	17:14	..	19:33	..	..	..	..	..	23:11	..
Na Sollán & An Nás	Ime											
Sallins & Naas	Dep	..	..	..	..	..	..	..	..	..	..	..
Collchoill & Cill Droichid	Ime											
Hazelhatch & Celbridge	Dep	..	..	..	..	..	..	..	..	..	..	..
STÁISIÚN HEUSTON BÁC Ⓐ Ⓑ Ⓛ	Ist											
DUBLIN HEUSTON	Arr	..	17:40	..	19:58	..	..	21:45	..	22:09	23:36	..

Go Luimneach To Limerick

Ó Chathair na Mart From Westport

Go Inis To Ennis

Ⓐ Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus connection to/from Dublin Airport available nearby.
Ⓑ Nasc Bus (Bealach 4) go/ó Lár Chathair Bhaile Átha Cliath / Bus Link (Route 4) to/from Dublin City Centre.
Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile / LUAS Tram Link to/from Dublin City Centre and Connolly Station.
Spásanna teoranta do Rothair ar fáil, déan seiceáil ar www.irishrail.ie / Limited Bicycle accommodation, check www.irishrail.ie.
Ba chóir do phaisinéirí am aistrithe uair an chloig idir Heuston agus Stáisiún Uí Chonghaile a chur san áireamh agus seirbhísí LUAS nó bus á n-úsáid acu / Passengers should allow 1 hour transfer time between Heuston and Connolly Stations, when using LUAS or bus services.
Dúnfar geataí ardáin an stáisiúin 2 nóiméad sula n-imíonn an traein / Station platform gates will close 2 minutes prior to departure.

6 Gaillimh – Baile Átha Cliath – Dé Domhnaigh (gan saoire phoiblí san áireamh) – Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Galway – Dublin – Sunday (excluding public holidays) – Valid from 26.01.2025 until further notice

		Dé Domhnaigh Sunday															
STÁISIÚN CHEANNT, GAILLIMH	Ime																
CEANNT STATION, GALWAY	Dep	08:00	..	08:25	11:00	11:55	12:20	13:40	..	15:00	..	16:10	17:00	18:00	..	18:30	19:25
Órán Mór	Ime																
Oranmore	Dep	08:06	..	08:32	11:06	12:02	12:27	13:46	..	15:06	..	16:17	17:11	18:06	..	18:37	19:32
Baile Átha an Rí	Ime																
Athenry	Dep	08:18	Ó Chathair na Mart From Westport	08:46	11:18	12:18	12:41	14:01	Ó Chathair na Mart From Westport	15:18	Ó Chathair na Mart From Westport	16:32	17:22	18:18	Ó Chathair na Mart From Westport	18:55	19:44
Áth Tíomáin	Ime															To	
Attymon	Dep	08:26		Go Luimneach To Limerick	..	Go Luimneach To Limerick	..	14:09		..		Go Luimneach To Limerick	..	18:27		Limk	19:51
Móta	Ime																
Woodlawn	Dep	08:33			11:31		12:53	14:16		15:31			17:35	18:34		..	19:58
Béal Átha na Sluaighe	Ime																
Ballinasloe	Dep	08:44			11:41		13:03	14:26		15:42			17:45	18:45		..	20:08
BAILE ÁTHA LUAIN	Ist																
ATHLONE	Arr	09:03	09:37	..	12:00	..	13:23	14:45	15:06	16:01	17:41	..	18:04	19:04	19:35	..	20:27
BAILE ÁTHA LUAIN	Ime																
ATHLONE	Dep	09:03	09:39	..	12:00	..	13:24	14:46	15:09	16:05	17:42	..	18:07	19:14	19:37	..	..
Clóirtheach	Ime																
Clara	Dep	09:26	09:56	..	12:16	..	13:41	15:09	15:24	16:21	17:57	..	18:23	19:21	..	..	..
Tulach Mhór	Ime																
Tullamore	Dep	09:35	10:06	..	12:26	..	13:50	15:18	15:38	16:33	18:06	..	18:32	19:31	20:08	..	..
Cúil an tSúdaire	Ime																
Portarlington	Dep	09:53	10:26	..	12:45	..	14:09	15:37	15:55	16:51	18:26	..	18:51	19:49	20:31	..	..
Mainistir Eimhín	Ime																
Monasterevin	Dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cill Dara	Ime																
Kildare	Dep	10:06	..	..	12:58	..	..	..	..	17:03	18:39	..	..	..	..	..	..
An Droichead Nua	Ime																
Newbridge	Dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Na Solláin & An Nás	Ime																
Sallins & Naas	Dep	10:17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Coilchoill & Cill Droichid	Ime																
Hazelhatch & Celbridge	Dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
STÁISIÚN HEUSTON BÁC Ⓐ Ⓑ Ⓛ	Ist																
DUBLIN HEUSTON	Arr	10:37	11:02	..	13:28	..	14:45	16:14	16:31	17:34	19:08	..	19:29	20:25	21:06	..	..

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Ⓑ Nasc Bus (Bealach 4) go/ó Lár Chathair Bhaile Átha Cliath / Bus Link (Route 4) to/from Dublin City Centre.
Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile / LUAS Tram Link to/from Dublin City Centre and Connolly Station.
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4 Baile Átha Cliath – Port Láirge – Luan go Satharn (gan saoire phoiblí san áireamh) – Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin – Waterford – Monday to Saturday (excluding public holidays) – Valid from 26.01.2025 until further notice

		Luan – Sath. Mon. – Sat.	Luan – Aoi. Mon. – Fri.	Luan – Sath. Mon. – Sat.	Luan – Aoi. Mon. – Fri.	Luan – Sath. Mon. – Sat.	Luan – Sath. Mon. – Sat.	Aoine Amháin Fri. Only	Luan – Sath. Mon. – Sat.	Luan – Sath. Mon. – Sat.	Luan – Sath. Mon. – Sat.	Luan – Sath. Mon. – Sat.
STÁISIÚN HEUSTON BÁC Ⓐ Ⓑ Ⓛ	Ime											
DUBLIN HEUSTON	Dep	07:20	08:26	10:15	12:25	13:15	15:10	16:10	16:40	17:35	18:35	20:20
An Pháirc Thiar & Gort na Silíní	Ime											
Park West & Cherry Orchard	Dep	..	..	..	..	..	..	..	..	..	..	20:28
Cluain Dolcáin Cnoc an Fhuaráin	Ime											
Clondalkin Fonthill	Dep	..	..	..	..	..	..	..	..	..	..	20:31
An Chiseog	Ime											
Kishoge	Dep	..	..	..	..	..	..	..	..	..	..	20:35
Baile Adaim	Ime											
Adamstown	Dep	..	..	..	..	..	..	..	..	..	..	20:39
Collchoill & Cill Droichid	Ime											
Hazelhatch & Celbridge	Dep	..	..	..	..	..	..	..	16:55	..	..	20:44
Na Solláin & An Nás	Ime											
Sallins & Naas	Dep	..	..	..	..	..	..	..	17:05	17:52	..	20:53
An Droichead Nua	Ist											
Newbridge	Arr	07:41	08:47	..	12:46	..	15:31	..	..	..	18:55	21:00
Cill Dara	Ime											
Kildare	Dep	07:47	08:53	10:39	12:52	..	15:38	..	17:20	18:05	19:03	21:07
Baile Átha Í	Ime											
Athy	Dep	08:09	09:12	10:56	13:16	13:53	15:55	16:48	17:38	18:22	19:20	21:23
CEATHARLACH	Ist											
CARLOW	Arr	08:22	09:27	11:09	13:31	14:06	16:06	16:59	17:51	18:35	19:32	21:37
CEATHARLACH	Ime											
CARLOW	Dep	08:22	..	11:09	..	14:12	16:10	16:59	17:51	18:35	19:42	21:41
Muine Bheag	Ime											
Muine Bheag	Dep	08:47	..	11:24	..	14:26	16:22	..	18:04	18:48	19:55	21:52
Stáisiún Mhic Dhonnchadha, Cill Chainnigh	Ist											
Kilkenny (MacDonagh)	Arr	09:04	..	11:42	..	14:43	16:40	..	18:22	19:05	20:12	22:09
Stáisiún Mhic Dhonnchadha, Cill Chainnigh	Ime											
Kilkenny (MacDonagh)	Dep	09:08	..	11:47	..	14:47	16:44	..	18:26	19:11	20:16	22:13
Baile Mhic Andáin	Ime											
Thomastown	Dep	09:20	..	11:59	..	14:59	16:56	..	18:38	19:23	20:28	22:25
STÁISIÚN PHLUINCÉID, PORT LÁIRGE	Ist											
PLUNKETT STATION, WATERFORD	Arr	09:45	..	12:24	..	15:32	17:20	17:52	19:04	19:48	20:56	22:50

Ⓐ Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus connection to/from Dublin Airport available nearby.
Ⓑ Nasc Bus (Bealach 4) go/ó Lár Chathair Bhaile Átha Cliath / Bus Link (Route 4) to/from Dublin City Centre.
Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile / LUAS Tram Link to/from Dublin City Centre and Connolly Station.
Spásanna teoranta do Rothair ar fáil, déan seiceáil ar www.irishrail.ie / Limited Bicycle accommodation, check www.irishrail.ie.
Ba chóir do phaisinéirí am aistrithe uair an chloig idir Heuston agus Stáisiún Uí Chonghaile a chur san áireamh agus seirbhísí LUAS nó bus á n-úsáid acu / Passengers should allow 1 hour transfer time between Heuston and Connolly Stations, when using LUAS or bus services.
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4 Baile Átha Cliath – Port Láirge – Dé Domhnaigh (gan saoire phoiblí san áireamh) – Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin – Waterford – Sunday (excluding public holidays) – Valid from 26.01.2025 until further notice

		Dé Domhnaigh Sunday				
STÁISIÚN HEUSTON BÁC Ⓐ Ⓑ Ⓛ	Ime					
DUBLIN HEUSTON	Dep	09:10	13:15	15:15	17:35	18:50
An Droichead Nua	Ist					
Newbridge	Arr	09:31	..	..	..	..
Cill Dara	Ime					
Kildare	Dep	09:38	13:40	15:40	18:00	19:14
Baile Átha Í	Ime					
Athy	Dep	09:55	13:57	15:56	18:18	19:31
Ceatharlach	Ist					
Carlow	Arr	10:08	14:10	16:10	18:31	19:44
Ceatharlach	Ime					
Carlow	Dep	10:12	14:10	16:10	18:32	19:44
Muine Bheag	Ime					
Muine Bheag	Dep	10:25	14:23	16:23	18:46	19:57
Stáisiún Mhic Dhonnchadha, Cill Chainnigh	Ist					
Kilkenny (MacDonagh)	Arr	10:42	14:42	16:42	19:06	20:14
Stáisiún Mhic Dhonnchadha, Cill Chainnigh	Ime					
Kilkenny (MacDonagh)	Dep	10:46	14:46	16:49	19:12	20:18
Baile Mhic Andáin	Ime					
Thomastown	Dep	10:58	14:58	17:01	19:24	20:30
STÁISIÚN PHLUINCÉID, PORT LÁIRGE	Ist					
PLUNKETT STATION, WATERFORD	Arr	11:23	15:23	17:26	19:49	20:55

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4 Port Láirge - Baile Átha Cliath - Luan go Satharn (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Waterford - Dublin - Monday to Saturday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Luan - Aoi. Mon. - Fri.	Luan - Sath. Mon. - Sat.	Luan - Sath. Mon. - Sat.	Luan - Sath. Mon. - Sat.	Luan - Aoi. Mon. - Fri.	Luan - Sath. Mon. - Sat.	Luan - Sath. Mon. - Sat.	Luan - Aoi. Mon. - Fri.	Luan - Sath. Mon. - Sat.	Aoi. & Sath. Amh. Fri. & Sat. Only	Luan - Sath. Mon. - Sat.	Luan - Sath. Mon. - Sat.
STÁISIÚN PHLUINCÉID, PORT LÁIRGE	Ime												
PLUNKETT STATION, WATERFORD	Dep	..	05:55	06:50	07:50	..	11:00	13:05	..	14:50	16:05	18:25	20:20
Baile Mhic Andáin	Ime												
Thomastown	Dep	..	06:16	..	08:11	..	11:21	13:26	..	15:13	..	18:55	20:48
Stáisiún Mhic Dhonnchadha, Cill Chainnigh	Ist												
Kilkenny (MacDonagh)	Arr	..	06:31	07:24	08:26	..	11:37	13:41	..	15:28	..	19:10	21:03
Stáisiún Mhic Dhonnchadha, Cill Chainnigh	Ime												
Kilkenny (MacDonagh)	Dep	..	06:35	07:28	08:30	..	11:43	13:45	..	15:32	..	19:14	21:07
Muine Bheag	Ime												
Muine Bheag	Dep	..	06:51	07:44	08:46	..	11:59	14:01	..	15:48	..	19:30	21:23
CEATHARLACH	Ist												
CARLOW	Arr	..	07:03	07:56	08:57	..	12:11	14:13	..	16:00	16:57	19:42	21:34
CEATHARLACH	Ime												
CARLOW	Dep	06:30	07:03	07:56	08:57	10:10	12:11	14:13	15:15	16:07	17:00	19:42	21:41
Baile Átha Í	Ime												
Athy	Dep	06:41	07:15	08:10	09:12	10:21	12:24	14:26	15:26	16:19	17:12	19:55	21:52
Cill Dara	Ime												
Kildare	Dep	07:01	07:35	..	09:34	10:40	12:44	14:46	15:45	16:39	17:35	20:15	22:11
An Droichead Nua	Ime												
Newbridge	Dep	07:08	07:42	08:35	..	10:46	12:51	14:53	15:51	..	..	..	22:18
Na Sollain & An Nás	Ime												
Sallins & Naas	Dep	07:16	..	..	..	..	..	..	..	..	..	..	22:25
Collchoill & Cill Droichid	Ime												
Hazelhatch & Celbridge	Dep	07:25	..	..	..	..	..	..	..	..	..	..	22:35
Baile Adaim	Ime												
Adamstown	Dep	07:29	..	..	..	..	..	..	..	..	..	..	22:39
An Chiseog	Ime												
Kishoge	Dep	..	..	..	..	..	..	..	..	..	..	..	22:43
Cluain Dolcáin Cnoc an Fhuaráin	Ime												
Clondalkin Fonthill	Dep	..	..	..	..	..	..	..	..	..	..	..	22:46
An Phairc Thiar & Gort na Silíní	Ime												
Park West & Cherry Orchard	Dep	..	..	..	..	..	..	..	..	..	..	..	22:49
STÁISIÚN HEUSTON BÁC Ⓐ Ⓑ Ⓛ	Ist												
DUBLIN HEUSTON	Arr	07:42	08:06	09:01	10:02	11:13	13:15	15:17	16:16	17:07	18:02	20:42	22:57

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4 Port Láirge - Baile Átha Cliath - Dé Domhnaigh (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Waterford - Dublin - Sunday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Dé Domhnaigh Sunday				
STÁISIÚN PHLUINCÉID, PORT LÁIRGE	Ime					
PLUNKETT STATION, WATERFORD	Dep	09:05	12:00	14:00	16:00	18:25
Baile Mhic Andáin	Ime					
Thomastown	Dep	09:25	12:20	14:20	16:20	18:45
Stáisiún Mhic Dhonnchadha, Cill Chainnigh	Ist					
Kilkenny (MacDonagh)	Arr	09:41	12:36	14:36	16:37	19:01
Stáisiún Mhic Dhonnchadha, Cill Chainnigh	Ime					
Kilkenny (MacDonagh)	Dep	09:45	12:40	14:44	16:44	19:08
Muine Bheag	Ime					
Muine Bheag	Dep	10:00	12:55	14:59	16:59	19:23
Ceatharlach	Ist					
Carlow	Arr	10:12	13:08	15:12	17:12	19:37
Ceatharlach	Ime					
Carlow	Dep	10:13	13:08	15:12	17:12	19:44
Baile Átha Í	Ime					
Athy	Dep	10:26	13:21	15:26	17:26	19:57
Cill Dara	Ime					
Kildare	Dep	10:46	13:41	15:50	17:47	20:17
An Droichead Nua	Ime					
Newbridge	Dep	..	13:49	15:58	17:55	20:25
STÁISIÚN HEUSTON BÁC Ⓐ Ⓑ Ⓛ	Ist					
DUBLIN HEUSTON	Arr	11:14	14:13	16:23	18:20	20:49

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Iarnród Éireann
Irish Rail

Baile Átha Cliath – Cathair na Mart & Béal an Átha
Luan go Domhnaigh (gan saoire phoiblí san áireamh)
Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt

Dublin – Westport & Ballina
Monday to Sunday (excluding public holidays)
Valid from 26.01.2025 until further notice

10 Baile Átha Cliath – Cathair na Mart & Béal an Átha – Luan go Satharn (gan saoire phoiblí san áireamh) – Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin – Westport & Ballina – Monday to Saturday (excluding public holidays) – Valid from 26.01.2025 until further notice

		Luan-Aoi. Mon - Fri	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Dé Sath. Amháin Sat. Only	Luan-Aoi. Mon - Fri	Luan-Aoi. Mon - Fri	Luan-Sath. Mon - Sat	Luan-Déar & Sath. Not on Fri.	Luan-Déar & Sath. Not on Fri.	Dé hAoi. Amháin Fri. Only	Luan go Satharn Monday to Saturday								
STÁISIÚN HEUSTON BÁC Ⓐ Ⓑ Ⓛ	Ime																			
DUBLIN HEUSTON	Dep	..	..	..	..	..	..	..	07:35	..	07:35	..	..	..	..	12:45	..	..	14:45	..
An Droichead Nua	Ime																			
Newbridge	Dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cill Dara	Ime																			
Kildare	Dep	..	..	..	..	..	..	..	08:00	..	08:00	..	..	..	..	..	..	..	..	..
Mainistir Eimhín	Ime																			
Monasterevin	Dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cúil an tSúdaire	Ime																			
Portarlington	Dep	..	..	..	..	..	..	..	08:16	..	08:16	..	..	..	..	13:19	..	..	15:19	..
Tulach Mhór	Ime																			
Tullamore	Dep	..	..	..	..	..	..	..	08:32	..	08:32	..	..	..	..	13:36	..	..	15:44	..
Clóirtheach	Ime																			
Clara	Dep	..	..	..	..	..	..	..	08:48	..	08:48	..	..	..	..	13:46	..	..	15:53	..
BAILE ÁTHA LUAIN	Ist																			
ATHLONE	Arr	..	..	..	..	..	..	..	09:06	..	09:06	..	..	..	..	14:05	..	..	16:11	..
BAILE ÁTHA LUAIN	Ime																			
ATHLONE	Dep	..	..	..	..	07:08	..	..	Go Gaillimh To Galway	09:10	09:10	..	..	..	..	14:09	..	..	16:12	..
Ros Comáin	Ime																			
Roscommon	Dep	..	..	..	..	07:29	..	..		09:30	09:30	..	..	..	..	14:35	..	..	16:36	..
An Caisleán Riabhach	Ime																			
Castlerea	Dep	..	..	..	..	07:47	..	..		09:48	09:48	..	..	..	..	14:53	..	..	16:54	..
Béal Átha hAmhnais	Ime																			
Ballyhaunis	Dep	..	..	..	..	08:03	..	..	..	10:02	10:02	..	..	..	..	15:07	..	..	17:08	..
Clár Chlainne Mhuiris	Ime																			
Claremorris	Dep	..	..	..	..	08:17	..	..	..	10:18	10:18	..	..	..	..	15:22	..	..	17:24	..
BÉAL AN ÁTHA	Ime																			
BALLINA	Dep	05:05	..	07:05	..	..	..	09:35	..	..	..	..	13:00	..	15:05	..	..	17:10	..	..
Béal Easa	Ime																			
Foxford	Dep	05:16	..	07:16	..	..	..	09:46	..	..	..	..	13:11	..	15:16	..	..	17:21	..	..
GABHAL MHAIGH NULLA	Ist																			
MANULLA JUNCTION	Arr	05:32	..	07:32	..	08:31	..	10:02	..	10:32	10:32	..	13:27	..	15:32	15:36	..	17:37	17:38	..
GABHAL MHAIGH NULLA	Ime																			
MANULLA JUNCTION	Dep	..	05:38	..	07:37	08:31	08:40	..	..	10:32	10:32	10:39	..	13:33	..	15:36	15:38	..	17:38	17:42
Béal Easa	Ime																			
Foxford	Dep	..	05:52	..	07:51	..	08:54	..	..	..	..	10:53	..	13:47	..	..	15:52	..	..	17:56
BÉAL AN ÁTHA	Ist																			
BALLINA	Arr	..	06:05	..	08:04	..	09:07	..	..	..	..	11:06	..	14:00	..	..	16:05	..	..	18:09
Caisleán an Bharraigh	Ime																			
Castlebar	Dep	..	..	..	..	08:38	..	..	..	10:38	10:38	..	..	..	..	15:42	..	..	17:44	..
CATHAIR NA MART	Ist																			
WESTPORT	Arr	..	..	..	..	08:55	..	..	..	10:57	10:57	..	..	..	..	16:00	..	..	18:02	..

Ⓐ Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus connection to/from Dublin Airport available nearby.
Ⓑ Nasc Bus (Bealach 4) go/ó Lár Chathair Bhaile Átha Cliath / Bus Link (Route 4) to/from Dublin City Centre.
Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile / LUAS Tram Link to/from Dublin City Centre and Connolly Station.
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Ba chóir do phaisinéirí am aistrithe uair an chloig idir Heuston agus Stáisiúin Uí Chonghaile a chur san áireamh agus seirbhísí LUAS nó bus á n-úsáid acu / Passengers should allow 1 hour transfer time between Heuston and Connolly Stations, when using LUAS or bus services.
Dúnfar geataí ardáin an stáisiúin 2 nóiméad sula n-imíonn an traein / Station platform gates will close 2 minutes prior to departure.

10 Baile Átha Cliath - Cathair na Mart & Béal an Átha - Luan go Satharn (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin - Westport & Ballina - Monday to Saturday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Luan. - Sath. Mon. - Sat.	Luan. - Sath. Mon. - Sat.	Dé hAoi. Amháin Fri. Only	Luan go Satharn Monday to Saturday			Luan. - Aoi. Mon. - Fri.	Luan. - Sath. Mon. - Sat.	Luan. - Sath. Mon. - Sat.	Luan. - Aoi. Mon. - Fri.
STÁISIÚN HEUSTON BÁC ⒶⒷⓁ	Ime	..	..	17:10	..	18:15	..	..	19:35	..	..
DUBLIN HEUSTON	Dep										
An Droichead Nua	Ime	..	..	17:32	..	..	..	..	..	..	..
Newbridge	Dep										
Cill Dara	Ime	..	..	17:39	..	..	..	..	..	..	..
Kildare	Dep										
Mainistir Eimhín	Ime	..	..	17:47	..	..	..	..	..	..	..
Monasterevin	Dep										
Cúil an tSúdaire	Ime	..	..	17:55	..	..	..	..	20:13	..	..
Portarlington	Dep										
Tulach Mhór	Ime	..	..	18:11	..	19:14	..	..	20:28	..	..
Tullamore	Dep										
Clóirtheach	Ime	..	..	18:20	..	..	..	..	20:44	..	..
Clara	Dep										
BAILE ÁTHA LUAIN	Ist	..	..	18:51	..	19:40	..	..	21:01	..	..
ATHLONE	Arr										
BAILE ÁTHA LUAIN	Ime	..	..	18:52	..	19:40	..	..	Go Gaillimh To Galway	21:08	..
ATHLONE	Dep										
Ros Comáin	Ime	..	..	19:47	..	20:11	..	..		21:29	..
Roscommon	Dep										
An Caisleán Riabhach	Ime	..	..	20:05	..	20:29	..	..		21:47	..
Castlerea	Dep										
Béal Átha hAmhnais	Ime	..	..	20:19	..	20:43	..	..		22:01	..
Ballyhaunis	Dep										
Clár Chlainne Mhuiris	Ime	..	..	20:34	..	20:58	..	..	..	22:16	..
Claremorris	Dep										
BÉAL AN ÁTHA	Ime	18:16	..	..	20:43	..	..	22:00	..	..	..
BALLINA	Dep										
Béal Easa	Ime	18:27	..	..	20:54	..	..	22:11	..	..	..
Foxford	Dep										
GABHAL MHAIGH NULLA	Ist	18:43	..	..	21:10	21:13	..	22:27	..	22:29	..
MANULLA JUNCTION	Arr										
GABHAL MHAIGH NULLA	Ime	..	18:48	..	..	21:13	21:16	..	..	22:29	22:33
MANULLA JUNCTION	Dep										
Béal Easa	Ime	..	19:02	..	..	..	21:30	..	..	..	22:47
Foxford	Dep										
BÉAL AN ÁTHA	Ist	..	19:15	..	..	..	21:43	..	..	..	23:00
BALLINA	Arr										
Caisleán an Bharraigh	Ime	..	..	20:52	..	21:19	..	..	..	22:36	..
Castlebar	Dep										
CATHAIR NA MART	Ist	..	..	21:10	..	21:37	..	..	..	22:53	..
WESTPORT	Arr										

Ⓐ Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus connection to/from Dublin Airport available nearby.
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Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile / LUAS Tram Link to/from Dublin City Centre and Connolly Station.
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Ba chóir do phaisinéirí am aistrithe uair an chloig idir Heuston agus Stáisiúin Uí Chonghaile a chur san áireamh agus seirbhísí LUAS nó bus á n-úsáid acu / Passengers should allow 1 hour transfer time between Heuston and Connolly Stations, when using LUAS or bus services.
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10 Baile Átha Cliath - Cathair na Mart & Béal an Átha - Dé Domhnaigh (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Dublin - Westport & Ballina - Sunday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Dé Domhnaigh Sunday																
STÁISIÚN HEUSTON BÁC ⒶⒷⓁ	Ime	..	..	..	08:00	..	..	..	..	..	13:40	..	..	15:40	..	..	18:30	..
DUBLIN HEUSTON	Dep																	
An Droichead Nua	Ime	..	..	..	..	..	..	..	..	..	14:01	..	..	..	..	..	18:51	..
Newbridge	Dep																	
Cill Dara	Ime	..	..	..	08:24	..	..	..	..	..	14:08	..	..	..	..	..	18:59	..
Kildare	Dep																	
Mainistir Eimhín	Ime	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Monasterevin	Dep																	
Cúil an tSúdaire	Ime	..	..	..	08:37	..	..	..	..	..	14:21	..	..	..	..	..	19:13	..
Portarlington	Dep																	
Tulach Mhór	Ime	..	..	..	08:54	..	..	..	..	..	14:38	..	..	16:31	..	..	19:31	..
Tullamore	Dep																	
Clóirtheach	Ime	..	..	..	09:03	..	..	..	..	..	14:47	..	..	16:39	..	..	..	..
Clara	Dep																	
BAILE ÁTHA LUAIN	Ist	..	..	..	09:25	..	..	..	..	..	15:08	..	..	16:58	..	..	20:00	..
ATHLONE	Arr																	
BAILE ÁTHA LUAIN	Ime	..	..	..	Go Gaillimh To Galway	09:42	..	..	..	..	15:10	..	..	16:59	..	..	20:00	..
ATHLONE	Dep																	
Ros Comáin	Ime	..	..	..		10:03	..	..	..	..	15:33	..	..	17:30	..	..	20:24	..
Roscommon	Dep																	
An Caisleán Riabhach	Ime	..	..	..		10:22	..	..	..	..	15:52	..	..	17:48	..	..	20:42	..
Castlerea	Dep																	
Béal Átha hAmhnais	Ime	..	..	..		10:36	..	..	..	..	16:06	..	..	18:02	..	..	20:56	..
Ballyhaunis	Dep																	
Clár Chlainne Mhuiris	Ime	..	..	..		10:51	..	..	..	..	16:23	..	..	18:25	..	..	21:11	..
Claremorris	Dep																	
BÉAL AN ÁTHA	Ime	07:40	..	10:35	..	..	..	13:10	..	15:35	..	..	17:40	..	..	20:55	..	..
BALLINA	Dep																	
Béal Easa	Ime	07:51	..	10:46	..	..	..	13:21	..	15:46	..	..	17:51	..	..	21:06	..	..
Foxford	Dep																	
GABHAL MHAIGH NULLA	Ist	08:07	..	11:02	..	11:05	..	13:37	..	16:02	16:37	..	18:07	18:39	..	21:22	21:26	..
MANULLA JUNCTION	Arr																	
GABHAL MHAIGH NULLA	Ime	..	08:13	..	..	11:05	11:09	..	13:42	..	16:37	16:40	..	18:39	18:42	..	21:26	21:28
MANULLA JUNCTION	Dep																	
Béal Easa	Ime	..	08:27	..	..	..	11:23	..	13:56	..	..	16:54	..	..	18:56	..	..	21:42
Foxford	Dep																	
BÉAL AN ÁTHA	Ist	..	08:40	..	..	..	11:36	..	14:09	..	..	17:07	..	..	19:09	..	..	21:55
BALLINA	Arr																	
Caisleán an Bharraigh	Ime	..	..	..	..	11:12	..	..	..	..	16:44	..	..	18:45	..	..	21:32	..
Castlebar	Dep																	
CATHAIR NA MART	Ist	..	..	..	..	11:29	..	..	..	..	17:01	..	..	19:03	..	..	21:49	..
WESTPORT	Arr																	

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10 Cathair na Mart & Béal an Átha - Baile Átha Cliath - Luan go Satharn (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Westport & Ballina - Dublin - Monday to Saturday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Luan to hAoine Monday to Friday			Dé Sath. Amháin Sat. Only	Luan. - Sath. Mon. - Sat.	Luan. - Sath. Mon. - Sat.	Dé Sath. Amháin Sat. Only	Luan. - Aoi. Mon. - Fri.	Luan go Satharn Monday to Saturday									
CATHAIR NA MART	Ime	..	05:15	..	..	..	07:15	..	..	..	09:45	..	..	13:10	..	..	..	16:20	..
WESTPORT	Dep	..	05:15	..	..	..	07:15	..	..	..	09:45	..	..	13:10	..	..	..	16:20	..
Caisleán an Bharraigh	Ime																		
Castlebar	Dep	..	05:28	..	..	..	07:28	..	..	..	09:58	..	..	13:23	..	..	..	16:33	..
BÉAL AN ÁTHA	Ime																		
BALLINA	Dep	05:05	..	..	..	07:05	..	..	..	09:35	..	..	13:00	..	..	15:05	..	..	..
Béal Easa	Ime																		
Foxford	Dep	05:16	..	..	..	07:16	..	..	..	09:46	..	..	13:11	..	..	15:16	..	..	..
GABHAL MHAIGH NULLA	Ist																		
MANULLA JUNCTION	Arr	05:32	05:34	..	..	07:32	07:35	..	..	10:02	10:04	..	13:27	13:29	..	15:32	..	..	..
GABHAL MHAIGH NULLA	Ime																		
MANULLA JUNCTION	Dep	..	05:34	05:38	..	..	07:35	07:37	08:40	..	10:04	10:39	..	13:29	13:33	..	15:38	..	..
Béal Easa	Ime																		
Foxford	Dep	..	..	05:52	..	..	..	07:51	08:54	..	..	10:53	..	..	13:47	..	15:52	..	..
BÉAL AN ÁTHA	Ist																		
BALLINA	Arr	..	..	06:05	..	..	..	08:04	09:07	..	..	11:06	..	..	14:00	..	16:05	..	..
Clár Chlainne Mhuiris	Ime																		
Claremorris	Dep	..	05:47	..	..	..	07:48	..	..	..	10:20	..	..	13:43	..	..	..	16:50	..
Béal Átha hAmhnais	Ime																		
Ballyhaunis	Dep	..	06:00	..	..	..	08:02	..	..	..	10:33	..	..	13:57	..	..	..	17:10	
An Caisleán Riabhach	Ime																		
Castlerea	Dep	..	06:13	..	..	..	08:16	..	..	..	10:48	..	..	14:11	..	..	..	17:23	
Ros Comáin	Ime																		
Roscommon	Dep	..	06:32	..	..	..	08:36	..	..	..	11:07	..	..	14:36	..	..	..	17:43	
BAILE ÁTHA LUAIN	Ist																		
ATHLONE	Arr	..	06:57	..	..	..	09:04	..	..	..	11:33	..	..	15:00	..	..	..	18:09	
BAILE ÁTHA LUAIN	Ime																		
ATHLONE	Dep	..	07:00	..	07:00	..	09:09	..	..	..	11:38	..	..	15:00	..	..	..	..	18:29
Clóirtheach	Ime																		
Clara	Dep	..	07:16	..	07:16	..	09:24	..	..	..	11:54	..	..	15:17	..	..	..	..	..
Tulach Mhór	Ime																		
Tullamore	Dep	..	07:25	..	07:25	..	09:33	..	..	..	12:03	..	..	15:26	..	..	..	..	18:53
Cúil an tSúdaire	Ime																		
Portarlington	Dep	..	07:42	..	07:42	..	09:51	..	..	..	12:28	..	..	15:44	..	..	..	..	19:15
Mainistir Eimhín	Ime																		
Monasterevin	Dep	..	07:48	..	07:48	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cill Dara	Ime																		
Kildare	Dep	..	07:57	..	07:57	..	..	..	..	..	..	..	..	..	..	..	..	..	19:27
An Droichead Nua	Ime																		
Newbridge	Dep	..	08:04	..	08:04	..	..	..	..	..	..	..	..	..	..	..	..	..	19:33
STÁISIÚN HEUSTON BÁC ⒶⒷⓁ	Ist																		
DUBLIN HEUSTON	Arr	..	08:31	..	08:27	..	10:27	..	..	..	13:05	..	..	16:24	..	..	..	..	19:58

Ó Ghaillimh / From Galway

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Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile / LUAS Tram Link to/from Dublin City Centre and Connolly Station.
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10 Cathair na Mart & Béal an Átha - Baile Átha Cliath - Luan go Satharn (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Westport & Ballina - Dublin - Monday to Saturday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Luan go Satharn Monday to Saturday							Luan. - Aoi. Mon. - Fri.	Luan. - Aoi. Mon. - Fri.
CATHAIR NA MART	Ime				18:25					
WESTPORT	Dep	..	..	..	18:25	..	..	..	..	..
Caisleán an Bharraigh	Ime									
Castlebar	Dep	..	..	..	18:38	..	..	..	..	..
BÉAL AN ÁTHA	Ime									
BALLINA	Dep	17:10	..	18:16	..	..	20:43	..	22:00	..
Béal Easa	Ime									
Foxford	Dep	17:21	..	18:27	..	..	20:54	..	22:11	..
GABHAL MHAIGH NULLA	Ist									
MANULLA JUNCTION	Arr	17:37	..	18:43	18:45	..	21:10	..	22:27	..
GABHAL MHAIGH NULLA	Ime									
MANULLA JUNCTION	Dep	..	17:42	..	18:45	18:48	..	21:16	..	22:33
Béal Easa	Ime									
Foxford	Dep	..	17:56	..	..	19:02	..	21:30	..	22:47
BÉAL AN ÁTHA	Ist									
BALLINA	Arr	..	18:09	..	..	19:15	..	21:43	..	23:00
Clár Chlainne Mhuiris	Ime									
Claremorris	Dep	..	..	..	18:58	..	..	..	..	..
Béal Átha hAmhnais	Ime									
Ballyhaunis	Dep	..	..	..	19:12	..	..	..	..	..
An Caisleán Riabhach	Ime									
Castlerea	Dep	..	..	..	19:26	..	..	..	..	..
Ros Comáin	Ime									
Roscommon	Dep	..	..	..	19:46	..	..	..	..	..
BAILE ÁTHA LUAIN	Ist									
ATHLONE	Arr	..	..	..	20:19	..	..	..	..	..
BAILE ÁTHA LUAIN	Ime									
ATHLONE	Dep	..	..	..	20:19	..	..	..	..	..
Clóirtheach	Ime									
Clara	Dep	..	..	..	..	..	..	..	..	..
Tulach Mhór	Ime									
Tullamore	Dep	..	..	..	20:52	..	..	..	..	..
Cúil an tSúdaire	Ime									
Portarlington	Dep	..	..	..	21:10	..	..	..	..	..
Mainistir Eimhín	Ime									
Monasterevin	Dep	..	..	..	..	..	..	..	..	..
Cill Dara	Ime									
Kildare	Dep	..	..	..	..	..	..	..	..	..
An Droichead Nua	Ime									
Newbridge	Dep	..	..	..	..	..	..	..	..	..
STÁISIÚN HEUSTON BÁC ⒶⒷⓁ	Ist									
DUBLIN HEUSTON	Arr	..	..	..	21:45	..	..	..	..	..

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Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile / LUAS Tram Link to/from Dublin City Centre and Connolly Station.
Spásanna teoranta do Rothair ar fáil, déan seiceáil ar www.irishrail.ie / Limited Bicycle accommodation, check www.irishrail.ie.
Ba chóir do phaisinéirí am aistrithe uair an chloig idir Heuston agus Stáisiúin Uí Chonghaile a chur san áireamh agus seirbhísí LUAS nó bus á n-úsáid acu / Passengers should allow 1 hour transfer time between Heuston and Connolly Stations, when using LUAS or bus services.
Dúnfar geataí ardáin an stáisiúin 2 nóiméad sula n-imíonn an traein / Station platform gates will close 2 minutes prior to departure.

10 Cathair na Mart & Béal an Átha - Baile Átha Cliath - Dé Domhnaigh (gan saoire phoiblí san áireamh) - Bailí ó 26.01.2025 go dtí go bhfógrófar a mhalairt
Westport & Ballina - Dublin - Sunday (excluding public holidays) - Valid from 26.01.2025 until further notice

		Dé Domhnaigh / Sunday															
CATHAIR NA MART	Ime																
WESTPORT	Dep	..	07:50	..	..	..	..	13:20	..	..	15:45	..	..	17:50	..	..	..
Caisleán an Bharraigh	Ime																
Castlebar	Dep	..	08:03	..	..	..	..	13:33	..	..	15:58	..	..	18:03	..	..	..
BÉAL AN ÁTHA	Ime																
BALLINA	Dep	07:40	..	..	10:35	..	13:10	..	..	15:35	..	..	17:40	..	..	20:55	..
Béal Easa	Ime																
Foxford	Dep	07:51	..	..	10:46	..	13:21	..	..	15:46	..	..	17:51	..	..	21:06	..
GABHAL MHAIGH NULLA	Ist																
MANULLA JUNCTION	Arr	08:07	08:10	..	11:02	..	13:37	13:39	..	16:02	16:05	..	18:07	18:09	..	21:22	..
GABHAL MHAIGH NULLA	Ime																
MANULLA JUNCTION	Dep	..	08:10	08:13	..	11:09	..	13:39	13:42	..	16:05	16:40	..	18:09	18:42	..	21:28
Béal Easa	Ime																
Foxford	Dep	..	..	08:27	..	11:23	..	..	13:56	..	..	16:54	..	..	18:56	..	21:42
BÉAL AN ÁTHA	Ist																
BALLINA	Arr	..	..	08:40	..	11:36	..	..	14:09	..	..	17:07	..	..	19:09	..	21:55
Clár Chlainne Mhuiris	Ime																
Claremorris	Dep	..	08:23	..	..	..	..	13:52	..	..	16:22	..	..	18:25	..	..	..
Béal Átha hAmhnais	Ime																
Ballyhaunis	Dep	..	08:37	..	..	..	..	14:06	..	..	16:35	..	..	18:38	..	..	..
An Caisleán Riabhach	Ime																
Castlerea	Dep	..	08:51	..	..	..	..	14:20	..	..	16:49	..	..	18:51	..	..	..
Ros Comáin	Ime																
Roscommon	Dep	..	09:12	..	..	..	..	14:40	..	..	17:10	..	..	19:10	..	..	..
BAILE ÁTHA LUAIN	Ist																
ATHLONE	Arr	..	09:37	..	..	..	..	15:06	..	..	17:41	..	..	19:35	..	..	..
BAILE ÁTHA LUAIN	Ime																
ATHLONE	Dep	..	09:39	..	..	..	..	15:09	..	..	17:42	..	..	19:37	..	..	..
Clóirtheach	Ime																
Clara	Dep	..	09:56	..	..	..	..	15:24	..	..	17:57	..	..	..	..	..	..
Tulach Mhór	Ime																
Tullamore	Dep	..	10:06	..	..	..	..	15:38	..	..	18:06	..	..	20:08	..	..	..
Cúil an tSúdaire	Ime																
Portarlington	Dep	..	10:26	..	..	..	..	15:55	..	..	18:26	..	..	20:31	..	..	..
Mainistir Eimhín	Ime																
Monasterevin	Dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cill Dara	Ime																
Kildare	Dep	..	..	..	..	..	..	..	..	..	18:39	..	..	..	..	..	..
An Droichead Nua	Ime																
Newbridge	Dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
STÁISIÚN HEUSTON BÁC Ⓐ Ⓑ Ⓛ	Ist																
DUBLIN HEUSTON	Arr	..	11:02	..	..	..	..	16:31	..	..	19:08	..	..	21:06	..	..	..

Ⓐ Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus connection to/from Dublin Airport available nearby.
Ⓑ Nasc Bus (Bealach 4) go/ó Lár Chathair Bhaile Átha Cliath / Bus Link (Route 4) to/from Dublin City Centre.
Ⓛ Nasc Tram LUAS go/ó Lár Chathair Bhaile Átha Cliath agus Stáisiún Uí Chonghaile / LUAS Tram Link to/from Dublin City Centre and Connolly Station.
Spásanna teoranta do Rothair ar fáil, déan seiceáil ar www.irishrail.ie / Limited Bicycle accommodation, check www.irishrail.ie.
Ba chóir do phaisinéirí am aistrithe uair an chloig idir Heuston agus Stáisiúin Uí Chonghaile a chur san áireamh agus seirbhísí LUAS nó bus á n-úsáid acu / Passengers should allow 1 hour transfer time between Heuston and Connolly Stations, when using LUAS or bus services.
Dúnfar geataí ardáin an stáisiúin 2 nóiméad sula n-imíonn an traein / Station platform gates will close 2 minutes prior to departure.

B. Traffic Flow Survey Results - Wednesday 14th May 2025 (IDASO)

IDASO
Innovative Data Solutions

Project Reference:

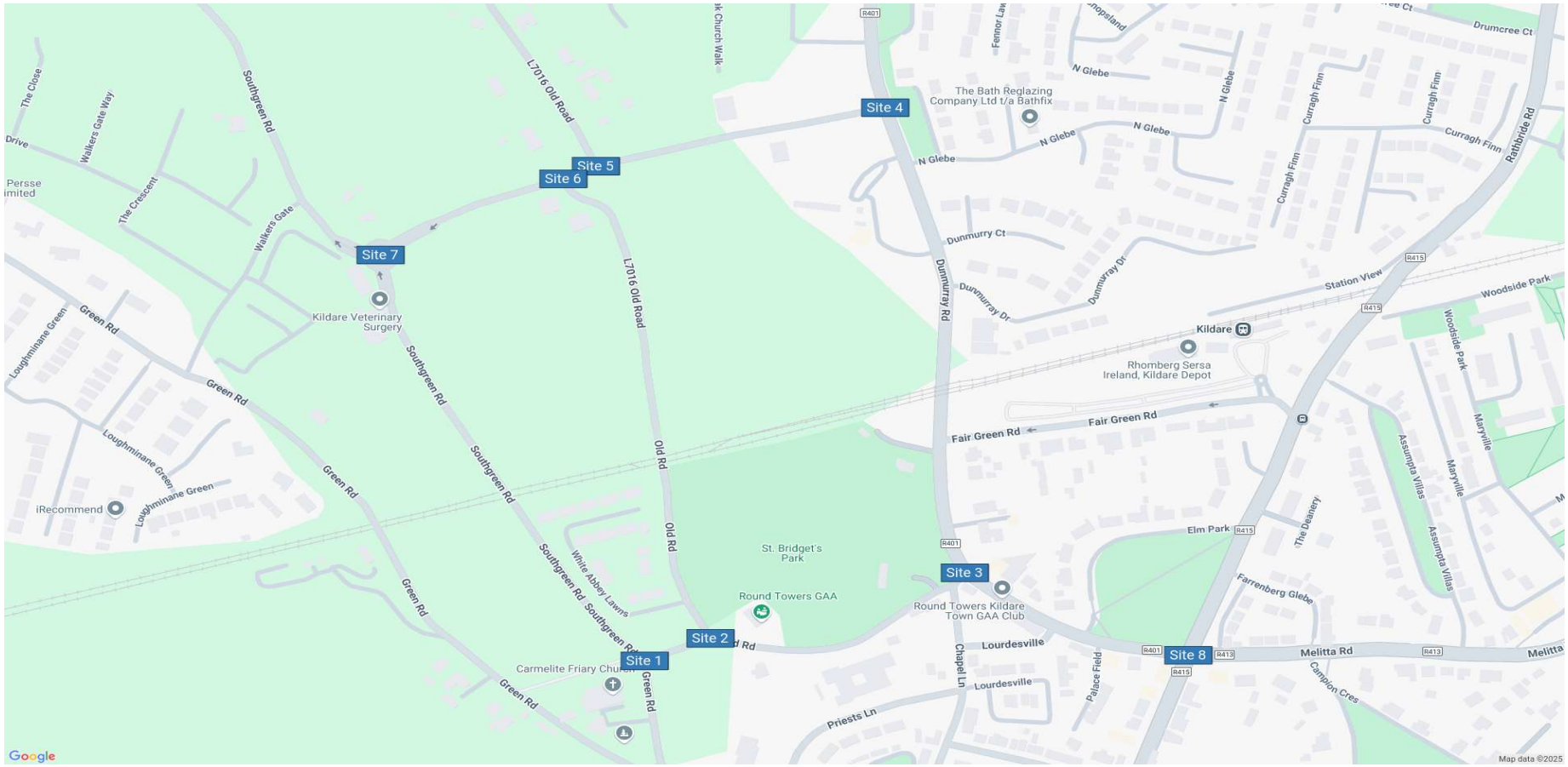
25424 - South Green, Co. Kildare

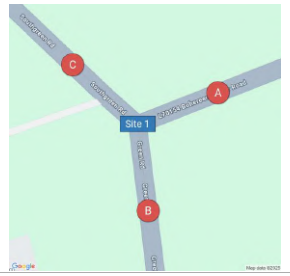
UK	+44 (0)20 3883 7753
Ireland	+353 (0)44 931 8019
Belgium	+32 (0)334 606 35

Website: idaso.co
info@idasoltd.com

IDASO

Survey Name: 25424 - South Green, Co. Kildare
Date: Wed 14 May 2025





IDASO

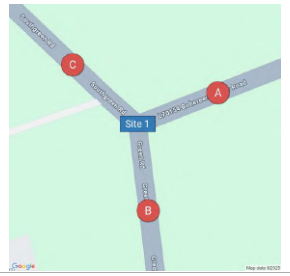
Survey Name: 25424 - South Green, Co. Kildare
Site: Site 1
Location: Southgreen Road/L70154 Bohereenagower Road/Green Road Junction
Date: Wed 14-May-2025
AM Peak: 08:00 — 09:00 **Total:** 571
PM Peak: 17:00 — 18:00 **Total:** 488
15 Min Peak: 08:45 — 09:00 **Total:** 168

Arm A - L70154 Bohereenagower Road
Arm B - Green Road
Arm C - Southgreen Road

	A => A									A => B									A => C									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	15	15	0	0	2	0	0	0	0	2	2	0	0	16	3	0	0	0	19	19
07:15	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	18	8	0	0	0	26	26
07:30	0	0	0	0	0	0	0	0	0	0	0	17	5	0	0	0	22	22	0	1	0	1	0	0	0	2	1.4	0	0	13	4	1	0	0	18	18.5
07:45	0	0	0	0	0	0	0	0	0	0	0	29	5	0	0	0	34	34	0	0	2	0	1	0	0	3	3.5	0	0	15	3	0	0	0	18	18
H/TOT	0	0	0	0	0	0	0	0	0	0	0	79	15	0	0	0	94	94	0	1	4	1	1	0	0	7	6.9	0	0	62	18	1	0	0	81	81.5
08:00	0	0	0	0	0	0	0	0	0	1	0	25	5	1	0	0	32	31.7	0	0	1	0	0	0	0	1	1	0	0	20	5	1	0	1	27	28.5
08:15	0	0	0	0	0	0	0	0	0	0	0	46	1	0	0	3	50	53	0	0	2	0	0	0	0	2	2	0	0	24	4	0	1	2	31	34.3
08:30	0	0	0	0	0	0	0	0	0	0	0	46	2	1	0	0	49	49.5	0	0	2	1	0	0	0	3	3	0	0	40	2	0	1	1	44	46.3
08:45	0	0	0	0	0	0	0	0	0	0	0	49	4	1	0	1	55	56.5	0	0	5	0	0	0	0	5	5	1	1	40	5	1	0	0	48	47.1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	166	12	3	0	4	186	190.7	0	0	10	1	0	0	0	11	11	1	1	124	16	2	2	4	150	156.2
09:00	0	0	0	0	0	0	0	0	0	0	0	45	0	1	0	0	46	46.5	0	0	3	0	0	0	0	3	3	0	0	11	2	1	0	0	14	14.5
09:15	0	0	0	0	0	0	0	0	0	0	0	29	3	1	0	1	34	35.5	0	0	2	1	0	0	0	3	3	0	0	12	4	0	0	0	16	16
09:30	0	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	26	26	0	0	2	0	0	0	0	2	2	0	0	10	1	2	1	0	14	16.3
09:45	0	0	0	0	0	0	0	0	0	0	0	25	4	0	0	0	29	29	0	0	7	0	0	0	0	7	7	0	0	16	1	0	0	0	17	17
H/TOT	0	0	0	0	0	0	0	0	0	0	0	123	9	2	0	1	135	137	0	0	14	1	0	0	0	15	15	0	0	49	8	3	1	0	61	63.8
10:00	0	0	0	0	0	0	0	0	0	0	0	20	0	1	0	0	21	21.5	0	0	4	0	0	0	0	4	4	0	0	12	0	0	0	0	12	12
10:15	0	0	0	0	0	0	0	0	0	0	0	16	4	0	0	0	20	20	0	0	1	0	0	0	0	1	1	0	0	11	2	0	0	0	13	13
10:30	0	0	0	0	0	0	0	0	0	1	0	23	2	0	0	0	26	25.2	0	0	1	0	0	0	0	1	1	0	0	9	2	1	0	0	12	12.5
10:45	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	14	14
H/TOT	0	0	0	0	0	0	0	0	0	1	0	70	8	1	0	0	80	79.7	0	0	6	0	0	0	0	6	6	0	0	43	7	1	0	0	51	51.5
11:00	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	0	1	0	0	0	1	1	0	0	8	0	0	0	0	8	8
11:15	0	0	0	0	0	0	0	0	0	0	0	15	11	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0	0	11	5	0	0	0	16	16
11:30	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20	20	0	0	1	0	0	0	0	1	1	0	0	12	1	0	0	0	13	13
11:45	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	23	23	0	0	4	0	0	0	0	4	4	0	0	12	1	1	0	0	14	14.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	70	15	0	0	0	85	85	0	0	5	1	0	0	0	6	6	0	0	43	7	1	0	0	51	51.5
12:00	0	0	0	0	0	0	0	0	0	0	0	20	4	0	0	0	24	24	0	0	2	0	0	0	0	2	2	0	0	11	3	0	0	0	14	14
12:15	0	0	0	0	0	0	0	0	0	0	0	22	5	2	0	1	30	32	0	0	4	0	0	0	0	4	4	0	0	17	2	1	0	0	20	20.5
12:30	0	0	0	0	0	0	0	0	0	0	0	16	6	0	0	0	22	22	0	0	4	0	0	0	0	4	4	0	0	12	1	0	0	0	13	13
12:45	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	1	1	0	0	0	2	2	0	0	19	4	1	0	0	24	24.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	73	15	2	0	1	91	93	0	0	11	1	0	0	0	12	12	0	0	59	10	2	0	0	71	72
13:00	0	0	0	0	0	0	0	0	0	0	0	19	4	0	0	0	23	23	0	0	3	0	0	0	0	3	3	0	0	22	2	2	0	0	26	27
13:15	0	0	0	0	0	0	0	0	0	0	0	25	1	0	1	0	27	28.3	0	0	3	0	0	0	0	3	3	0	0	10	2	0	0	0	12	12
13:30	0	0	0	0	0	0	0	0	0	0	1	21	2	0	0	0	24	23.4	0	0	3	0	1	0	0	4	4.5	0	0	15	2	0	0	0	17	17
13:45	0	0	0	0	0	0	0	0	0	0	0	21	1	0	1	0	23	24.3	0	0	3	0	0	0	0	3	3	0	0	14	1	0	1	1	17	19.3
H/TOT	0	0	0	0	0	0	0	0	0	0	1	86	8	0	2	0	97	99	0	0	12	0	1	0	0	13	13.5	0	0	61	7	2	1	1	72	75.3
14:00	0	0	0	0	0	0	0	0	0	0	0	30	4	1	0	0	35	35.5	0	0	2	1	0	0	0	3	3	0	0	19	1	2	0	1	23	25
14:15	0	0	0	0	0	0	0	0	0	0	0	24	5	0	0	1	30	31	1	0	4	0	0	0	0	5	4.2	1	0	17	1	0	0	0	19	18.2
14:30	0	0	0	0	0	0	0	0	0	0	0	21	5	0	0	0	26	26	1	0	4	0	0	0	0	5	4.2	0	0	21	2	0	0	0	23	23
14:45	0	0	0	0	0	0	0	0	0	2	0	21	3	0	0	1	27	26.4	0	0	2	0	0	0	0	2	2	1	0	24	1	1	0	0	27	26.7
H/TOT	0	0	0	0	0	0	0	0	0	2	0	96	17	1	0	2	118	118.9	2	0	12	1	0	0	0	15	13.4	2	0	81	5	3	0	1	92	92.9
15:00	0	0	0	0	0	0	0	0	0	0	0	34	5	2	0	0	41	42	0	0	4	0	0	0	0	4	4	0	0	15	2	0	0	1	18	19
15:15	0	0	0	0	0	0	0	0	0	0	0	28	4	0	0	0	32	32	0	0	2	0	0	0	0	2	2	0	0	23	2	0	0	1	26	27
15:30	0	0	0	0	0	0	0	0	0	0	0	28	3	1	0	0	32	32.5	0	0	2	0	1	0	0	3	3.5	0	0	23	2	0	0	1	26	27
15:45	0	0	0	0	0	0	0	0	0	0	0	34	5	0	0	0	39	39	0	0	1	1	0	0	0	2	2	0	0	21	0	1	0	1	23	24.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	124	17	3	0	0	144	145.5	0	0	9	1	1	0	0	11	11.5	0	0	82	6	1	0	4	93	97.5

	B => B									B => C									C => A									C => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	2	2	0	0	0	4	4	0	0	5	2	0	0	0	7	7
07:15	0	0	0	0	0	0	0	0	0	1	0	2	4	0	2	0	9	10.8	0	0	1	1	0	0	0	2	2	0	0	6	2	0	0	0	8	8
07:30	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	0	0	2	0	0	0	0	2	2	0	0	13	1	0	0	0	14	14
07:45	0	0	0	0	0	0	0	0	0	0	0	11	0	2	0	0	13	14	0	0	4	0	0	0	0	4	4	0	0	10	2	0	1	0	13	14.3
H/TOT	0	0	0	0	0	0	0	0	0	1	0	28	6	2	2	0	39	41.8	0	0	9	3	0	0	0	12	12	0	0	34	7	0	1	0	42	43.3
08:00	0	0	0	0	0	0	0	0	0	0	0	19	1	0	1	0	21	22.3	1	0	9	0	0	0	0	10	9.2	0	0	14	3	1	0	0	18	18.5
08:15	0	0	0	0	0	0	0	0	0	0	0	17	1	0	1	1	20	22.3	0	0	1	0	0	0	0	1	1	0	0	26	2	0	0	0	28	28
08:30	0	0	0	0	0	0	0	0	0	0	0	30	2	2	0	0	34	35	0	0	6	0	0	0	0	6	6	0	0	25	0	0	1	0	26	27.3
08:45	0	0	0	0	0	0	0	0	0	0	0	18	3	0	2	0	23	25.6	0	0	2	2	0	0	0	4	4	0	0	28	4	0	1	0	33	34.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	84	7	2	4	1	98	105.2	1	0	18	2	0	0	0	21	20.2	0	0	93	9	1	2	0	105	108.1
09:00	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	9	9.5	0	0	2	0	0	0	0	2	2	0	0	19	1	1	2	0	23	26.1
09:15	0	0	0	0	0	0	0	0	0	0	0	9	0	0	1	0	10	11.3	0	0	2	0	0	0	0	2	2	0	0	7	1	1	0	0	9	9.5
09:30	0	0	0	0	0	0	0	0	0	0	1	8	1	0	1	0	11	11.7	0	0	1	0	0	0	0	1	1	0	0	18	2	1	2	0	23	26.1
09:45	0	0	0	1	0	0	0	1	1	0	0	11	0	0	0	0	11	11	0	0	2	0	0	0	0	2	2	0	0	12	0	0	1	0	13	14.3
H/TOT	0	0	0	1	0	0	0	1	1	0	1	36	1	1	2	0	41	43.5	0	0	7	0	0	0	0	7	7	0	0	56	4	3	5	0	68	76
10:00	0	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	12	1	0	2	0	15	17.6
10:15	0	0	0	1	0	0	0	1	1	0	0	6	2	0	0	0	8	8	0	0	1	0	0	0	0	1	1	0	0	15	2	2	2	0	21	24.6
10:30	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	7	1	0	2	0	10	12.6	0	0	10	1	0	0	0	11	11
10:45	0	0	0	0	0	0	0	0	0	0	0	14	0	1	3	0	18	22.4	0	0	4	1	0	0	0	5	5	0	0	9	0	0	0	0	9	9
H/TOT	0	0	0	1	0	0	0	1	1	0	0	28	5	3	3	0	39	44.4	0	0	12	2	0	2	0	16	18.6	0	0	46	4	2	4	0	56	62.2
11:00	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	8	8	0	0	5	0	0	0	0	5	5	0	1	9	0	2	1	0	13	14.7
11:15	0	0	0	1	0	0	0	1	1	1	0	6	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10
11:30	0	0	0	0	0	0	0	0	0	0	0	13	2	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0	0	0	6	1	2	1	0	10	12.3
11:45	0	0	0	0	0	0	0	0	0	1	0	7	0	0	1	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	8	2	1	1	0	12	13.8
H/TOT	0	0	0	1	0	0	0	1	1	2	0	31	5	1	1	0	40	40.2	0	0	5	0	0	0	0	5	5	0	1	32	4	5	3	0	45	50.8
12:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	1	1	0	0	2	2.5	0	0	6	0	1	1	0	8	9.8
12:15	0	0	0	0	0	0	0	0	0	0	0	5	3	1	0	0	9	9.5	0	0	3	0	0	1	0	4	5.3	0	0	10	2	0	0	0	12	12
12:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	9	10.3	0	0	4	1	0	0	0	5	5	0	0	4	0	0	0	0	4	4
12:45	0	0	1	0	0	0	0	1	1	0	0	9	1	0	1	0	11	12.3	0	0	3	1	0	0	0	4	4	0	0	8	2	2	0	0	12	13
H/TOT	0	0	1	0	0	0	0	1	1	0	0	26	5	1	2	0	34	37.1	0	0	10	3	1	1	0	15	16.8	0	0	28	4	3	1	0	36	38.8
13:00	0	0	0	0	0	0	0	0	0	0	0	11	1	2	0	0	14	15	0	0	1	0	0	0	0	1	1	0	0	6	1	0	0	0	7	7
13:15	0	0	0	0	0	0	0	0	0	0	0	11	1	1	2	0	15	18.1	0	0	1	0	0	0	0	1	1	0	0	13	3	0	0	0	16	16
13:30	0	0	0	0	0	0	0	0	0	0	0	18	1	1	0	0	20	20.5	0	0	2	0	0	0	0	2	2	0	0	8	2	0	0	0	10	10
13:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	4	0	0	0	0	4	4	0	0	8	1	4	1	0	14	17.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	47	3	4	2	0	56	60.6	0	0	8	0	0	0	0	8	8	0	0	35	7	4	1	0	47	50.3
14:00	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	4	1	0	0	0	5	5	0	0	14	0	0	0	0	14	14
14:15	0	0	0	0	0	0	0	0	0	0	0	6	2	0	1	0	9	10.3	0	0	1	0	0	0	0	1	1	0	0	14	3	1	1	0	19	20.8
14:30	0	0	0	0	0	0	0	0	0	1	0	13	1	1	0	0	16	15.7	0	0	1	0	0	0	0	1	1	1	0	9	4	0	0	0	14	13.2
14:45	0	0	1	0	0	0	0	1	1	0	0	14	2	0	1	0	17	18.3	0	0	2	0	0	1	0	3	4.3	0	0	9	2	0	0	0	11	11
H/TOT	0	0	1	0	0	0	0	1	1	1	0	41	6	1	2	0	51	53.3	0	0	8	1	0	1	0	10	11.3	1	0	46	9	1	1	0	58	59
15:00	0	0	0	0	0	0	0	0	0	0	0	13	1	1	0	0	15	15.5	0	0	0	0	0	1	0	1	2.3	0	0	10	2	0	1	0	13	14.3
15:15	0	0	0	0	0	0	0	0	0	1	0	22	0	1	1	0	25	26	0	0	4	0	0	0	0	4	4	0	0	11	2	1	2	0	16	19.1
15:30	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	1	0	0	0	1	0	0	2	1.7	0	0	9	2	2	0	0	13	14
15:45	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19	19	0	0	4	0	0	0	0	4	4	0	0	7	1	1	1	0	10	11.8
H/TOT	0	0	0	0	0	0	0	0	0	1	0	66	2	2	1	0	72	73.5	1	0	8	0	1	1	0	11	12	0	0	37	7	4	4	0	52	59.2

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



IDASO

Survey Name: 25424 - South Green, Co. Kildare
Site: Site 1
Location: Southgreen Road/L70154 Bohereenagower Road/Green Road Junction
Date: Wed 14-May-2025
AM Peak: 08:00 — 09:00 **Total:** 571
PM Peak: 17:00 — 18:00 **Total:** 488
15 Min Peak: 08:45 — 09:00 **Total:** 168

Arm A - L70154 Bohereenagower Road
Arm B - Green Road
Arm C - Southgreen Road

	A => A									A => B										A => C										B => A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
16:00	0	0	0	0	0	0	0	0	0	1	0	53	5	1	0	3	63	65.7	0	0	3	0	0	0	0	3	3	0	0	22	1	1	2	0	26	29.1
16:15	0	0	0	0	0	0	0	0	0	0	0	44	6	0	0	0	50	50	0	1	3	0	0	1	0	5	5.7	0	0	20	1	0	0	0	21	21
16:30	0	0	0	0	0	0	0	0	0	0	0	38	1	0	0	0	39	39	0	0	4	0	0	0	0	4	4	0	0	22	1	1	0	0	24	24.5
16:45	0	0	0	0	0	0	0	0	0	0	0	32	7	0	0	0	39	39	0	0	3	0	0	0	0	3	3	0	0	26	2	0	0	0	28	28
H/TOT	0	0	0	0	0	0	0	0	0	1	0	167	19	1	0	3	191	193.7	0	1	13	0	0	1	0	15	15.7	0	0	90	5	2	2	0	99	102.6
17:00	0	0	0	0	0	0	0	0	0	1	1	45	10	0	0	0	57	55.6	0	0	7	0	0	0	0	7	7	0	0	22	8	0	0	0	30	30
17:15	0	0	0	0	0	0	0	0	0	0	0	28	6	0	0	0	34	34	0	0	4	0	0	0	0	4	4	0	0	27	6	0	0	0	33	33
17:30	0	0	0	0	0	0	0	0	0	0	0	29	5	1	0	0	35	35.5	0	0	4	1	0	0	0	5	5	0	0	30	3	0	0	0	33	33
17:45	0	0	0	0	0	0	0	0	0	0	0	39	2	0	0	0	41	41	0	0	4	0	0	0	0	4	4	0	0	25	3	0	0	0	28	28
H/TOT	0	0	0	0	0	0	0	0	0	1	1	141	23	1	0	0	167	166.1	0	0	19	1	0	0	0	20	20	0	0	104	20	0	0	0	124	124
18:00	0	0	0	0	0	0	0	0	0	0	0	29	2	0	0	0	31	31	0	0	3	0	0	0	0	3	3	0	0	29	4	0	0	0	33	33
18:15	0	0	0	0	0	0	0	0	0	0	0	33	3	1	0	0	37	37.5	1	0	3	0	0	0	0	4	3.2	0	0	26	2	0	0	0	28	28
18:30	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	21	21	0	0	4	0	0	0	0	4	4	1	0	17	0	0	0	0	18	17.2
18:45	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	2	0	0	0	0	2	2	2	0	18	1	0	0	0	21	19.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	99	5	1	0	0	105	105.5	1	0	12	0	0	0	0	13	12.2	3	0	90	7	0	0	0	100	97.6
12 TOT	0	0	0	0	0	0	0	0	0	6	2	1294	163	15	2	11	1493	1508.1	3	2	127	8	3	1	0	144	143.2	6	1	888	116	18	6	10	1045	1066.4

	B => B									B => C										C => A										C => B									
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0	0	0	21	4	0	1	0	26	27.3	0	0	4	2	0	0	0	6	6	0	1	20	1	0	1	0	23	23.7
16:15	0	0	0	0	0	0	0	0	0	2	0	12	0	0	0	0	14	12.4	0	0	2	1	0	0	0	3	3	0	0	17	1	0	1	0	19	20.3
16:30	0	0	0	0	0	0	0	0	0	0	0	16	2	0	2	0	20	22.6	0	0	1	0	0	1	0	2	3.3	0	0	4	2	0	0	0	6	6
16:45	0	0	0	0	0	0	0	0	0	0	0	16	5	0	1	0	22	23.3	0	0	3	0	0	0	0	3	3	0	0	13	1	0	0	0	14	14
H/TOT	0	0	0	0	0	0	0	0	0	2	0	65	11	0	4	0	82	85.6	0	0	10	3	0	1	0	14	15.3	0	1	54	5	0	2	0	62	64
17:00	0	0	0	0	0	0	0	0	0	1	0	28	4	3	0	0	36	36.7	0	0	5	0	0	0	0	5	5	1	0	13	1	1	0	0	16	15.7
17:15	0	0	0	0	0	0	0	0	0	1	0	17	2	0	0	0	20	19.2	0	0	2	0	0	0	0	2	2	0	0	13	1	1	1	0	16	17.8
17:30	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21	0	0	3	0	0	0	0	3	3	0	1	13	0	2	0	0	16	16.4
17:45	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	19	19	0	0	6	0	0	0	0	6	6	0	0	16	1	0	0	0	17	17
H/TOT	0	0	0	0	0	0	0	0	0	2	0	82	9	3	0	0	96	95.9	0	0	16	0	0	0	0	16	16	1	1	55	3	4	1	0	65	66.9
18:00	0	0	0	0	0	0	0	0	0	0	1	20	3	1	0	0	25	24.9	0	0	1	0	0	0	0	1	1	0	0	10	2	0	0	0	12	12
18:15	0	0	0	0	0	0	0	0	0	0	0	17	3	1	0	0	21	21.5	0	0	3	0	0	0	0	3	3	0	0	10	2	0	0	0	12	12
18:30	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18	18	1	0	2	0	0	0	0	3	2.2	0	0	9	0	0	0	0	9	9
18:45	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	4	0	0	0	0	4	4	1	0	10	1	0	0	0	12	11.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	67	7	2	0	0	77	77.4	1	0	10	0	0	0	0	11	10.2	1	0	39	5	0	0	0	45	44.2
12 TOT	0	0	2	3	0	0	0	5	5	9	2	601	67	22	23	1	725	758.5	3	0	121	14	2	6	0	146	152.4	3	3	555	68	27	25	0	681	722.8

	C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 25424 - South Green, Co. Kildare
Site: Site 2
Location: L70154 Bohereenagower Road/Old Road Junction
Date: Wed 14-May-2025
AM Peak: 08:00 — 09:00 **Total:** 381
PM Peak: 17:00 — 18:00 **Total:** 346
15 Min Peak: 08:45 — 09:00 **Total:** 116

Arm A - Old Road
Arm B - L70154 Bohereenagower Road
Arm C - Old Road

	A => A									A => B									A => C									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16	0	0	1	0	0	0	0	1	1	0	0	8	2	0	0	0	10	10
07:15	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10
07:30	0	0	0	0	0	0	0	0	0	0	1	15	5	0	0	0	21	20.4	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
07:45	0	0	0	0	0	0	0	0	0	0	0	24	3	0	0	0	27	27	0	0	2	0	1	0	0	3	3.5	0	0	13	1	0	0	0	14	14
H/TOT	0	0	0	0	0	0	0	0	0	0	1	70	12	0	0	0	83	82.4	0	0	3	0	1	0	0	4	4.5	0	0	37	5	0	0	0	42	42
08:00	0	0	0	0	0	0	0	0	0	1	0	22	4	0	0	0	27	26.2	0	0	1	0	0	0	0	1	1	1	0	26	4	1	0	0	32	31.7
08:15	0	0	0	0	0	0	0	0	0	0	0	43	0	0	0	2	45	47	0	0	1	0	0	0	0	1	1	0	0	10	1	0	0	0	11	11
08:30	0	0	0	0	0	0	0	0	0	0	0	37	3	2	0	0	42	43	0	0	1	0	0	0	0	1	1	0	0	26	1	0	0	1	28	29
08:45	0	0	0	0	0	0	0	0	0	0	0	39	3	0	0	1	43	44	0	0	3	1	0	0	0	4	4	0	0	21	2	1	0	0	24	24.5
H/TOT	0	0	0	0	0	0	0	0	0	1	0	141	10	2	0	3	157	160.2	0	0	6	1	0	0	0	7	7	1	0	83	8	2	0	1	95	96.2
09:00	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	0	36	36	1	0	0	0	1	0	0	2	1.7	0	0	10	2	1	0	0	13	13.5
09:15	0	0	0	0	0	0	0	0	0	0	0	28	3	1	0	0	32	32.5	0	0	1	0	0	0	0	1	1	0	0	11	2	0	0	0	13	13
09:30	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	9	9.5
09:45	0	0	0	0	0	0	0	0	0	0	0	25	3	0	0	0	28	28	0	0	0	0	0	1	0	1	2.3	0	0	12	0	0	0	0	12	12
H/TOT	0	0	0	0	0	0	0	0	0	0	0	112	7	1	0	0	120	120.5	1	0	1	0	1	1	0	4	5	0	0	41	4	2	0	0	47	48
10:00	0	0	0	0	0	0	0	0	0	0	0	18	0	1	0	0	19	19.5	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5
10:15	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7
10:30	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	0	1	0	0	0	0	1	1	0	0	13	1	1	0	0	15	15.5
10:45	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	1	0	0	0	0	1	1	0	0	10	3	0	0	0	13	13
H/TOT	0	0	0	0	0	0	0	0	0	0	0	59	4	1	0	0	64	64.5	0	0	6	0	0	0	0	6	6	0	0	35	4	1	0	0	40	40.5
11:00	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	2	1	1	0	0	4	4.5	0	0	10	0	0	0	0	10	10
11:15	0	0	0	1	0	0	0	1	1	0	0	15	10	0	0	0	25	25	0	0	0	1	0	0	0	1	1	0	0	7	3	0	0	0	10	10
11:30	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
11:45	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	1	0	0	0	0	1	1	0	0	7	0	1	0	0	8	8.5
H/TOT	0	0	0	1	0	0	0	1	1	0	0	59	13	0	0	0	72	72	0	0	3	2	1	0	0	6	6.5	0	0	32	3	1	0	0	36	36.5
12:00	0	0	0	0	0	0	0	0	0	0	0	19	4	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	6	3	1	0	0	10	10.5
12:15	0	0	1	0	0	0	0	1	1	0	0	23	2	2	0	1	28	30	0	0	2	0	0	0	0	2	2	0	0	18	2	1	0	0	21	21.5
12:30	0	0	0	0	0	0	0	0	0	0	0	19	4	0	0	0	23	23	0	0	2	1	0	0	0	3	3	0	0	13	2	0	0	0	15	15
12:45	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	0	0	1	0	0	0	0	1	1	0	0	20	2	0	0	0	22	22
H/TOT	0	0	1	0	0	0	0	1	1	0	0	76	11	2	0	1	90	92	0	0	5	1	0	0	0	6	6	0	0	57	9	2	0	0	68	69
13:00	0	0	0	0	0	0	0	0	0	0	0	16	4	0	0	0	20	20	0	0	3	0	0	0	0	3	3	0	0	18	2	2	0	0	22	23
13:15	0	0	0	0	0	0	0	0	0	0	0	25	0	0	1	0	26	27.3	0	0	1	2	0	0	0	3	3	0	0	10	2	0	0	0	12	12
13:30	0	0	0	0	0	0	0	0	0	0	1	21	1	1	0	0	24	23.9	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14
13:45	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	16	1	0	1	1	19	21.3
H/TOT	0	0	0	0	0	0	0	0	0	0	1	85	5	1	1	0	93	94.2	0	0	4	2	0	0	0	6	6	0	0	56	7	2	1	1	67	70.3
14:00	0	0	0	0	0	0	0	0	0	0	0	28	2	0	0	0	30	30	0	0	1	0	0	0	0	1	1	0	0	16	0	1	0	1	18	19.5
14:15	0	0	0	0	0	0	0	0	0	1	0	27	5	0	0	1	34	34.2	0	0	0	0	0	0	0	0	0	1	0	14	1	0	0	0	16	15.2
14:30	0	0	0	0	0	0	0	0	0	1	0	19	3	0	0	0	23	22.2	0	0	2	0	0	0	0	2	2	0	0	13	2	0	0	0	15	15
14:45	0	0	0	0	0	0	0	0	0	2	0	22	3	0	0	1	28	27.4	0	0	3	0	0	0	0	3	3	1	0	17	1	1	0	0	20	19.7
H/TOT	0	0	0	0	0	0	0	0	0	4	0	96	13	0	0	2	115	113.8	0	0	6	0	0	0	0	6	6	2	0	60	4	2	0	1	69	69.4
15:00	0	0	0	0	0	0	0	0	0	0	0	35	5	2	0	0	42	43	0	0	1	0	0	0	0	1	1	0	0	13	1	0	0	0	14	14
15:15	0	0	0	0	0	0	0	0	0	0	0	25	4	0	0	0	29	29	0	0	1	0	0	0	0	1	1	0	0	22	1	0	0	0	23	23
15:30	0	0	0	0	0	0	0	0	0	0	0	25	2	1	0	0	28	28.5	0	0	1	1	0	0	0	2	2	1	0	15	2	1	0	0	19	18.7
15:45	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23	23	0	0	0	1	0	0	0	1	1	0	0	16	0	0	0	0	16	16
H/TOT	0	0	0	0	0	0	0	0	0	0	0	106	13	3	0	0	122	123.5	0	0	3	2	0	0	0	5	5	1	0	66	4	1	0	0	72	71.7

	B => B									B => C									C => A									C => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	11	7	0	0	0	18	18	1	0	0	0	0	0	0	1	0.2	0	0	4	0	0	0	0	4	4
07:30	0	0	0	0	0	0	0	0	0	0	0	7	4	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
07:45	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	1	1	0	0	0	2	2	0	0	7	2	1	0	0	10	10.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	34	16	1	0	0	51	51.5	1	0	1	1	0	0	0	3	2.2	0	0	13	4	1	0	0	18	18.5
08:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	1	5	6	0	0	2	0	0	0	0	2	2	0	0	4	1	1	0	0	6	6.5
08:15	0	0	0	0	0	0	0	0	0	0	0	15	3	0	1	2	21	24.3	1	0	2	0	0	0	0	3	2.2	0	0	5	1	0	0	1	7	8
08:30	0	0	0	0	0	0	0	0	0	0	0	18	1	0	1	0	20	21.3	0	0	1	1	0	0	0	2	2	0	0	11	0	0	0	0	11	11
08:45	0	0	0	0	0	0	0	0	0	1	1	20	4	0	0	0	26	24.6	0	0	2	1	0	0	0	3	3	0	0	15	1	0	0	0	16	16
H/TOT	0	0	0	0	0	0	0	0	0	1	1	56	9	0	2	3	72	76.2	1	0	7	2	0	0	0	10	9.2	0	0	35	3	1	0	1	40	41.5
09:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	13	13.5
09:15	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	1	5	6
09:30	0	0	0	0	0	0	0	0	0	0	0	3	1	1	1	0	6	7.8	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
09:45	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	4	0	0	0	0	4	4	0	0	7	1	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	5	1	1	0	22	23.8	0	0	5	0	0	0	0	5	5	0	0	26	3	1	0	1	31	32.5
10:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	2	0	0	0	0	2	2	0	0	5	0	0	0	0	5	5
10:15	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	1	1	0	0	0	2	2	0	0	4	2	0	0	0	6	6
10:30	0	0	0	0	0	0	0	0	0	0	0	3	2	0	2	0	7	9.6	0	0	2	0	0	0	0	2	2	1	0	5	1	0	0	0	7	6.2
10:45	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	20	5	0	2	0	27	29.6	0	0	5	1	0	0	0	6	6	1	0	16	4	0	0	0	21	20.2
11:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	2	2	0	0	0	4	4	0	0	3	0	0	0	0	3	3
11:15	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
11:45	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5	1	0	0	0	0	0	0	1	0.2	0	0	8	1	0	0	0	9	9
H/TOT	0	0	1	0	0	0	0	1	1	0	0	15	4	0	0	0	19	19	1	0	3	2	0	0	0	6	5.2	0	0	15	3	0	0	0	18	18
12:00	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3
12:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	4.3	0	0	2	0	0	0	0	2	2	0	0	3	3	0	0	0	6	6
12:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	2	2	0	0	0	4	4
12:45	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	6	6.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	4	1	1	0	18	19.8	0	0	5	0	0	0	0	5	5	0	0	8	5	0	0	0	13	13
13:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	1	1	0	0	0	2	2	0	0	6	0	0	0	0	6	6
13:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
13:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
13:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	3	4.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	1	1	0	0	0	2	2	0	0	13	3	0	1	0	17	18.3
14:00	0	0	0	0	0	0	0	0	0	0	0	6	2	1	0	0	9	9.5	0	0	1	0	0	0	0	1	1	0	0	4	3	1	0	0	8	8.5
14:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
14:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7
14:45	0	0	0	0	0	0	0	0	0	0	0	10	0	0	1	0	11	12.3	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	29	2	1	1	0	33	34.8	0	0	2	0	0	0	0	2	2	0	0	12	5	1	0	0	18	18.5
15:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	1	5	7.3	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	0	3	3
15:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
15:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	9	10	0	0	2	2	0	0	0	4	4	0	0	5	1	1	0	0	7	7.5
15:45	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	1	11	12.5	0	0	3	0	1	0	0	4	4.5	0	0	14	4	0	0	0	18	18
H/TOT	0	0	0	0	0	0	0	0	0	0	0	24	2	1	1	4	32	37.8	0	0	5	3	1	0	0	9	9.5	0	0	27	5	1	0	0	33	33.5

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



IDASO

Survey Name: 25424 - South Green, Co. Kildare
Site: Site 2
Location: L70154 Bohereenagower Road/Old Road Junction
Date: Wed 14-May-2025
AM Peak: 08:00 — 09:00 **Total:** 381
PM Peak: 17:00 — 18:00 **Total:** 346
15 Min Peak: 08:45 — 09:00 **Total:** 116

Arm A - Old Road
Arm B - L70154 Bohereenagower Road
Arm C - Old Road

	A => A									A => B										A => C										B => A									
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0	1	0	37	3	0	1	0	42	42.5	0	0	2	0	0	0	0	2	2	0	0	16	3	0	2	0	21	23.6
16:15	0	0	0	0	0	0	0	0	0	0	0	33	6	0	0	0	39	39	1	0	1	0	0	0	0	2	1.2	0	0	19	1	0	0	0	20	20
16:30	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	34	34	0	0	1	0	0	0	0	1	1	0	0	17	1	0	0	0	18	18
16:45	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25	25	0	0	2	0	0	0	0	2	2	0	0	17	2	0	0	0	19	19
H/TOT	0	0	0	0	0	0	0	0	0	1	0	127	11	0	1	0	140	140.5	1	0	6	0	0	0	0	7	6.2	0	0	69	7	0	2	0	78	80.6
17:00	0	0	0	0	0	0	0	0	0	1	0	38	5	0	0	0	44	43.2	0	0	0	0	0	0	0	0	0	0	0	24	4	0	0	0	28	28
17:15	0	0	0	0	0	0	0	0	0	0	0	28	5	0	0	0	33	33	1	0	2	0	0	0	0	3	2.2	0	0	17	4	0	0	0	21	21
17:30	0	0	0	0	0	0	0	0	0	0	0	30	6	1	0	0	37	37.5	1	0	3	0	0	0	0	4	3.2	0	0	26	2	0	0	0	28	28
17:45	0	0	0	0	0	0	0	0	0	0	0	38	2	0	0	0	40	40	1	0	1	0	0	0	0	2	1.2	0	0	23	1	0	0	0	24	24
H/TOT	0	0	0	0	0	0	0	0	0	1	0	134	18	1	0	0	154	153.7	3	0	6	0	0	0	0	9	6.6	0	0	90	11	0	0	0	101	101
18:00	0	0	0	0	0	0	0	0	0	0	0	31	1	0	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	18	4	0	0	0	22	22
18:15	0	0	0	0	0	0	0	0	0	1	0	28	1	1	0	0	31	30.7	0	0	1	0	0	0	0	1	1	0	0	17	2	0	0	0	19	19
18:30	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	23	23	0	0	1	0	0	0	0	1	1	2	0	12	0	0	0	0	14	12.4
18:45	0	0	1	0	0	0	0	1	1	0	0	16	0	0	0	0	16	16	0	0	2	0	0	0	0	2	2	1	0	11	0	0	0	0	12	11.2
H/TOT	0	0	1	0	0	0	0	1	1	1	0	98	2	1	0	0	102	101.7	0	0	4	0	0	0	0	4	4	3	0	58	6	0	0	0	67	64.6
12 TOT	0	0	2	1	0	0	0	3	3	8	2	1163	119	12	2	6	1312	1319	5	0	53	8	3	1	0	70	68.8	7	0	684	72	13	3	3	782	789.8

	B => B									B => C										C => A										C => B									
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	11	11.5	0	0	3	0	0	0	0	3	3	0	0	20	2	1	0	3	26	29.5
16:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	3	0	0	0	0	3	3	0	1	15	0	0	0	0	16	15.4
16:30	0	0	0	0	0	0	0	0	0	0	0	5	0	1	1	0	7	8.8	0	0	4	0	0	0	0	4	4	0	0	8	1	0	0	0	9	9
16:45	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	1	1	0	0	0	2	2	0	0	11	6	0	0	0	17	17
H/TOT	0	0	0	0	0	0	0	0	0	0	0	30	1	2	1	0	34	36.3	0	0	11	1	0	0	0	12	12	0	1	54	9	1	0	3	68	70.9
17:00	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	7	7	0	0	1	0	0	0	0	1	1	0	1	13	5	0	0	0	19	18.4
17:15	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	4	0	0	0	0	4	4	0	0	5	0	0	0	0	5	5
17:30	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4
17:45	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	3	0	0	0	0	3	3	0	0	4	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	33	8	0	0	0	41	41	0	0	9	0	0	0	0	9	9	0	1	26	5	0	0	0	32	31.4
18:00	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
18:15	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	2	0	0	0	0	2	2	0	0	8	2	0	0	0	10	10
18:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0	1	0	13	1	0	0	0	15	14.2	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	1	0	41	2	0	0	0	44	43.2	0	0	6	0	0	0	0	6	6	0	0	14	3	0	0	0	17	17
12 TOT	0	0	1	0	0	0	0	1	1	2	1	322	58	7	9	7	406	426	3	0	60	11	1	0	0	75	73.1	1	2	259	52	6	1	5	326	333.3

	C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 25424 - South Green, Co. Kildare
Site: Site 3
Location: Dunmurray Road(R401)/Old Road/Chapel Lane Junction
Date: Wed 14-May-2025
AM Peak: 08:00 — 09:00 **Total:** 909
PM Peak: 17:00 — 18:00 **Total:** 696
15 Min Peak: 08:30 — 08:45 **Total:** 280

Arm A - R401
Arm B - Chapel Lane
Arm C - Old Road
Arm D - Dunmurray Road(R401)

	A => A									A => B									A => C									A => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	8	2	1	0	0	11	11.5
07:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	3	2	0	0	0	5	5	0	0	15	2	1	0	0	18	18.5
07:30	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3.5	0	1	2	1	0	0	0	4	3.4	0	0	16	3	2	0	0	21	22
07:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	9	0	0	0	0	9	9	0	0	12	4	0	0	0	16	16
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	7	7.5	0	1	16	4	0	0	0	21	20.4	0	0	51	11	4	0	0	66	68
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	7	1	0	0	0	8	8	0	0	23	3	0	0	1	27	28
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	19	0	0	0	2	21	23	1	0	37	2	1	0	0	41	40.7
08:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	24	3	1	0	0	28	28.5	3	0	49	4	1	0	0	57	55.1
08:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	17	2	0	0	1	20	21	1	0	37	1	0	0	0	39	38.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	67	6	1	0	3	77	80.5	5	0	146	10	2	0	1	164	162
09:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	15	0	1	0	0	16	16.5	0	0	21	2	1	0	0	24	24.5
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	16	1	1	0	0	18	18.5	0	1	21	2	0	0	0	24	23.4
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3.3	0	0	15	0	0	0	0	15	15	0	0	15	2	0	0	0	17	17
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	1	0	16	17.3	0	0	21	3	0	1	1	26	28.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	1	0	1	0	6	7.3	0	0	60	2	2	1	0	65	67.3	0	1	78	9	1	1	1	91	93.2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	9	0	0	0	0	9	9	0	0	12	1	0	0	0	13	13
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	7	1	0	0	0	8	8	0	0	18	4	0	0	0	22	22
10:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	11	1	0	0	0	12	12	1	0	14	3	1	0	0	19	18.7
10:45	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	5	2	0	0	0	7	7	0	0	22	2	1	0	0	25	25.5
H/TOT	0	0	1	0	0	0	0	1	1	0	0	7	2	0	0	0	9	9	0	0	32	4	0	0	0	36	36	1	0	66	10	2	0	0	79	79.2
11:00	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	10	2	0	0	0	12	12	0	0	20	2	0	0	0	22	22
11:15	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	11	4	0	0	0	15	15	0	0	14	2	0	0	0	16	16
11:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	4.3	0	0	10	0	0	0	0	10	10	0	0	17	2	0	0	0	19	19
11:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	12	2	0	0	0	14	14	0	0	16	1	1	0	0	18	18.5
H/TOT	0	0	2	0	0	0	0	2	2	0	0	7	1	0	1	0	9	10.3	0	0	43	8	0	0	0	51	51	0	0	67	7	1	0	0	75	75.5
12:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	8	1	0	0	0	9	9	0	0	16	0	0	0	0	16	16
12:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	15	1	2	0	1	19	21	0	0	27	2	0	0	0	29	29
12:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	9	5	0	0	0	14	14	0	0	25	2	2	0	0	29	30
12:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5	0	0	25	2	0	0	0	27	27
H/TOT	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0	37	7	2	0	1	47	49	0	0	93	6	2	0	0	101	102
13:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	9	2	0	0	0	11	11	1	0	30	2	0	0	0	33	32.2
13:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	1	19	2	1	1	0	24	25.2	3	0	29	2	0	0	0	34	31.6
13:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3.3	0	0	9	0	0	0	0	9	9	1	3	24	3	0	0	0	31	28.4
13:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	12	0	0	0	0	12	12	0	0	33	1	1	0	0	35	35.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	2	0	1	0	9	10.3	0	1	49	4	1	1	0	56	57.2	5	3	116	8	1	0	0	133	127.7
14:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	24	0	0	0	0	24	24	0	0	24	2	0	0	0	26	26
14:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	16	4	0	0	1	21	22	1	0	32	2	1	0	0	36	35.7
14:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	11	0	0	0	0	11	11	0	0	27	2	0	0	0	29	29
14:45	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	2	0	14	2	0	0	1	19	18.4	0	0	26	2	0	0	0	28	28
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	2	0	65	6	0	0	2	75	75.4	1	0	109	8	1	0	0	119	118.7
15:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	4	5.3	0	0	20	4	1	0	0	25	25.5	1	0	24	4	2	0	0	31	31.2
15:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	14	1	0	0	0	15	15	2	1	29	5	0	0	0	37	34.8
15:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	17	1	0	0	0	18	18	0	0	34	3	0	0	0	37	37
15:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	16	3	0	0	0	19	19	0	0	56	4	0	0	0	60	60
H/TOT	0	0	0	0	0	0	0	0	0	1	0	6	0	0	1	0	8	8.5	0	0	67	9	1	0	0	77	77.5	3	1	143	16	2	0	0	165	163

	B => A									B => B									B => C									B => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:15	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2
07:30	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
07:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	1	0	7	0	0	0	0	8	7.2
H/TOT	0	0	5	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	2	0	12	0	0	0	0	14	12.4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10
08:15	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	21	0	0	0	0	21	21
08:30	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	37	1	0	0	0	41	38.6
08:45	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	4	0	32	0	0	0	0	36	32.8
H/TOT	0	0	16	2	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	7	0	100	1	0	0	0	108	102.4
09:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12
09:15	0	0	5	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
09:30	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	3	3	0	0	0	6	6
H/TOT	0	0	10	0	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	18	3	0	0	0	21	21
10:00	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2
10:15	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4
10:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
10:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	12	2	0	0	0	14	14
11:00	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2
11:15	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
11:30	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	6	0	0	0	0	6	6
H/TOT	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	13	0	0	0	0	13	13
12:00	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	3	0	6	2	0	0	0	11	8.6
12:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4
12:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
12:45	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	4	0	0	0	0	4	4
H/TOT	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	3	0	15	2	0	0	0	20	17.6
13:00	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
13:15	0	0	3	0	0	0	0	3	3	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	9	8.2
13:30	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
13:45	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	1.4	0	0	12	3	0	0	0	15	15
H/TOT	0	0	17	1	0	0	0	18	18	0	0	0	1	0	0	0	1	1	2	0	1	0	0	0	0	3	1.4	1	0	31	3	0	0	0	35	34.2
14:00	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	1	1	0	0	8	7.7
14:15	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	13	0	0	0	0	13	13
14:30	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7
14:45	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	12	0	0	0	0	14	12.4
H/TOT	1	0	21	3	0	0	0	25	24.2	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	3	0	37	1	1	0	0	42	40.1
15:00	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	10	1	0	0	0	13	11.4
15:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	6	3	0	0	0	9	9
15:30	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5	0	0	8	0	0	0	0	8	8
15:45	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	21	21
H/TOT	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	7	7.5	2	0	45	4	0	0	0	51	49.4

	C => A									C => B									C => C									C => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C
07:00	0	0	5	3	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0
07:15	0	0	4	0	0	0	0	4	4	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0
07:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0
07:45	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	2
H/TOT	0	0	20	4	0	0	0	24	24	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	20	20	2
08:00	0	0	17	2	0	0	0	19	19	1	0	1	1	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	10.5	0
08:15	0	0	5	1	0	0	0	6	6	1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	1
08:30	0	0	11	0	0	0	1	12	13	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	0
08:45	0	0	8	2	1	0	0	11	11.5	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0
H/TOT	0	0	41	5	1	0	1	48	49.5	2	0	8	3	0	0	0	13	11.4	0	0	0	0	0	0	0	0	0	0	0	39	4	1	0	0	44	44.5	1
09:00	0	0	4	0	1	0	0	5	5.5	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0
09:15	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	1
09:30	0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	1
09:45	0	0	10	0	0	0	0	10	10	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0
H/TOT	0	0	25	0	2	0	0	27	28	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	20	20	2
10:00	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0
10:15	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0
10:30	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0
10:45	0	0	3	1	0	0	0	4	4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0
H/TOT	0	0	21	4	0	0	0	25	25	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	18	1	1	0	0	20	20.5	0
11:00	0	0	6	2	0	0	0	8	8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	1
11:15	0	0	5	1	0	0	0	6	6	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0
11:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0
11:45	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	1	0	0	5	4.7	0
H/TOT	0	0	16	3	0	0	0	19	19	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	21	0	1	0	0	23	22.7	1
12:00	0	0	3	0	1	0	0	4	4.5	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0
12:15	0	0	11	1	1	0	0	13	13.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0
12:30	0	0	10	1	0	0	0	11	11	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0
12:45	0	0	14	1	0	0	0	15	15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	1
H/TOT	0	0	38	3	2	0	0	43	44	0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	23	4	0	0	0	27	27	1
13:00	0	0	13	1	0	0	0	14	14	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	7	2	1	0	0	10	10.5	0
13:15	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	1
13:30	0	0	2	1	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	10	2	0	0	0	12	12	0
13:45	2	0	9	0	0	1	1	13	13.7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	1	0	0	0	7	7	0
H/TOT	2	0	31	2	0	1	1	37	37.7	0	0	1	0	1	0	0	2	2.5	0	0	2	0	0	0	0	2	2	0	0	26	6	1	0	0	33	33.5	1
14:00	0	0	14	0	1	0	1	16	17.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	1
14:15	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	9	8.2	1
14:30	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	8	8	0
14:45	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	12	12.5	0
H/TOT	0	0	35	1	1	0	1	38	39.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	28	4	1	0	0	34	33.7	2
15:00	0	0	6	1	0	0	0	7	7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0
15:15	0	0	9	2	0	0	0	11	11	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0
15:30	0	0	7	2	1	0	0	10	10.5	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	9	1	0	0	0	11	10.2	0
15:45	0	0	8	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2	0
H/TOT	0	0	30	5	2	0	0	37	38	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	2	0	28	2	0	0	0	32	30.4	0

	D => A								D => B									D => C									D => D								
TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	10	5	1	0	0	16	16.5	0	0	3	0	0	0	0	3	3	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0
07:15	0	21	6	0	0	0	27	27	0	0	1	1	0	0	0	2	2	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
07:30	0	33	6	2	0	0	41	42	0	0	3	4	0	0	0	7	7	0	0	14	4	0	0	0	18	18	0	0	0	0	0	0	0	0	0
07:45	1	31	5	1	0	0	40	38.3	1	0	3	2	0	0	0	6	5.2	0	0	17	3	0	0	0	20	20	0	0	0	0	0	0	0	0	0
H/TOT	1	95	22	4	0	0	124	123.8	1	0	10	7	0	0	0	18	17.2	0	0	56	9	0	0	0	65	65	0	0	0	0	0	0	0	0	0
08:00	0	56	4	2	0	0	62	63	0	0	6	0	0	0	0	6	6	1	0	15	3	0	0	0	19	18.2	0	0	0	0	0	0	0	0	0
08:15	0	43	5	0	0	0	49	48.2	0	0	26	1	0	0	0	27	27	0	0	29	1	0	0	0	30	30	0	0	0	0	0	0	0	0	0
08:30	0	49	2	0	0	0	51	51	1	0	49	3	0	0	0	53	52.2	0	0	12	1	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0
08:45	1	55	2	0	0	0	58	57.4	2	0	29	0	0	0	0	31	29.4	0	0	20	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0
H/TOT	1	203	13	2	0	0	220	219.6	3	0	110	4	0	0	0	117	114.6	1	0	76	5	1	0	0	83	82.7	0	0	0	0	0	0	0	0	0
09:00	0	47	4	0	0	0	51	51	0	0	6	0	0	0	0	6	6	1	0	20	0	0	0	0	21	20.2	0	0	0	0	0	0	0	0	0
09:15	0	31	2	1	0	0	35	34.7	0	0	5	0	0	0	0	5	5	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0
09:30	0	23	1	2	0	0	27	27.2	1	0	3	0	0	0	0	4	3.2	0	0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0
09:45	0	21	3	0	0	0	24	24	0	0	5	0	0	0	0	5	5	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
H/TOT	0	122	10	3	0	0	137	136.9	1	0	19	0	0	0	0	20	19.2	1	0	52	5	0	0	0	58	57.2	0	0	0	0	0	0	0	0	0
10:00	0	21	2	0	0	0	23	23	1	0	3	0	0	0	0	4	3.2	0	0	10	0	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0
10:15	0	17	0	0	0	0	17	17	1	0	5	0	0	0	0	6	5.2	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
10:30	0	18	0	0	0	0	18	18	1	0	2	0	0	0	0	3	2.2	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
10:45	1	22	3	0	0	0	26	25.4	1	0	2	0	0	0	0	3	2.2	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	1	78	5	0	0	0	84	83.4	4	0	12	0	0	0	0	16	12.8	0	0	33	0	1	0	0	34	34.5	0	0	0	0	0	0	0	0	0
11:00	0	28	2	0	0	0	31	30.2	0	0	4	0	0	0	0	4	4	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0
11:15	0	23	1	0	0	0	24	24	0	0	4	0	1	0	0	5	5.5	0	0	6	7	0	0	0	13	13	0	0	0	0	0	0	0	0	0
11:30	0	24	2	0	0	0	26	26	1	0	2	0	0	0	0	3	2.2	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
11:45	0	28	3	0	0	0	31	31	2	0	3	1	0	0	1	7	6.4	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	103	8	0	0	0	112	111.2	3	0	13	1	1	0	1	19	18.1	0	0	20	8	1	0	0	29	29.5	0	0	0	0	0	0	0	0	0
12:00	0	24	0	0	0	0	24	24	0	0	4	0	0	0	0	4	4	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0
12:15	0	21	0	0	0	0	21	21	0	0	0	1	1	0	0	2	2.5	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
12:30	0	18	3	1	0	0	22	22.5	0	0	1	0	0	0	0	1	1	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
12:45	0	23	0	1	0	0	25	24.7	1	1	5	0	0	0	0	7	5.6	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
H/TOT	0	86	3	2	0	0	92	92.2	1	1	10	1	1	0	0	14	13.1	0	0	36	3	0	0	0	39	39	0	0	0	0	0	0	0	0	0
13:00	0	21	2	1	0	0	24	24.5	0	0	8	0	0	0	0	8	8	0	0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0
13:15	0	23	3	0	0	0	27	26.2	0	0	7	0	0	0	0	7	7	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
13:30	1	24	2	0	0	0	27	26.4	1	0	7	0	0	0	0	8	7.2	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
13:45	0	27	3	0	0	0	30	30	1	0	5	0	0	0	0	6	5.2	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
H/TOT	1	95	10	1	0	0	108	107.1	2	0	27	0	0	0	0	29	27.4	0	0	34	3	0	0	0	37	37	0	0	0	0	0	0	0	0	0
14:00	0	36	1	1	0	1	40	40.7	0	0	3	0	0	0	0	3	3	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0
14:15	0	26	1	1	0	0	29	28.7	2	0	7	0	0	0	0	9	7.4	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
14:30	0	32	5	1	0	0	38	38.5	1	0	11	0	0	0	0	12	11.2	1	0	8	3	0	0	0	12	11.2	0	0	0	0	0	0	0	0	0
14:45	0	25	4	0	0	0	29	29	0	0	4	0	0	0	0	4	4	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
H/TOT	0	119	11	3	0	1	136	136.9	3	0	25	0	0	0	0	28	25.6	1	0	35	7	0	0	0	43	42.2	0	0	0	0	0	0	0	0	0
15:00	0	25	6	0	0	0	31	31	0	0	5	1	0	0	0	6	6	0	0	13	1	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0
15:15	0	25	2	0	0	1	28	29	0	0	8	0	0	0	0	8	8	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0
15:30	0	16	4	0	0	0	20	20	1	0	2	0	0	0	0	3	2.2	1	0	11	0	0	0	0	12	11.2	0	0	0	0	0	0	0	0	0
15:45	0	20	2	0	0	0	22	22	1	0	4	2	0	0	0	7	6.2	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
H/TOT	0	86	14	0	0	1	101	102	2	0	19	3	0	0	0	24	22.4	1	0	44	3	1	0	0	49	48.7	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 25424 - South Green, Co. Kildare
Site: Site 3
Location: Dunmurray Road(R401)/Old Road/Chapel Lane Junction
Date: Wed 14-May-2025
AM Peak: 08:00 — 09:00 **Total:** 909
PM Peak: 17:00 — 18:00 **Total:** 696
15 Min Peak: 08:30 — 08:45 **Total:** 280

Arm A - R401
Arm B - Chapel Lane
Arm C - Old Road
Arm D - Dunmurray Road(R401)

	A => A									A => B									A => C									A => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	23	1	0	1	0	25	26.3	0	0	38	5	0	0	0	43	43
16:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	17	2	0	0	0	19	19	0	0	17	2	0	0	0	19	19
16:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	5	6.3	0	0	14	0	0	0	0	14	14	0	0	27	4	0	0	0	31	31
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	16	0	0	0	0	16	16	1	0	37	1	0	0	0	39	38.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	1	0	1	0	13	14.3	0	0	70	3	0	1	0	74	75.3	1	0	119	12	0	0	0	132	131.2
17:00	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	14	3	0	0	0	17	17	0	0	27	0	0	1	0	28	29.3
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	19	1	0	0	0	20	20	1	0	22	7	0	0	0	30	29.2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	1	0	0	21	21.5	1	0	30	4	0	0	0	35	34.2
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	15	1	0	0	0	16	16	0	0	33	7	0	0	0	40	40
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	66	7	1	0	0	74	74.5	2	0	112	18	0	1	0	133	132.7
18:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	18	0	0	0	0	18	18	0	0	34	1	0	0	0	35	35
18:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	15	0	1	0	0	16	16.5	0	0	26	4	0	0	0	30	30
18:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	11	0	0	0	0	11	11	0	1	29	4	0	0	0	34	33.4
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	14	0	0	0	0	14	14	0	0	28	3	0	0	0	31	31
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	58	0	1	0	0	59	59.5	0	1	117	12	0	0	0	130	129.4
12 TOT	0	0	3	0	0	0	0	3	3	1	0	90	16	1	5	0	113	119.2	2	2	630	60	9	3	6	712	723.6	18	6	1217	127	16	2	2	1388	1382.6

	B => A									B => B									B => C									B => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	23	0	0	0	0	24	23.2
16:15	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	1	0	9	2	1	0	0	13	12.7
16:30	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	14	1	0	0	0	16	15.2
16:45	0	0	3	5	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	12	1	0	0	0	14	13.2
H/TOT	0	0	19	5	0	0	0	24	24	0	0	0	0	0	0	0	0	0	1	0	14	0	0	0	0	15	14.2	4	0	58	4	1	0	0	67	64.3
17:00	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	1	13	5	0	0	0	20	18.6
17:15	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	1	0	13	2	0	0	0	16	15.2
17:30	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	0	0	13	3	0	0	0	16	16
17:45	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	0	0	9	1	0	0	0	10	10
H/TOT	0	0	19	4	0	0	0	23	23	0	0	0	0	0	0	0	0	0	3	0	15	0	0	0	0	18	15.6	2	1	48	11	0	0	0	62	59.8
18:00	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	25	25
18:15	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	1	0	8	1	0	0	0	10	9.2
18:30	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11
18:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	5	1	0	0	0	7	6.2
H/TOT	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	2	0	46	5	0	0	0	53	51.4
12 TOT	1	0	163	24	2	0	0	190	190.2	0	0	0	1	0	0	0	1	1	8	0	62	6	2	0	0	78	72.6	26	1	435	36	2	0	0	500	479.6

	C => A									C => B									C => C									C => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**
16:00	0	0	8	2	0	2	0	12	14.6	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	1
16:15	0	0	11	0	0	0	0	11	11	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	1
16:30	0	0	7	0	0	0	0	7	7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0
16:45	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	1
H/TOT	0	0	35	2	0	2	0	39	41.6	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	37	4	0	0	0	41	41	3
17:00	0	0	9	5	0	0	0	14	14	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0
17:15	0	0	11	2	0	0	0	13	13	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0
17:30	0	0	16	2	0	0	0	18	18	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	0
17:45	0	0	12	1	0	0	0	13	13	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0
H/TOT	0	0	48	10	0	0	0	58	58	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	46	3	0	0	0	49	49	0
18:00	0	0	10	1	0	0	0	11	11	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	0
18:15	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0
18:30	0	0	7	0	0	0	0	7	7	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	9	8.2	0
18:45	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2	0
H/TOT	0	0	28	1	0	0	0	29	29	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	2	0	31	3	0	0	0	36	34.4	0
12 TOT	2	0	368	40	8	3	3	424	433.3	3	0	41	10	1	0	0	55	53.1	0	0	2	0	0	0	0	2	2	6	0	331	37	5	0	0	379	376.7	13

	D => A								D => B								D => C								D => D							
TIME	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	51	4	2	0	0	58	58.2	6	0	19	1	1	0	0	27	22.7	1	0	17	1	0	0	0	19	18.2	0	0	0	0	0	0	0	0	0
16:15	2	33	3	0	0	0	39	37	2	0	14	1	0	0	0	17	15.4	0	0	11	4	0	0	0	15	15	0	0	0	0	0	0	0	0	0
16:30	0	28	3	0	0	0	31	31	0	0	6	0	0	0	0	6	6	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
16:45	1	30	0	0	0	0	32	30.6	2	0	4	1	0	0	0	7	5.4	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
H/TOT	3	142	10	2	0	0	160	156.8	10	0	43	3	1	0	0	57	49.5	1	0	46	6	0	0	0	53	52.2	0	0	0	0	0	0	0	0	0
17:00	0	35	5	0	0	0	40	40	2	0	9	0	0	0	0	11	9.4	0	0	16	3	0	0	0	19	19	0	0	0	0	0	0	0	0	0
17:15	0	34	1	0	0	0	35	35	0	0	5	0	0	0	0	5	5	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0
17:30	2	35	5	0	0	0	42	40.8	0	0	7	1	0	0	0	8	8	0	0	14	3	0	0	0	17	17	0	0	0	0	0	0	0	0	0
17:45	0	39	2	0	0	0	41	41	1	0	13	0	0	0	0	14	13.2	0	0	18	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0
H/TOT	2	143	13	0	0	0	158	156.8	3	0	34	1	0	0	0	38	35.6	0	0	61	8	0	0	0	69	69	0	0	0	0	0	0	0	0	0
18:00	2	34	1	0	0	0	37	35.8	0	1	10	0	0	0	0	11	10.4	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
18:15	0	30	7	0	0	0	37	37	0	0	3	0	0	0	0	3	3	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0
18:30	0	33	3	0	0	0	36	36	0	0	10	0	0	0	0	10	10	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
18:45	0	39	2	1	0	0	42	42.5	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	2	136	13	1	0	0	152	151.3	0	1	25	0	0	0	0	26	25.4	0	0	29	2	0	0	0	31	31	0	0	0	0	0	0	0	0	0
12 TOT	11	1408	132	18	0	2	1584	1578	33	2	347	20	3	0	1	406	380.9	5	0	522	59	4	0	0	590	588	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 25424 - South Green, Co. Kildare
Site: Site 4
Location: Dunmurray Road(R401)/Southgreen Road Junction
Date: Wed 14-May-2025
AM Peak: 08:00 — 09:00 **Total:** 959
PM Peak: 15:30 — 16:30 **Total:** 699
15 Min Peak: 08:45 — 09:00 **Total:** 304

Arm A - Dunmurray Road(R401)
Arm B - Dunmurray Road(R401)
Arm C - Southgreen Road

	A => A									A => B									A => C									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	11	4	1	0	0	16	16.5	0	0	1	3	0	0	0	4	4	0	0	6	1	2	0	0	9	10
07:15	0	0	0	0	0	0	0	0	0	1	0	22	6	0	0	0	29	28.2	0	0	10	1	1	1	0	13	14.8	1	0	12	0	0	0	0	13	12.2
07:30	0	0	0	0	0	0	0	0	0	0	0	32	13	2	0	0	47	48	0	0	8	1	1	3	0	13	17.4	0	0	15	3	3	0	0	21	22.5
07:45	0	0	0	0	0	0	0	0	0	3	0	35	7	1	0	0	46	44.1	0	0	8	1	0	1	0	10	11.3	0	0	25	4	0	0	0	29	29
H/TOT	0	0	0	0	0	0	0	0	0	4	0	100	30	4	0	0	138	136.8	0	0	27	6	2	5	0	40	47.5	1	0	58	8	5	0	0	72	73.7
08:00	0	0	0	0	0	0	0	0	0	1	0	49	4	1	0	0	55	54.7	0	0	17	0	1	0	0	18	18.5	1	0	32	2	1	0	1	37	37.7
08:15	0	0	0	0	0	0	0	0	0	6	0	80	4	0	0	0	90	85.2	1	0	21	1	0	1	2	26	28.5	1	0	43	4	0	0	0	48	47.2
08:30	0	0	0	0	0	0	0	0	0	2	0	93	3	1	0	0	99	97.9	0	0	27	1	0	4	0	32	37.2	6	0	81	7	1	0	0	95	90.7
08:45	0	0	0	0	0	0	0	0	0	1	1	92	3	1	0	0	98	97.1	0	0	40	1	0	2	0	43	45.6	6	0	85	1	0	0	0	92	87.2
H/TOT	0	0	0	0	0	0	0	0	0	10	1	314	14	3	0	0	342	334.9	1	0	105	3	1	7	2	119	129.8	14	0	241	14	2	0	1	272	262.8
09:00	0	0	0	0	0	0	0	0	0	0	0	45	4	1	0	0	50	50.5	0	0	22	1	1	0	1	25	26.5	1	0	34	3	1	0	0	39	38.7
09:15	0	0	0	0	0	0	0	0	0	1	0	30	5	0	0	0	36	35.2	0	0	8	1	0	3	0	12	15.9	0	1	21	3	1	0	0	26	25.9
09:30	0	0	0	0	0	0	0	0	0	1	0	18	4	2	0	0	25	25.2	0	0	13	1	1	3	0	18	22.4	0	0	23	4	0	0	0	27	27
09:45	0	0	0	0	0	0	0	0	0	0	0	25	3	0	0	0	28	28	0	0	5	1	0	0	0	6	6	0	0	22	5	0	0	1	28	29
H/TOT	0	0	0	0	0	0	0	0	0	2	0	118	16	3	0	0	139	138.9	0	0	48	4	2	6	1	61	70.8	1	1	100	15	2	0	1	120	120.6
10:00	0	0	0	0	0	0	0	0	0	0	0	29	5	1	0	0	35	35.5	0	0	12	1	0	3	0	16	19.9	0	0	19	1	0	0	0	20	20
10:15	0	0	0	0	0	0	0	0	0	2	0	19	0	0	0	0	21	19.4	0	0	10	0	2	2	0	14	17.6	0	0	21	4	0	0	0	25	25
10:30	0	0	0	0	0	0	0	0	0	2	0	20	0	0	0	0	22	20.4	1	0	5	0	0	2	0	8	9.8	0	0	21	3	2	0	0	26	27
10:45	0	0	0	0	0	0	0	0	0	0	1	22	3	0	0	0	26	25.4	0	0	6	3	0	0	0	9	9	1	0	27	3	2	0	0	33	33.2
H/TOT	0	0	0	0	0	0	0	0	0	4	1	90	8	1	0	0	104	100.7	1	0	33	4	2	7	0	47	56.3	1	0	88	11	4	0	0	104	105.2
11:00	0	0	0	0	0	0	0	0	0	1	0	35	0	1	0	0	37	36.7	0	0	9	0	2	1	0	12	14.3	0	0	26	1	0	0	0	27	27
11:15	0	0	0	0	0	0	0	0	0	1	0	30	3	2	0	0	36	36.2	0	0	10	1	0	0	0	11	11	0	0	19	2	0	0	0	21	21
11:30	0	0	0	0	0	0	0	0	0	3	0	26	2	0	0	0	31	28.6	0	0	4	1	0	5	0	10	16.5	0	0	20	0	0	0	0	20	20
11:45	0	0	0	0	0	0	0	0	0	1	0	30	4	0	0	1	36	36.2	0	0	4	0	0	1	0	5	6.3	0	0	18	1	1	0	0	20	20.5
H/TOT	0	0	0	0	0	0	0	0	0	6	0	121	9	3	0	1	140	137.7	0	0	27	2	2	7	0	38	48.1	0	0	83	4	1	0	0	88	88.5
12:00	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	27	27	0	0	6	1	0	2	0	9	11.6	1	0	30	2	0	0	0	33	32.2
12:15	0	0	0	0	0	0	0	0	0	0	0	20	1	1	0	0	22	22.5	0	0	8	0	0	0	0	8	8	0	0	25	3	0	0	0	28	28
12:30	0	0	0	0	0	0	0	0	0	2	0	19	3	0	0	0	24	22.4	0	0	8	0	0	0	0	8	8	0	0	26	0	0	0	0	26	26
12:45	0	0	0	0	0	0	0	0	0	2	0	29	0	0	0	0	31	29.4	0	0	5	1	1	2	0	9	12.1	0	0	31	1	0	0	0	32	32
H/TOT	0	0	0	0	0	0	0	0	0	4	0	94	5	1	0	0	104	101.3	0	0	27	2	1	4	0	34	39.7	1	0	112	6	0	0	0	119	118.2
13:00	0	0	0	0	0	0	0	0	0	1	0	31	5	1	0	0	38	37.7	0	0	3	0	0	0	0	3	3	1	0	33	3	1	0	0	38	37.7
13:15	0	0	0	0	0	0	0	0	0	2	0	37	2	0	0	0	41	39.4	0	0	8	0	0	1	0	9	10.3	5	0	34	1	0	0	0	40	36
13:30	0	0	0	0	0	0	0	0	0	1	1	29	3	0	0	0	34	32.6	0	0	8	0	0	3	0	11	14.9	0	1	36	3	1	0	0	41	40.9
13:45	0	0	0	0	0	0	0	0	0	1	0	38	3	0	0	0	42	41.2	1	0	8	1	0	0	1	11	11.2	0	1	41	7	1	0	0	50	49.9
H/TOT	0	0	0	0	0	0	0	0	0	5	1	135	13	1	0	0	155	150.9	1	0	27	1	0	4	1	34	39.4	6	2	144	14	3	0	0	169	164.5
14:00	0	0	0	0	0	0	0	0	0	2	0	26	0	1	0	0	29	27.9	0	0	15	0	1	2	0	18	21.1	1	0	28	3	1	0	0	33	32.7
14:15	0	0	0	0	0	0	0	0	0	2	0	37	3	0	0	0	42	40.4	0	0	5	3	0	1	0	9	10.3	3	0	37	2	1	0	0	43	41.1
14:30	0	0	0	0	0	0	0	0	0	1	0	34	4	2	0	0	41	41.2	0	0	11	2	0	1	0	14	15.3	0	0	36	4	0	0	0	40	40
14:45	0	0	0	0	0	0	0	0	0	0	0	31	6	0	0	0	37	37	0	0	5	1	0	2	0	8	10.6	2	0	41	3	1	0	0	47	45.9
H/TOT	0	0	0	0	0	0	0	0	0	5	0	128	13	3	0	0	149	146.5	0	0	36	6	1	6	0	49	57.3	6	0	142	12	3	0	0	163	159.7
15:00	0	0	0	0	0	0	0	0	0	0	0	35	7	1	0	0	43	43.5	0	0	12	1	1	5	0	19	26	2	0	40	5	1	0	1	49	48.9
15:15	0	0	0	0	0	0	0	0	0	0	0	36	4	0	0	1	41	42	0	0	11	0	0	2	0	13	15.6	2	0	35	7	1	0	0	45	43.9
15:30	0	0	0	0	0	0	0	0	0	2	0	23	0	0	0	0	25	23.4	0	0	11	1	2	0	0	14	15	0	0	47	2	0	0	0	49	49
15:45	0	0	0	0	0	0	0	0	0	1	0	20	3	2	0	0	26	26.2	0	0	10	0	0	4	0	14	19.2	1	0	74	5	0	0	0	80	79.2
H/TOT	0	0	0	0	0	0	0	0	0	3	0	114	14	3	0	1	135	135.1	0	0	44	2	3	11	0	60	75.8	5	0	196	19	2	0	1	223	221

	B => B									B => C									C => A									C => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	2	0	0	1	0	3	4.3	0	0	3	0	0	0	0	3	3
07:30	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	4	3	0	2	1	10	13.6	0	0	6	0	0	0	0	6	6
07:45	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	9	0	0	3	0	12	15.9	0	0	4	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	7	0	0	0	28	28	0	0	20	3	0	6	1	30	38.8	0	0	13	1	0	0	0	14	14
08:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	2	0	12	0	0	1	1	16	16.7	0	0	8	0	1	0	0	9	9.5
08:15	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	0	0	35	3	0	0	2	40	42	0	0	5	1	0	0	0	6	6
08:30	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	61	3	1	3	0	68	72.4	0	0	2	1	0	0	0	3	3
08:45	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	1	1	49	3	2	3	0	59	62.5	0	0	5	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	16	3	1	0	0	20	20.5	3	1	157	9	3	7	3	183	193.6	0	0	20	2	1	0	0	23	23.5
09:00	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	0	11	1	0	0	0	12	12	0	0	4	0	0	0	0	4	4
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	2	0	9	12.1	0	0	2	1	0	0	0	3	3
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	6	0	0	1	0	8	8.7	0	0	6	0	0	0	0	6	6
09:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	4	5.3	0	0	8	2	0	1	0	11	12.3	0	0	6	1	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	0	1	1	0	10	11.8	0	1	31	3	1	4	0	40	45.1	0	0	18	2	0	0	0	20	20
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	1	2	0	0	9	10	0	0	1	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	1	0	1	0	8	9.3	0	0	1	0	0	1	0	2	3.3
10:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	7	1	0	3	0	11	14.9	0	0	1	0	1	0	0	2	2.5
10:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	9	0	0	5	0	14	20.5	0	0	6	2	1	0	0	9	9.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	28	3	2	9	0	42	54.7	0	0	9	2	2	1	0	14	16.3
11:00	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	6.5	1	0	5	0	0	0	0	6	5.2	0	0	1	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	5	1	1	1	0	8	9.8	0	0	2	1	0	0	0	3	3
11:30	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	11	1	1	0	0	13	13.5	0	0	5	1	0	0	0	6	6
11:45	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	1	0	7	2	0	4	0	14	18.4	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	3	2	0	0	18	19	2	0	28	4	2	5	0	41	46.9	0	0	11	2	0	0	0	13	13
12:00	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	0	0	9	2	1	0	0	12	12.5	0	0	1	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	5	1	0	0	0	6	6	0	0	0	1	1	0	0	2	2.5
12:30	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	0	0	6	0	0	1	0	7	8.3	0	0	1	1	1	0	0	3	3.5
12:45	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	4.5	0	0	10	0	0	1	0	11	12.3	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	2	3	0	0	15	16.5	0	0	30	3	1	2	0	36	39.1	0	0	4	2	2	0	0	8	9
13:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	8	3	1	1	0	13	14.8	0	0	3	0	0	0	0	3	3
13:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	12	0	0	2	0	15	16.8	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	14	2	1	1	0	18	19.8	0	0	3	0	1	0	0	4	4.5
13:45	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6	0	0	8	1	0	2	0	11	13.6	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	4	0	0	0	19	19	1	0	42	6	2	6	0	57	65	0	0	8	0	1	0	0	9	9.5
14:00	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	11	1	0	1	0	13	14.3	1	0	6	2	0	0	1	10	10.2
14:15	1	0	0	0	0	0	0	1	0.2	0	0	5	0	0	0	0	5	5	0	0	8	1	0	3	0	12	15.9	0	0	2	0	1	0	0	3	3.5
14:30	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	1	0	12	0	0	0	0	13	12.2	1	0	6	1	0	0	0	8	7.2
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	21	1	0	0	0	22	22	0	0	4	1	1	0	0	6	6.5
H/TOT	1	0	0	0	0	0	0	1	0.2	1	0	11	2	0	0	0	14	13.2	1	0	52	3	0	4	0	60	64.4	2	0	18	4	2	0	1	27	27.4
15:00	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	3.5	0	0	6	2	2	3	1	14	19.9	0	0	2	0	0	0	1	3	4
15:15	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	3.5	1	0	12	1	0	4	1	19	24.4	0	0	2	0	0	0	0	2	2
15:30	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	10	0	1	2	1	14	18.1	0	0	4	3	0	0	0	7	7
15:45	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	0	31	1	1	0	1	34	35.5	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	3	3	0	0	16	17.5	1	0	59	4	4	9	4	81	97.9	0	0	10	3	0	0	1	14	15

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



IDASO

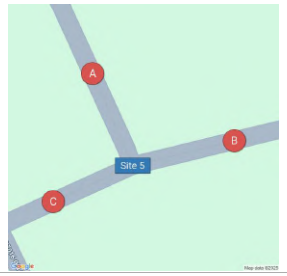
Survey Name: 25424 - South Green, Co. Kildare
Site: Site 4
Location: Dunmurray Road(R401)/Southgreen Road Junction
Date: Wed 14-May-2025
AM Peak: 08:00 — 09:00 **Total:** 959
PM Peak: 15:30 — 16:30 **Total:** 699
15 Min Peak: 08:45 — 09:00 **Total:** 304

Arm A - Dunmurray Road(R401)
Arm B - Dunmurray Road(R401)
Arm C - Southgreen Road

	A => A									A => B									A => C									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
16:00	0	0	0	0	0	0	0	0	0	9	0	94	7	2	0	0	112	105.8	2	2	54	3	0	0	3	64	64.2	2	0	65	4	0	0	0	71	69.4
16:15	0	0	0	0	0	0	0	0	0	3	1	38	2	0	0	0	44	41	0	0	24	0	0	2	0	26	28.6	1	0	33	5	1	0	0	40	39.7
16:30	0	0	0	0	0	0	0	0	0	0	0	30	4	0	0	0	34	34	0	0	4	1	0	1	0	6	7.3	1	0	37	7	0	0	0	45	44.2
16:45	0	0	0	0	0	0	0	0	0	1	1	39	6	0	0	0	47	45.6	0	0	13	1	0	0	0	14	14	2	0	52	6	0	0	0	60	58.4
H/TOT	0	0	0	0	0	0	0	0	0	13	2	201	19	2	0	0	237	226.4	2	2	95	5	0	3	3	110	114.1	6	0	187	22	1	0	0	216	211.7
17:00	0	0	0	0	0	0	0	0	0	1	0	37	3	0	0	0	41	40.2	0	0	15	0	1	0	0	16	16.5	1	1	45	7	0	1	0	55	54.9
17:15	0	0	0	0	0	0	0	0	0	0	0	37	2	0	0	0	39	39	0	0	10	1	0	1	0	12	13.3	2	0	41	11	0	0	0	54	52.4
17:30	0	0	0	0	0	0	0	0	0	0	1	32	6	0	0	0	39	38.4	0	0	13	0	2	0	0	15	16	1	0	44	7	0	0	0	52	51.2
17:45	0	0	0	0	0	0	0	0	0	1	0	36	2	0	0	0	39	38.2	0	0	17	1	0	0	0	18	18	0	0	45	5	0	0	0	50	50
H/TOT	0	0	0	0	0	0	0	0	0	2	1	142	13	0	0	0	158	155.8	0	0	55	2	3	1	0	61	63.8	4	1	175	30	0	1	0	211	208.5
18:00	0	0	0	0	0	0	0	0	0	0	3	33	2	0	0	0	38	36.2	0	0	10	4	0	0	0	14	14	1	1	55	7	0	0	0	64	62.6
18:15	0	0	0	0	0	0	0	0	0	0	0	33	7	0	0	0	40	40	0	0	15	2	0	0	0	17	17	0	0	34	1	0	0	0	35	35
18:30	0	0	0	0	0	0	0	0	0	0	0	33	4	0	0	0	37	37	0	0	9	0	0	0	0	9	9	0	1	37	5	0	0	0	43	42.4
18:45	0	0	0	0	0	0	0	0	0	0	0	31	2	1	0	0	34	34.5	0	0	14	1	0	0	0	15	15	1	0	31	4	0	0	0	36	35.2
H/TOT	0	0	0	0	0	0	0	0	0	0	3	130	15	1	0	0	149	147.7	0	0	48	7	0	0	0	55	55	2	2	157	17	0	0	0	178	175.2
12 TOT	0	0	0	0	0	0	0	0	0	58	9	1687	169	25	0	2	1950	1912.7	5	2	572	44	17	61	7	708	797.6	47	6	1683	172	23	1	3	1935	1909.6

	B => B									B => C									C => A									C => B								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	34	2	0	1	0	37	38.3	0	0	2	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	2	0	11	0	0	3	0	16	18.3	0	0	2	2	0	0	0	4	4
16:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	9	1	2	4	0	16	22.2	0	0	5	0	0	0	0	5	5
16:45	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	18	2	0	2	0	22	24.6	1	0	3	0	0	0	0	4	3.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	20	20	2	0	72	5	2	10	0	91	103.4	1	0	12	2	0	0	0	15	14.2
17:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	1	0	22	4	2	1	0	30	31.5	0	0	5	3	0	0	0	8	8
17:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	17	2	1	0	0	20	20.5	0	0	3	0	0	0	0	3	3
17:30	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	1	0	21	1	0	0	0	23	22.2	0	0	5	2	0	0	0	7	7
17:45	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	0	0	22	0	0	0	0	22	22	0	0	6	1	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	1	0	20	2	0	0	0	23	22.2	2	0	82	7	3	1	0	95	96.2	0	0	19	6	0	0	0	25	25
18:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	18	2	1	0	0	21	21.5	0	0	4	2	0	0	0	6	6
18:15	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	21	3	0	0	0	24	24	0	0	5	0	0	0	0	5	5
18:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	13	0	0	0	0	13	13	0	0	3	0	0	0	0	3	3
18:45	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2	1	0	20	2	1	0	0	24	23.7	0	0	8	0	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	1	0	28	1	0	0	0	30	29.2	1	0	72	7	2	0	0	82	82.2	0	0	20	2	0	0	0	22	22
12 TOT	1	0	0	0	0	0	0	1	0.2	3	0	177	32	10	1	0	223	226.9	13	2	673	57	22	63	8	838	927.3	3	0	162	28	8	1	2	204	208.9

	C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0



IDASO

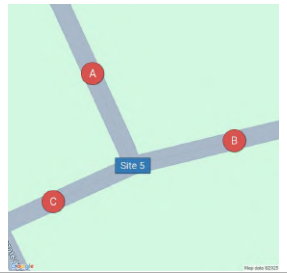
Survey Name: 25424 - South Green, Co. Kildare
Site: Site 5
Location: L7016 Old Road/Southgreen Road Junction 1
Date: Wed 14-May-2025
AM Peak: 08:15 — 09:15 **Total:** 373
PM Peak: 15:30 — 16:30 **Total:** 275
15 Min Peak: 08:45 — 09:00 **Total:** 119

Arm A - L7016 Old Road
Arm B - Southgreen Road
Arm C - Southgreen Road

	A => A									A => B									A => C									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	2	0	0	0	3	3	0	0	1	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	4	3	0	0	0	7	7	0	0	1	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	1	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	16	2	0	0	0	18	18	0	0	0	1	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	2	0	0	3	4	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	7	1	2	0	0	10	11	0	0	1	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	5	1	0	0	0	6	6	0	0	4	0	0	0	0	4	4
11:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	1	1	0	0	2	2.5	0	0	1	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	2.2	0	0	4	1	2	0	0	7	8	0	0	3	1	0	0	0	4	4
12:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	0	2	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	10	1	0	0	0	11	11	0	0	4	1	0	0	0	5	5
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	1	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5	0	0	2	0	0	0	0	2	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	8	3	0	1	0	12	13.3	0	0	3	2	0	0	0	5	5
14:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	10	0	0	0	0	10	10	0	0	2	0	0	0	0	2	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	1	1	0	0	2	2.5
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	3	0	1	1	0	5	6.8	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	8	2	2	1	0	13	15.3	0	0	1	1	1	0	0	3	3.5

	B => B									B => C									C => A									C => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
07:15	0	0	0	0	0	0	0	0	0	0	0	16	1	1	0	0	18	18.5	1	0	0	0	0	0	0	1	0.2	0	0	6	1	0	1	0	8	9.3
07:30	0	0	0	0	0	0	0	0	0	0	0	11	1	0	3	0	15	18.9	0	0	0	0	0	0	0	0	0	0	0	8	2	0	1	1	12	14.3
07:45	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	1	0	0	0	0	1	1	0	0	16	1	0	3	0	20	23.9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	45	8	1	3	0	57	61.4	1	0	1	0	0	0	0	2	1.2	0	0	35	4	0	5	1	45	52.5
08:00	0	0	0	0	0	0	0	0	0	1	0	22	0	1	0	0	24	23.7	0	0	1	0	0	0	0	1	1	1	0	18	1	1	1	1	23	25
08:15	0	0	0	0	0	0	0	0	0	0	0	24	0	1	1	2	28	31.8	0	0	0	0	0	0	0	0	0	0	0	46	3	0	1	2	52	55.3
08:30	0	0	0	0	0	0	0	0	0	0	0	30	1	0	6	0	37	44.8	0	0	2	0	0	0	0	2	2	1	0	61	5	1	4	0	72	76.9
08:45	0	0	0	0	0	0	0	0	0	0	0	43	3	1	2	0	49	52.1	0	0	5	1	0	0	0	6	6	0	1	48	4	3	3	0	59	63.8
H/TOT	0	0	0	0	0	0	0	0	0	1	0	119	4	3	9	2	138	152.4	0	0	8	1	0	0	0	9	9	2	1	173	13	5	9	3	206	221
09:00	0	0	0	0	0	0	0	0	0	0	0	28	2	2	0	0	32	33	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16
09:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	3	1	14	18.9	0	0	0	2	0	0	0	2	2	0	0	6	1	1	1	0	9	10.8
09:30	0	0	0	0	0	0	0	0	0	0	0	13	2	1	3	0	19	23.4	0	0	4	0	0	0	0	4	4	0	1	11	1	0	1	0	14	14.7
09:45	0	0	0	0	0	0	0	0	0	0	0	8	1	0	1	0	10	11.3	0	0	0	1	0	0	0	1	1	0	0	14	2	0	1	0	17	18.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	58	6	3	7	1	75	86.6	0	0	4	3	0	0	0	7	7	0	1	46	5	1	3	0	56	59.8
10:00	0	0	0	0	0	0	0	0	0	0	0	12	1	0	3	0	16	19.9	0	0	7	0	0	0	0	7	7	0	0	6	1	2	0	0	9	10
10:15	0	0	0	0	0	0	0	0	0	0	0	11	0	2	2	0	15	18.6	0	0	1	0	0	0	0	1	1	0	0	7	1	0	2	0	10	12.6
10:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	2	0	8	10.6	0	0	2	0	1	0	0	3	3.5	0	0	6	2	1	3	0	12	16.4
10:45	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	1	0	0	0	0	1	1	0	0	13	1	1	5	0	20	27
H/TOT	0	0	0	0	0	0	0	0	0	0	0	36	4	2	7	0	49	59.1	0	0	11	0	1	0	0	12	12.5	0	0	32	5	4	10	0	51	66
11:00	0	0	0	0	0	0	0	0	0	0	0	13	0	3	1	0	17	19.8	0	0	1	1	0	0	0	2	2	0	0	6	0	1	0	0	7	7.5
11:15	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	2	0	0	0	0	2	2	0	0	6	1	0	1	0	8	9.3
11:30	0	0	0	0	0	0	0	0	0	0	0	7	1	0	4	0	12	17.2	0	0	0	0	0	0	0	0	0	0	0	16	2	1	1	0	20	21.8
11:45	0	0	0	0	0	0	0	0	0	0	0	5	2	0	2	0	9	11.6	0	0	2	0	0	0	0	2	2	1	0	8	2	0	3	0	14	17.1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	36	4	3	7	0	50	60.6	0	0	5	1	0	0	0	6	6	1	0	36	5	2	5	0	49	55.7
12:00	0	0	0	0	0	0	0	0	0	0	0	8	1	1	2	0	12	15.1	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11
12:15	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	2	1	0	0	0	3	3	0	0	5	2	1	0	0	8	8.5
12:30	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	2	0	0	0	0	2	2	0	0	8	0	0	1	0	9	10.3
12:45	0	0	0	0	0	0	0	0	0	0	0	7	1	2	2	0	12	15.6	0	0	0	0	0	0	0	0	0	0	0	11	1	0	1	0	13	14.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	33	4	3	4	0	44	50.7	0	0	4	1	0	0	0	5	5	0	0	33	5	1	2	0	41	44.1
13:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	1	0	0	0	0	1	1	0	0	11	2	1	1	0	15	16.8
13:15	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	0	1	0	0	0	1	1	1	0	11	0	0	2	0	14	15.8
13:30	0	0	0	0	0	0	0	0	0	0	0	10	2	0	3	0	15	18.9	0	0	1	0	0	0	0	1	1	0	0	16	2	2	1	0	21	23.3
13:45	0	0	0	0	0	0	0	0	0	1	0	10	2	1	0	1	15	15.7	0	0	2	0	0	0	0	2	2	0	0	11	1	0	2	0	14	16.6
H/TOT	0	0	0	0	0	0	0	0	0	1	0	38	5	1	3	1	49	53.6	0	0	4	1	0	0	0	5	5	1	0	49	5	3	6	0	64	72.5
14:00	0	0	0	0	0	0	0	0	0	0	0	18	2	1	2	0	23	26.1	0	0	2	0	0	0	0	2	2	1	0	16	3	1	0	1	22	22.7
14:15	0	0	0	0	0	0	0	0	0	0	0	9	4	0	1	0	14	15.3	0	0	1	0	0	0	0	1	1	0	0	8	1	0	3	0	12	15.9
14:30	0	0	0	0	0	0	0	0	0	0	0	14	3	0	1	0	18	19.3	0	0	3	0	0	0	0	3	3	1	0	16	0	0	1	0	18	18.5
14:45	0	0	0	0	0	0	0	0	0	0	0	5	1	0	1	0	7	8.3	0	0	3	0	0	0	0	3	3	0	0	25	2	1	1	1	30	32.8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	46	10	1	5	0	62	69	0	0	9	0	0	0	0	9	9	2	0	65	6	2	5	2	82	89.9
15:00	0	0	0	0	0	0	0	0	0	0	0	13	1	1	5	0	20	27	0	0	1	0	0	0	0	1	1	0	0	8	2	2	2	1	15	19.6
15:15	0	0	0	0	0	0	0	0	0	0	0	12	1	1	3	0	17	21.4	0	0	0	1	0	0	0	1	1	1	0	15	0	1	4	1	22	27.9
15:30	0	0	0	0	0	0	0	0	0	0	0	14	2	3	0	0	19	20.5	0	0	0	1	0	0	0	1	1	0	0	15	1	1	2	1	20	24.1
15:45	0	0	0	0	0	0	0	0	0	0	0	11	0	1	4	0	16	21.7	0	0	1	1	0	0	0	2	2	0	0	37	3	0	0	1	41	42
H/TOT	0	0	0	0	0	0	0	0	0	0	0	50	4	6	12	0	72	90.6	0	0	2	3	0	0	0	5	5	1	0	75	6	4	8	4	98	113.6

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



IDASO

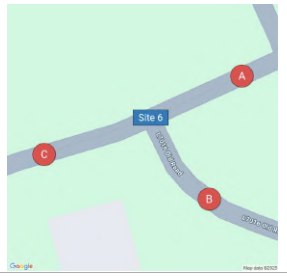
Survey Name: 25424 - South Green, Co. Kildare
Site: Site 5
Location: L7016 Old Road/Southgreen Road Junction 1
Date: Wed 14-May-2025
AM Peak: 08:15 — 09:15 **Total:** 373
PM Peak: 15:30 — 16:30 **Total:** 275
15 Min Peak: 08:45 — 09:00 **Total:** 119

Arm A - L7016 Old Road
Arm B - Southgreen Road
Arm C - Southgreen Road

	A => A									A => B										A => C										B => A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	2.2	0	0	12	0	0	0	0	12	12	0	0	3	0	0	0	0	3	3
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	2	1	0	0	0	4	3.2	0	0	1	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	1	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	1	0	10	1	0	0	0	12	11.2	0	0	3	1	0	0	0	4	4
18:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2
18:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	8	0	0	0	0	8	8
18:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3
18:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	8	0	0	0	0	8	8	0	0	18	0	0	0	0	18	18
12 TOT	0	0	0	0	0	0	0	0	0	2	0	34	9	0	0	0	45	43.4	1	0	102	15	6	2	0	126	130.8	0	0	43	7	1	0	0	51	51.5

	B => B									B => C									C => A									C => B								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0	1	1	59	4	0	1	3	69	71.9	0	0	3	0	0	0	0	3	3	0	0	32	1	0	1	0	34	35.3
16:15	0	0	0	0	0	0	0	0	0	0	1	28	1	0	1	0	31	31.7	0	0	0	0	0	0	0	0	0	1	0	11	0	0	3	0	15	18.1
16:30	0	0	0	0	0	0	0	0	0	0	0	9	1	0	1	0	11	12.3	1	0	1	0	0	0	0	2	1.2	0	0	14	1	1	2	0	18	21.1
16:45	0	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	20	20	0	0	3	1	0	0	0	4	4	0	0	19	3	0	2	0	24	26.6
H/TOT	0	0	0	0	0	0	0	0	0	1	2	113	9	0	3	3	131	135.9	1	0	7	1	0	0	0	9	8.2	1	0	76	5	1	8	0	91	101.1
17:00	0	0	0	0	0	0	0	0	0	0	0	18	1	1	0	0	20	20.5	0	0	3	0	0	0	0	3	3	1	0	28	6	3	1	0	39	41
17:15	0	0	0	0	0	0	0	0	0	0	0	13	1	0	1	0	15	16.3	0	0	4	2	0	0	0	6	6	1	0	19	1	0	0	0	21	20.2
17:30	0	0	0	0	0	0	0	0	0	0	0	23	0	2	0	0	25	26	0	0	5	0	0	0	0	5	5	0	0	25	2	0	0	0	27	27
17:45	0	0	0	0	0	0	0	0	0	1	0	20	1	0	0	0	22	21.2	0	0	2	0	0	0	0	2	2	0	0	28	1	0	0	0	29	29
H/TOT	0	0	0	0	0	0	0	0	0	1	0	74	3	3	1	0	82	84	0	0	14	2	0	0	0	16	16	2	0	100	10	3	1	0	116	117.2
18:00	0	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	15	15	0	0	2	2	0	0	0	4	4	0	0	21	3	1	0	0	25	25.5
18:15	0	0	0	0	0	0	0	0	0	0	0	18	3	0	0	0	21	21	0	0	8	0	0	0	0	8	8	0	0	25	2	0	0	0	27	27
18:30	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0	7	0	0	0	0	7	7	0	0	16	0	0	0	0	16	16
18:45	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	0	0	8	1	0	0	0	9	9	1	0	19	2	1	0	0	23	22.7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	58	8	0	0	0	66	66	0	0	25	3	0	0	0	28	28	1	0	81	7	2	0	0	91	91.2
12 TOT	0	0	0	0	0	0	0	0	0	4	2	706	69	26	61	7	875	969.9	2	0	94	16	1	0	0	113	111.9	11	2	801	76	28	62	10	990	1084.6

	C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 25424 - South Green, Co. Kildare
Site: Site 6
Location: L7016 Old Road/Southgreen Road Junction 2
Date: Wed 14-May-2025
AM Peak: 08:00 — 09:00 **Total:** 388
PM Peak: 15:30 — 16:30 **Total:** 288
15 Min Peak: 08:45 — 09:00 **Total:** 122

Arm A - Southgreen Road
Arm B - L7016 Old Road
Arm C - Southgreen Road

	A => A									A => B									A => C									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	3	2	0	0	0	5	5	0	0	1	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	10	1	1	0	0	12	12.5	0	0	1	1	0	1	0	3	4.3
07:30	0	0	0	0	0	0	0	0	0	0	0	5	2	0	2	0	9	11.6	0	0	8	1	0	1	0	10	11.3	0	0	2	1	0	0	0	3	3
07:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	9	3	0	0	0	12	12	0	0	3	0	0	2	0	5	7.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	19	4	0	2	0	25	27.6	0	0	30	7	1	1	0	39	40.8	0	0	7	2	0	3	0	12	15.9
08:00	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	1	0	22	0	0	0	0	23	22.2	0	0	1	0	0	1	1	3	5.3
08:15	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	1	11	12.5	0	0	20	0	0	0	1	21	22	0	0	17	3	0	0	1	21	22
08:30	0	0	0	0	0	0	0	0	0	0	0	12	1	0	5	0	18	24.5	0	0	24	0	0	1	0	25	26.3	0	0	17	2	0	5	0	24	30.5
08:45	0	0	0	0	0	0	0	0	0	0	0	12	1	0	1	0	14	15.3	0	0	34	3	2	1	0	40	42.3	0	1	23	3	1	2	0	30	32.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	35	3	2	6	1	47	56.8	1	0	100	3	2	2	1	109	112.8	0	1	58	8	1	8	2	78	90.3
09:00	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	11	11.5	0	0	21	2	1	0	0	24	24.5	0	0	2	0	0	0	0	2	2
09:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	1	6	9.6	0	0	6	2	2	1	0	11	13.3	0	0	2	2	0	1	0	5	6.3
09:30	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	6.5	0	0	10	1	0	3	0	14	17.9	0	0	3	0	0	1	0	4	5.3
09:45	0	0	0	0	0	0	0	0	0	0	0	7	1	0	1	0	9	10.3	0	0	4	0	0	0	0	4	4	0	0	6	2	0	1	0	9	10.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	24	2	2	3	1	32	37.9	0	0	41	5	3	4	0	53	59.7	0	0	13	4	0	3	0	20	23.9
10:00	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	8	0	0	1	0	9	10.3	0	0	10	0	0	0	0	10	10
10:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	3	0	8	11.9	0	0	8	0	2	1	0	11	13.3	0	0	4	0	0	3	0	7	10.9
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	1	0	2	0	7	9.6	0	0	2	1	0	2	0	5	7.6
10:45	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	7	1	0	0	0	8	8	0	0	3	1	0	2	0	6	8.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	14	3	0	3	0	20	23.9	0	0	27	2	2	4	0	35	41.2	0	0	19	2	0	7	0	28	37.1
11:00	0	0	0	0	0	0	0	0	0	0	0	4	0	1	1	0	6	7.8	0	0	10	0	3	0	0	13	14.5	0	0	1	0	1	0	0	2	2.5
11:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	9	1	1	0	0	11	11.5	0	0	4	0	0	1	0	5	6.3
11:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	0	5	8.9	0	0	6	1	0	1	0	8	9.3	0	0	5	1	0	1	0	7	8.3
11:45	0	0	0	0	0	0	0	0	0	0	0	4	1	0	1	0	6	7.3	0	0	3	1	0	1	0	5	6.3	0	0	1	2	0	3	0	6	9.9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	2	1	5	0	20	27	0	0	28	3	4	2	0	37	41.6	0	0	11	3	1	5	0	20	27
12:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	4	5.3	0	0	7	1	1	1	0	10	11.8	0	0	4	0	0	0	0	4	4
12:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	11	1	0	0	0	12	12	0	0	1	0	1	1	0	3	4.8
12:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	10	1	0	0	0	11	11	0	0	5	0	0	0	0	5	5
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4.6	0	0	7	2	2	0	0	11	12	0	0	1	1	0	1	0	3	4.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	0	0	3	0	11	14.9	0	0	35	5	3	1	0	44	46.8	0	0	11	1	1	2	0	15	18.1
13:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	8	0	0	0	0	8	8	0	0	4	0	0	1	0	5	6.3
13:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	13	1	0	0	0	14	14	0	0	1	1	0	0	0	2	2
13:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	3	0	7	10.9	0	0	9	2	0	0	0	11	11	0	0	3	0	1	1	0	5	6.8
13:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	3	4.3	1	0	9	1	1	0	1	13	13.7	0	0	4	1	0	2	0	7	9.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	4	0	4	0	15	20.2	1	0	39	4	1	0	1	46	46.7	0	0	12	2	1	4	0	19	24.7
14:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	2	0	6	8.6	0	0	18	2	1	0	0	21	21.5	0	0	5	1	1	0	0	7	7.5
14:15	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	4	5.3	0	0	10	2	0	0	0	12	12	0	0	4	0	0	3	0	7	10.9
14:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	11	3	0	1	0	15	16.3	0	0	5	0	0	0	0	5	5
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3.3	0	0	5	1	0	0	0	6	6	0	0	11	1	0	0	0	12	12
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	2	0	4	0	18	23.2	0	0	44	8	1	1	0	54	55.8	0	0	25	2	1	3	0	31	35.4
15:00	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2	0	5	8.1	0	0	11	1	1	3	0	16	20.4	0	0	2	1	0	2	1	6	9.6
15:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	4.3	0	0	12	1	1	2	0	16	19.1	0	0	4	1	0	3	1	9	13.9
15:30	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	5	6.8	0	0	14	2	3	0	0	19	20.5	0	0	6	1	0	2	1	10	13.6
15:45	0	0	0	0	0	0	0	0	0	0	0	8	1	0	2	0	11	13.6	0	0	6	1	1	2	0	10	13.1	0	0	11	1	0	0	1	13	14
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	1	2	6	0	24	32.8	0	0	43	5	6	7	0	61	73.1	0	0	23	4	0	7	4	38	51.1

	B => B									B => C										C => A										C => B									
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2
07:15	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	5	5.5	1	0	5	0	0	0	0	6	5.2	0	0	3	0	0	0	0	3	3
07:30	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	3.5	0	0	6	1	0	1	1	9	11.3	0	0	2	5	1	0	0	8	8.5
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	14	1	0	1	0	16	17.3	0	0	2	0	1	0	0	3	3.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	4	2	0	0	11	12	1	0	29	2	0	2	1	35	37.8	0	0	9	5	2	0	0	16	17
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	1	0	18	1	1	0	0	21	20.7	0	0	1	0	0	1	0	2	3.3
08:15	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	3.5	0	0	29	0	0	1	1	31	33.3	0	0	1	0	1	0	0	2	2.5
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	1	0	45	3	1	0	0	50	49.7	0	0	1	1	1	0	0	3	3.5
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	31	2	2	0	0	35	36	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	4	1	0	8	11.3	2	0	123	6	4	1	1	137	139.7	0	0	5	1	2	1	0	9	11.3
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0	0	13	1	0	0	0	14	14	0	0	0	0	1	0	0	1	1.5
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	4	1	1	0	0	6	6.5	0	0	0	0	1	0	0	1	1.5
09:30	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	4	5	0	1	12	1	0	0	0	14	13.4	0	0	0	1	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	8	1	0	0	0	9	9	0	0	0	0	1	0	0	1	1.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	2	5	0	0	9	11.5	0	1	37	4	1	0	0	43	42.9	0	0	0	1	3	0	0	4	5.5
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	3	1	2	0	0	6	7	0	0	0	0	1	0	0	1	1.5
10:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	4	1	0	0	0	5	5	0	0	0	0	1	0	0	1	1.5
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	6	1	2	0	0	9	10	0	0	0	1	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	11	0	1	3	0	15	19.4	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	2	2	0	0	8	9	0	0	24	3	5	3	0	35	41.4	0	0	0	2	2	0	0	4	5
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	6	1	0	0	0	7	7	0	0	0	0	1	0	0	1	1.5
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4.5	0	0	4	1	0	0	0	5	5	0	0	1	1	3	0	0	5	6.5
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	11	1	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	1	0	9	0	0	0	0	10	9.2	0	0	0	0	1	0	0	1	1.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	9	12	1	0	30	3	1	0	0	35	34.7	0	0	1	1	5	0	0	7	9.5
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	4.8	0	0	5	2	0	0	0	7	7	0	0	1	1	1	0	0	3	3.5
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	3	0	0	0	9	9	0	0	0	1	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	5	0	0	0	0	5	5	0	0	1	0	1	0	0	2	2.5
12:45	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	3.5	0	0	10	0	0	0	0	10	10	0	0	0	0	2	0	0	2	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	2	3	1	0	8	10.8	0	0	26	5	0	0	0	31	31	0	0	2	2	4	0	0	8	10
13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	8	2	1	0	0	11	11.5	0	0	2	0	0	0	0	2	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	0	0	2	0	13	14.8	0	0	2	0	0	0	0	2	2
13:30	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	14	2	1	0	0	17	17.5	0	0	0	1	1	0	0	2	2.5
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3.8	0	0	9	0	0	0	0	9	9	0	0	1	0	0	1	0	2	3.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	6	8.3	1	0	41	4	2	2	0	50	52.8	0	0	5	1	1	1	0	8	9.8
14:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	13	2	0	0	1	17	17.2	0	0	0	0	1	0	0	1	1.5
14:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	5	1	0	0	0	6	6	0	0	0	0	1	0	0	1	1.5
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	4	1	0	14	0	0	1	0	16	16.5	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	17	1	1	1	1	21	23.8	0	0	0	0	1	0	0	1	1.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	2	2	0	0	7	8	2	0	49	4	1	2	2	60	63.5	0	0	0	0	3	0	0	3	4.5
15:00	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	4	4.5	0	0	7	1	2	0	0	10	11	0	0	0	1	1	0	0	2	2.5
15:15	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	1	0	11	0	1	1	0	14	15	0	0	1	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0	11	11.5	0	0	1	1	0	1	0	3	4.3
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	6.3	0	0	27	3	0	0	0	30	30	0	0	0	1	3	0	0	4	5.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	3	4	1	0	11	14.3	1	0	54	5	4	1	0	65	67.5	0	0	2	3	4	1	0	10	13.3

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



IDASO

Survey Name: 25424 - South Green, Co. Kildare
Site: Site 6
Location: L7016 Old Road/Southgreen Road Junction 2
Date: Wed 14-May-2025
AM Peak: 08:00 — 09:00 **Total:** 388
PM Peak: 15:30 — 16:30 **Total:** 288
15 Min Peak: 08:45 — 09:00 **Total:** 122

Arm A - Southgreen Road
Arm B - L7016 Old Road
Arm C - Southgreen Road

	A => A									A => B										A => C										B => A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
16:00	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	3	28	31	1	1	38	3	0	1	0	44	43.9	0	0	11	0	0	1	0	12	13.3
16:15	0	0	1	0	0	0	0	1	1	0	1	15	0	0	1	0	17	17.7	0	0	18	1	0	0	0	19	19	0	0	1	0	0	3	0	4	7.9
16:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	8	1	0	1	0	10	11.3	0	0	3	0	1	0	0	4	4.5
16:45	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	15	2	0	0	0	17	17	0	0	10	2	0	1	0	13	14.3
H/TOT	0	0	1	0	0	0	0	1	1	0	1	45	2	0	1	3	52	55.7	1	1	79	7	0	2	0	90	91.2	0	0	25	2	1	5	0	33	40
17:00	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	1	0	13	0	1	0	0	15	14.7	0	0	6	3	0	0	0	9	9
17:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	12	1	0	1	0	14	15.3	0	0	10	1	0	0	0	11	11
17:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	23	0	2	0	0	25	26	0	0	7	1	0	0	0	8	8
17:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	18	1	0	0	0	20	19.2	0	0	8	1	0	0	0	9	9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	2	0	66	2	3	1	0	74	75.2	0	0	31	6	0	0	0	37	37
18:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	11	3	0	0	0	14	14	0	0	8	1	0	0	0	9	9
18:15	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	13	2	0	0	0	15	15	0	0	14	0	0	0	0	14	14
18:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	13	0	0	0	0	13	13	0	0	7	0	0	0	0	7	7
18:45	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	14	0	0	0	0	14	14	1	0	12	1	0	0	0	14	13.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18	18	0	0	51	5	0	0	0	56	56	1	0	41	2	0	0	0	44	43.2
12 TOT	0	0	1	0	0	0	0	1	1	0	1	224	28	7	37	5	302	358	5	1	583	56	26	25	2	698	740.9	1	1	276	38	6	47	6	375	443.7

	B => B									B => C										C => A										C => B									
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	25	25	0	0	0	0	0	2	0	2	4.6
16:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	6.6	1	0	9	0	0	0	0	10	9.2	0	0	0	0	1	1	0	2	3.8
16:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	12	1	0	2	0	16	17.8	0	0	1	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	12	2	0	1	0	15	16.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	0	0	2	0	9	11.6	2	0	57	4	0	3	0	66	68.3	0	0	1	0	1	3	0	5	9.4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	25	3	3	1	0	33	35	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	13	2	0	0	0	16	15.2	0	0	1	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	23	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	22	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	0	83	6	3	1	0	95	96.2	0	0	1	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	4	1	0	0	20	20.5	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	21	21	0	0	1	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	2	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	65	8	2	0	0	75	76	0	0	1	0	0	0	0	1	1
12 TOT	0	0	0	0	0	0	0	0	0	0	0	37	16	30	6	0	89	111.8	12	1	618	54	23	15	4	727	751.8	0	0	27	16	27	6	0	76	97.3

	C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 25424 - South Green, Co. Kildare
Site: Site 7
Location: Southgreen Road Roundabout
Date: Wed 14-May-2025
AM Peak: 08:00 — 09:00 **Total:** 313
PM Peak: 17:00 — 18:00 **Total:** 232
15 Min Peak: 08:45 — 09:00 **Total:** 98

Arm A - Southgreen Road
Arm B - Southgreen Road
Arm C - Southgreen Road

	A => A									A => B									A => C									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	2	2	0	0	0	4	4	0	0	4	0	0	0	0	4	4
07:15	0	0	0	0	0	0	0	0	0	0	0	8	2	1	0	0	11	11.5	0	0	5	0	1	0	0	6	6.5	1	0	2	0	0	1	0	4	4.5
07:30	0	0	0	0	0	0	0	0	0	0	0	6	2	1	1	0	10	11.8	0	0	2	0	0	0	0	2	2	0	0	3	6	1	0	0	10	10.5
07:45	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	6	2	0	0	0	8	8	0	0	6	0	1	1	0	8	9.8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	20	7	2	1	0	30	32.3	0	0	15	4	1	0	0	20	20.5	1	0	15	6	2	2	0	26	28.8
08:00	0	0	0	0	0	0	0	0	0	0	0	16	0	2	0	0	18	19	1	0	6	0	0	0	0	7	6.2	0	0	10	1	0	1	0	12	13.3
08:15	0	0	0	0	0	0	0	0	0	0	0	15	1	1	0	0	17	17.5	0	0	5	0	0	0	1	6	7	0	0	17	0	1	1	1	20	22.8
08:30	0	0	0	0	0	0	0	0	0	0	0	22	0	1	1	0	24	25.8	0	0	4	0	0	0	0	4	4	0	0	26	2	2	0	0	30	31
08:45	0	0	0	0	2	0	0	2	3	0	0	21	2	0	2	0	25	27.6	0	0	13	1	0	0	0	14	14	0	0	16	2	0	0	0	18	18
H/TOT	0	0	0	0	2	0	0	2	3	0	0	74	3	4	3	0	84	89.9	1	0	28	1	0	0	1	31	31.2	0	0	69	5	3	2	1	80	85.1
09:00	0	0	0	0	0	0	0	0	0	0	0	10	1	2	0	0	13	14	0	0	11	1	1	0	0	13	13.5	0	0	7	0	1	0	0	8	8.5
09:15	0	0	0	0	0	0	0	0	0	0	0	5	1	3	1	0	10	12.8	0	0	2	1	0	0	0	3	3	0	0	2	0	2	0	0	4	5
09:30	0	0	0	0	0	0	0	0	0	0	0	8	1	2	3	0	14	18.9	0	0	3	1	0	0	0	4	4	0	1	7	2	0	0	0	10	9.4
09:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	1	0	0	0	2	2	0	0	4	0	1	0	0	5	5.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	26	3	7	4	0	40	48.7	0	0	17	4	1	0	0	22	22.5	0	1	20	2	4	0	0	27	28.4
10:00	0	0	0	0	0	0	0	0	0	0	0	8	0	1	1	0	10	11.8	0	0	1	0	0	0	0	1	1	0	0	1	0	3	0	0	4	5.5
10:15	0	0	0	0	0	0	0	0	0	0	0	9	1	2	1	0	13	15.3	0	0	1	0	0	0	0	1	1	0	0	3	0	1	0	0	4	4.5
10:30	0	0	0	0	0	0	0	0	0	0	0	3	0	1	2	0	6	9.1	0	0	2	1	0	0	0	3	3	0	0	4	2	1	0	0	7	7.5
10:45	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	1	1	0	0	0	2	2	0	0	5	1	1	3	0	10	14.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	26	2	4	4	0	36	43.2	0	0	5	2	0	0	0	7	7	0	0	13	3	6	3	0	25	31.9
11:00	0	0	0	0	0	0	0	0	0	0	0	5	0	3	0	0	8	9.5	0	0	6	0	1	0	0	7	7.5	0	0	2	1	1	0	0	4	4.5
11:15	0	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	10	11.5	0	0	2	1	1	0	0	4	4.5	0	0	3	1	2	0	0	6	7
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	3	4.8	0	0	5	1	0	0	0	6	6	0	0	8	1	0	0	0	9	9
11:45	0	0	0	0	0	0	0	0	0	0	0	4	0	1	1	0	6	7.8	0	0	1	1	0	0	0	2	2	1	0	7	0	1	0	0	9	8.7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	17	0	8	2	0	27	33.6	0	0	14	3	2	0	0	19	20	1	0	20	3	4	0	0	28	29.2
12:00	0	0	0	0	0	0	0	0	0	0	0	4	2	2	2	0	10	13.6	0	0	3	0	0	0	0	3	3	0	0	4	1	1	0	0	6	6.5
12:15	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	3	1	0	0	0	4	4	0	0	4	2	0	0	0	6	6
12:30	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	9	9.5	0	0	3	0	0	0	0	3	3	0	0	3	0	1	0	0	4	4.5
12:45	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	9	10.5	0	0	5	0	0	0	0	5	5	0	0	7	0	2	0	0	9	10
H/TOT	0	0	0	0	0	0	0	0	0	0	0	23	6	6	2	0	37	42.6	0	0	14	1	0	0	0	15	15	0	0	18	3	4	0	0	25	27
13:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	5	0	0	0	0	5	5	0	0	5	0	1	0	0	6	6.5
13:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	4	0	0	0	0	4	4	0	0	6	0	0	2	0	8	10.6
13:30	0	0	0	1	0	0	0	1	1	0	0	5	1	1	0	0	7	7.5	0	0	6	0	0	0	0	6	6	0	0	12	2	2	0	0	16	17
13:45	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	6	7	1	0	5	1	0	0	1	8	8.2	0	0	5	0	0	0	0	5	5
H/TOT	0	0	0	1	0	0	0	1	1	0	0	22	2	3	0	0	27	28.5	1	0	20	1	0	0	1	23	23.2	0	0	28	2	3	2	0	35	39.1
14:00	0	0	0	0	0	0	0	0	0	0	0	15	1	1	0	0	17	17.5	0	0	5	1	0	0	0	6	6	0	0	5	1	1	0	0	7	7.5
14:15	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	11	0	0	2	0	0	0	0	2	2	0	0	6	1	1	0	0	8	8.5
14:30	0	0	0	0	0	0	0	0	0	0	0	6	2	2	1	0	11	13.3	0	0	6	1	0	0	0	7	7	1	0	8	0	0	1	0	10	10.5
14:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	2	1	0	0	0	3	3	0	0	13	1	2	1	0	17	19.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	32	7	3	1	0	43	45.8	0	0	15	3	0	0	0	18	18	1	0	32	3	4	2	0	42	45.8
15:00	0	0	0	0	0	0	0	0	0	0	0	7	2	1	3	0	13	17.4	0	0	5	1	1	0	0	7	7.5	0	0	7	1	3	0	0	11	12.5
15:15	0	0	0	0	0	0	0	0	0	0	0	11	1	1	2	0	15	18.1	0	0	2	0	0	0	0	2	2	0	0	7	0	0	1	0	8	9.3
15:30	0	0	0	0	0	0	0	0	0	0	0	9	2	4	0	0	15	17	0	0	6	0	0	0	0	6	6	0	0	5	0	0	1	0	6	7.3
15:45	0	0	0	0	1	0	0	1	1.5	0	0	2	2	2	2	0	8	11.6	0	0	4	0	0	1	0	5	6.3	0	0	16	3	2	0	0	21	22
H/TOT	0	0	0	0	1	0	0	1	1.5	0	0	29	7	8	7	0	51	64.1	0	0	17	1	1	1	0	20	21.8	0	0	35	4	5	2	0	46	51.1

	B => B									B => C									C => A									C => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	3	2	0	0	0	5	5
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3.3	0	0	7	0	0	0	0	7	7	0	0	5	1	0	0	0	6	6
07:30	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	4	0	0	0	1	5	6	0	0	5	1	0	0	0	6	6
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	11	1	0	0	0	12	12	0	0	3	3	0	1	0	7	8.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	3	1	1	0	11	12.8	0	0	24	1	0	0	1	26	27	0	0	16	7	0	1	0	24	25.3
08:00	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	1	0	9	0	1	0	0	11	10.7	1	0	3	2	0	0	0	6	5.2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	8	2	0	0	0	10	10
08:30	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	1	0	19	2	0	0	0	22	21.2	0	0	5	0	0	0	0	5	5
08:45	0	0	0	1	0	0	0	1	1	0	0	6	0	0	0	0	6	6	0	0	17	0	0	0	0	17	17	0	0	12	3	0	0	0	15	15
H/TOT	0	0	0	1	0	0	0	1	1	0	0	14	1	1	0	0	16	16.5	2	0	58	2	1	0	0	63	61.9	1	0	28	7	0	0	0	36	35.2
09:00	0	0	0	0	0	1	0	1	2.3	0	0	2	0	1	1	0	4	5.8	0	0	6	1	0	0	0	7	7	0	0	4	1	0	0	0	5	5
09:15	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	4	0	0	0	0	4	4
09:30	0	0	0	1	0	0	0	1	1	0	0	2	0	0	1	0	3	4.3	0	0	6	0	0	0	0	6	6	1	0	9	1	1	0	0	12	11.7
09:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	4	1	0	0	0	5	5	0	0	8	0	0	0	0	8	8
H/TOT	0	0	0	1	0	2	0	3	5.6	0	0	10	0	1	2	0	13	16.1	0	0	18	3	0	0	0	21	21	1	0	25	2	1	0	0	29	28.7
10:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	1	1	0	0	0	2	2	0	0	4	1	0	1	0	6	7.3
10:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	1	1	0	0	0	2	2	0	0	4	1	0	0	0	5	5
10:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	1	0	0	3	3.5	0	0	6	0	0	0	0	6	6
10:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	6	0	0	0	0	6	6	0	0	1	1	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	16	0	0	10	2	1	0	0	13	13.5	0	0	15	3	0	1	0	19	20.3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	1	4	1	0	0	0	6	5.4
11:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	2	1	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	3	0	1	0	0	4	4.5	0	0	4	0	1	0	0	5	5.5
11:45	0	0	2	0	0	0	0	2	2	0	0	4	0	0	1	0	5	6.3	0	0	2	0	0	0	0	2	2	0	0	2	2	0	0	0	4	4
H/TOT	0	0	2	0	0	0	0	2	2	1	0	7	3	0	1	0	12	12.5	0	0	11	1	2	0	0	14	15	0	1	10	3	1	0	0	15	14.9
12:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	2	0	0	0	4	4	0	0	3	0	0	0	0	3	3
12:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	2	2	0	0	0	4	4	0	0	3	2	0	0	0	5	5
12:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	6	7.3	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	5	2	0	1	0	8	9.3	0	0	5	1	0	0	0	6	6	0	0	4	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	3	0	2	0	20	22.6	0	0	12	5	0	0	0	17	17	0	0	10	2	0	0	0	12	12
13:00	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	0	4	1	0	0	0	5	5	0	0	1	0	0	0	0	1	1
13:15	0	0	0	0	1	0	0	1	1.5	0	0	7	0	0	0	0	7	7	1	0	5	0	0	0	0	6	5.2	0	0	4	2	0	0	0	6	6
13:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	2	0	0	0	0	2	2	0	0	3	1	0	1	0	5	6.3
13:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	5	0	0	0	0	5	5	0	0	4	0	0	0	0	4	4
H/TOT	0	0	0	0	1	0	0	1	1.5	0	0	24	0	1	0	0	25	25.5	1	0	16	1	0	0	0	18	17.2	0	0	12	3	0	1	0	16	17.3
14:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	8	1	0	0	1	11	11.2	0	0	5	0	0	0	0	5	5
14:15	0	0	1	0	0	0	0	1	1	1	0	3	1	0	0	0	5	4.2	0	0	2	0	0	0	0	2	2	0	0	3	1	0	0	0	4	4
14:30	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	3	0	0	0	0	3	3	0	0	5	1	0	0	0	6	6
14:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	4	0	0	0	1	5	6	0	0	6	1	0	0	0	7	7
H/TOT	0	0	1	0	0	0	0	1	1	1	0	19	3	0	0	0	23	22.2	1	0	17	1	0	0	2	21	22.2	0	0	19	3	0	0	0	22	22
15:00	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	1	1	1	0	0	3	3.5	0	0	2	0	0	0	0	2	2
15:15	0	0	1	0	1	0	0	2	2.5	0	0	8	0	0	0	0	8	8	1	0	4	0	0	0	0	5	4.2	0	0	3	0	0	0	0	3	3
15:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	5	2	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0
15:45	0	0	1	0	0	0	0	1	1	1	0	3	0	1	0	0	5	4.7	0	0	11	1	0	0	0	12	12	0	0	3	1	0	0	0	4	4
H/TOT	0	0	2	0	1	0	0	3	3.5	1	0	24	1	1	0	0	27	26.7	1	0	21	4	2	0	0	28	28.2	0	0	8	1	0	0	0	9	9

	C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	1	1
07:45	0	0	1	0	0	0	0	1	1
H/TOT	0	0	2	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



IDASO

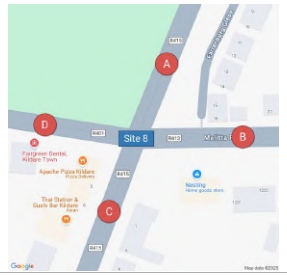
Survey Name: 25424 - South Green, Co. Kildare
Site: Site 7
Location: Southgreen Road Roundabout
Date: Wed 14-May-2025
AM Peak: 08:00 — 09:00 **Total:** 313
PM Peak: 17:00 — 18:00 **Total:** 232
15 Min Peak: 08:45 — 09:00 **Total:** 98

Arm A - Southgreen Road
Arm B - Southgreen Road
Arm C - Southgreen Road

	A => A									A => B									A => C									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
16:00	0	0	0	0	0	0	0	0	0	0	1	18	0	0	1	0	20	20.7	1	0	15	3	0	0	0	19	18.2	0	0	15	1	0	2	0	18	20.6
16:15	0	0	0	0	0	0	0	0	0	0	0	16	1	0	2	0	19	21.6	0	0	9	0	0	0	0	9	9	2	0	6	0	1	1	0	10	10.2
16:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	4	5.3	0	0	8	0	0	0	0	8	8	0	0	9	1	0	2	0	12	14.6
16:45	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	7	1	0	0	0	8	8	0	0	8	2	0	1	0	11	12.3
H/TOT	0	0	0	0	0	0	0	0	0	0	1	47	3	0	4	0	55	59.6	1	0	39	4	0	0	0	44	43.2	2	0	38	4	1	6	0	51	57.7
17:00	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	10	9.2	0	0	4	0	1	0	0	5	5.5	1	0	18	1	3	1	0	24	26
17:15	0	0	0	0	0	0	0	0	0	0	0	7	1	0	1	0	9	10.3	0	0	5	0	0	0	0	5	5	1	0	7	1	0	0	0	9	8.2
17:30	0	0	0	0	0	0	0	0	0	0	0	10	0	2	0	0	12	13	0	0	13	0	0	0	0	13	13	0	0	14	0	0	0	0	14	14
17:45	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	1	0	8	0	0	0	0	9	8.2	0	0	13	0	0	0	0	13	13
H/TOT	0	0	0	0	0	0	0	0	0	1	0	38	2	2	1	0	44	45.5	1	0	30	0	1	0	0	32	31.7	2	0	52	2	3	1	0	60	61.2
18:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	7	2	0	0	0	9	9	0	0	11	2	1	0	0	14	14.5
18:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	9	1	0	0	0	10	10	0	0	13	1	0	0	0	14	14
18:30	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5	0	0	6	0	0	0	0	6	6	0	0	10	0	0	0	0	10	10
18:45	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	6	0	0	0	0	6	6	0	0	3	1	1	0	0	5	5.5
H/TOT	0	0	1	0	0	0	0	1	1	0	0	23	2	0	0	0	25	25	0	0	28	3	0	0	0	31	31	0	0	37	4	2	0	0	43	44
12 TOT	0	0	1	1	3	0	0	5	6.5	1	1	377	44	47	29	0	499	558.8	4	0	242	27	6	1	2	282	285.1	7	1	377	41	41	20	1	488	529.3

	B => B									B => C									C => A									C => B								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	10	0	0	0	0	10	10	0	0	3	2	0	0	0	5	5
16:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3
16:30	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	4	0	0	0	0	4	4	0	0	2	1	0	0	0	3	3
16:45	0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	10	10	0	0	5	0	0	0	0	5	5	0	0	4	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	28	8	0	0	0	36	36	0	0	21	0	0	0	0	21	21	0	0	12	4	0	0	0	16	16
17:00	0	0	0	0	0	0	0	0	0	0	0	14	3	0	0	0	17	17	0	0	6	2	0	0	0	8	8	0	0	2	0	0	0	0	2	2
17:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	7	1	0	0	0	8	8	0	0	7	0	1	0	0	8	8.5
17:30	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	9	1	0	0	0	10	10	0	1	2	1	0	0	0	4	3.4
17:45	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	9	0	0	0	0	9	9	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	37	8	0	0	0	45	45	0	0	31	4	0	0	0	35	35	0	1	13	1	1	0	0	16	15.9
18:00	0	0	0	0	0	0	0	0	0	0	1	7	1	0	0	0	9	8.4	0	0	4	2	0	0	0	6	6	0	0	5	0	0	0	0	5	5
18:15	0	0	0	0	0	0	0	0	0	0	0	7	2	1	0	0	10	10.5	0	0	7	1	0	0	0	8	8	0	0	5	1	0	0	0	6	6
18:30	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	5	0	0	0	0	5	5	0	0	7	0	0	0	0	7	7
18:45	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	12	1	0	0	0	13	13	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	33	4	1	0	0	39	38.9	0	0	28	4	0	0	0	32	32	0	0	17	2	0	0	0	19	19
12 TOT	0	0	5	2	2	2	0	11	14.6	3	1	230	37	6	6	0	283	290.8	5	0	267	28	6	0	3	309	311	2	2	185	38	3	3	0	233	235.6

	C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12 TOT	0	0	3	0	0	0	0	3	3



IDASO

Survey Name: 25424 - South Green, Co. Kildare
Site: Site 8
Location: R401/Station Road(R415)/Melitta Road(R413) Junction
Date: Wed 14-May-2025
AM Peak: 08:00 — 09:00 **Total:** 1212
PM Peak: 17:00 — 18:00 **Total:** 1174
15 Min Peak: 08:45 — 09:00 **Total:** 316

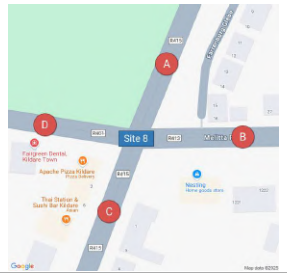
Arm A - Station Road(R415)
Arm B - Melitta Road(R413)
Arm C - Station Road(R415)
Arm D - R401

	A => A									A => B									A => C									A => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	21	8	0	1	0	30	31.3	0	0	1	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	27	3	0	0	1	31	32	0	0	1	2	0	0	0	3	3
07:30	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	22	5	2	0	0	29	30	0	0	0	1	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	1	13	14	0	0	22	4	3	1	0	30	32.8	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	1	26	27	0	0	92	20	5	2	1	120	126.1	0	0	4	3	0	0	0	7	7
08:00	0	0	0	0	0	0	0	0	0	0	0	16	1	1	0	0	18	18.5	1	0	33	3	0	1	0	38	38.5	0	0	1	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	1	0	27	1	0	3	0	32	35.1	0	0	2	0	0	0	0	2	2
08:30	0	0	0	0	0	0	0	0	0	0	0	15	1	1	0	0	17	17.5	2	0	45	3	3	4	1	58	64.1	0	0	2	0	1	0	0	3	3.5
08:45	0	0	0	0	0	0	0	0	0	0	0	22	0	1	0	0	23	23.5	0	0	23	4	0	0	0	27	27	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	68	3	3	0	0	74	75.5	4	0	128	11	3	8	1	155	164.7	0	0	7	0	1	0	0	8	8.5
09:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	34	5	1	2	0	42	45.1	0	0	0	1	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	30	4	1	2	1	38	42.1	0	0	1	0	1	0	0	2	2.5
09:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	20	2	1	2	0	25	28.1	0	0	4	0	0	0	0	4	4
09:45	0	0	0	0	0	0	0	0	0	1	0	6	2	0	0	0	9	8.2	1	0	21	2	1	0	0	25	24.7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	22	3	0	0	0	26	25.2	1	0	105	13	4	6	1	130	140	0	0	5	1	1	0	0	7	7.5
10:00	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	7.5	0	0	23	7	0	4	1	35	41.2	0	0	1	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	17	2	0	2	0	21	23.6	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	19	2	2	2	0	25	28.6	0	0	2	0	0	0	0	2	2
10:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	23	4	0	0	0	27	27	0	0	1	1	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	18	3	1	0	0	22	22.5	0	0	82	15	2	8	1	108	120.4	0	0	4	1	0	0	0	5	5
11:00	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	15	3	1	1	0	20	21.8	0	0	0	1	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	5	3	1	0	0	9	9.5	1	0	27	3	0	2	0	33	34.8	0	0	3	1	0	0	0	4	4
11:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	21	2	1	3	0	27	31.4	0	0	3	1	0	0	0	4	4
11:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	24	4	2	2	1	34	37.8	0	0	2	1	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	16	6	1	0	0	23	23.5	2	0	87	12	4	8	1	114	125.8	0	0	8	4	0	0	0	12	12
12:00	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	19	2	0	0	0	21	21	0	0	1	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	10	10	0	0	22	2	2	1	1	28	31.3	0	0	3	0	0	0	0	3	3
12:30	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	1	0	30	3	0	4	0	38	42.4	0	0	1	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	12	2	0	1	0	15	16.3	0	0	20	3	2	2	0	27	30.6	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	34	7	0	1	0	42	43.3	1	0	91	10	4	7	1	114	125.3	0	0	8	0	0	0	0	8	8
13:00	0	0	0	0	0	0	0	0	0	0	0	11	2	1	0	0	14	14.5	1	0	25	1	0	3	0	30	33.1	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	15	0	0	2	0	17	19.6	0	0	1	0	0	1	0	2	3.3
13:30	0	0	0	0	0	0	0	0	0	0	0	10	1	1	0	0	12	12.5	1	0	29	3	0	4	1	38	43.4	0	0	3	0	0	0	0	3	3
13:45	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	1	0	21	1	0	3	1	27	31.1	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	41	4	2	0	0	47	48	3	0	90	5	0	12	2	112	127.2	0	0	7	0	0	1	0	8	9.3
14:00	0	0	0	0	0	0	0	0	0	0	0	12	0	0	1	0	13	14.3	0	2	33	3	2	4	0	44	49	0	0	3	0	0	0	0	3	3
14:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	1	0	25	1	1	2	0	30	32.3	0	0	2	2	0	0	0	4	4
14:30	0	0	0	0	0	0	0	0	0	1	0	12	0	0	0	0	13	12.2	0	0	17	3	0	3	0	23	26.9	0	0	4	0	0	0	0	4	4
14:45	0	0	0	0	0	0	0	0	0	0	0	5	2	0	2	0	9	11.6	0	0	18	3	0	2	0	23	25.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	38	3	0	3	0	45	48.1	1	2	93	10	3	11	0	120	133.8	0	0	9	2	0	0	0	11	11
15:00	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	0	0	15	3	1	1	1	21	23.8	0	0	1	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	17	2	1	3	0	23	27.4	0	0	2	0	0	0	0	2	2
15:30	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	10	10	1	0	34	4	2	0	0	41	41.2	1	0	3	0	0	0	0	4	3.2
15:45	0	0	0	0	0	0	0	0	0	0	0	6	1	0	1	0	8	9.3	0	0	34	0	0	1	1	36	38.3	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	26	7	0	1	0	34	35.3	1	0	100	9	4	5	2	121	130.7	1	0	9	0	0	0	0	10	9.2

	B => A									B => B									B => C									B => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	11	3	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0	0	0	14	5	0	0	0	19	19	0	0	5	1	1	0	0	7	7.5
07:15	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	11	6	0	0	0	17	17	0	0	15	0	1	0	0	16	16.5
07:30	0	0	7	4	0	0	0	11	11	0	0	0	0	0	0	0	0	0	1	0	17	4	1	1	0	24	25	0	1	9	3	1	0	0	14	13.9
07:45	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	21	6	0	2	1	30	33.6	1	0	10	2	0	0	0	13	12.2
H/TOT	0	0	26	10	1	0	0	37	37.5	0	0	0	0	0	0	0	0	0	1	0	63	21	1	3	1	90	94.6	1	1	39	6	3	0	0	50	50.1
08:00	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	32	4	0	0	0	36	36	0	0	25	3	0	0	1	29	30
08:15	0	0	10	0	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	35	4	2	1	0	42	44.3	0	0	53	2	0	0	2	57	59
08:30	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	22	3	0	1	1	27	29.3	1	0	53	5	0	0	0	59	58.2
08:45	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	1	0	35	6	2	0	0	44	44.2	1	0	43	2	0	0	1	47	47.2
H/TOT	0	0	38	3	1	0	0	42	42.5	0	0	0	0	0	0	0	0	0	1	0	124	17	4	2	1	149	153.8	2	0	174	12	0	0	4	192	194.4
09:00	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	36	1	2	0	0	39	40	0	0	27	0	2	0	0	29	30
09:15	0	0	5	1	2	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	21	1	1	0	0	23	23.5	0	0	20	1	0	0	0	21	21
09:30	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	1	28	2	1	0	1	33	33.9	0	0	13	2	0	1	0	16	17.3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	4	0	0	1	26	27	0	0	16	1	0	0	0	17	17
H/TOT	0	0	23	4	2	0	0	29	30	0	0	0	0	0	0	0	0	0	0	1	106	8	4	0	2	121	124.4	0	0	76	4	2	1	0	83	85.3
10:00	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	16	4	1	0	0	21	21.5	0	0	11	2	0	0	0	13	13
10:15	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	33	2	1	0	0	36	36.5	0	0	16	3	0	0	0	19	19
10:30	0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	21	21	0	0	16	3	0	0	0	19	19
10:45	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0	0	18	3	0	0	0	21	21	0	0	13	2	0	0	0	15	15
H/TOT	1	0	17	5	0	0	0	23	22.2	0	0	0	0	0	0	0	0	0	0	0	86	11	2	0	0	99	100	0	0	56	10	0	0	0	66	66
11:00	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	27	0	2	0	0	29	30	0	0	18	3	0	0	0	21	21
11:15	0	0	5	2	0	2	0	9	11.6	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	27	27	0	0	14	4	0	0	0	18	18
11:30	0	0	7	1	0	2	0	10	12.6	0	0	0	0	0	0	0	0	0	0	0	21	1	1	0	0	23	23.5	0	0	14	2	0	1	0	17	18.3
11:45	0	0	8	0	0	1	0	9	10.3	0	0	0	0	0	0	0	0	0	2	0	30	3	1	0	0	36	34.9	0	0	15	2	0	0	0	17	17
H/TOT	0	0	22	5	0	5	0	32	38.5	0	0	0	0	0	0	0	0	0	2	0	103	6	4	0	0	115	115.4	0	0	61	11	0	1	0	73	74.3
12:00	0	1	7	1	1	0	0	10	9.9	0	0	0	0	0	0	0	0	0	1	1	23	1	0	1	0	27	26.9	0	0	17	1	0	0	0	18	18
12:15	0	0	7	2	0	1	0	10	11.3	0	0	0	0	0	0	0	0	0	0	1	32	2	1	0	0	36	35.9	0	0	17	3	1	0	1	22	23.5
12:30	0	0	3	1	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	1	0	28	3	1	1	0	34	35	0	0	17	4	1	0	0	22	22.5
12:45	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	26	6	3	0	0	35	36.5	0	0	19	1	0	0	0	20	20
H/TOT	0	1	23	4	2	1	0	31	32.7	0	0	0	0	0	0	0	0	0	2	2	109	12	5	2	0	132	134.3	0	0	70	9	2	0	1	82	84
13:00	0	0	5	2	0	1	0	8	9.3	0	0	0	0	0	0	0	0	0	1	0	27	6	0	1	0	35	35.5	1	0	27	4	0	0	0	32	31.2
13:15	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	3	1	35	2	1	0	0	42	39.5	3	1	27	2	0	0	0	33	30
13:30	0	0	6	0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	25	25	1	1	15	2	0	0	0	19	17.6
13:45	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	1	0	34	6	0	0	0	41	40.2	0	0	21	0	0	0	0	21	21
H/TOT	0	0	33	2	0	1	1	37	39.3	0	0	0	0	0	0	0	0	0	5	1	118	17	1	1	0	143	140.2	5	2	90	8	0	0	0	105	99.8
14:00	0	0	6	0	1	1	0	8	9.8	0	0	0	0	0	0	0	0	0	4	0	31	3	0	0	1	39	36.8	0	0	38	1	0	0	0	39	39
14:15	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	35	1	0	1	1	38	40.3	2	0	29	4	1	0	1	37	36.9
14:30	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	3	0	24	4	0	1	0	32	30.9	0	0	20	2	0	0	0	22	22
14:45	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	1	41	2	1	0	0	45	44.9	2	0	27	3	0	0	1	33	32.4
H/TOT	0	0	39	2	1	1	0	43	44.8	0	0	0	0	0	0	0	0	0	7	1	131	10	1	2	2	154	152.9	4	0	114	10	1	0	2	131	130.3
15:00	0	0	3	1	0	1	0	5	6.3	0	0	0	0	0	0	0	0	0	2	0	35	1	0	0	1	39	38.4	0	0	34	7	3	1	0	45	47.8
15:15	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	3	0	25	5	1	0	0	34	32.1	1	0	31	4	0	0	0	36	35.2
15:30	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	1	1	25	2	0	0	0	29	27.6	0	0	26	1	0	0	0	27	27
15:45	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	34	1	0	0	0	35	35	0	0	44	4	0	0	0	48	48
H/TOT	0	0	17	2	0	1	0	20	21.3	0	0	0	0	0	0	0	0	0	6	1	119	9	1	0	1	137	133.1	1	0	135	16	3	1	0	156	158

	C => A									C => B									C => C									C => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	48	3	0	1	0	52	53.3	0	0	8	5	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
07:15	0	0	29	6	0	2	1	38	41.6	0	0	19	5	1	1	0	26	27.8	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7
07:30	0	0	30	6	2	3	0	41	45.9	0	0	8	2	1	1	0	12	13.8	0	0	0	0	0	0	0	0	0	0	0	10	4	2	0	0	16	17
07:45	0	0	32	4	2	0	0	38	39	0	0	32	5	0	0	0	37	37	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	16
H/TOT	0	0	139	19	4	6	1	169	179.8	0	0	67	17	2	2	0	88	91.6	0	0	0	0	0	0	0	0	0	0	0	35	10	2	0	0	47	48
08:00	2	0	22	2	0	2	0	28	29	1	0	35	2	1	0	2	41	42.7	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	9	8.2
08:15	1	0	18	4	1	4	1	29	34.9	0	0	41	4	1	0	0	46	46.5	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	8	8.5
08:30	0	0	14	4	1	1	0	20	21.8	1	0	25	0	1	0	0	27	26.7	0	0	0	0	0	0	0	0	0	2	0	18	1	1	0	0	22	20.9
08:45	0	0	31	1	1	2	0	35	38.1	0	0	34	2	2	0	0	38	39	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15
H/TOT	3	0	85	11	3	9	1	112	123.8	2	0	135	8	5	0	2	152	154.9	0	0	0	0	0	0	0	0	0	3	0	47	2	2	0	0	54	52.6
09:00	0	0	16	3	0	0	1	20	21	1	0	30	5	2	0	0	38	38.2	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13
09:15	0	0	14	3	0	3	0	20	23.9	0	0	33	2	1	0	0	36	36.5	0	0	0	0	0	0	0	0	0	0	1	14	1	0	0	0	16	15.4
09:30	0	0	22	2	0	2	0	26	28.6	0	0	27	6	2	1	1	37	40.3	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17
09:45	0	0	16	4	0	2	0	22	24.6	0	0	22	3	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	18	1	0	2	1	22	25.6
H/TOT	0	0	68	12	0	7	1	88	98.1	1	0	112	16	5	1	1	136	140	0	0	0	0	0	0	0	0	0	0	1	60	4	0	2	1	68	71
10:00	0	0	19	2	1	3	0	25	29.4	0	0	24	2	0	1	0	27	28.3	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10
10:15	0	0	28	2	1	1	0	32	33.8	0	2	21	5	0	0	0	28	26.8	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	16
10:30	0	0	16	0	1	2	0	19	22.1	0	0	16	1	0	1	0	18	19.3	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	14	14.5
10:45	0	0	23	5	0	0	0	28	28	0	0	25	6	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	17	3	1	0	0	21	21.5
H/TOT	0	0	86	9	3	6	0	104	113.3	0	2	86	14	0	2	0	104	105.4	0	0	0	0	0	0	0	0	0	0	0	51	8	2	0	0	61	62
11:00	0	0	12	2	0	0	0	14	14	0	0	29	2	1	0	0	32	32.5	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16
11:15	1	0	16	3	1	2	2	25	29.3	0	0	27	3	0	1	0	31	32.3	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14
11:30	1	0	18	2	0	1	0	22	22.5	0	0	27	2	3	1	0	33	35.8	0	0	0	0	0	0	0	0	0	0	0	14	0	1	0	0	15	15.5
11:45	0	0	17	3	1	0	0	21	21.5	0	0	22	2	0	1	0	25	26.3	0	0	0	0	0	0	0	0	0	0	0	13	0	1	0	0	14	14.5
H/TOT	2	0	63	10	2	3	2	82	87.3	0	0	105	9	4	3	0	121	126.9	0	0	0	0	0	0	0	0	0	0	0	53	4	2	0	0	59	60
12:00	0	0	21	1	2	4	0	28	34.2	1	0	35	5	0	1	1	43	44.5	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14
12:15	0	0	23	1	0	1	0	25	26.3	0	2	25	3	0	1	0	31	31.1	0	0	0	0	0	0	0	0	0	0	0	26	2	0	0	0	28	28
12:30	0	0	30	2	1	3	0	36	40.4	0	0	31	3	1	1	0	36	37.8	0	0	0	0	0	0	0	0	0	0	0	15	2	1	0	0	18	18.5
12:45	0	0	25	3	0	2	0	30	32.6	1	0	35	2	0	0	0	38	37.2	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16
H/TOT	0	0	99	7	3	10	0	119	133.5	2	2	126	13	1	3	1	148	150.6	0	0	0	0	0	0	0	0	0	0	0	69	6	1	0	0	76	76.5
13:00	0	0	17	5	0	2	0	24	26.6	0	0	34	3	0	0	0	37	37	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17
13:15	0	0	17	2	0	2	0	21	23.6	0	0	24	1	0	1	0	26	27.3	0	0	0	0	0	0	0	0	0	0	1	23	2	1	0	0	27	26.9
13:30	1	0	25	3	0	4	0	33	37.4	1	1	34	4	0	0	2	42	42.6	0	0	0	0	0	0	0	0	0	0	0	18	1	0	1	0	20	21.3
13:45	3	1	20	4	0	1	0	29	27.3	0	1	38	4	1	0	0	44	43.9	0	0	0	0	0	0	0	0	0	1	0	18	2	1	0	0	22	21.7
H/TOT	4	1	79	14	0	9	0	107	114.9	1	2	130	12	1	1	2	149	150.8	0	0	0	0	0	0	0	0	0	1	1	74	7	2	1	0	86	86.9
14:00	0	0	17	1	0	3	0	21	24.9	0	0	30	5	0	0	0	35	35	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13
14:15	1	0	21	2	0	4	1	29	34.4	0	0	37	4	0	0	0	41	41	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19
14:30	0	0	20	5	0	1	0	26	27.3	1	0	30	3	1	0	0	35	34.7	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15
14:45	1	1	23	9	0	3	1	38	41.5	1	0	39	2	1	0	0	43	42.7	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20
H/TOT	2	1	81	17	0	11	2	114	128.1	2	0	136	14	2	0	0	154	153.4	0	0	0	0	0	0	0	0	0	0	0	63	4	0	0	0	67	67
15:00	1	0	28	1	1	1	0	32	33	0	0	36	3	0	0	0	39	39	0	0	0	0	0	0	0	0	0	1	0	15	1	0	0	0	17	16.2
15:15	1	1	22	4	0	2	0	30	31.2	1	0	23	2	0	0	0	26	25.2	0	0	0	0	0	0	0	0	0	1	1	15	1	0	0	0	18	16.6
15:30	1	1	38	2	1	4	0	47	51.3	0	0	30	4	0	0	0	34	34	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	25	25
15:45	0	0	37	3	2	2	0	44	47.6	3	1	31	5	1	0	0	41	38.5	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	30	30
H/TOT	3	2	125	10	4	9	0	153	163.1	4	1	120	14	1	0	0	140	136.7	0	0	0	0	0	0	0	0	0	2	1	81	6	0	0	0	90	87.8

	D => A									D => B									D => C									D => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	1	0	8	2	0	0	0	11	10.2	0	0	5	1	0	0	0	6	6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:15	0	0	13	0	1	0	0	14	14.5	0	0	11	4	1	0	0	16	16.5	0	0	5	4	0	0	0	9	9	0	0	0	0	0	0	0	0	0
07:30	0	0	4	1	0	0	0	5	5	0	0	12	3	1	0	0	16	16.5	0	0	15	1	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0
07:45	0	0	8	2	0	0	0	10	10	2	0	16	4	0	0	0	22	20.4	0	1	13	1	1	0	0	16	15.9	0	0	0	0	0	0	0	0	0
H/TOT	1	0	33	5	1	0	0	40	39.7	2	0	44	12	2	0	0	60	59.4	0	1	35	6	2	0	0	44	44.4	0	0	0	0	0	0	0	0	0
08:00	0	0	5	1	0	0	0	6	6	0	0	41	2	1	0	0	44	44.5	0	0	22	2	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0
08:15	0	0	5	0	0	0	0	5	5	1	0	38	4	0	0	0	43	42.2	0	0	14	4	0	0	0	18	18	0	0	0	0	0	0	0	0	0
08:30	0	0	4	0	0	0	0	4	4	0	0	34	0	0	0	1	35	36	0	0	22	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0
08:45	0	0	7	0	1	0	0	8	8.5	0	1	37	2	0	0	0	40	39.4	1	0	20	1	0	0	0	22	21.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	21	1	1	0	0	23	23.5	1	1	150	8	1	0	1	162	162.1	1	0	78	9	1	0	0	89	88.7	0	0	0	0	0	0	0	0	0
09:00	0	0	4	0	1	0	0	5	5.5	0	0	26	3	0	0	0	29	29	0	0	33	0	0	0	0	33	33	0	0	0	0	0	0	0	0	0
09:15	0	0	3	2	0	0	0	5	5	0	0	12	5	0	0	0	17	17	1	0	21	0	1	0	0	23	22.7	0	0	0	0	0	0	0	0	0
09:30	0	0	3	0	0	0	0	3	3	1	0	12	1	3	0	0	17	17.7	0	0	15	0	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	21	21	0	0	19	0	0	0	0	19	19	0	0	0	0	0	0	0	0	0
H/TOT	0	0	10	2	1	0	0	13	13.5	1	0	69	11	3	0	0	84	84.7	1	0	88	0	2	0	0	91	91.2	0	0	0	0	0	0	0	0	0
10:00	0	0	2	0	0	0	0	2	2	0	0	11	2	0	0	0	13	13	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0
10:30	0	0	1	0	0	0	0	1	1	0	0	16	1	0	0	0	17	17	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
10:45	0	0	2	1	0	0	0	3	3	0	0	9	2	0	0	0	11	11	0	1	15	2	0	0	0	18	17.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	1	0	0	0	6	6	0	0	44	7	0	0	0	51	51	0	1	55	4	0	0	0	60	59.4	0	0	0	0	0	0	0	0	0
11:00	0	0	3	2	0	0	0	5	5	0	0	25	3	0	0	0	28	28	1	0	15	1	0	0	0	17	16.2	0	0	0	0	0	0	0	0	0
11:15	0	0	0	1	0	0	0	1	1	0	0	14	2	0	0	0	16	16	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
11:30	0	0	5	0	0	0	0	5	5	0	0	10	0	0	0	0	10	10	0	0	14	4	0	0	0	18	18	0	0	0	0	0	0	0	0	0
11:45	0	0	8	0	0	0	0	8	8	0	0	8	2	0	0	0	10	10	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0
H/TOT	0	0	16	3	0	0	0	19	19	0	0	57	7	0	0	0	64	64	1	0	58	6	0	0	0	65	64.2	0	0	0	0	0	0	0	0	0
12:00	0	0	5	0	0	0	0	5	5	0	0	13	0	1	0	0	14	14.5	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0
12:15	0	0	4	2	1	0	0	7	7.5	0	0	16	0	0	0	0	16	16	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
12:30	0	0	7	0	0	0	0	7	7	0	0	12	2	1	0	0	15	15.5	0	0	15	3	0	0	0	18	18	0	0	0	0	0	0	0	0	0
12:45	0	0	3	1	0	0	0	4	4	1	0	20	1	0	0	0	22	21.2	0	0	12	0	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	19	3	1	0	0	23	23.5	1	0	61	3	2	0	0	67	67.2	0	0	59	4	1	0	0	64	64.5	0	0	0	0	0	0	0	0	0
13:00	0	0	5	0	0	0	0	5	5	0	0	20	2	0	0	0	22	22	0	0	19	2	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0
13:15	0	0	2	0	0	0	0	2	2	1	0	18	2	0	0	0	21	20.2	1	0	13	1	0	0	0	15	14.2	0	0	0	0	0	0	0	0	0
13:30	0	0	3	1	0	0	0	4	4	0	0	14	3	0	0	0	17	17	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
13:45	0	0	9	1	0	1	0	11	12.3	0	0	23	0	0	0	1	24	25	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
H/TOT	0	0	19	2	0	1	0	22	23.3	1	0	75	7	0	0	1	84	84.2	1	0	54	4	1	0	0	60	59.7	0	0	0	0	0	0	0	0	0
14:00	0	0	5	1	1	0	0	7	7.5	0	0	33	1	1	0	2	37	39.5	1	0	16	2	0	0	0	19	18.2	0	0	0	0	0	0	0	0	0
14:15	0	0	5	1	0	0	0	6	6	1	0	21	1	1	0	0	24	23.7	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0
14:30	0	0	4	1	0	0	0	5	5	0	0	21	2	0	0	0	23	23	0	0	18	2	1	0	0	21	21.5	0	0	0	0	0	0	0	0	0
14:45	0	0	6	1	0	0	0	7	7	0	0	20	2	0	0	0	22	22	0	0	16	2	0	0	0	18	18	0	0	0	0	0	0	0	0	0
H/TOT	0	0	20	4	1	0	0	25	25.5	1	0	95	6	2	0	2	106	108.2	1	0	67	7	1	0	0	76	75.7	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	9	7	0	0	0	16	16	0	0	21	2	0	0	0	23	23	0	0	0	0	0	0	0	0	0
15:15	0	0	7	0	0	0	0	7	7	0	0	9	3	0	0	1	13	14	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0
15:30	0	0	4	0	0	0	0	4	4	0	0	18	5	1	0	0	24	24.5	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0
15:45	0	0	4	0	0	0	0	4	4	0	0	14	0	1	0	0	15	15.5	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	0	0	0	0	15	15	0	0	50	15	2	0	1	68	70	0	0	63	8	0	0	0	71	71	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 25424 - South Green, Co. Kildare
Site: Site 8
Location: R401/Station Road(R415)/Melitta Road(R413) Junction
Date: Wed 14-May-2025
AM Peak: 08:00 — 09:00 **Total:** 1212
PM Peak: 17:00 — 18:00 **Total:** 1174
15 Min Peak: 08:45 — 09:00 **Total:** 316

Arm A - Station Road(R415)
Arm B - Melitta Road(R413)
Arm C - Station Road(R415)
Arm D - R401

	A => A									A => B									A => C									A => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
16:00	0	0	0	0	0	0	0	0	0	1	0	14	0	1	0	0	16	15.7	1	0	29	2	1	1	0	34	35	0	0	2	2	0	1	0	5	6.3
16:15	0	0	0	0	0	0	0	0	0	0	0	27	1	0	0	1	29	30	0	0	30	8	2	4	0	44	50.2	0	0	1	1	0	0	0	2	2
16:30	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	7	7	1	1	38	2	1	1	0	44	44.4	0	0	2	0	0	0	0	2	2
16:45	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	37	8	0	0	1	46	47	0	0	4	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	1	0	54	5	1	0	1	62	62.7	2	1	134	20	4	6	1	168	176.6	0	0	9	4	0	1	0	14	15.3
17:00	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	2	0	45	6	0	0	0	53	51.4	0	0	1	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	8	1	1	1	0	11	12.8	0	0	36	2	0	0	0	38	38	0	0	3	0	0	0	0	3	3
17:30	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	24	5	0	0	0	29	29	0	0	2	0	1	0	0	3	3.5
17:45	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	49	2	0	0	0	51	51	0	0	4	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	36	3	1	1	0	41	42.8	2	0	154	15	0	0	0	171	169.4	0	0	10	0	1	0	0	11	11.5
18:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	43	1	1	1	0	46	47.8	0	0	2	0	0	0	0	2	2
18:15	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	1	0	45	1	0	0	1	48	48.2	0	0	3	0	0	0	0	3	3
18:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	34	3	0	0	1	38	39	0	0	1	1	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	30	0	0	0	0	30	30	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	28	1	0	0	0	29	29	1	0	152	5	1	1	2	162	165	0	0	6	1	0	0	0	7	7
12 TOT	0	0	0	0	0	0	0	0	0	3	0	403	48	9	6	2	471	482.9	18	3	1308	145	34	74	13	1595	1705	1	0	86	16	3	2	0	108	111.3

	B => A									B => B									B => C									B => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	21	2	1	0	0	24	24.5	0	0	43	3	0	0	0	46	46
16:15	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	21	5	0	0	0	26	26	0	0	17	2	0	0	0	19	19
16:30	0	0	6	1	2	1	0	10	12.3	0	0	0	0	0	0	0	0	0	1	0	26	3	0	0	0	30	29.2	0	0	26	2	0	0	0	28	28
16:45	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	30	4	0	0	0	34	34	0	0	28	1	0	0	0	29	29
H/TOT	0	0	42	4	2	1	0	49	51.3	0	0	0	0	0	0	0	0	0	1	0	98	14	1	0	0	114	113.7	0	0	114	8	0	0	0	122	122
17:00	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	1	0	26	9	0	0	0	36	35.2	0	0	23	4	0	1	0	28	29.3
17:15	0	0	11	2	2	0	0	15	16	0	0	0	0	0	0	0	0	0	5	0	29	4	0	0	0	38	34	0	0	29	7	0	0	0	36	36
17:30	0	0	12	3	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24	24	0	0	27	3	0	0	0	30	30
17:45	0	0	11	3	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	22	5	0	0	0	27	27	0	0	22	6	0	0	0	28	28
H/TOT	0	0	46	9	2	0	0	57	58	0	0	0	0	0	0	0	0	0	6	0	99	20	0	0	0	125	120.2	0	0	101	20	0	1	0	122	123.3
18:00	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	1	0	24	5	0	1	0	31	31.5	0	0	38	0	0	0	0	38	38
18:15	0	0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0	2	0	33	3	0	0	0	38	36.4	0	0	24	3	1	0	0	28	28.5
18:30	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	1	0	37	4	0	0	0	42	41.2	0	0	28	1	0	0	0	29	29
18:45	1	0	8	1	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	1	0	26	4	0	0	0	31	30.2	0	0	24	2	0	0	0	26	26
H/TOT	1	0	33	4	0	0	0	38	37.2	0	0	0	0	0	0	0	0	0	5	0	120	16	0	1	0	142	139.3	0	0	114	6	1	0	0	121	121.5
12 TOT	2	1	359	54	11	10	1	438	455.3	0	0	0	0	0	0	0	0	0	36	6	1276	161	24	11	7	1521	1521.9	13	3	1144	120	12	4	7	1303	1309

	C => A									C => B									C => C									C => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	1	0	32	3	0	1	0	37	37.5	1	0	17	2	2	0	0	22	22.2	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16
16:15	1	0	37	7	2	0	0	47	47.2	1	0	33	5	0	0	0	39	38.2	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16
16:30	1	0	31	5	1	4	0	42	46.9	1	0	28	8	0	0	0	37	36.2	0	0	0	0	0	0	0	0	0	0	0	19	5	0	1	0	25	26.3
16:45	0	0	42	2	0	0	1	45	46	1	0	27	1	1	0	0	30	29.7	0	0	0	0	0	0	0	0	0	1	0	20	0	0	0	0	21	20.2
H/TOT	3	0	142	17	3	5	1	171	177.6	4	0	105	16	3	0	0	128	126.3	0	0	0	0	0	0	0	0	0	1	0	68	8	0	1	0	78	78.5
17:00	1	0	37	5	0	0	1	44	44.2	0	0	36	5	0	0	0	41	41	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14
17:15	1	0	32	4	1	0	0	38	37.7	0	0	37	8	0	0	0	45	45	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	14	14
17:30	0	0	45	3	0	0	0	48	48	0	0	33	2	0	0	0	35	35	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	23	23
17:45	0	0	33	0	0	1	0	34	35.3	0	1	28	5	0	1	0	35	35.7	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24	24
H/TOT	2	0	147	12	1	1	1	164	165.2	0	1	134	20	0	1	0	156	156.7	0	0	0	0	0	0	0	0	0	0	0	67	8	0	0	0	75	75
18:00	1	0	47	6	0	0	1	55	55.2	1	0	28	5	0	0	0	34	33.2	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21
18:15	0	0	31	2	0	0	0	33	33	0	0	31	1	0	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12
18:30	0	0	25	2	0	0	0	27	27	0	0	27	0	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0	1	16	3	0	0	0	20	19.4
18:45	0	0	38	2	0	0	0	40	40	1	0	27	4	0	0	0	32	31.2	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17
H/TOT	1	0	141	12	0	0	1	155	155.2	2	0	113	10	0	0	0	125	123.4	0	0	0	0	0	0	0	0	0	0	1	63	6	0	0	0	70	69.4
12 TOT	20	4	1255	150	23	76	10	1538	1639.9	18	8	1369	163	24	13	6	1601	1616.7	0	0	0	0	0	0	0	0	0	7	4	731	73	11	4	1	831	834.7

	D => A									D => B									D => C									D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
16:00	0	0	3	0	0	1	0	4	5.3	0	0	22	4	1	1	0	28	29.8	0	0	23	2	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0
16:15	0	0	7	0	0	0	0	7	7	0	0	39	2	0	0	0	41	41	0	2	20	0	0	0	0	22	20.8	0	0	0	0	0	0	0	0	0
16:30	0	0	5	0	0	0	0	5	5	1	0	20	1	0	0	0	22	21.2	0	0	12	4	0	0	0	16	16	0	0	0	0	0	0	0	0	0
16:45	0	0	2	2	0	0	0	4	4	0	0	20	3	0	0	0	23	23	1	1	12	0	0	0	0	14	12.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	17	2	0	1	0	20	21.3	1	0	101	10	1	1	0	114	115	1	3	67	6	1	0	0	78	75.9	0	0	0	0	0	0	0	0	0
17:00	0	0	10	1	0	0	0	11	11	0	0	30	5	0	0	0	35	35	0	0	22	3	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0
17:15	0	0	13	1	0	0	0	14	14	0	0	26	2	0	0	0	28	28	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
17:30	0	0	12	1	0	0	0	13	13	0	0	24	2	0	0	0	26	26	0	2	28	2	0	0	0	32	30.8	0	0	0	0	0	0	0	0	0
17:45	0	0	5	1	0	0	0	6	6	0	0	27	0	0	0	0	27	27	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0
H/TOT	0	0	40	4	0	0	0	44	44	0	0	107	9	0	0	0	116	116	0	2	82	7	1	0	0	92	91.3	0	0	0	0	0	0	0	0	0
18:00	0	0	8	2	0	0	0	10	10	0	0	20	0	0	0	0	20	20	0	2	14	2	0	0	0	18	16.8	0	0	0	0	0	0	0	0	0
18:15	0	0	3	1	0	0	0	4	4	0	0	18	2	0	0	0	20	20	0	0	24	4	0	0	0	28	28	0	0	0	0	0	0	0	0	0
18:30	0	0	7	0	0	0	0	7	7	0	0	17	2	0	0	0	19	19	0	0	22	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0
18:45	0	0	1	0	0	0	0	1	1	0	0	26	0	0	0	0	26	26	0	0	20	2	0	0	0	22	22	0	0	0	0	0	0	0	0	0
H/TOT	0	0	19	3	0	0	0	22	22	0	0	81	4	0	0	0	85	85	0	2	80	10	0	0	0	92	90.8	0	0	0	0	0	0	0	0	0
12 TOT	1	0	234	30	5	2	0	272	276.3	8	1	934	99	13	1	5	1061	1066.8	6	9	786	71	10	0	0	882	876.8	0	0	0	0	0	0	0	0	0

C. Traffic Flow Survey Results - Tuesday 7th October 2025 (NDC)



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 1, Green Road / Loughminane Green	**Project No:**	17373	**Drawing No:**	17373-01	**Drawn By:** MN
	Survey Date:	Tuesday 7th October 2025	**Project Name:**	South Green Phase 2			
	Survey Times:	07:00 - 19:00	**Drawing Title:**	Site Layout and Observed Movements			



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 2, Walkers Gate / The Crescent	**Project No:**	17373	**Drawing No:**	17373-02	**Drawn By:** MN
	Survey Date:	Tuesday 7th October 2025	**Project Name:**	South Green Phase 2			
	Survey Times:	07:00 - 19:00	**Drawing Title:**	Site Layout and Observed Movements			



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 3, Dunmurray Road / Bishopsland	**Project No:**	17373	**Drawing No:**	17373-03	**Drawn By:**	MN
	Survey Date:	Tuesday 7th October 2025	**Project Name:**	South Green Phase 2				
	Survey Times:	07:00 - 19:00	**Drawing Title:**	Site Layout and Observed Movements				

Site No. 1
Location Green Road / Loughminane Green
Date Tuesday 7 October 2025

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13
08:00	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:30	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
08:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	13	3	0	0	0	0	0	16
09:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
09:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	13
10:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
10:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	8	3	1	0	0	0	0	12
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
12:00	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
12:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
12:30	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	5
12:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	1	1	12	1	1	0	0	0	0	14
13:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
13:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
13:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
14:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
14:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
15:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
15:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
15:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
16:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13
17:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
17:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
H/TOT	1	0	0	0	0	0	0	1	5	0	1	0	0	0	0	6
P/TOT	3	0	0	0	0	0	1	4	130	19	3	0	0	0	0	152

Site No. 1
Location Green Road / Loughminane Green
Date Tuesday 7 October 2025

Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
07:45	1	1	0	0	0	0	0	2	6	0	0	0	0	0	0	6
H/TOT	4	2	0	0	0	0	0	6	15	0	0	0	1	0	0	16
08:00	2	1	0	0	0	0	1	4	8	0	0	0	0	0	0	8
08:15	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
08:30	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8
08:45	7	0	0	0	0	0	0	7	10	1	0	0	0	0	0	11
H/TOT	14	1	0	0	0	0	1	16	30	2	0	0	0	0	0	32
09:00	1	1	0	0	0	0	0	2	7	1	0	0	0	0	0	8
09:15	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
09:30	2	1	1	0	0	0	0	4	7	0	0	0	0	0	0	7
09:45	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
H/TOT	6	2	1	0	0	0	0	9	17	4	0	0	0	0	0	21
10:00	1	0	1	0	0	0	0	2	3	1	0	0	0	0	0	4
10:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
10:30	3	0	0	0	0	0	0	3	4	2	0	0	0	0	0	6
10:45	4	1	1	0	0	0	0	6	6	2	0	0	0	0	0	8
H/TOT	10	1	2	0	0	0	0	13	16	5	0	0	0	0	0	21
11:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
11:15	1	0	0	0	0	0	0	1	5	2	0	0	0	0	0	7
11:30	2	1	0	0	0	0	0	3	4	1	0	0	0	0	0	5
11:45	3	1	0	0	0	0	0	4	4	2	0	0	0	0	0	6
H/TOT	8	2	0	0	0	0	0	10	14	5	0	0	0	0	0	19
12:00	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8
12:15	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
12:30	3	0	0	0	0	0	0	3	4	1	0	0	0	0	0	5
12:45	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	4
H/TOT	9	1	0	0	0	0	0	10	21	2	0	0	0	0	0	23
13:00	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
13:15	2	0	0	0	0	0	0	2	6	2	0	0	0	0	0	8
13:30	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
13:45	4	3	0	0	0	0	0	7	6	2	0	0	0	0	0	8
H/TOT	11	3	0	0	0	0	0	14	20	5	0	0	0	0	0	25
14:00	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9
14:15	3	0	0	0	0	0	0	3	5	1	0	0	0	0	0	6
14:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
14:45	3	0	0	0	0	0	0	3	10	1	0	0	0	0	0	11
H/TOT	8	0	0	0	0	0	0	8	28	2	0	0	0	0	0	30
15:00	5	0	0	0	0	0	0	5	12	1	0	0	1	0	0	14
15:15	6	0	0	0	0	0	0	6	8	0	0	0	0	0	0	8
15:30	1	1	0	0	0	0	0	2	7	4	0	0	1	0	0	12
15:45	1	2	0	0	0	0	0	3	13	0	0	0	0	0	0	13
H/TOT	13	3	0	0	0	0	0	16	40	5	0	0	2	0	0	47
16:00	2	0	0	0	0	0	0	2	15	0	0	0	0	0	0	15
16:15	8	0	0	0	0	0	0	8	17	0	0	0	0	0	0	17
16:30	6	0	0	0	0	0	0	6	10	1	0	0	0	0	1	12
16:45	2	0	0	0	0	0	0	2	6	1	0	0	0	0	0	7
H/TOT	18	0	0	0	0	0	0	18	48	2	0	0	0	0	1	51
17:00	6	1	0	0	0	0	0	7	12	5	0	0	0	0	0	17
17:15	3	0	0	0	0	0	0	3	15	1	1	0	0	0	0	17
17:30	6	0	0	0	0	0	0	6	14	2	0	0	0	0	0	16
17:45	3	0	0	0	0	0	0	3	13	0	0	0	0	0	0	13
H/TOT	18	1	0	0	0	0	0	19	54	8	1	0	0	0	0	63
18:00	0	0	1	0	0	0	0	1	11	0	0	0	0	0	0	11
18:15	1	0	0	0	0	0	0	1	12	1	0	0	0	0	0	13
18:30	2	0	0	0	0	0	0	2	15	1	0	0	0	0	0	16
18:45	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8
H/TOT	5	0	1	0	0	0	0	6	46	2	0	0	0	0	0	48
P/TOT	124	16	4	0	0	0	1	145	349	42	1	0	3	0	1	396

Site No. 1
Location Green Road / Loughminane Green
Date Tuesday 7 October 2025

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
07:15	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
07:30	9	1	0	0	1	0	0	11	1	0	0	0	0	0	0	1
07:45	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
H/TOT	43	4	0	0	1	0	0	48	1	0	0	0	0	0	0	1
08:00	24	3	0	0	0	0	0	27	0	0	0	0	0	0	0	0
08:15	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0
08:30	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0
08:45	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	74	5	0	0	0	0	0	79	0	0	0	0	0	0	0	0
09:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	1	1
09:15	7	1	0	0	0	0	1	9	0	0	0	0	0	0	0	0
09:30	6	0	0	0	1	0	0	7	0	0	0	0	0	0	0	0
09:45	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	25	4	0	0	1	0	1	31	0	0	0	0	0	0	1	1
10:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:30	4	0	0	0	0	0	0	4	0	2	0	0	0	0	0	2
10:45	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	15	2	0	0	0	0	0	17	0	2	0	0	0	0	0	2
11:00	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
11:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
11:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0
12:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
12:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
13:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
13:15	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
13:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
13:45	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	26	4	0	0	0	0	0	30	0	0	0	0	0	0	0	0
14:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
14:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
14:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
14:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
15:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:15	6	2	0	0	2	0	0	10	1	0	0	0	0	0	0	1
15:30	6	0	0	0	1	0	0	7	0	0	0	0	0	0	0	0
15:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	25	2	0	0	3	0	0	30	1	0	0	0	0	0	0	1
16:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
16:15	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
16:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:45	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	38	2	0	0	0	0	0	40	0	0	0	0	0	0	0	0
17:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:15	6	1	1	0	0	0	0	8	1	0	0	0	0	0	0	1
17:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:45	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	33	3	1	0	0	0	0	37	1	0	0	0	0	0	0	1
18:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:15	11	2	0	0	0	0	0	13	1	0	0	0	0	0	0	1
18:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:45	9	0	0	0	0	0	0	9	0	0	0	0	0	0	1	1
H/TOT	36	2	0	0	0	0	0	38	1	0	0	0	0	0	1	2
P/TOT	364	34	1	0	5	0	1	405	4	2	0	0	0	0	2	8

Site No. 1
Location Green Road / Loughminane Green
Date Tuesday 7 October 2025

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3
07:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
07:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
07:45	1	1	0	0	0	0	0	2	2	2	0	0	0	0	0	4
H/TOT	5	2	0	0	0	0	0	7	10	3	0	0	0	0	0	13
08:00	2	1	0	0	0	0	1	4	5	1	0	0	0	0	0	6
08:15	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
08:30	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8
08:45	7	0	0	0	0	0	0	7	0	1	0	0	0	0	0	1
H/TOT	14	1	0	0	0	0	1	16	15	3	0	0	0	0	0	18
09:00	1	1	0	0	0	0	1	3	3	2	0	0	0	0	0	5
09:15	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
09:30	2	1	1	0	0	0	0	4	2	1	0	0	0	0	0	3
09:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	6	2	1	0	0	0	1	10	9	4	0	0	0	0	0	13
10:00	1	0	1	0	0	0	0	2	2	2	0	0	0	0	0	4
10:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
10:30	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
10:45	4	1	1	0	0	0	0	6	3	1	1	0	0	0	0	5
H/TOT	10	3	2	0	0	0	0	15	8	3	1	0	0	0	0	12
11:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
11:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
11:30	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
11:45	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3
H/TOT	8	2	0	0	0	0	0	10	6	1	0	0	0	0	0	7
12:00	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	3
12:15	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
12:30	3	0	0	0	0	0	0	3	5	0	0	0	0	0	1	6
12:45	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	9	1	0	0	0	0	0	10	12	1	1	0	0	0	1	15
13:00	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
13:15	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
13:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
13:45	4	3	0	0	0	0	0	7	2	0	0	0	0	0	0	2
H/TOT	11	3	0	0	0	0	0	14	12	0	0	0	0	0	0	12
14:00	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
14:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	8	0	0	0	0	0	0	8	11	0	0	0	0	0	0	11
15:00	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
15:15	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
15:30	1	1	0	0	0	0	0	2	4	0	0	0	0	0	0	4
15:45	1	2	0	0	0	0	0	3	8	0	0	0	0	0	0	8
H/TOT	14	3	0	0	0	0	0	17	16	0	0	0	0	0	0	16
16:00	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
16:15	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
16:30	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
16:45	2	0	0	0	0	0	0	2	1	2	0	0	0	0	0	3
H/TOT	18	0	0	0	0	0	0	18	10	3	0	0	0	0	0	13
17:00	6	1	0	0	0	0	0	7	7	0	0	0	0	0	0	7
17:15	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
17:30	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
17:45	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1
H/TOT	19	1	0	0	0	0	0	20	18	1	0	0	0	0	0	19
18:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:45	2	0	0	0	0	0	1	3	2	0	1	0	0	0	0	3
H/TOT	6	0	1	0	0	0	1	8	6	0	1	0	0	0	0	7
P/TOT	128	18	4	0	0	0	3	153	133	19	3	0	0	0	1	156

Site No. 1
Location Green Road / Loughminane Green
Date Tuesday 7 October 2025

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	7	2	0	0	0	0	0	9	3	1	0	0	0	0	0	4
07:15	15	1	0	0	0	0	0	16	4	0	0	0	0	0	0	4
07:30	12	1	0	0	1	0	0	14	5	0	0	0	1	0	0	6
07:45	19	3	0	0	0	0	0	22	7	1	0	0	0	0	0	8
H/TOT	53	7	0	0	1	0	0	61	19	2	0	0	1	0	0	22
08:00	28	4	0	0	0	0	0	32	10	1	0	0	0	0	1	12
08:15	24	1	0	0	0	0	0	25	6	1	0	0	0	0	0	7
08:30	23	2	0	0	0	0	0	25	11	0	0	0	0	0	0	11
08:45	12	1	0	0	0	0	0	13	17	1	0	0	0	0	0	18
H/TOT	87	8	0	0	0	0	0	95	44	3	0	0	0	0	1	48
09:00	10	2	0	0	0	0	0	12	8	2	0	0	0	0	0	10
09:15	9	2	0	0	0	0	1	12	4	1	0	0	0	0	0	5
09:30	8	1	0	0	1	0	0	10	9	1	1	0	0	0	0	11
09:45	7	3	0	0	0	0	0	10	2	2	0	0	0	0	0	4
H/TOT	34	8	0	0	1	0	1	44	23	6	1	0	0	0	0	30
10:00	5	2	0	0	0	0	0	7	4	1	1	0	0	0	0	6
10:15	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
10:30	4	0	0	0	0	0	0	4	7	2	0	0	0	0	0	9
10:45	8	3	1	0	0	0	0	12	10	3	1	0	0	0	0	14
H/TOT	23	5	1	0	0	0	0	29	26	6	2	0	0	0	0	34
11:00	6	2	0	0	0	0	0	8	3	0	0	0	0	0	0	3
11:15	4	2	0	0	0	0	0	6	6	2	0	0	0	0	0	8
11:30	3	1	0	0	0	0	0	4	6	2	0	0	0	0	0	8
11:45	7	0	0	0	0	0	0	7	7	3	0	0	0	0	0	10
H/TOT	20	5	0	0	0	0	0	25	22	7	0	0	0	0	0	29
12:00	6	0	1	0	0	0	0	7	10	0	0	0	0	0	0	10
12:15	7	2	0	0	0	0	0	9	6	1	0	0	0	0	0	7
12:30	8	0	0	0	0	0	0	8	7	1	0	0	0	0	0	8
12:45	7	0	0	0	0	0	0	7	7	1	0	0	0	0	0	8
H/TOT	28	2	1	0	0	0	0	31	30	3	0	0	0	0	0	33
13:00	11	1	0	0	0	0	0	12	8	0	0	0	0	0	0	8
13:15	12	2	0	0	0	0	0	14	8	2	0	0	0	0	0	10
13:30	6	0	0	0	0	0	0	6	5	1	0	0	0	0	0	6
13:45	9	1	0	0	0	0	0	10	10	5	0	0	0	0	0	15
H/TOT	38	4	0	0	0	0	0	42	31	8	0	0	0	0	0	39
14:00	11	1	0	0	0	0	0	12	11	0	0	0	0	0	0	11
14:15	9	0	0	0	0	0	0	9	8	1	0	0	0	0	0	9
14:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
14:45	6	0	0	0	0	0	0	6	13	1	0	0	0	0	0	14
H/TOT	30	1	0	0	0	0	0	31	36	2	0	0	0	0	0	38
15:00	8	0	0	0	0	0	0	8	17	1	0	0	1	0	0	19
15:15	7	2	0	0	2	0	0	11	14	0	0	0	0	0	0	14
15:30	10	0	0	0	1	0	0	11	8	5	0	0	1	0	0	14
15:45	16	0	0	0	0	0	0	16	14	2	0	0	0	0	0	16
H/TOT	41	2	0	0	3	0	0	46	53	8	0	0	2	0	0	63
16:00	12	1	0	0	0	0	0	13	17	0	0	0	0	0	0	17
16:15	15	1	0	0	0	0	0	16	25	0	0	0	0	0	0	25
16:30	12	0	0	0	0	0	0	12	16	1	0	0	0	0	1	18
16:45	9	3	0	0	0	0	0	12	8	1	0	0	0	0	0	9
H/TOT	48	5	0	0	0	0	0	53	66	2	0	0	0	0	1	69
17:00	13	0	0	0	0	0	0	13	18	6	0	0	0	0	0	24
17:15	13	1	1	0	0	0	0	15	18	1	1	0	0	0	0	20
17:30	15	1	0	0	0	0	0	16	20	2	0	0	0	0	0	22
17:45	10	2	0	0	0	0	0	12	16	0	0	0	0	0	0	16
H/TOT	51	4	1	0	0	0	0	56	72	9	1	0	0	0	0	82
18:00	10	0	0	0	0	0	0	10	11	0	1	0	0	0	0	12
18:15	13	2	0	0	0	0	0	15	13	1	0	0	0	0	0	14
18:30	7	0	0	0	0	0	0	7	17	1	0	0	0	0	0	18
18:45	11	0	1	0	0	0	0	12	10	0	0	0	0	0	0	10
H/TOT	41	2	1	0	0	0	0	44	51	2	1	0	0	0	0	54
P/TOT	494	53	4	0	5	0	1	557	473	58	5	0	3	0	2	541

Site No. 1
Location Green Road / Loughminane Green
Date Tuesday 7 October 2025

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
07:15	3	0	0	0	0	0	0	3	12	1	0	0	0	0	0	13
07:30	5	0	0	0	1	0	0	6	10	1	0	0	1	0	0	12
07:45	6	0	0	0	0	0	0	6	17	1	0	0	0	0	0	18
H/TOT	15	0	0	0	1	0	0	16	44	4	0	0	1	0	0	49
08:00	9	0	0	0	0	0	0	9	24	3	0	0	0	0	0	27
08:15	4	1	0	0	0	0	0	5	22	0	0	0	0	0	0	22
08:30	9	0	0	0	0	0	0	9	16	2	0	0	0	0	0	18
08:45	10	1	0	0	0	0	0	11	12	0	0	0	0	0	0	12
H/TOT	32	2	0	0	0	0	0	34	74	5	0	0	0	0	0	79
09:00	7	1	0	0	0	0	0	8	7	0	0	0	0	0	1	8
09:15	3	1	0	0	0	0	0	4	7	1	0	0	0	0	1	9
09:30	7	0	0	0	0	0	0	7	6	0	0	0	1	0	0	7
09:45	0	2	0	0	0	0	0	2	5	3	0	0	0	0	0	8
H/TOT	17	4	0	0	0	0	0	21	25	4	0	0	1	0	2	32
10:00	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3
10:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
10:30	4	2	0	0	0	0	0	6	4	2	0	0	0	0	0	6
10:45	6	2	0	0	0	0	0	8	5	2	0	0	0	0	0	7
H/TOT	16	5	0	0	0	0	0	21	15	4	0	0	0	0	0	19
11:00	1	0	0	0	0	0	0	1	5	2	0	0	0	0	0	7
11:15	5	2	0	0	0	0	0	7	3	1	0	0	0	0	0	4
11:30	4	1	0	0	0	0	0	5	2	1	0	0	0	0	0	3
11:45	4	2	0	0	0	0	0	6	4	0	0	0	0	0	0	4
H/TOT	14	5	0	0	0	0	0	19	14	4	0	0	0	0	0	18
12:00	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4
12:15	5	1	0	0	0	0	0	6	3	1	0	0	0	0	0	4
12:30	4	1	0	0	0	0	1	6	3	0	0	0	0	0	0	3
12:45	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
H/TOT	21	2	0	0	0	0	1	24	16	1	0	0	0	0	0	17
13:00	5	0	0	0	0	0	0	5	6	1	0	0	0	0	0	7
13:15	6	2	0	0	0	0	0	8	8	2	0	0	0	0	0	10
13:30	3	1	0	0	0	0	0	4	5	0	0	0	0	0	0	5
13:45	6	2	0	0	0	0	0	8	7	1	0	0	0	0	0	8
H/TOT	20	5	0	0	0	0	0	25	26	4	0	0	0	0	0	30
14:00	9	0	0	0	0	0	0	9	4	1	0	0	0	0	0	5
14:15	5	1	0	0	0	0	0	6	7	0	0	0	0	0	0	7
14:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
14:45	10	1	0	0	0	0	0	11	4	0	0	0	0	0	0	4
H/TOT	28	2	0	0	0	0	0	30	19	1	0	0	0	0	0	20
15:00	12	1	0	0	1	0	0	14	5	0	0	0	0	0	0	5
15:15	8	0	0	0	0	0	0	8	7	2	0	0	2	0	0	11
15:30	7	4	0	0	1	0	0	12	6	0	0	0	1	0	0	7
15:45	13	0	0	0	0	0	0	13	8	0	0	0	0	0	0	8
H/TOT	40	5	0	0	2	0	0	47	26	2	0	0	3	0	0	31
16:00	15	0	0	0	0	0	0	15	10	0	0	0	0	0	0	10
16:15	17	0	0	0	0	0	0	17	13	1	0	0	0	0	0	14
16:30	10	1	0	0	0	0	1	12	7	0	0	0	0	0	0	7
16:45	6	1	0	0	0	0	0	7	8	1	0	0	0	0	0	9
H/TOT	48	2	0	0	0	0	1	51	38	2	0	0	0	0	0	40
17:00	12	5	0	0	0	0	0	17	6	0	0	0	0	0	0	6
17:15	15	1	1	0	0	0	0	17	7	1	1	0	0	0	0	9
17:30	14	2	0	0	0	0	0	16	11	1	0	0	0	0	0	12
17:45	13	0	0	0	0	0	0	13	10	1	0	0	0	0	0	11
H/TOT	54	8	1	0	0	0	0	63	34	3	1	0	0	0	0	38
18:00	11	0	0	0	0	0	0	11	9	0	0	0	0	0	0	9
18:15	12	1	0	0	0	0	0	13	12	2	0	0	0	0	0	14
18:30	16	1	0	0	0	0	0	17	7	0	0	0	0	0	0	7
18:45	8	0	0	0	0	0	0	8	9	0	0	0	0	0	1	10
H/TOT	47	2	0	0	0	0	0	49	37	2	0	0	0	0	1	40
P/TOT	352	42	1	0	3	0	2	400	368	36	1	0	5	0	3	413

Site No. 2
Location Walkers Gate / The Crescent
Date Tuesday 7 October 2025

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
07:45	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
H/TOT	5	0	0	0	0	0	0	5	11	1	0	0	0	0	0	12
08:00	2	0	0	0	0	0	0	2	7	0	0	0	0	0	1	8
08:15	1	1	0	0	0	0	0	2	7	0	0	0	2	0	0	9
08:30	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9
08:45	2	1	0	0	0	0	0	3	12	0	0	0	0	0	0	12
H/TOT	6	2	0	0	0	0	0	8	34	1	0	0	2	0	1	38
09:00	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4
09:15	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
09:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
09:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
H/TOT	11	0	0	0	0	0	0	11	16	1	0	0	0	0	0	17
10:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
10:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
10:30	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
10:45	1	0	0	0	0	0	0	1	4	1	1	0	0	0	0	6
H/TOT	4	1	0	0	0	0	0	5	11	1	1	0	0	0	0	13
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45	3	1	0	0	0	0	0	4	6	1	0	0	0	0	0	7
H/TOT	4	1	0	0	0	0	0	5	9	2	0	0	0	0	0	11
12:00	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8
12:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
12:30	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
12:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	8	0	0	0	0	0	0	8	13	1	0	0	0	0	0	14
13:00	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7
13:15	1	0	0	0	0	0	0	1	5	0	1	0	0	0	0	6
13:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
H/TOT	6	0	0	0	0	0	0	6	14	1	1	0	0	0	0	16
14:00	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
14:15	2	1	0	0	0	0	0	3	4	1	0	0	0	0	0	5
14:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4
14:45	6	2	0	0	0	0	0	8	2	1	0	0	0	0	0	3
H/TOT	10	3	0	0	0	0	0	13	16	2	0	0	0	0	1	19
15:00	2	0	0	0	1	0	0	3	8	0	0	0	0	0	0	8
15:15	1	1	0	0	0	0	0	2	6	0	0	0	0	0	0	6
15:30	3	0	0	0	0	0	0	3	4	1	0	0	0	0	0	5
15:45	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	7	2	0	0	1	0	0	10	20	1	0	0	0	0	0	21
16:00	3	0	0	0	0	0	0	3	18	1	0	0	0	0	1	20
16:15	3	0	0	0	0	0	0	3	10	0	0	0	1	0	0	11
16:30	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
16:45	1	0	0	0	0	0	0	1	3	2	0	0	0	0	0	5
H/TOT	9	0	0	0	0	0	0	9	35	3	0	0	1	0	1	40
17:00	4	0	0	0	0	0	0	4	10	1	0	0	0	0	1	12
17:15	2	1	0	0	0	0	0	3	8	0	0	0	0	0	1	9
17:30	4	0	0	0	0	0	0	4	7	3	0	0	0	0	0	10
17:45	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0	9
H/TOT	15	1	0	0	0	0	0	16	33	5	0	0	0	0	2	40
18:00	4	1	0	0	0	0	0	5	5	0	0	1	0	0	0	6
18:15	1	1	0	0	0	0	0	2	7	0	0	0	0	0	0	7
18:30	5	0	0	0	0	0	0	5	3	0	0	0	0	0	1	4
18:45	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
H/TOT	14	2	0	0	0	0	0	16	21	0	0	1	0	0	1	23
P/TOT	99	12	0	0	1	0	0	112	233	19	2	1	3	0	6	264

Site No. 2
Location Walkers Gate / The Crescent
Date Tuesday 7 October 2025

Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
07:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
07:30	3	0	0	0	1	0	0	4	2	0	0	0	0	0	0	2
07:45	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
H/TOT	18	2	0	0	1	0	0	21	5	0	0	0	0	0	0	5
08:00	10	2	0	0	0	0	0	12	4	1	0	0	2	0	0	7
08:15	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4
08:30	19	1	0	0	0	0	0	20	5	0	0	0	0	0	0	5
08:45	8	1	0	0	0	0	0	9	12	0	0	0	0	0	0	12
H/TOT	45	4	0	0	0	0	0	49	25	1	0	0	2	0	0	28
09:00	7	1	0	0	0	0	0	8	9	0	0	0	0	0	0	9
09:15	7	0	0	0	0	0	0	7	6	0	0	0	0	0	0	6
09:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7
H/TOT	20	2	0	0	0	0	0	22	21	1	0	0	0	0	0	22
10:00	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	2
10:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
10:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
10:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	12	1	0	0	0	0	0	13	3	1	0	0	0	0	0	4
11:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	5	1	0	0	0	0	0	6	3	0	0	0	0	0	0	3
12:00	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
12:15	2	2	0	0	0	0	0	4	3	0	0	0	0	0	0	3
12:30	3	2	0	0	0	0	0	5	2	0	0	0	0	0	0	2
12:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	9	4	0	0	0	0	0	13	14	0	0	0	0	0	0	14
13:00	9	0	0	0	0	0	0	9	6	0	1	0	0	0	0	7
13:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
13:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
13:45	9	1	0	0	0	0	0	10	5	0	0	0	1	0	0	6
H/TOT	26	1	0	0	0	0	0	27	15	0	1	0	1	0	0	17
14:00	5	1	0	0	1	0	0	7	4	0	0	0	0	0	0	4
14:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
14:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	1	3
14:45	5	0	0	0	1	0	1	7	15	0	0	0	0	0	0	15
H/TOT	13	1	0	0	2	0	1	17	24	0	0	0	0	0	1	25
15:00	4	1	0	0	0	0	0	5	8	1	0	0	0	0	0	9
15:15	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4
15:30	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
15:45	11	0	0	0	0	0	0	11	3	0	0	0	0	0	0	3
H/TOT	22	1	0	0	0	0	0	23	19	2	0	0	0	0	0	21
16:00	13	0	0	0	0	0	0	13	3	0	0	0	0	0	0	3
16:15	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
16:30	5	1	0	0	0	0	0	6	4	1	0	0	0	0	0	5
16:45	5	0	0	0	0	0	0	5	8	0	0	0	0	0	0	8
H/TOT	28	1	0	0	0	0	0	29	18	1	0	0	0	0	0	19
17:00	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
17:15	7	2	0	0	0	0	0	9	9	1	0	0	0	0	0	10
17:30	5	0	0	0	0	0	0	5	6	3	0	0	0	0	0	9
17:45	9	0	0	0	0	0	0	9	7	1	0	0	0	0	0	8
H/TOT	27	2	0	0	0	0	0	29	27	5	0	0	0	0	0	32
18:00	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
18:15	5	1	0	0	0	0	0	6	11	1	0	0	0	0	0	12
18:30	4	1	0	0	0	0	0	5	7	0	0	0	0	0	0	7
18:45	4	0	0	0	0	0	0	4	5	1	0	0	0	0	0	6
H/TOT	19	2	0	0	0	0	0	21	30	2	0	0	0	0	0	32
P/TOT	244	22	0	0	3	0	1	270	204	13	1	0	3	0	1	222

Site No. 2
Location Walkers Gate / The Crescent
Date Tuesday 7 October 2025

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
07:15	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2
07:30	5	3	0	0	0	0	0	8	2	0	0	0	0	0	0	2
07:45	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
H/TOT	17	4	0	0	0	0	0	21	11	0	0	0	0	0	0	11
08:00	4	0	0	0	0	0	0	4	3	0	0	0	1	0	0	4
08:15	16	1	0	0	0	0	0	17	3	0	0	0	0	0	0	3
08:30	12	0	0	0	0	0	0	12	5	1	0	0	0	0	0	6
08:45	17	1	0	0	0	0	0	18	4	0	0	0	0	0	0	4
H/TOT	49	2	0	0	0	0	0	51	15	1	0	0	1	0	0	17
09:00	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
09:15	3	2	0	0	0	0	0	5	1	0	0	0	0	0	0	1
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	9	3	0	0	0	0	0	12	5	0	0	0	0	0	0	5
10:00	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
10:15	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
10:30	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
10:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
H/TOT	12	1	0	0	0	0	0	13	7	1	0	0	0	0	0	8
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
11:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
11:45	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
H/TOT	10	0	0	0	0	0	0	10	9	0	0	0	0	0	0	9
12:00	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
12:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
12:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	16	1	0	0	0	0	0	17	3	0	0	0	0	0	0	3
13:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
13:15	4	0	1	0	0	0	0	5	1	0	0	0	0	0	0	1
13:30	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
13:45	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
H/TOT	17	0	1	0	0	0	0	18	9	0	0	0	0	0	0	9
14:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
14:15	4	0	0	0	0	0	1	5	0	1	0	0	0	0	0	1
14:30	14	1	0	0	0	0	0	15	1	0	0	0	0	0	0	1
14:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	25	1	0	0	0	0	1	27	1	1	0	0	0	0	0	2
15:00	3	2	0	0	0	0	0	5	5	0	0	0	0	0	0	5
15:15	4	0	0	0	2	0	0	6	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
H/TOT	13	3	0	0	2	0	0	18	7	0	0	0	0	0	0	7
16:00	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
16:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
16:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
16:45	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
H/TOT	15	0	0	0	0	0	0	15	11	0	0	0	0	0	0	11
17:00	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
17:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:30	5	1	0	0	0	0	0	6	3	0	0	0	0	0	0	3
17:45	7	0	0	0	0	0	0	7	4	1	0	0	0	0	0	5
H/TOT	19	1	0	0	0	0	0	20	13	1	0	0	0	0	0	14
18:00	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
18:15	6	2	0	0	0	0	0	8	1	1	0	0	0	0	0	2
18:30	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
18:45	2	1	0	0	0	0	0	3	6	0	0	0	0	0	0	6
H/TOT	19	3	0	0	0	0	0	22	16	1	0	0	0	0	0	17
P/TOT	221	19	1	0	2	0	1	244	107	5	0	0	1	0	0	113

Site No. 2
Location Walkers Gate / The Crescent
Date Tuesday 7 October 2025

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	5	0	0	0	0	0	0	5	1	1	0	0	0	0	0	2
07:15	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
07:30	5	0	0	0	1	0	0	6	4	0	0	0	0	0	0	4
07:45	14	2	0	0	0	0	0	16	7	0	0	0	0	0	0	7
H/TOT	29	2	0	0	1	0	0	32	16	1	0	0	0	0	0	17
08:00	13	2	0	0	1	0	0	16	9	0	0	0	0	0	1	10
08:15	11	0	0	0	0	0	0	11	8	1	0	0	2	0	0	11
08:30	24	2	0	0	0	0	0	26	9	1	0	0	0	0	0	10
08:45	12	1	0	0	0	0	0	13	14	1	0	0	0	0	0	15
H/TOT	60	5	0	0	1	0	0	66	40	3	0	0	2	0	1	46
09:00	11	1	0	0	0	0	0	12	11	0	0	0	0	0	0	11
09:15	8	0	0	0	0	0	0	8	9	0	0	0	0	0	0	9
09:30	5	1	0	0	0	0	0	6	5	0	0	0	0	0	0	5
09:45	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
H/TOT	25	2	0	0	0	0	0	27	27	1	0	0	0	0	0	28
10:00	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
10:15	9	1	0	0	0	0	0	10	2	0	0	0	0	0	0	2
10:30	4	0	0	0	0	0	0	4	5	1	0	0	0	0	0	6
10:45	5	0	0	0	0	0	0	5	5	1	1	0	0	0	0	7
H/TOT	19	2	0	0	0	0	0	21	15	2	1	0	0	0	0	18
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
11:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
11:45	7	1	0	0	0	0	0	8	9	2	0	0	0	0	0	11
H/TOT	14	1	0	0	0	0	0	15	13	3	0	0	0	0	0	16
12:00	3	0	0	0	0	0	0	3	12	0	0	0	0	0	0	12
12:15	2	2	0	0	0	0	0	4	3	0	0	0	0	0	0	3
12:30	3	2	0	0	0	0	0	5	4	1	0	0	0	0	0	5
12:45	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
H/TOT	12	4	0	0	0	0	0	16	21	1	0	0	0	0	0	22
13:00	11	0	0	0	0	0	0	11	7	1	0	0	0	0	0	8
13:15	6	0	0	0	0	0	0	6	6	0	1	0	0	0	0	7
13:30	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
13:45	14	1	0	0	0	0	0	15	5	0	0	0	0	0	0	5
H/TOT	35	1	0	0	0	0	0	36	20	1	1	0	0	0	0	22
14:00	5	1	0	0	1	0	0	7	9	0	0	0	0	0	0	9
14:15	2	1	0	0	0	0	0	3	6	2	0	0	0	0	0	8
14:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	1	4
14:45	5	0	0	0	1	0	1	7	8	3	0	0	0	0	0	11
H/TOT	14	2	0	0	2	0	1	19	26	5	0	0	0	0	1	32
15:00	9	1	0	0	0	0	0	10	10	0	0	0	1	0	0	11
15:15	3	0	0	0	0	0	0	3	7	1	0	0	0	0	0	8
15:30	4	0	0	0	0	0	0	4	7	1	0	0	0	0	0	8
15:45	13	0	0	0	0	0	0	13	3	1	0	0	0	0	0	4
H/TOT	29	1	0	0	0	0	0	30	27	3	0	0	1	0	0	31
16:00	19	0	0	0	0	0	0	19	21	1	0	0	0	0	1	23
16:15	6	0	0	0	0	0	0	6	13	0	0	0	1	0	0	14
16:30	6	1	0	0	0	0	0	7	6	0	0	0	0	0	0	6
16:45	8	0	0	0	0	0	0	8	4	2	0	0	0	0	0	6
H/TOT	39	1	0	0	0	0	0	40	44	3	0	0	1	0	1	49
17:00	10	0	0	0	0	0	0	10	14	1	0	0	0	0	1	16
17:15	9	2	0	0	0	0	0	11	10	1	0	0	0	0	1	12
17:30	8	0	0	0	0	0	0	8	11	3	0	0	0	0	0	14
17:45	13	1	0	0	0	0	0	14	13	1	0	0	0	0	0	14
H/TOT	40	3	0	0	0	0	0	43	48	6	0	0	0	0	2	56
18:00	8	0	0	0	0	0	0	8	9	1	0	1	0	0	0	11
18:15	6	2	0	0	0	0	0	8	8	1	0	0	0	0	0	9
18:30	11	1	0	0	0	0	0	12	8	0	0	0	0	0	1	9
18:45	10	0	0	0	0	0	0	10	10	0	0	0	0	0	0	10
H/TOT	35	3	0	0	0	0	0	38	35	2	0	1	0	0	1	39
P/TOT	351	27	0	0	4	0	1	383	332	31	2	1	4	0	6	376

Site No. 2
Location Walkers Gate / The Crescent
Date Tuesday 7 October 2025

Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	5
07:15	8	1	0	0	0	0	0	9	5	0	0	0	0	0	0	5
07:30	9	3	0	0	0	0	0	12	5	0	0	0	1	0	0	6
07:45	7	0	0	0	0	0	0	7	8	2	0	0	0	0	0	10
H/TOT	28	5	0	0	0	0	0	33	23	2	0	0	1	0	0	26
08:00	11	0	0	0	0	0	1	12	14	3	0	0	2	0	0	19
08:15	23	1	0	0	2	0	0	26	12	0	0	0	0	0	0	12
08:30	20	1	0	0	0	0	0	21	24	1	0	0	0	0	0	25
08:45	29	1	0	0	0	0	0	30	20	1	0	0	0	0	0	21
H/TOT	83	3	0	0	2	0	1	89	70	5	0	0	2	0	0	77
09:00	7	0	0	0	0	0	0	7	16	1	0	0	0	0	0	17
09:15	9	2	0	0	0	0	0	11	13	0	0	0	0	0	0	13
09:30	6	0	0	0	0	0	0	6	5	1	0	0	0	0	0	6
09:45	3	2	0	0	0	0	0	5	7	1	0	0	0	0	0	8
H/TOT	25	4	0	0	0	0	0	29	41	3	0	0	0	0	0	44
10:00	10	0	0	0	0	0	0	10	1	2	0	0	0	0	0	3
10:15	3	0	0	0	0	0	0	3	7	0	0	0	0	0	0	7
10:30	5	1	0	0	0	0	0	6	5	0	0	0	0	0	0	5
10:45	5	1	1	0	0	0	0	7	2	0	0	0	0	0	0	2
H/TOT	23	2	1	0	0	0	0	26	15	2	0	0	0	0	0	17
11:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
11:15	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1
11:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
11:45	8	1	0	0	0	0	0	9	4	1	0	0	0	0	0	5
H/TOT	19	2	0	0	0	0	0	21	8	1	0	0	0	0	0	9
12:00	12	0	0	0	0	0	0	12	8	0	0	0	0	0	0	8
12:15	4	1	0	0	0	0	0	5	5	2	0	0	0	0	0	7
12:30	9	1	0	0	0	0	0	10	5	2	0	0	0	0	0	7
12:45	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
H/TOT	29	2	0	0	0	0	0	31	23	4	0	0	0	0	0	27
13:00	9	1	0	0	0	0	0	10	15	0	1	0	0	0	0	16
13:15	9	0	2	0	0	0	0	11	5	0	0	0	0	0	0	5
13:30	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
13:45	7	0	0	0	0	0	0	7	14	1	0	0	1	0	0	16
H/TOT	31	1	2	0	0	0	0	34	41	1	1	0	1	0	0	44
14:00	12	0	0	0	0	0	0	12	9	1	0	0	1	0	0	11
14:15	8	1	0	0	0	0	1	10	5	0	0	0	0	0	0	5
14:30	17	1	0	0	0	0	1	19	3	0	0	0	0	0	1	4
14:45	4	1	0	0	0	0	0	5	20	0	0	0	1	0	1	22
H/TOT	41	3	0	0	0	0	2	46	37	1	0	0	2	0	2	42
15:00	11	2	0	0	0	0	0	13	12	2	0	0	0	0	0	14
15:15	10	0	0	0	2	0	0	12	6	1	0	0	0	0	0	7
15:30	6	1	0	0	0	0	0	7	9	0	0	0	0	0	0	9
15:45	6	1	0	0	0	0	0	7	14	0	0	0	0	0	0	14
H/TOT	33	4	0	0	2	0	0	39	41	3	0	0	0	0	0	44
16:00	22	1	0	0	0	0	1	24	16	0	0	0	0	0	0	16
16:15	13	0	0	0	1	0	0	14	8	0	0	0	0	0	0	8
16:30	7	0	0	0	0	0	0	7	9	2	0	0	0	0	0	11
16:45	8	2	0	0	0	0	0	10	13	0	0	0	0	0	0	13
H/TOT	50	3	0	0	1	0	1	55	46	2	0	0	0	0	0	48
17:00	16	1	0	0	0	0	1	18	11	0	0	0	0	0	0	11
17:15	9	0	0	0	0	0	1	10	16	3	0	0	0	0	0	19
17:30	12	4	0	0	0	0	0	16	11	3	0	0	0	0	0	14
17:45	15	1	0	0	0	0	0	16	16	1	0	0	0	0	0	17
H/TOT	52	6	0	0	0	0	2	60	54	7	0	0	0	0	0	61
18:00	10	0	0	1	0	0	0	11	13	0	0	0	0	0	0	13
18:15	13	2	0	0	0	0	0	15	16	2	0	0	0	0	0	18
18:30	9	0	0	0	0	0	1	10	11	1	0	0	0	0	0	12
18:45	8	1	0	0	0	0	0	9	9	1	0	0	0	0	0	10
H/TOT	40	3	0	1	0	0	1	45	49	4	0	0	0	0	0	53
P/TOT	454	38	3	1	5	0	7	508	448	35	1	0	6	0	2	492

Site No. 2
Location Walkers Gate / The Crescent
Date Tuesday 7 October 2025

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
07:15	3	0	0	0	0	0	0	3	7	1	0	0	0	0	0	8
07:30	2	0	0	0	0	0	0	2	7	3	0	0	0	0	0	10
07:45	4	0	0	0	0	0	0	4	10	0	0	0	0	0	0	10
H/TOT	10	0	0	0	0	0	0	10	28	4	0	0	0	0	0	32
08:00	6	1	0	0	2	0	0	9	7	0	0	0	1	0	0	8
08:15	5	1	0	0	0	0	0	6	19	1	0	0	0	0	0	20
08:30	6	0	0	0	0	0	0	6	17	1	0	0	0	0	0	18
08:45	14	1	0	0	0	0	0	15	21	1	0	0	0	0	0	22
H/TOT	31	3	0	0	2	0	0	36	64	3	0	0	1	0	0	68
09:00	16	0	0	0	0	0	0	16	7	0	0	0	0	0	0	7
09:15	9	0	0	0	0	0	0	9	4	2	0	0	0	0	0	6
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	7	1	0	0	0	0	0	8	2	1	0	0	0	0	0	3
H/TOT	32	1	0	0	0	0	0	33	14	3	0	0	0	0	0	17
10:00	1	1	0	0	0	0	0	2	8	0	0	0	0	0	0	8
10:15	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
10:30	4	1	0	0	0	0	0	5	3	1	0	0	0	0	0	4
10:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
H/TOT	7	2	0	0	0	0	0	9	19	2	0	0	0	0	0	21
11:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
11:15	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9
11:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
11:45	4	1	0	0	0	0	0	5	6	0	0	0	0	0	0	6
H/TOT	7	1	0	0	0	0	0	8	19	0	0	0	0	0	0	19
12:00	11	0	0	0	0	0	0	11	6	0	0	0	0	0	0	6
12:15	5	0	0	0	0	0	0	5	3	1	0	0	0	0	0	4
12:30	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
12:45	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
H/TOT	22	0	0	0	0	0	0	22	19	1	0	0	0	0	0	20
13:00	7	0	1	0	0	0	0	8	5	0	0	0	0	0	0	5
13:15	1	0	0	0	0	0	0	1	5	0	1	0	0	0	0	6
13:30	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
13:45	7	0	0	0	1	0	0	8	9	0	0	0	0	0	0	9
H/TOT	21	0	1	0	1	0	0	23	26	0	1	0	0	0	0	27
14:00	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
14:15	5	1	0	0	0	0	0	6	4	1	0	0	0	0	1	6
14:30	2	0	0	0	0	0	1	3	15	1	0	0	0	0	0	16
14:45	21	2	0	0	0	0	0	23	2	0	0	0	0	0	0	2
H/TOT	34	3	0	0	0	0	1	38	26	2	0	0	0	0	1	29
15:00	10	1	0	0	1	0	0	12	8	2	0	0	0	0	0	10
15:15	4	2	0	0	0	0	0	6	4	0	0	0	2	0	0	6
15:30	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
15:45	4	1	0	0	0	0	0	5	6	1	0	0	0	0	0	7
H/TOT	26	4	0	0	1	0	0	31	20	3	0	0	2	0	0	25
16:00	6	0	0	0	0	0	0	6	10	0	0	0	0	0	0	10
16:15	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
16:30	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4
16:45	9	0	0	0	0	0	0	9	8	0	0	0	0	0	0	8
H/TOT	27	1	0	0	0	0	0	28	26	0	0	0	0	0	0	26
17:00	9	0	0	0	0	0	0	9	10	0	0	0	0	0	0	10
17:15	11	2	0	0	0	0	0	13	3	0	0	0	0	0	0	3
17:30	10	3	0	0	0	0	0	13	8	1	0	0	0	0	0	9
17:45	12	1	0	0	0	0	0	13	11	1	0	0	0	0	0	12
H/TOT	42	6	0	0	0	0	0	48	32	2	0	0	0	0	0	34
18:00	11	1	0	0	0	0	0	12	7	0	0	0	0	0	0	7
18:15	12	2	0	0	0	0	0	14	7	3	0	0	0	0	0	10
18:30	12	0	0	0	0	0	0	12	13	0	0	0	0	0	0	13
18:45	9	1	0	0	0	0	0	10	8	1	0	0	0	0	0	9
H/TOT	44	4	0	0	0	0	0	48	35	4	0	0	0	0	0	39
P/TOT	303	25	1	0	4	0	1	334	328	24	1	0	3	0	1	357

Site No. 3
Location Dunmurray Road / Bishopsland
Date Tuesday 7 October 2025

Time	A to C							Total	A to B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	14	6	1	2	0	0	0	23	0	0	0	0	0	0	0	0
07:15	23	5	0	2	1	0	0	31	0	0	0	0	0	0	0	0
07:30	34	6	1	0	0	1	1	43	1	0	0	0	0	0	0	1
07:45	65	4	0	0	1	0	1	71	1	2	0	0	0	0	0	3
H/TOT	136	21	2	4	2	1	2	168	2	2	0	0	0	0	0	4
08:00	81	7	0	0	0	0	2	90	3	0	0	0	0	0	0	3
08:15	76	8	0	0	2	0	0	86	1	1	0	0	0	0	0	2
08:30	107	8	0	0	4	0	0	119	0	2	0	0	0	0	0	2
08:45	108	5	2	0	0	0	0	115	1	0	0	0	0	0	0	1
H/TOT	372	28	2	0	6	0	2	410	5	3	0	0	0	0	0	8
09:00	39	4	0	0	1	0	1	45	1	0	0	0	0	0	0	1
09:15	35	2	1	0	2	0	1	41	1	0	0	0	0	0	0	1
09:30	28	6	1	0	1	0	0	36	1	1	0	0	0	0	0	2
09:45	28	3	0	0	0	0	0	31	1	0	0	0	0	0	0	1
H/TOT	130	15	2	0	4	0	2	153	4	1	0	0	0	0	0	5
10:00	21	4	1	1	0	0	0	27	3	0	0	0	0	0	0	3
10:15	25	3	0	0	0	1	1	30	0	0	0	0	0	0	0	0
10:30	24	3	0	1	0	0	0	28	1	1	0	0	0	0	0	2
10:45	21	6	1	0	0	0	0	28	0	0	0	0	0	0	0	0
H/TOT	91	16	2	2	0	1	1	113	4	1	0	0	0	0	0	5
11:00	24	1	0	0	0	0	1	26	1	0	0	0	0	0	0	1
11:15	17	6	1	0	0	0	1	25	2	1	0	0	0	0	0	3
11:30	23	4	0	0	0	0	0	27	0	0	0	0	0	0	0	0
11:45	29	5	0	0	1	1	0	36	1	0	0	0	0	0	0	1
H/TOT	93	16	1	0	1	1	2	114	4	1	0	0	0	0	0	5
12:00	21	0	1	1	0	0	1	24	1	0	0	0	0	0	0	1
12:15	16	3	1	0	0	0	0	20	1	0	0	0	0	0	0	1
12:30	20	5	1	0	0	0	1	27	3	1	0	0	0	0	0	4
12:45	27	2	0	1	0	0	0	30	1	0	0	0	0	0	0	1
H/TOT	84	10	3	2	0	0	2	101	6	1	0	0	0	0	0	7
13:00	20	5	0	0	0	0	2	27	1	0	1	0	0	0	0	2
13:15	37	2	0	0	1	0	0	40	1	0	0	0	0	0	0	1
13:30	24	6	0	0	1	0	0	31	2	0	0	0	0	0	0	2
13:45	29	4	0	0	1	0	0	34	3	0	0	0	0	0	0	3
H/TOT	110	17	0	0	3	0	2	132	7	0	1	0	0	0	0	8
14:00	35	3	0	1	0	1	1	41	0	1	0	0	0	0	0	1
14:15	27	1	0	0	0	0	0	28	0	0	0	0	0	0	0	0
14:30	29	3	1	2	0	0	0	35	2	0	0	0	0	0	0	2
14:45	26	3	1	3	1	1	0	35	1	0	0	0	0	0	0	1
H/TOT	117	10	2	6	1	2	1	139	3	1	0	0	0	0	0	4
15:00	22	2	0	1	3	1	0	29	0	0	0	0	0	0	0	0
15:15	26	1	1	0	4	0	0	32	1	0	0	0	0	0	0	1
15:30	25	5	0	0	0	0	0	30	1	0	0	0	0	0	0	1
15:45	19	3	0	0	0	0	0	22	2	0	0	0	0	0	0	2
H/TOT	92	11	1	1	7	1	0	113	4	0	0	0	0	0	0	4
16:00	123	10	0	2	4	0	15	154	4	0	0	0	0	0	0	4
16:15	77	8	0	1	2	0	3	91	3	1	0	0	0	0	0	4
16:30	42	5	0	1	0	0	1	49	2	0	0	0	0	0	0	2
16:45	39	3	1	0	0	0	1	44	3	1	0	0	0	0	0	4
H/TOT	281	26	1	4	6	0	20	338	12	2	0	0	0	0	0	14
17:00	35	5	1	0	1	0	0	42	3	0	0	0	0	0	1	4
17:15	38	4	0	0	0	0	0	42	0	2	0	0	0	0	0	2
17:30	45	9	0	0	1	0	0	55	7	1	0	0	0	0	0	8
17:45	36	1	0	0	0	0	0	37	3	1	0	0	0	0	0	4
H/TOT	154	19	1	0	2	0	0	176	13	4	0	0	0	0	1	18
18:00	32	3	0	0	0	0	0	35	1	0	0	0	0	0	0	1
18:15	50	3	1	0	0	0	1	55	2	0	0	0	0	0	0	2
18:30	29	1	0	0	0	0	0	30	6	0	0	0	0	0	0	6
18:45	28	1	0	0	0	0	0	29	4	3	0	0	0	0	0	7
H/TOT	139	8	1	0	0	0	1	149	13	3	0	0	0	0	0	16
P/TOT	1799	197	18	19	32	6	35	2106	77	19	1	0	0	0	1	98

Site No. 3
Location Dunmurray Road / Bishopsland
Date Tuesday 7 October 2025

Time	B to A							Total	B to C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
07:15	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
07:30	2	0	0	0	0	0	0	2	6	1	0	0	0	0	1	8
07:45	1	0	0	0	0	0	0	1	6	1	0	0	0	0	2	9
H/TOT	4	0	0	0	0	0	0	4	17	4	1	0	0	0	3	25
08:00	5	0	0	0	0	0	0	5	8	4	0	0	0	0	0	12
08:15	2	1	0	0	0	0	0	3	10	0	0	0	0	1	0	11
08:30	1	1	0	0	0	0	0	2	3	3	0	0	0	1	0	7
08:45	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8
H/TOT	9	2	0	0	0	0	0	11	28	8	0	0	0	2	0	38
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
09:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
09:45	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
H/TOT	4	0	0	0	0	0	0	4	14	1	0	0	0	0	0	15
10:00	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	2
10:15	1	1	0	0	0	0	0	2	5	1	0	0	0	0	0	6
10:30	0	1	0	0	0	0	0	1	5	0	0	0	0	0	0	5
10:45	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
H/TOT	6	3	0	0	0	0	0	9	16	2	0	0	0	0	0	18
11:00	1	1	0	0	0	0	0	2	5	0	0	0	0	0	0	5
11:15	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8
11:30	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
11:45	1	1	0	0	0	0	0	2	5	0	0	0	0	0	0	5
H/TOT	3	2	0	0	0	0	0	5	20	3	0	0	0	0	0	23
12:00	2	1	0	0	0	0	0	3	4	1	0	0	0	0	0	5
12:15	1	0	0	0	0	0	1	2	4	0	0	0	0	0	0	4
12:30	1	2	0	0	0	0	0	3	5	0	0	0	0	0	0	5
12:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
H/TOT	4	3	0	0	0	0	1	8	18	2	0	0	0	0	0	20
13:00	4	0	1	0	0	0	0	5	4	2	0	0	0	0	0	6
13:15	5	0	0	0	0	0	0	5	6	1	1	0	0	0	0	8
13:30	1	1	0	0	0	0	0	2	6	0	0	0	0	0	0	6
13:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
H/TOT	10	1	1	0	0	0	0	12	23	3	1	0	0	0	0	27
14:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
14:15	1	0	0	0	0	0	0	1	5	1	0	0	0	0	2	8
14:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
14:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
H/TOT	2	0	0	0	0	0	0	2	22	2	0	0	0	0	2	26
15:00	2	0	0	0	0	0	1	3	3	2	0	0	0	0	0	5
15:15	3	0	0	0	0	0	1	4	7	0	0	0	0	0	0	7
15:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
15:45	2	0	0	0	0	0	0	2	9	1	0	0	0	0	0	10
H/TOT	7	0	0	0	0	0	2	9	23	4	0	0	0	0	0	27
16:00	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
16:15	4	0	0	0	0	0	0	4	4	2	0	0	0	0	0	6
16:30	0	2	0	0	0	0	0	2	3	0	0	0	0	0	0	3
16:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
H/TOT	7	2	0	0	0	0	0	9	17	2	0	0	0	0	0	19
17:00	1	1	0	0	0	0	0	2	9	1	0	0	0	0	0	10
17:15	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10
17:30	2	0	0	0	0	0	0	2	8	1	0	0	0	0	0	9
17:45	1	1	0	0	0	0	0	2	3	0	1	0	0	0	0	4
H/TOT	5	2	0	0	0	0	0	7	30	2	1	0	0	0	0	33
18:00	1	0	0	0	0	0	0	1	5	1	0	0	0	0	1	7
18:15	5	0	1	0	0	0	0	6	10	0	0	0	1	0	0	11
18:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:45	5	0	0	0	0	0	0	5	9	1	0	0	0	0	0	10
H/TOT	12	0	1	0	0	0	0	13	25	2	0	0	1	0	1	29
P/TOT	73	15	2	0	0	0	3	93	253	35	3	0	1	2	6	300

Site No. 3
Location Dunmurray Road / Bishopsland
Date Tuesday 7 October 2025

Time	C to B							Total	C to A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	2	1	0	0	0	0	0	3	11	2	1	0	1	0	0	15
07:15	2	0	0	0	0	0	0	2	11	1	0	0	0	0	0	12
07:30	2	0	0	0	0	1	0	3	30	3	0	1	1	0	1	36
07:45	1	1	0	0	0	0	0	2	67	4	0	0	1	0	0	72
H/TOT	7	2	0	0	0	1	0	10	119	10	1	1	3	0	1	135
08:00	3	2	0	0	0	0	0	5	70	5	0	0	2	0	1	78
08:15	2	0	0	0	0	0	0	2	89	4	0	1	4	0	2	100
08:30	5	0	0	0	0	0	0	5	119	7	0	0	3	0	9	138
08:45	2	1	0	0	0	0	0	3	82	6	1	0	1	0	8	98
H/TOT	12	3	0	0	0	0	0	15	360	22	1	1	10	0	20	414
09:00	6	1	0	0	0	0	0	7	42	5	1	0	0	0	0	48
09:15	3	2	0	0	0	0	1	6	19	2	0	0	1	0	0	22
09:30	7	0	0	0	0	0	0	7	22	5	0	0	0	0	0	27
09:45	4	2	0	0	0	0	0	6	24	2	1	0	0	0	0	27
H/TOT	20	5	0	0	0	0	1	26	107	14	2	0	1	0	0	124
10:00	1	1	0	0	0	0	0	2	14	3	0	0	1	0	1	19
10:15	2	1	0	0	0	0	0	3	19	0	0	0	0	0	0	19
10:30	4	0	0	0	0	0	0	4	27	3	0	0	0	0	0	30
10:45	4	0	0	0	0	0	0	4	18	2	0	0	0	0	0	20
H/TOT	11	2	0	0	0	0	0	13	78	8	0	0	1	0	1	88
11:00	4	0	0	0	0	0	0	4	19	5	0	1	0	0	0	25
11:15	5	0	0	0	0	0	0	5	25	4	0	0	0	0	0	29
11:30	2	2	0	0	0	1	0	5	22	3	0	1	0	0	1	27
11:45	6	1	0	0	0	0	0	7	23	1	0	0	0	0	0	24
H/TOT	17	3	0	0	0	1	0	21	89	13	0	2	0	0	1	105
12:00	5	1	1	0	0	0	0	7	29	3	0	1	1	0	0	34
12:15	3	1	0	0	0	0	0	4	27	4	0	1	0	0	0	32
12:30	5	2	0	0	0	0	0	7	12	2	1	0	0	0	0	15
12:45	5	1	0	0	0	0	0	6	28	5	1	0	0	0	0	34
H/TOT	18	5	1	0	0	0	0	24	96	14	2	2	1	0	0	115
13:00	4	2	0	0	0	0	1	7	25	3	0	0	1	0	0	29
13:15	1	0	0	0	0	0	0	1	27	3	0	1	0	0	0	31
13:30	5	0	1	0	0	0	0	6	26	4	2	0	0	2	2	36
13:45	9	2	0	0	0	0	0	11	31	1	0	0	1	0	0	33
H/TOT	19	4	1	0	0	0	1	25	109	11	2	1	2	2	2	129
14:00	5	0	0	0	0	0	1	6	27	4	1	0	2	0	0	34
14:15	6	0	0	0	0	0	0	6	39	3	0	1	0	0	1	44
14:30	5	1	0	0	0	0	0	6	33	4	0	0	0	0	0	37
14:45	8	0	0	0	0	0	0	8	36	8	0	0	2	0	1	47
H/TOT	24	1	0	0	0	0	1	26	135	19	1	1	4	0	2	162
15:00	9	0	0	0	0	0	0	9	45	2	2	0	2	0	0	51
15:15	5	0	0	0	0	0	0	5	35	8	0	0	2	1	0	46
15:30	4	0	0	0	0	0	0	4	52	9	2	0	2	0	0	65
15:45	8	0	1	0	0	0	1	10	101	5	1	3	1	1	1	113
H/TOT	26	0	1	0	0	0	1	28	233	24	5	3	7	2	1	275
16:00	7	2	0	0	0	0	0	9	82	4	1	0	3	0	0	90
16:15	9	2	0	0	0	0	0	11	52	11	0	2	0	0	0	65
16:30	7	2	0	0	0	0	0	9	47	8	1	0	0	0	0	56
16:45	7	0	0	0	0	0	0	7	47	7	0	0	1	1	0	56
H/TOT	30	6	0	0	0	0	0	36	228	30	2	2	4	1	0	267
17:00	5	0	0	0	0	0	0	5	57	6	0	0	0	0	0	63
17:15	9	0	0	0	0	0	0	9	59	13	0	0	0	0	1	73
17:30	8	1	0	0	0	0	0	9	54	5	0	1	0	0	0	60
17:45	7	1	0	0	0	0	0	8	67	9	0	0	0	0	0	76
H/TOT	29	2	0	0	0	0	0	31	237	33	0	1	0	0	1	272
18:00	10	2	1	0	1	0	0	14	66	5	0	0	0	0	1	72
18:15	2	0	0	0	0	0	0	2	36	3	0	0	0	1	1	41
18:30	6	1	0	0	0	0	0	7	34	3	1	0	0	0	1	39
18:45	9	0	0	0	0	0	0	9	28	7	0	0	0	0	0	35
H/TOT	27	3	1	0	1	0	0	32	164	18	1	0	0	1	3	187
P/TOT	240	36	4	0	1	2	4	287	1955	216	17	14	33	6	32	2273

Site No. 3
Location Dunmurray Road / Bishopsland
Date Tuesday 7 October 2025

Time	To Arm A							Total	From Arm A							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	11	2	1	0	1	0	0	15	14	6	1	2	0	0	0	23
07:15	12	1	0	0	0	0	0	13	23	5	0	2	1	0	0	31
07:30	32	3	0	1	1	0	1	38	35	6	1	0	0	1	1	44
07:45	68	4	0	0	1	0	0	73	66	6	0	0	1	0	1	74
H/TOT	123	10	1	1	3	0	1	139	138	23	2	4	2	1	2	172
08:00	75	5	0	0	2	0	1	83	84	7	0	0	0	0	2	93
08:15	91	5	0	1	4	0	2	103	77	9	0	0	2	0	0	88
08:30	120	8	0	0	3	0	9	140	107	10	0	0	4	0	0	121
08:45	83	6	1	0	1	0	8	99	109	5	2	0	0	0	0	116
H/TOT	369	24	1	1	10	0	20	425	377	31	2	0	6	0	2	418
09:00	43	5	1	0	0	0	0	49	40	4	0	0	1	0	1	46
09:15	20	2	0	0	1	0	0	23	36	2	1	0	2	0	1	42
09:30	22	5	0	0	0	0	0	27	29	7	1	0	1	0	0	38
09:45	26	2	1	0	0	0	0	29	29	3	0	0	0	0	0	32
H/TOT	111	14	2	0	1	0	0	128	134	16	2	0	4	0	2	158
10:00	16	4	0	0	1	0	1	22	24	4	1	1	0	0	0	30
10:15	20	1	0	0	0	0	0	21	25	3	0	0	0	1	1	30
10:30	27	4	0	0	0	0	0	31	25	4	0	1	0	0	0	30
10:45	21	2	0	0	0	0	0	23	21	6	1	0	0	0	0	28
H/TOT	84	11	0	0	1	0	1	97	95	17	2	2	0	1	1	118
11:00	20	6	0	1	0	0	0	27	25	1	0	0	0	0	1	27
11:15	26	4	0	0	0	0	0	30	19	7	1	0	0	0	1	28
11:30	22	3	0	1	0	0	1	27	23	4	0	0	0	0	0	27
11:45	24	2	0	0	0	0	0	26	30	5	0	0	1	1	0	37
H/TOT	92	15	0	2	0	0	1	110	97	17	1	0	1	1	2	119
12:00	31	4	0	1	1	0	0	37	22	0	1	1	0	0	1	25
12:15	28	4	0	1	0	0	1	34	17	3	1	0	0	0	0	21
12:30	13	4	1	0	0	0	0	18	23	6	1	0	0	0	1	31
12:45	28	5	1	0	0	0	0	34	28	2	0	1	0	0	0	31
H/TOT	100	17	2	2	1	0	1	123	90	11	3	2	0	0	2	108
13:00	29	3	1	0	1	0	0	34	21	5	1	0	0	0	2	29
13:15	32	3	0	1	0	0	0	36	38	2	0	0	1	0	0	41
13:30	27	5	2	0	0	2	2	38	26	6	0	0	1	0	0	33
13:45	31	1	0	0	1	0	0	33	32	4	0	0	1	0	0	37
H/TOT	119	12	3	1	2	2	2	141	117	17	1	0	3	0	2	140
14:00	27	4	1	0	2	0	0	34	35	4	0	1	0	1	1	42
14:15	40	3	0	1	0	0	1	45	27	1	0	0	0	0	0	28
14:30	33	4	0	0	0	0	0	37	31	3	1	2	0	0	0	37
14:45	37	8	0	0	2	0	1	48	27	3	1	3	1	1	0	36
H/TOT	137	19	1	1	4	0	2	164	120	11	2	6	1	2	1	143
15:00	47	2	2	0	2	0	1	54	22	2	0	1	3	1	0	29
15:15	38	8	0	0	2	1	1	50	27	1	1	0	4	0	0	33
15:30	52	9	2	0	2	0	0	65	26	5	0	0	0	0	0	31
15:45	103	5	1	3	1	1	1	115	21	3	0	0	0	0	0	24
H/TOT	240	24	5	3	7	2	3	284	96	11	1	1	7	1	0	117
16:00	84	4	1	0	3	0	0	92	127	10	0	2	4	0	15	158
16:15	56	11	0	2	0	0	0	69	80	9	0	1	2	0	3	95
16:30	47	10	1	0	0	0	0	58	44	5	0	1	0	0	1	51
16:45	48	7	0	0	1	1	0	57	42	4	1	0	0	0	1	48
H/TOT	235	32	2	2	4	1	0	276	293	28	1	4	6	0	20	352
17:00	58	7	0	0	0	0	0	65	38	5	1	0	1	0	1	46
17:15	60	13	0	0	0	0	1	74	38	6	0	0	0	0	0	44
17:30	56	5	0	1	0	0	0	62	52	10	0	0	1	0	0	63
17:45	68	10	0	0	0	0	0	78	39	2	0	0	0	0	0	41
H/TOT	242	35	0	1	0	0	1	279	167	23	1	0	2	0	1	194
18:00	67	5	0	0	0	0	1	73	33	3	0	0	0	0	0	36
18:15	41	3	1	0	0	1	1	47	52	3	1	0	0	0	1	57
18:30	35	3	1	0	0	0	1	40	35	1	0	0	0	0	0	36
18:45	33	7	0	0	0	0	0	40	32	4	0	0	0	0	0	36
H/TOT	176	18	2	0	0	1	3	200	152	11	1	0	0	0	1	165
P/TOT	2028	231	19	14	33	6	35	2366	1876	216	19	19	32	6	36	2204

Site No. 3
Location Dunmurray Road / Bishopsland
Date Tuesday 7 October 2025

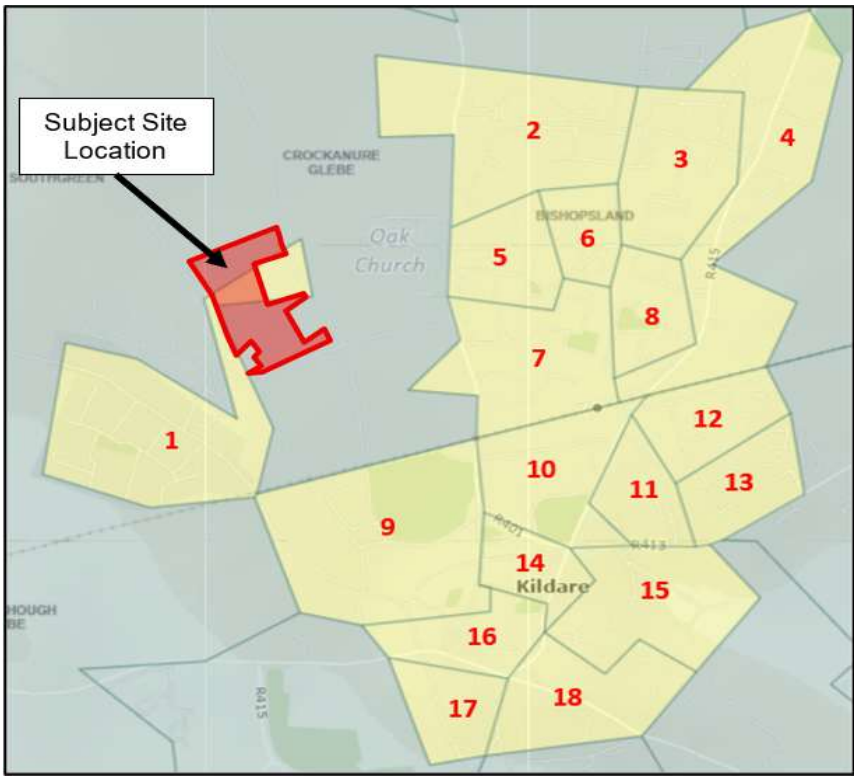
Time	To Arm B							Total	From Arm B							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	2	1	0	0	0	0	0	3	2	1	1	0	0	0	0	4
07:15	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
07:30	3	0	0	0	0	1	0	4	8	1	0	0	0	0	1	10
07:45	2	3	0	0	0	0	0	5	7	1	0	0	0	0	2	10
H/TOT	9	4	0	0	0	1	0	14	21	4	1	0	0	0	3	29
08:00	6	2	0	0	0	0	0	8	13	4	0	0	0	0	0	17
08:15	3	1	0	0	0	0	0	4	12	1	0	0	0	1	0	14
08:30	5	2	0	0	0	0	0	7	4	4	0	0	0	1	0	9
08:45	3	1	0	0	0	0	0	4	8	1	0	0	0	0	0	9
H/TOT	17	6	0	0	0	0	0	23	37	10	0	0	0	2	0	49
09:00	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1
09:15	4	2	0	0	0	0	1	7	7	0	0	0	0	0	0	7
09:30	8	1	0	0	0	0	0	9	4	1	0	0	0	0	0	5
09:45	5	2	0	0	0	0	0	7	6	0	0	0	0	0	0	6
H/TOT	24	6	0	0	0	0	1	31	18	1	0	0	0	0	0	19
10:00	4	1	0	0	0	0	0	5	3	2	0	0	0	0	0	5
10:15	2	1	0	0	0	0	0	3	6	2	0	0	0	0	0	8
10:30	5	1	0	0	0	0	0	6	5	1	0	0	0	0	0	6
10:45	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8
H/TOT	15	3	0	0	0	0	0	18	22	5	0	0	0	0	0	27
11:00	5	0	0	0	0	0	0	5	6	1	0	0	0	0	0	7
11:15	7	1	0	0	0	0	0	8	8	1	0	0	0	0	0	9
11:30	2	2	0	0	0	1	0	5	3	2	0	0	0	0	0	5
11:45	7	1	0	0	0	0	0	8	6	1	0	0	0	0	0	7
H/TOT	21	4	0	0	0	1	0	26	23	5	0	0	0	0	0	28
12:00	6	1	1	0	0	0	0	8	6	2	0	0	0	0	0	8
12:15	4	1	0	0	0	0	0	5	5	0	0	0	0	0	1	6
12:30	8	3	0	0	0	0	0	11	6	2	0	0	0	0	0	8
12:45	6	1	0	0	0	0	0	7	5	1	0	0	0	0	0	6
H/TOT	24	6	1	0	0	0	0	31	22	5	0	0	0	0	1	28
13:00	5	2	1	0	0	0	1	9	8	2	1	0	0	0	0	11
13:15	2	0	0	0	0	0	0	2	11	1	1	0	0	0	0	13
13:30	7	0	1	0	0	0	0	8	7	1	0	0	0	0	0	8
13:45	12	2	0	0	0	0	0	14	7	0	0	0	0	0	0	7
H/TOT	26	4	2	0	0	0	1	33	33	4	2	0	0	0	0	39
14:00	5	1	0	0	0	0	1	7	3	1	0	0	0	0	0	4
14:15	6	0	0	0	0	0	0	6	6	1	0	0	0	0	2	9
14:30	7	1	0	0	0	0	0	8	10	0	0	0	0	0	0	10
14:45	9	0	0	0	0	0	0	9	5	0	0	0	0	0	0	5
H/TOT	27	2	0	0	0	0	1	30	24	2	0	0	0	0	2	28
15:00	9	0	0	0	0	0	0	9	5	2	0	0	0	0	1	8
15:15	6	0	0	0	0	0	0	6	10	0	0	0	0	0	1	11
15:30	5	0	0	0	0	0	0	5	4	1	0	0	0	0	0	5
15:45	10	0	1	0	0	0	1	12	11	1	0	0	0	0	0	12
H/TOT	30	0	1	0	0	0	1	32	30	4	0	0	0	0	2	36
16:00	11	2	0	0	0	0	0	13	8	0	0	0	0	0	0	8
16:15	12	3	0	0	0	0	0	15	8	2	0	0	0	0	0	10
16:30	9	2	0	0	0	0	0	11	3	2	0	0	0	0	0	5
16:45	10	1	0	0	0	0	0	11	5	0	0	0	0	0	0	5
H/TOT	42	8	0	0	0	0	0	50	24	4	0	0	0	0	0	28
17:00	8	0	0	0	0	0	1	9	10	2	0	0	0	0	0	12
17:15	9	2	0	0	0	0	0	11	11	0	0	0	0	0	0	11
17:30	15	2	0	0	0	0	0	17	10	1	0	0	0	0	0	11
17:45	10	2	0	0	0	0	0	12	4	1	1	0	0	0	0	6
H/TOT	42	6	0	0	0	0	1	49	35	4	1	0	0	0	0	40
18:00	11	2	1	0	1	0	0	15	6	1	0	0	0	0	1	8
18:15	4	0	0	0	0	0	0	4	15	0	1	0	1	0	0	17
18:30	12	1	0	0	0	0	0	13	2	0	0	0	0	0	0	2
18:45	13	3	0	0	0	0	0	16	14	1	0	0	0	0	0	15
H/TOT	40	6	1	0	1	0	0	48	37	2	1	0	1	0	1	42
P/TOT	317	55	5	0	1	2	5	385	326	50	5	0	1	2	9	393

Site No. 3
Location Dunmurray Road / Bishopsland
Date Tuesday 7 October 2025

Time	To Arm C							Total	From Arm C							Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	16	7	2	2	0	0	0	27	13	3	1	0	1	0	0	18
07:15	26	6	0	2	1	0	0	35	13	1	0	0	0	0	0	14
07:30	40	7	1	0	0	1	2	51	32	3	0	1	1	1	1	39
07:45	71	5	0	0	1	0	3	80	68	5	0	0	1	0	0	74
H/TOT	153	25	3	4	2	1	5	193	126	12	1	1	3	1	1	145
08:00	89	11	0	0	0	0	2	102	73	7	0	0	2	0	1	83
08:15	86	8	0	0	2	1	0	97	91	4	0	1	4	0	2	102
08:30	110	11	0	0	4	1	0	126	124	7	0	0	3	0	9	143
08:45	115	6	2	0	0	0	0	123	84	7	1	0	1	0	8	101
H/TOT	400	36	2	0	6	2	2	448	372	25	1	1	10	0	20	429
09:00	39	4	0	0	1	0	1	45	48	6	1	0	0	0	0	55
09:15	41	2	1	0	2	0	1	47	22	4	0	0	1	0	1	28
09:30	32	7	1	0	1	0	0	41	29	5	0	0	0	0	0	34
09:45	32	3	0	0	0	0	0	35	28	4	1	0	0	0	0	33
H/TOT	144	16	2	0	4	0	2	168	127	19	2	0	1	0	1	150
10:00	22	5	1	1	0	0	0	29	15	4	0	0	1	0	1	21
10:15	30	4	0	0	0	1	1	36	21	1	0	0	0	0	0	22
10:30	29	3	0	1	0	0	0	33	31	3	0	0	0	0	0	34
10:45	26	6	1	0	0	0	0	33	22	2	0	0	0	0	0	24
H/TOT	107	18	2	2	0	1	1	131	89	10	0	0	1	0	1	101
11:00	29	1	0	0	0	0	1	31	23	5	0	1	0	0	0	29
11:15	24	7	1	0	0	0	1	33	30	4	0	0	0	0	0	34
11:30	26	6	0	0	0	0	0	32	24	5	0	1	0	1	1	32
11:45	34	5	0	0	1	1	0	41	29	2	0	0	0	0	0	31
H/TOT	113	19	1	0	1	1	2	137	106	16	0	2	0	1	1	126
12:00	25	1	1	1	0	0	1	29	34	4	1	1	1	0	0	41
12:15	20	3	1	0	0	0	0	24	30	5	0	1	0	0	0	36
12:30	25	5	1	0	0	0	1	32	17	4	1	0	0	0	0	22
12:45	32	3	0	1	0	0	0	36	33	6	1	0	0	0	0	40
H/TOT	102	12	3	2	0	0	2	121	114	19	3	2	1	0	0	139
13:00	24	7	0	0	0	0	2	33	29	5	0	0	1	0	1	36
13:15	43	3	1	0	1	0	0	48	28	3	0	1	0	0	0	32
13:30	30	6	0	0	1	0	0	37	31	4	3	0	0	2	2	42
13:45	36	4	0	0	1	0	0	41	40	3	0	0	1	0	0	44
H/TOT	133	20	1	0	3	0	2	159	128	15	3	1	2	2	3	154
14:00	38	4	0	1	0	1	1	45	32	4	1	0	2	0	1	40
14:15	32	2	0	0	0	0	2	36	45	3	0	1	0	0	1	50
14:30	39	3	1	2	0	0	0	45	38	5	0	0	0	0	0	43
14:45	30	3	1	3	1	1	0	39	44	8	0	0	2	0	1	55
H/TOT	139	12	2	6	1	2	3	165	159	20	1	1	4	0	3	188
15:00	25	4	0	1	3	1	0	34	54	2	2	0	2	0	0	60
15:15	33	1	1	0	4	0	0	39	40	8	0	0	2	1	0	51
15:30	29	6	0	0	0	0	0	35	56	9	2	0	2	0	0	69
15:45	28	4	0	0	0	0	0	32	109	5	2	3	1	1	2	123
H/TOT	115	15	1	1	7	1	0	140	259	24	6	3	7	2	2	303
16:00	129	10	0	2	4	0	15	160	89	6	1	0	3	0	0	99
16:15	81	10	0	1	2	0	3	97	61	13	0	2	0	0	0	76
16:30	45	5	0	1	0	0	1	52	54	10	1	0	0	0	0	65
16:45	43	3	1	0	0	0	1	48	54	7	0	0	1	1	0	63
H/TOT	298	28	1	4	6	0	20	357	258	36	2	2	4	1	0	303
17:00	44	6	1	0	1	0	0	52	62	6	0	0	0	0	0	68
17:15	48	4	0	0	0	0	0	52	68	13	0	0	0	0	1	82
17:30	53	10	0	0	1	0	0	64	62	6	0	1	0	0	0	69
17:45	39	1	1	0	0	0	0	41	74	10	0	0	0	0	0	84
H/TOT	184	21	2	0	2	0	0	209	266	35	0	1	0	0	1	303
18:00	37	4	0	0	0	0	1	42	76	7	1	0	1	0	1	86
18:15	60	3	1	0	1	0	1	66	38	3	0	0	0	1	1	43
18:30	30	1	0	0	0	0	0	31	40	4	1	0	0	0	1	46
18:45	37	2	0	0	0	0	0	39	37	7	0	0	0	0	0	44
H/TOT	164	10	1	0	1	0	2	178	191	21	2	0	1	1	3	219
P/TOT	2052	232	21	19	33	8	41	2406	2195	252	21	14	34	8	36	2560

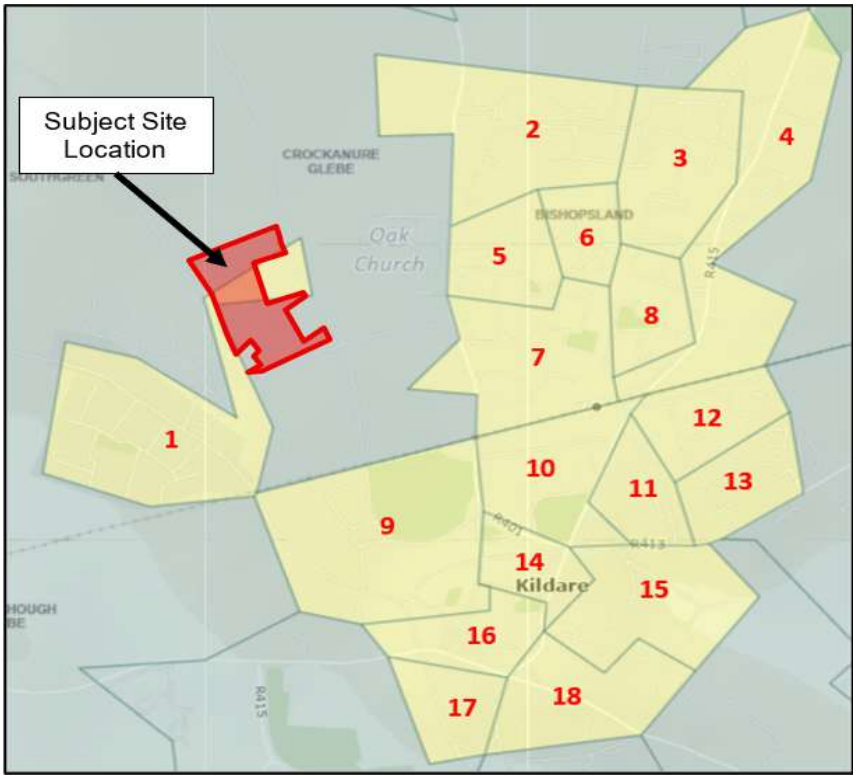
D. Census 2022

Car Ownership									
Zone	House	Persons	0	1	2	3	4	Total	Total car/house
1	163	546	11	55	70	16	0	243	1.491
2	157	490	46	56	35	1	2	137	0.873
3	145	540	4	36	58	27	6	257	1.772
4	156	430	6	60	67	7	3	227	1.455
5	85	251	11	41	20	6	1	103	1.212
6	72	244	20	27	8	3	0	52	0.722
7	111	329	6	40	40	11	2	161	1.450
8	97	308	2	41	40	6	2	147	1.515
9	76	211	8	34	21	5	0	91	1.197
10	75	196	13	37	16	3	2	86	1.147
11	87	213	22	32	23	2	2	92	1.057
12	118	338	28	51	27	3	0	114	0.966
13	136	344	53	50	17	5	1	103	0.757
14	83	196	27	27	17	2	1	71	0.855
15	106	290	25	33	37	6	2	133	1.255
16	75	157	18	36	7	0	0	50	0.667
17	104	249	26	50	11	2	0	78	0.750
18	100	243	12	52	24	2	0	106	1.060
Total	**1946**	**5575**	**300**	**656**	**503**	**103**	**24**	**2067**	**1.06**

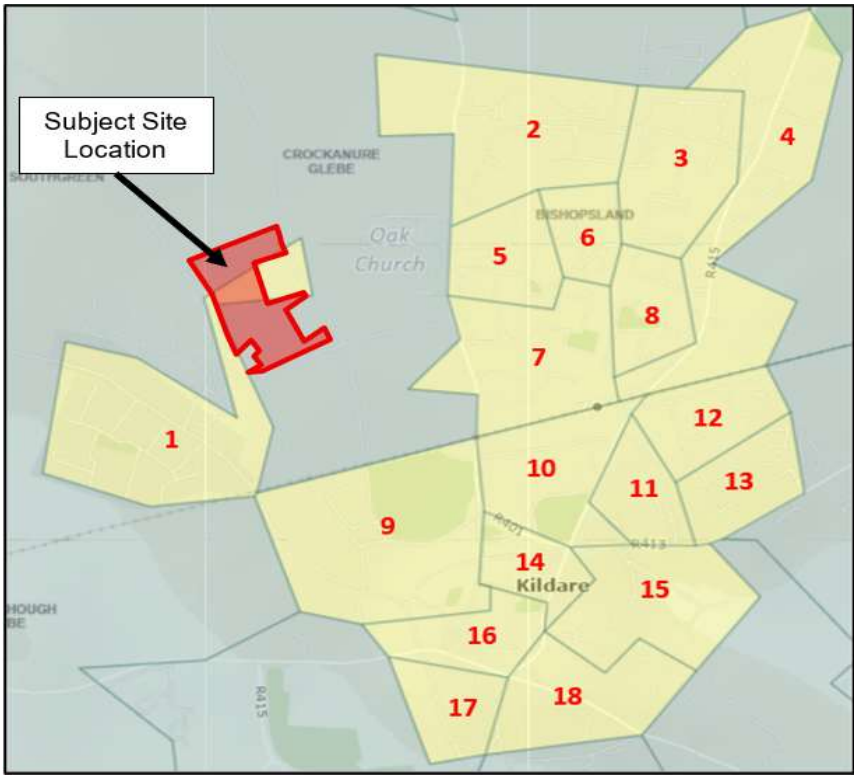


Modal Split									
Zone	House	Persons	On foot	Bike	Bus, minibus or coach	Train, DART or LUAS	Motors (*)	Other or not stated	Total travels
1	163	546	31	6	28	17	280	55	362
2	157	490	49	5	23	14	176	46	267
3	145	540	59	2	20	28	283	65	392
4	156	430	16	1	10	34	212	56	273
5	85	251	24	2	15	11	91	21	143
6	72	244	22	2	11	2	66	34	103
7	111	329	45	5	7	23	147	34	227
8	97	308	25	3	7	23	145	34	203
9	76	211	35	1	6	7	83	15	132
10	75	196	19	3	4	7	81	13	114
11	87	213	17	2	8	14	70	20	111
12	118	338	31	3	9	8	105	26	156
13	136	344	41	5	21	6	82	16	155
14	83	196	28	1	13	6	47	22	95
15	106	290	29	8	8	6	116	14	167
16	75	157	24	2	7	5	42	17	80
17	104	249	40	2	17	6	74	38	139
18	100	243	31	0	15	13	105	28	164
Total	**1742**	**5083**	**566**	**53**	**229**	**230**	**2026**	**488**	**2980**
			19.0%	**1.8%**	**7.7%**	**7.7%**	**68.0%**		**100%**

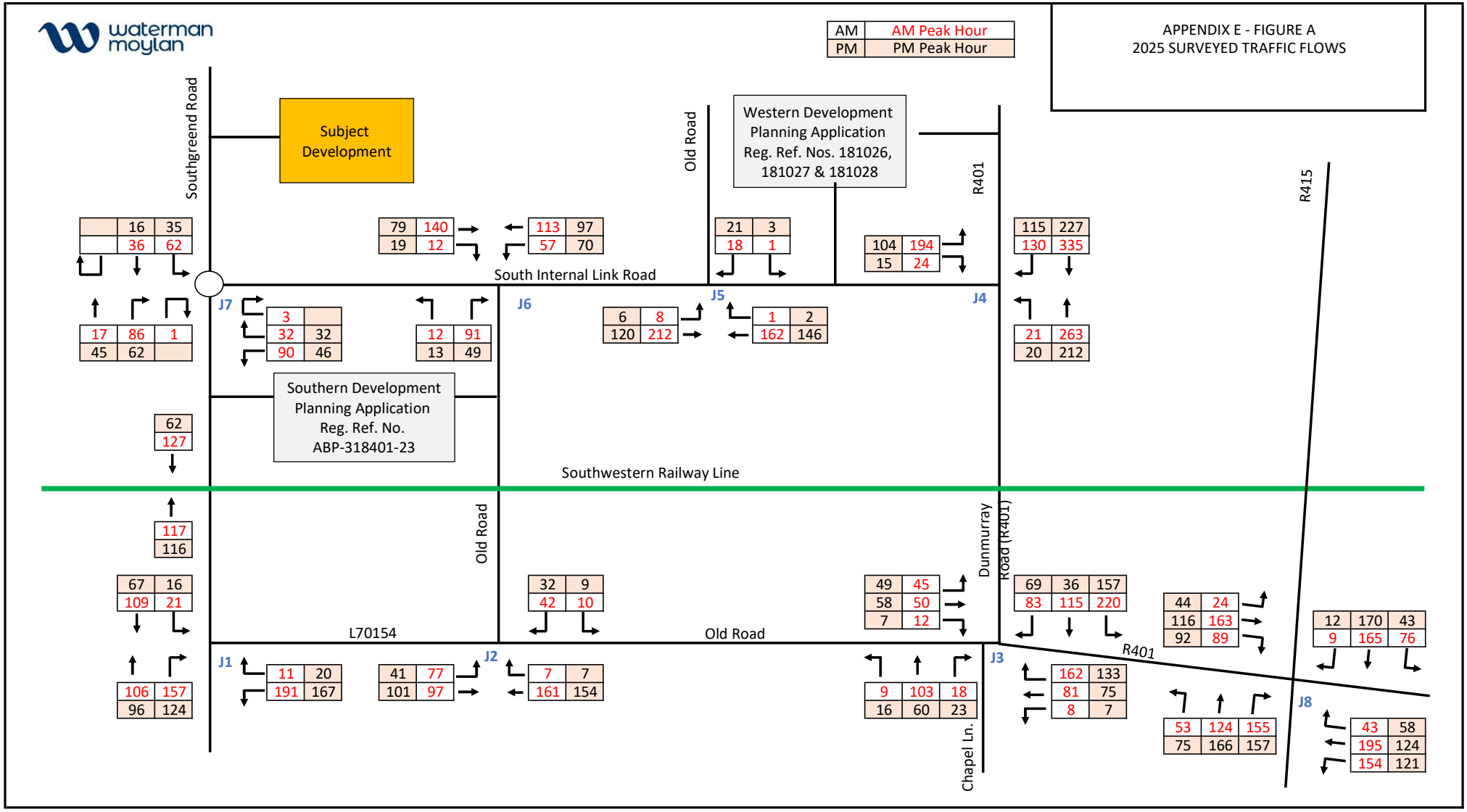
(*) Includes Motorcylce or Scooter, Car Drivers, Car Passengers, and Vans

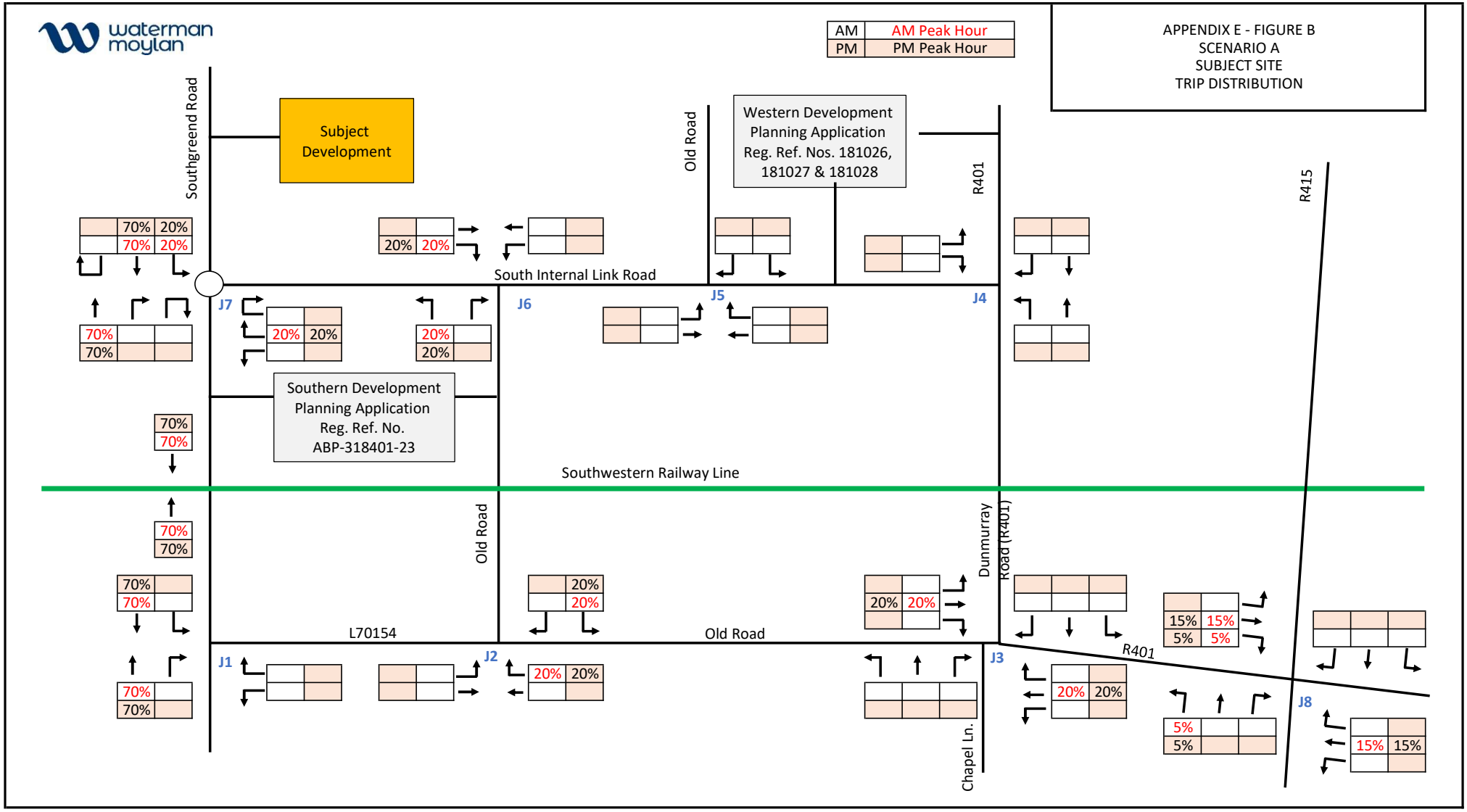


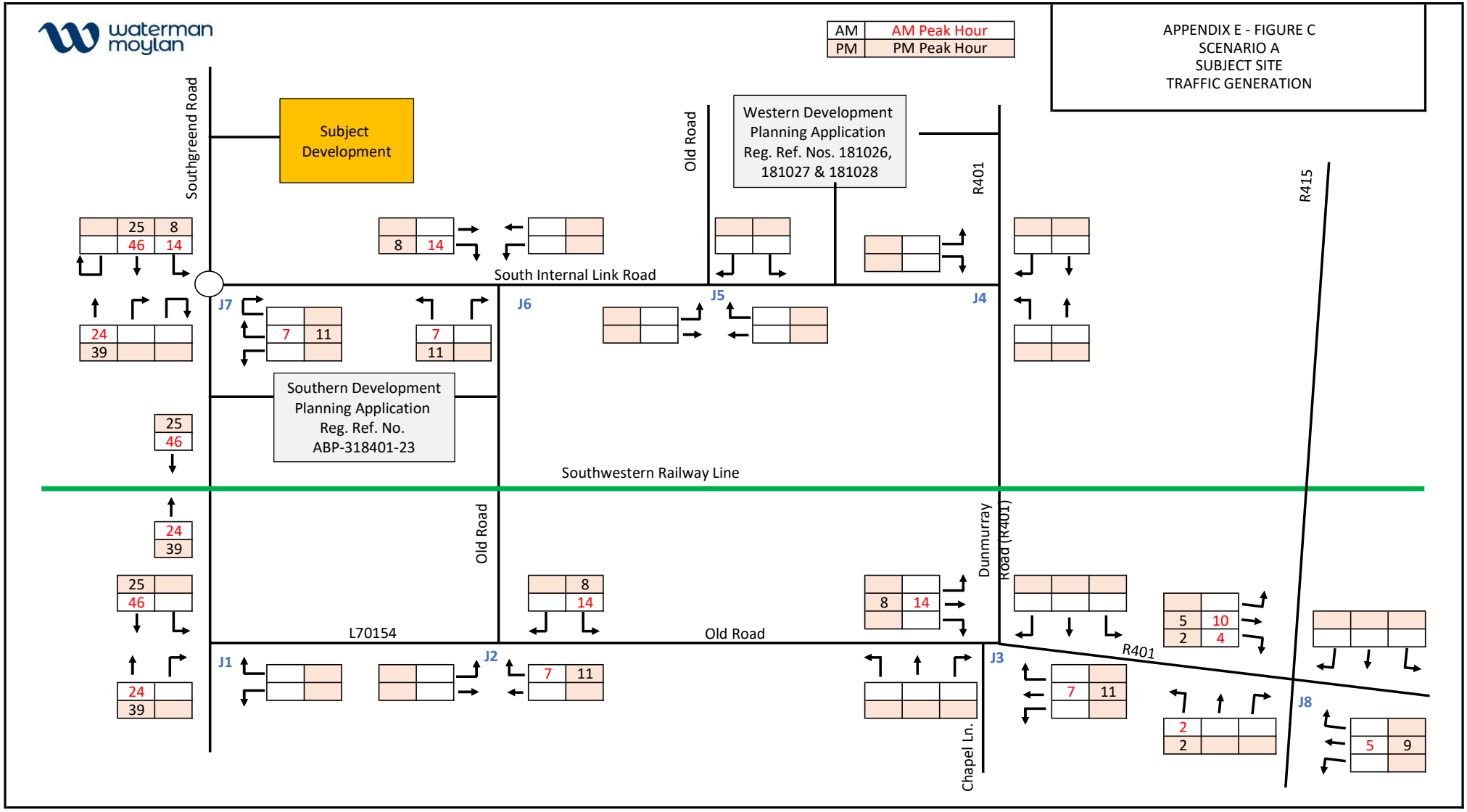
Time Distribution of Trips								
Zone	House	Persons	before 7:00	7:00 – 8:00	8:00 – 9:00	After 9:00	Not Stated	Total travels
1	163	546	88	85	150	22	36	381
2	157	490	52	69	118	22	42	303
3	145	540	69	78	191	26	34	398
4	156	430	56	92	94	12	19	273
5	85	251	44	38	43	12	17	154
6	72	244	31	25	30	13	34	133
7	111	329	40	74	88	13	30	245
8	97	308	47	61	81	9	16	214
9	76	211	36	27	50	8	14	135
10	75	196	21	28	49	9	6	113
11	87	213	24	32	39	13	14	122
12	118	338	50	28	59	10	25	172
13	136	344	40	40	57	11	17	165
14	83	196	22	21	41	9	19	112
15	106	290	42	39	62	18	7	168
16	75	157	24	18	27	10	11	90
17	104	249	50	27	42	13	35	167
18	100	243	50	48	42	15	17	172
Total	**1742**	**5083**	**686**	**755**	**1179**	**217**	**341**	**3178**
			21.6%	**23.8%**	**37.1%**	**6.8%**	**10.7%**	**100.0%**

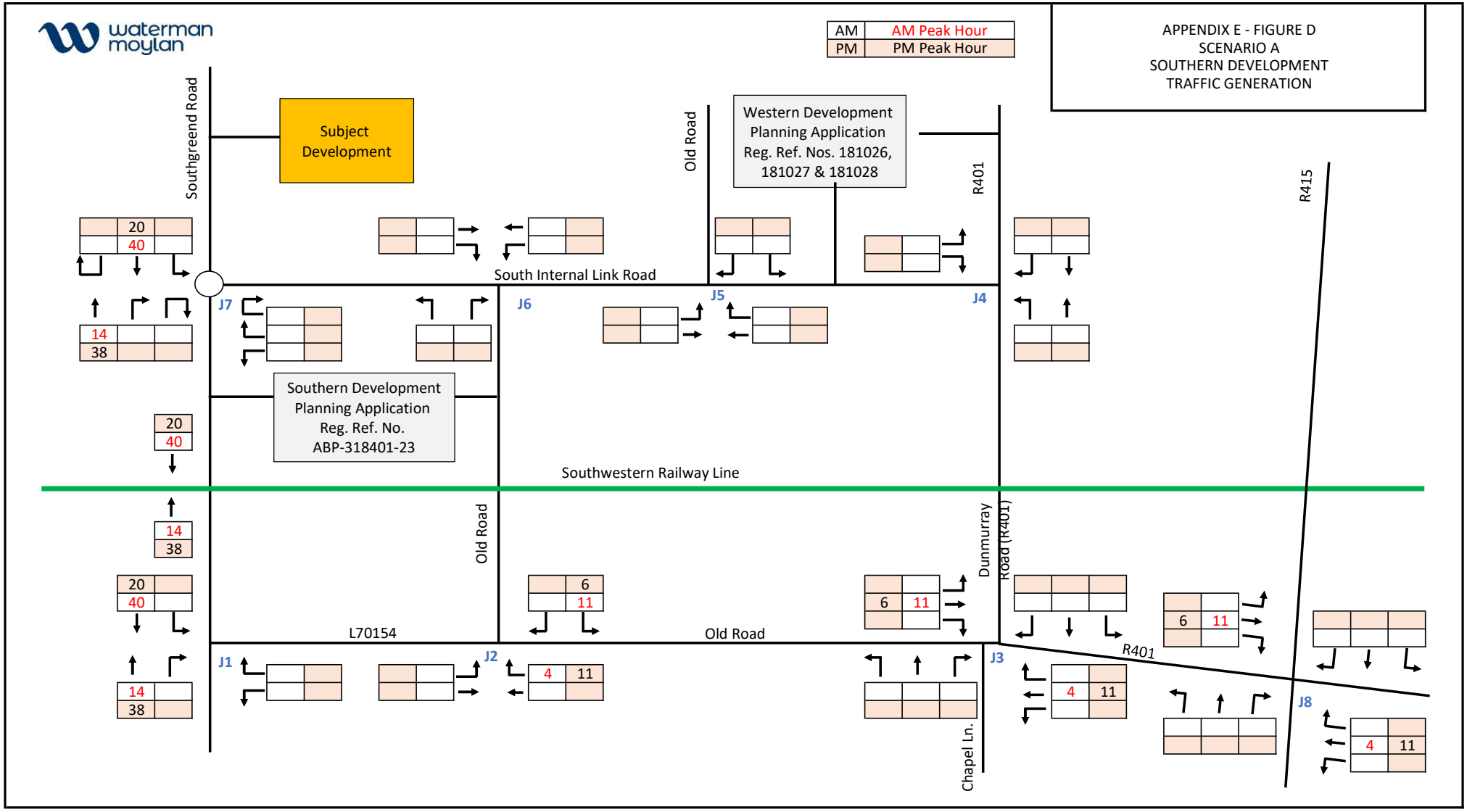


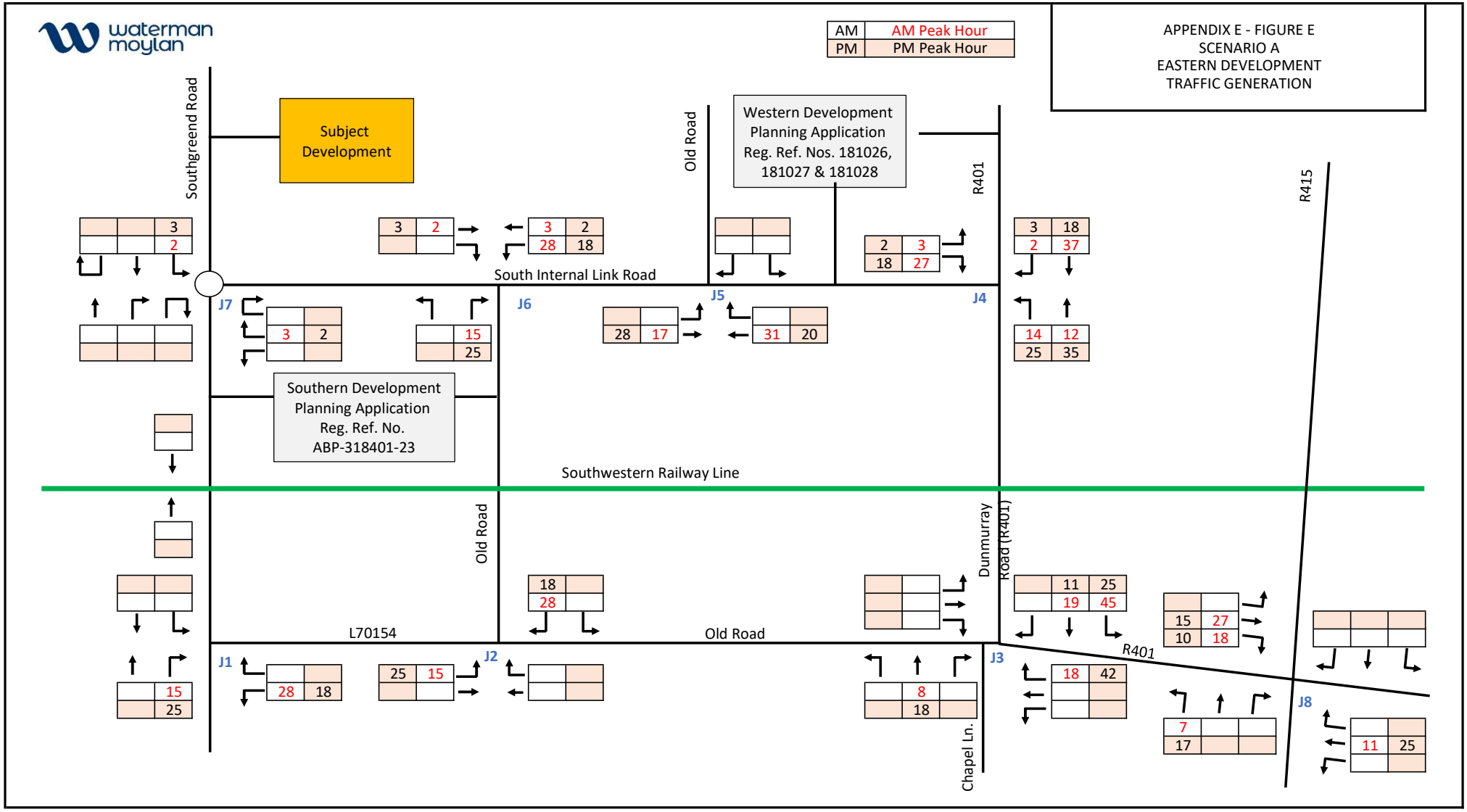
E. Traffic Diagrams

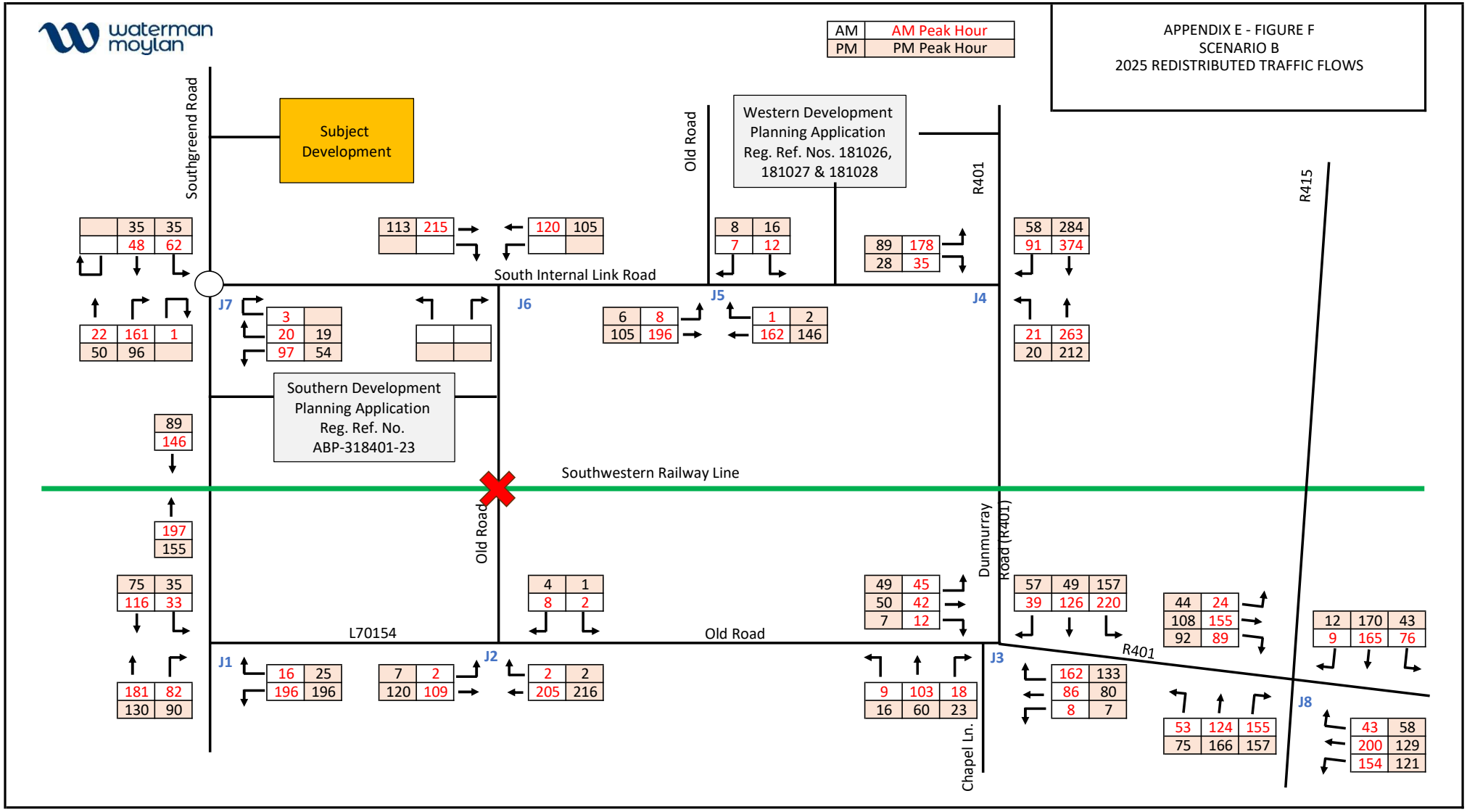

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE A
2025 SURVEYED TRAFFIC FLOWS
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.

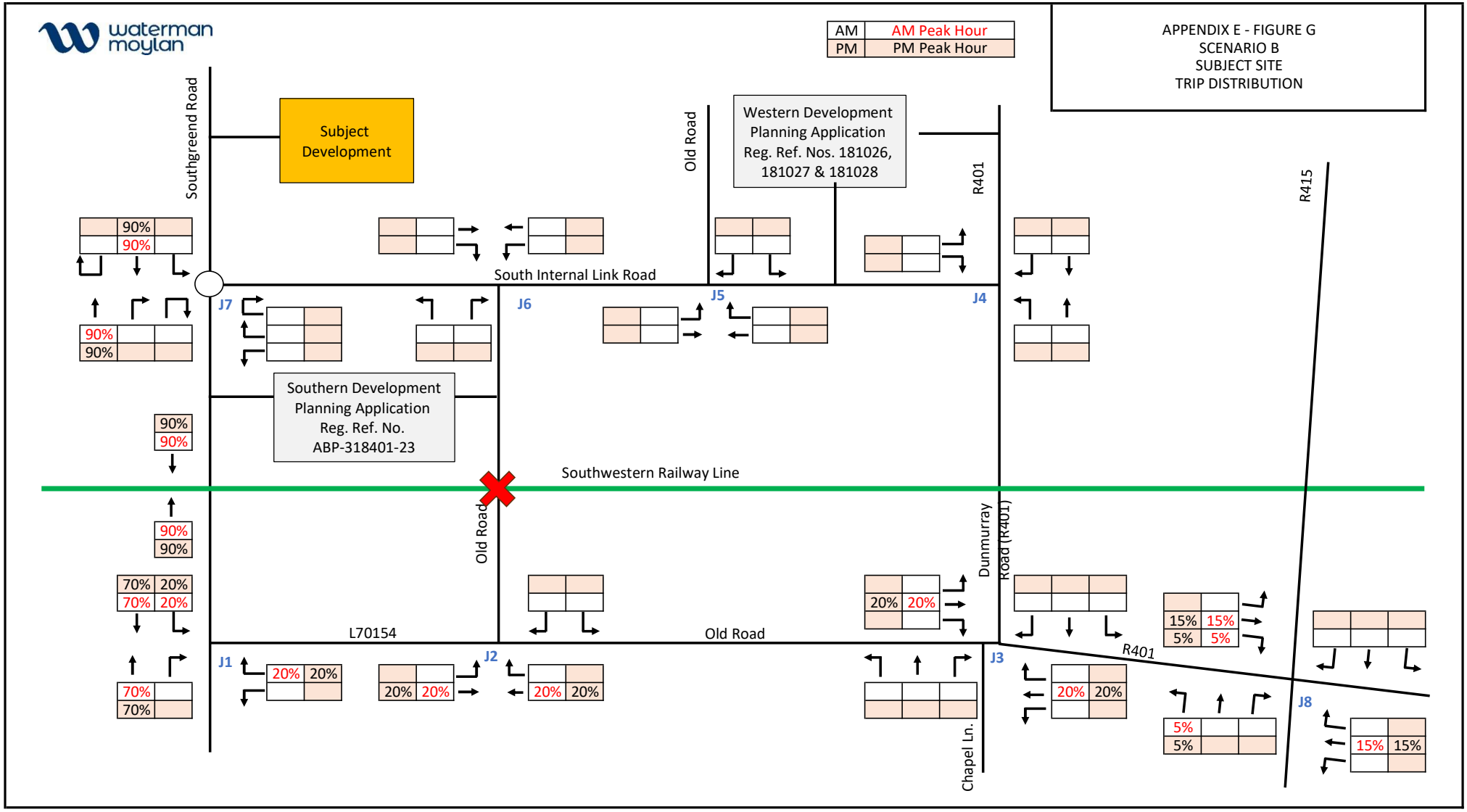

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE B
SCENARIO A
SUBJECT SITE
TRIP DISTRIBUTION
Subject Development
Southgreend Road
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.
70%
20%
15%
5%

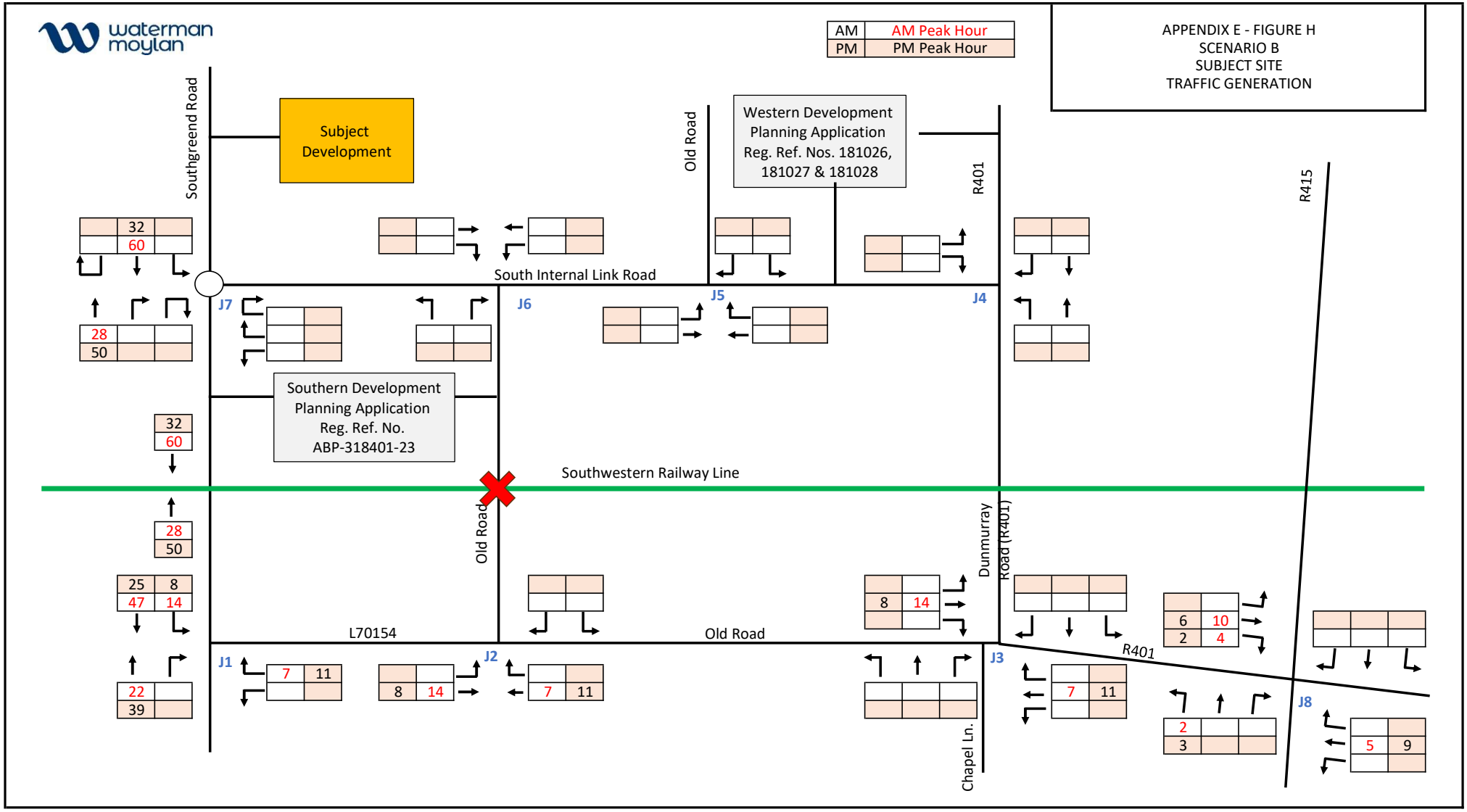

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE C
SCENARIO A
SUBJECT SITE
TRAFFIC GENERATION
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.

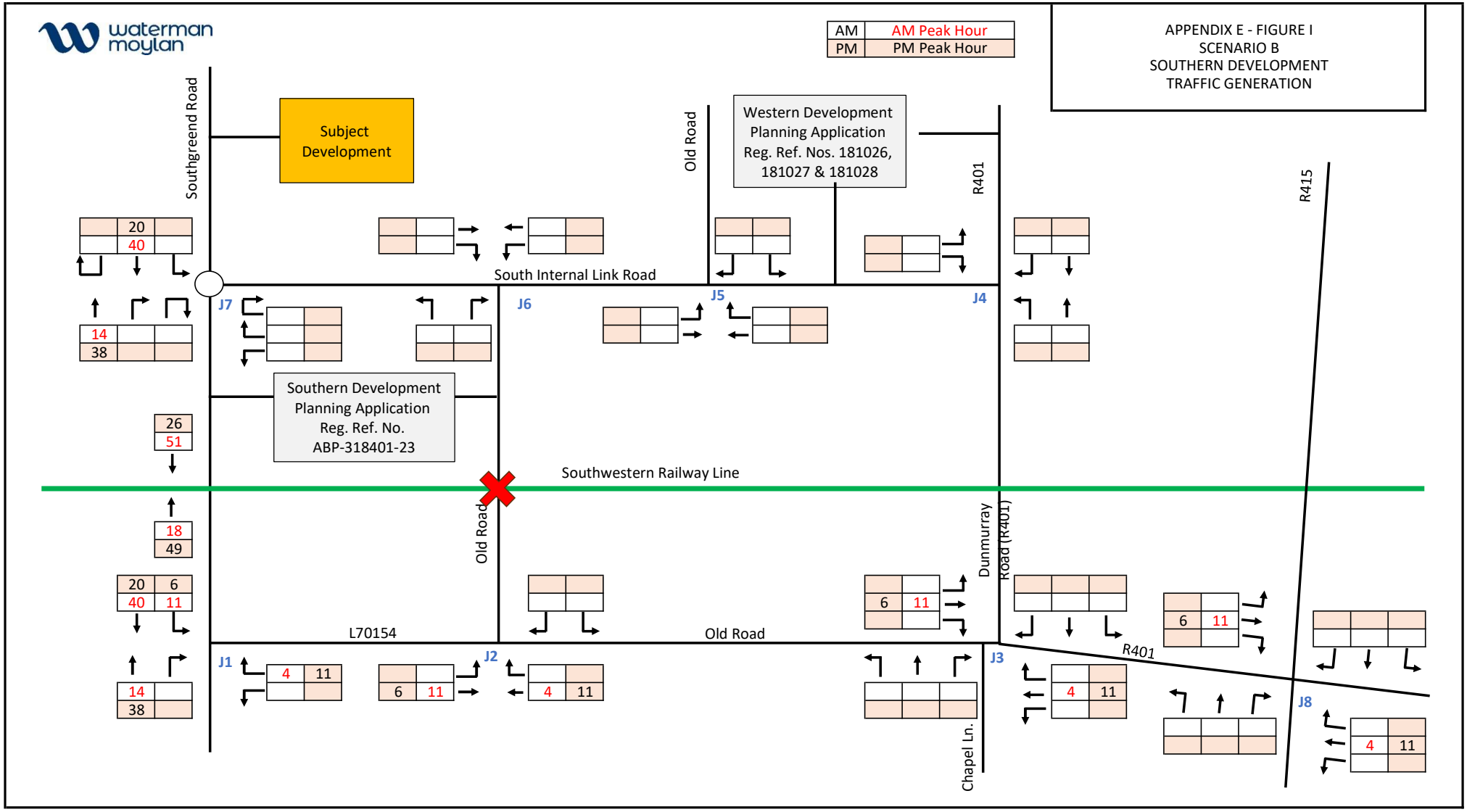

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE D
SCENARIO A
SOUTHERN DEVELOPMENT
TRAFFIC GENERATION
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.

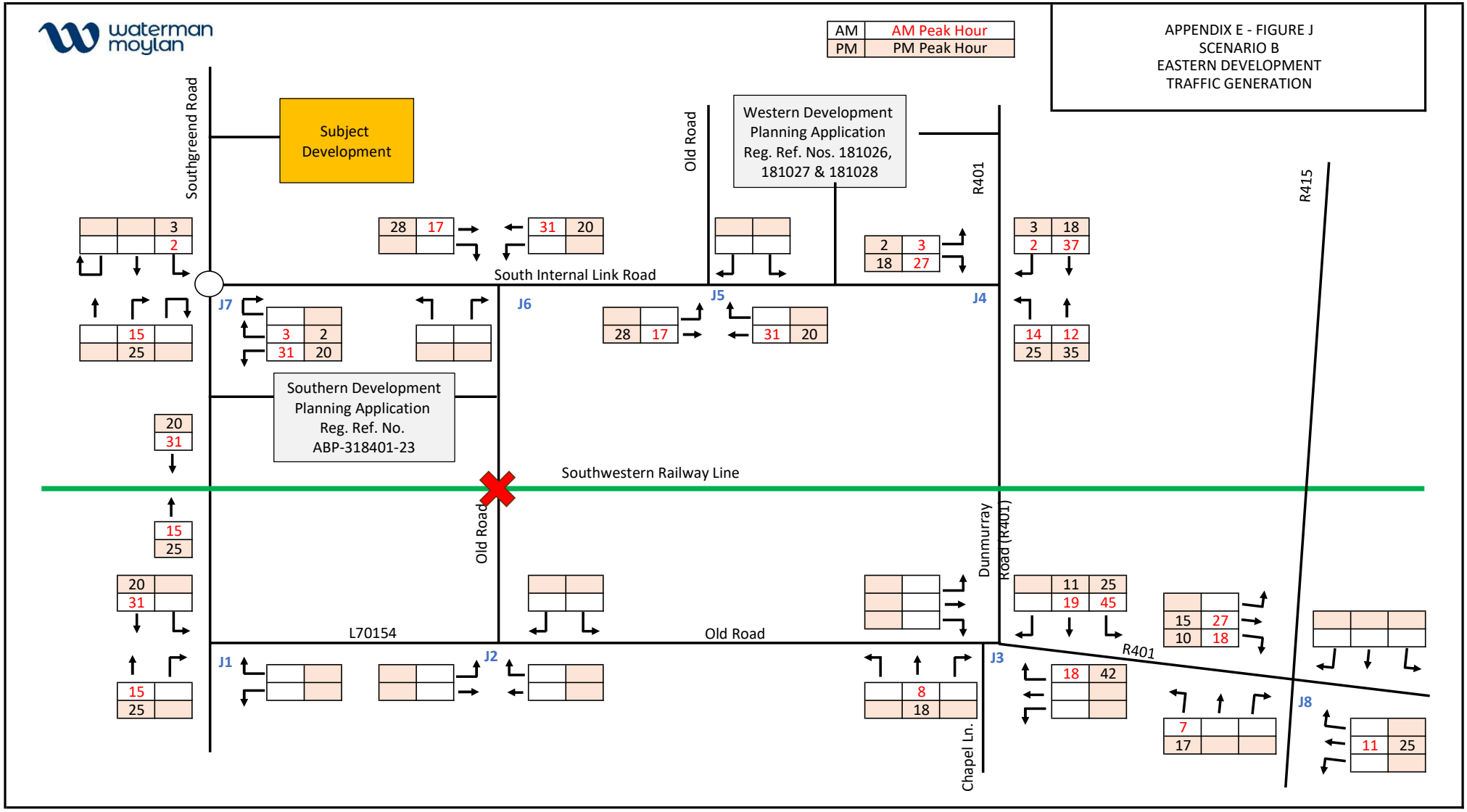

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE E
SCENARIO A
EASTERN DEVELOPMENT
TRAFFIC GENERATION
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.

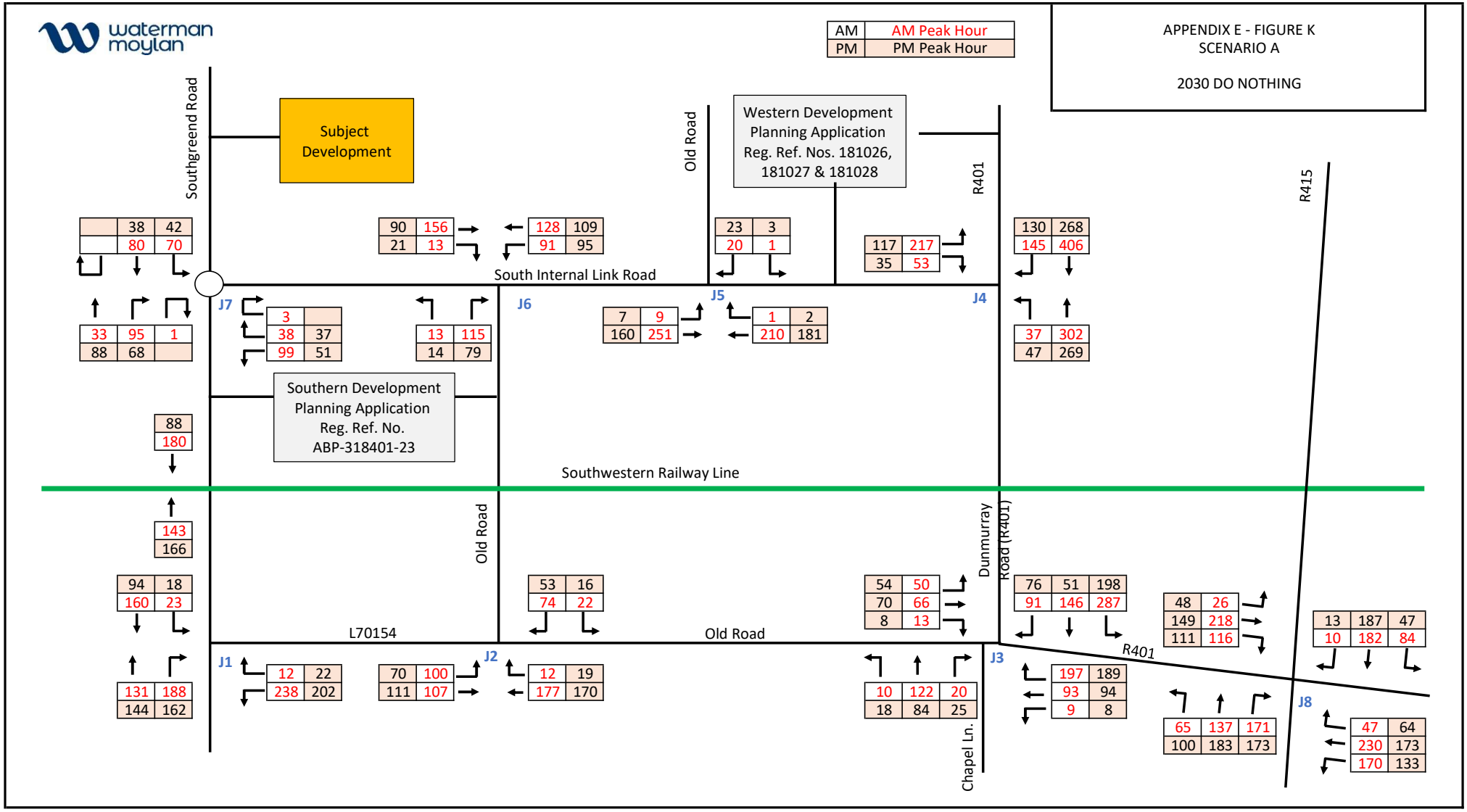

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE F
SCENARIO B
2025 REDISTRIBUTED TRAFFIC FLOWS
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.

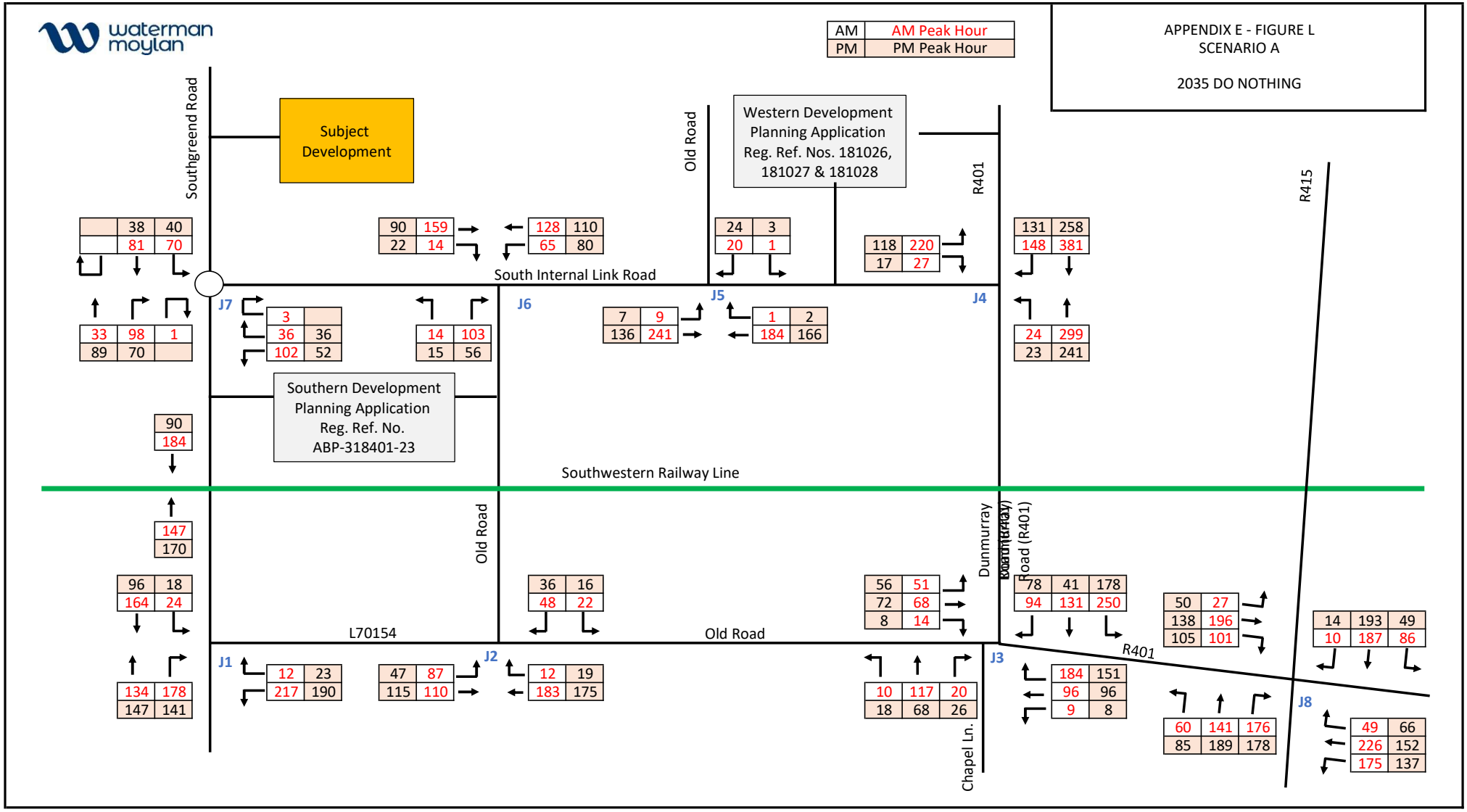

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE G
SCENARIO B
SUBJECT SITE
TRIP DISTRIBUTION
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.
90%
90%
70%
20%
15%
5%

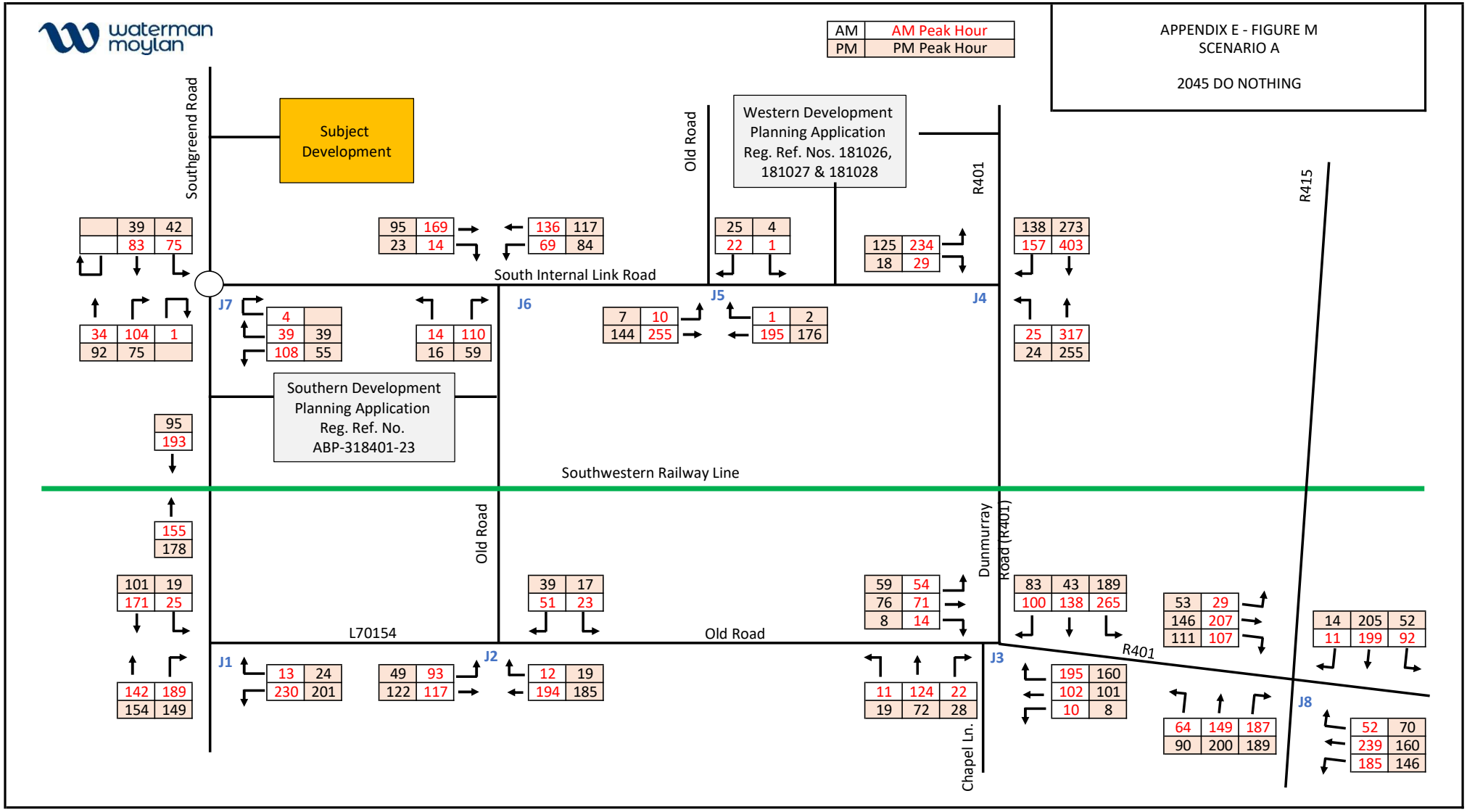

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AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE H
SCENARIO B
SUBJECT SITE
TRAFFIC GENERATION
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.

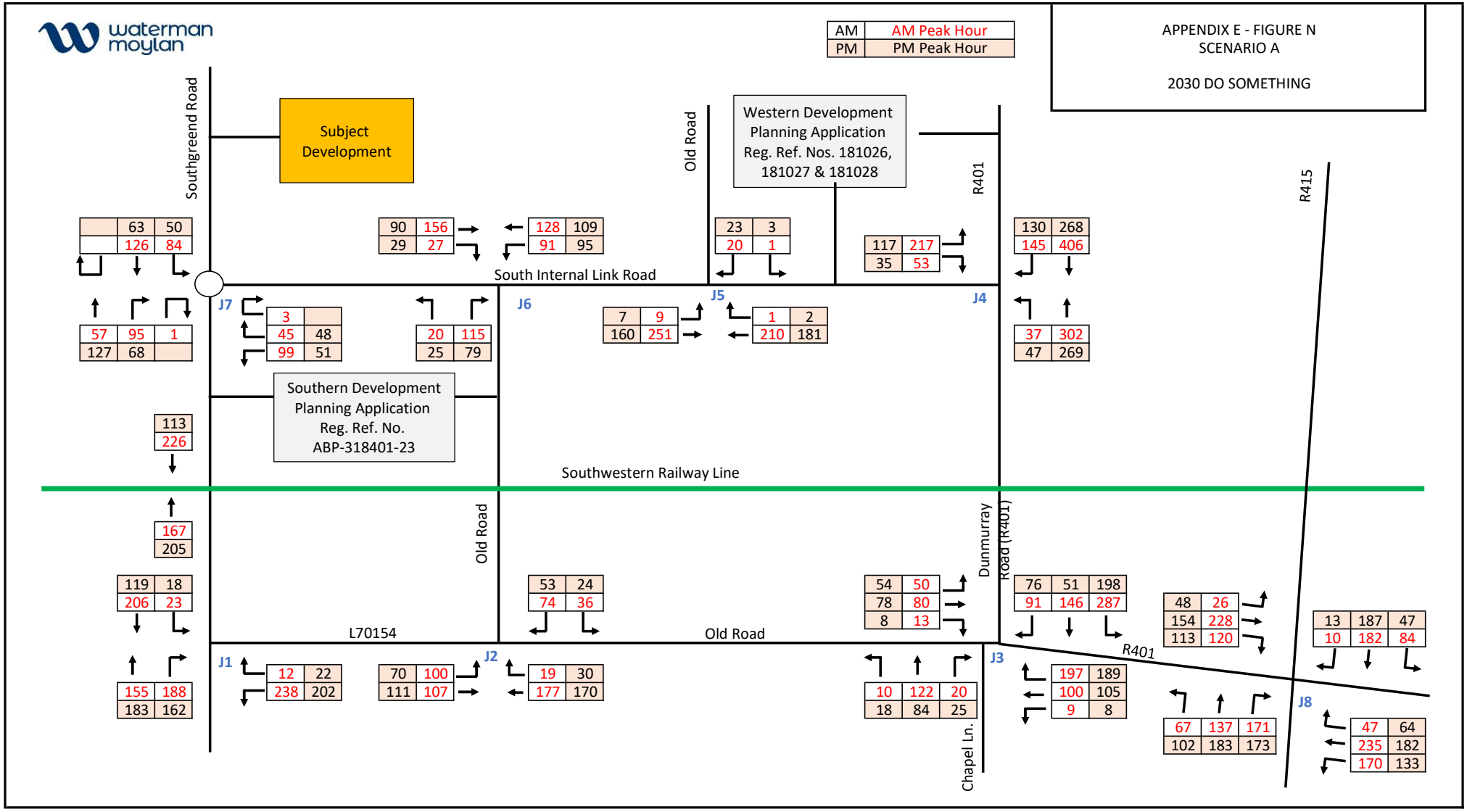

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE I
SCENARIO B
SOUTHERN DEVELOPMENT
TRAFFIC GENERATION
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.

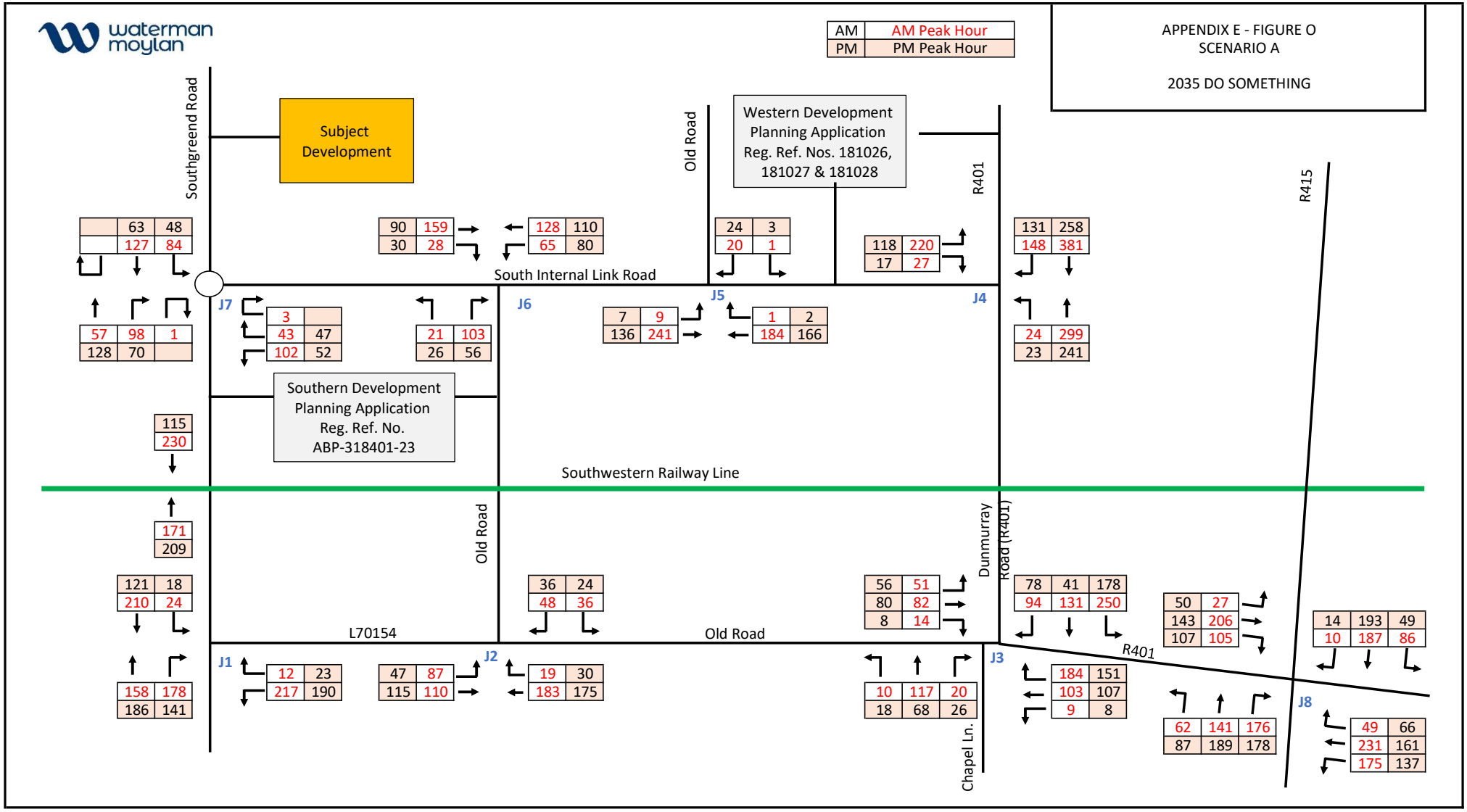

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE J
SCENARIO B
EASTERN DEVELOPMENT
TRAFFIC GENERATION
Subject Development
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southgreend Road
Old Road
R401
R415
South Internal Link Road
Southwestern Railway Line
Dunmurray Road (R401)
L70154
Chapel Ln.
J1
J2
J3
J4
J5
J6
J7
J8

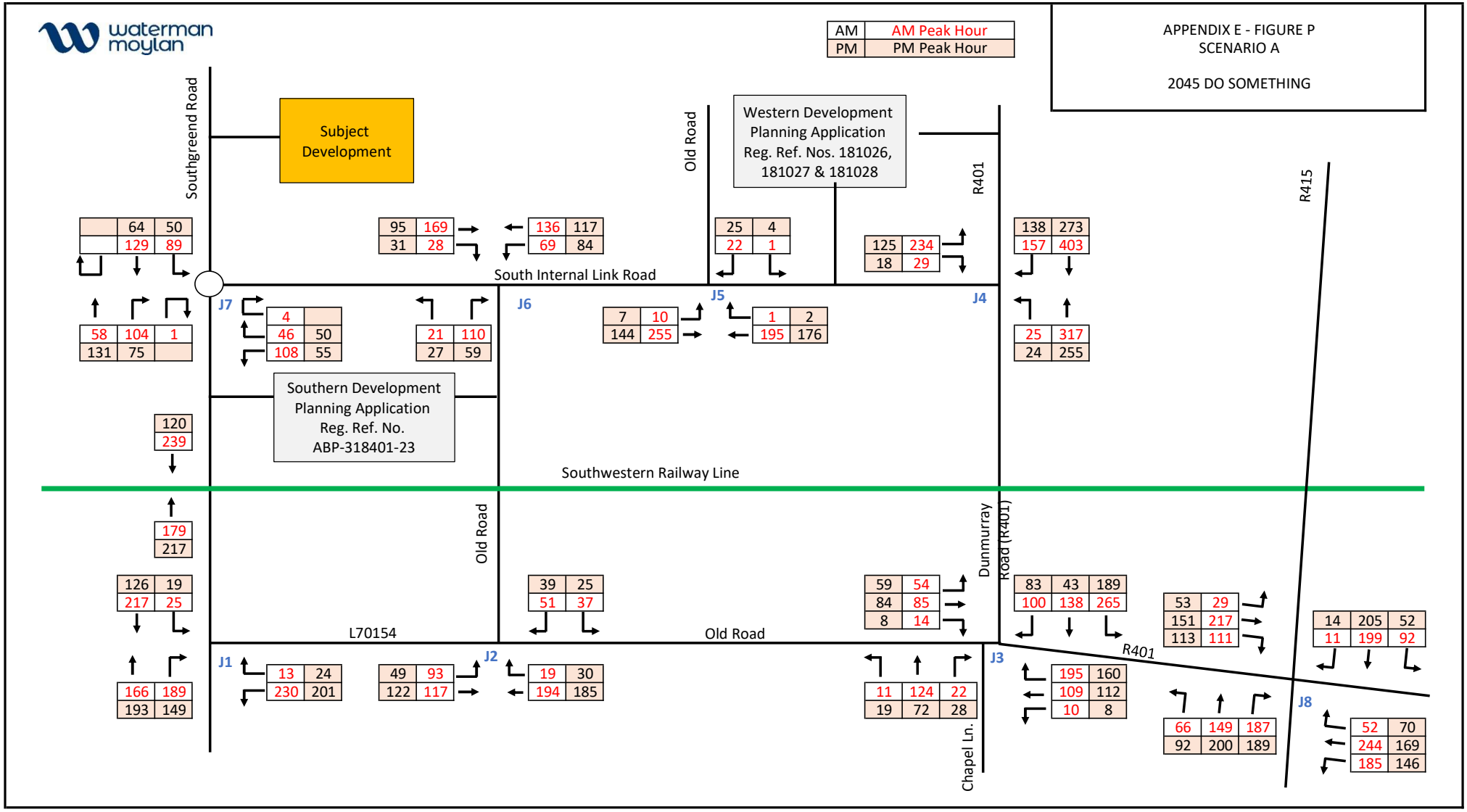

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE K
SCENARIO A
2030 DO NOTHING
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.

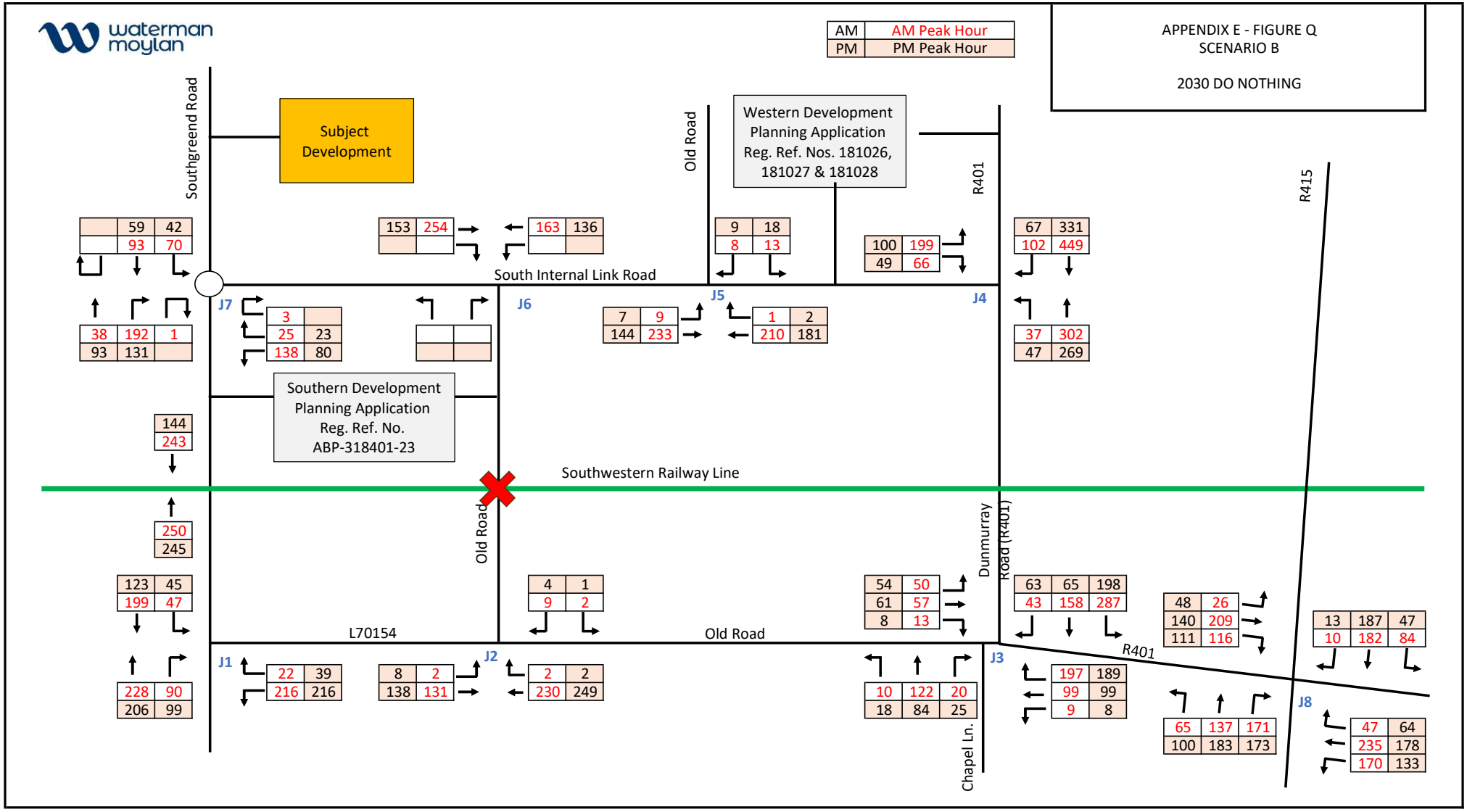

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE L
SCENARIO A
2035 DO NOTHING
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.

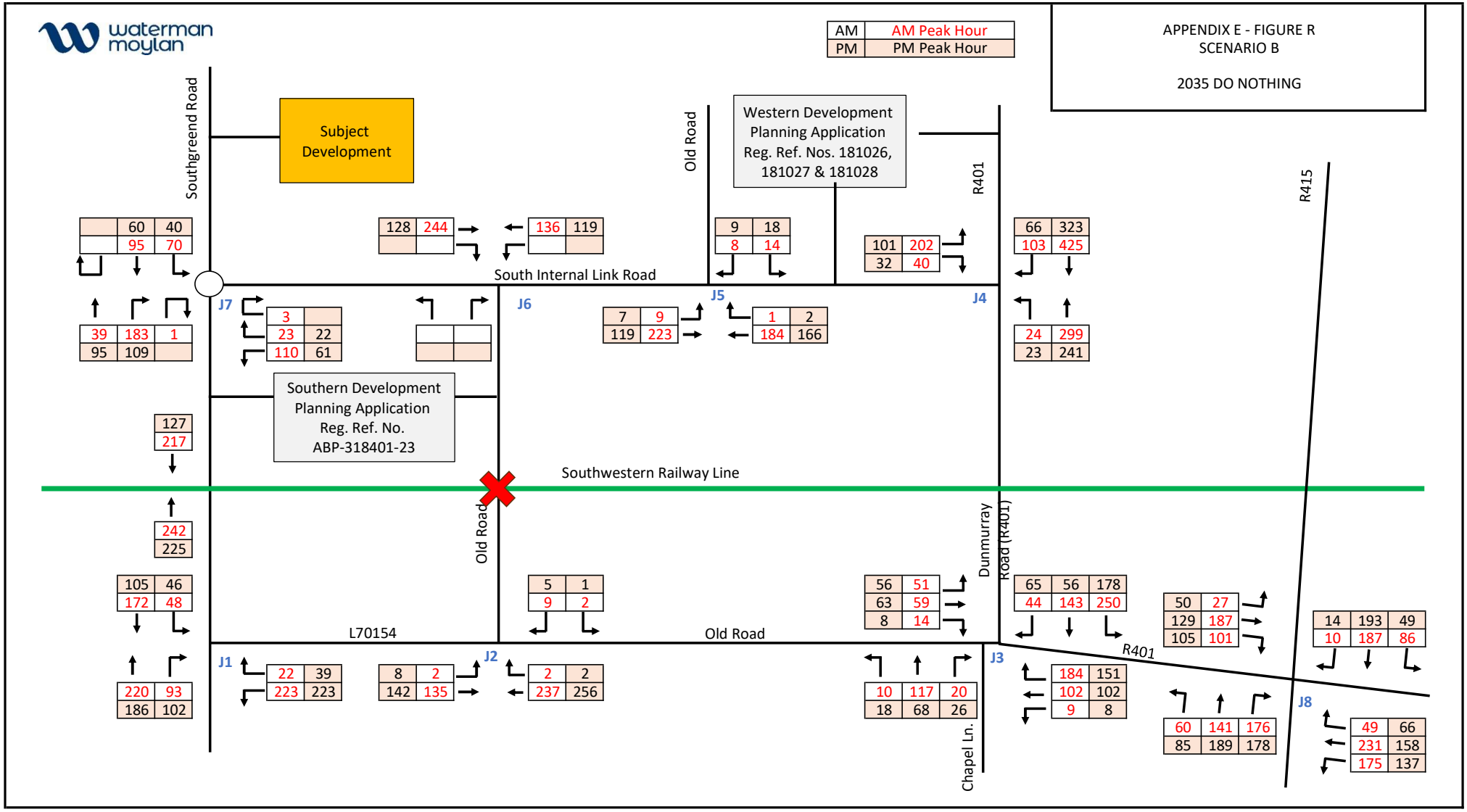

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AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE M
SCENARIO A
2045 DO NOTHING
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.

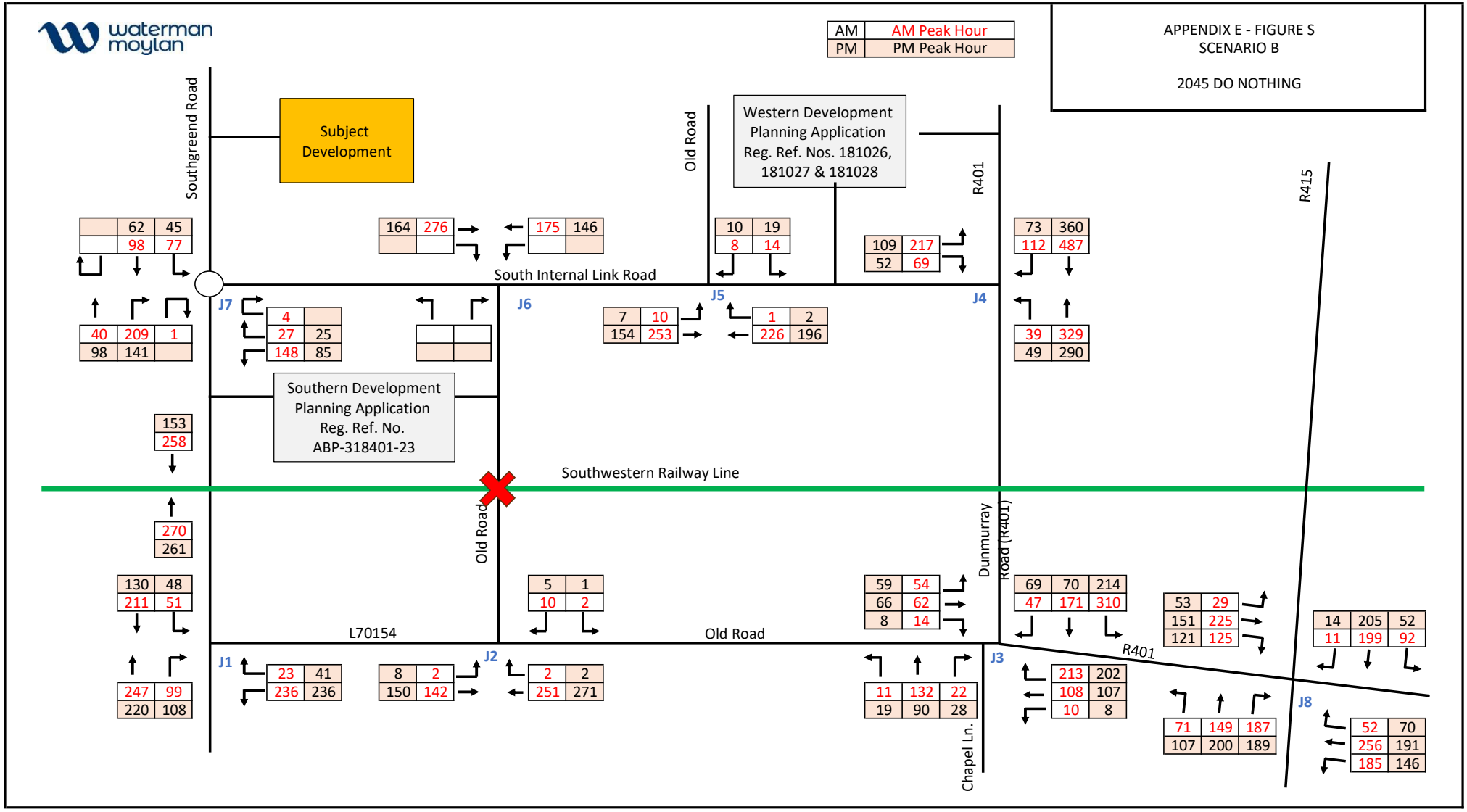

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE N
SCENARIO A
2030 DO SOMETHING
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.

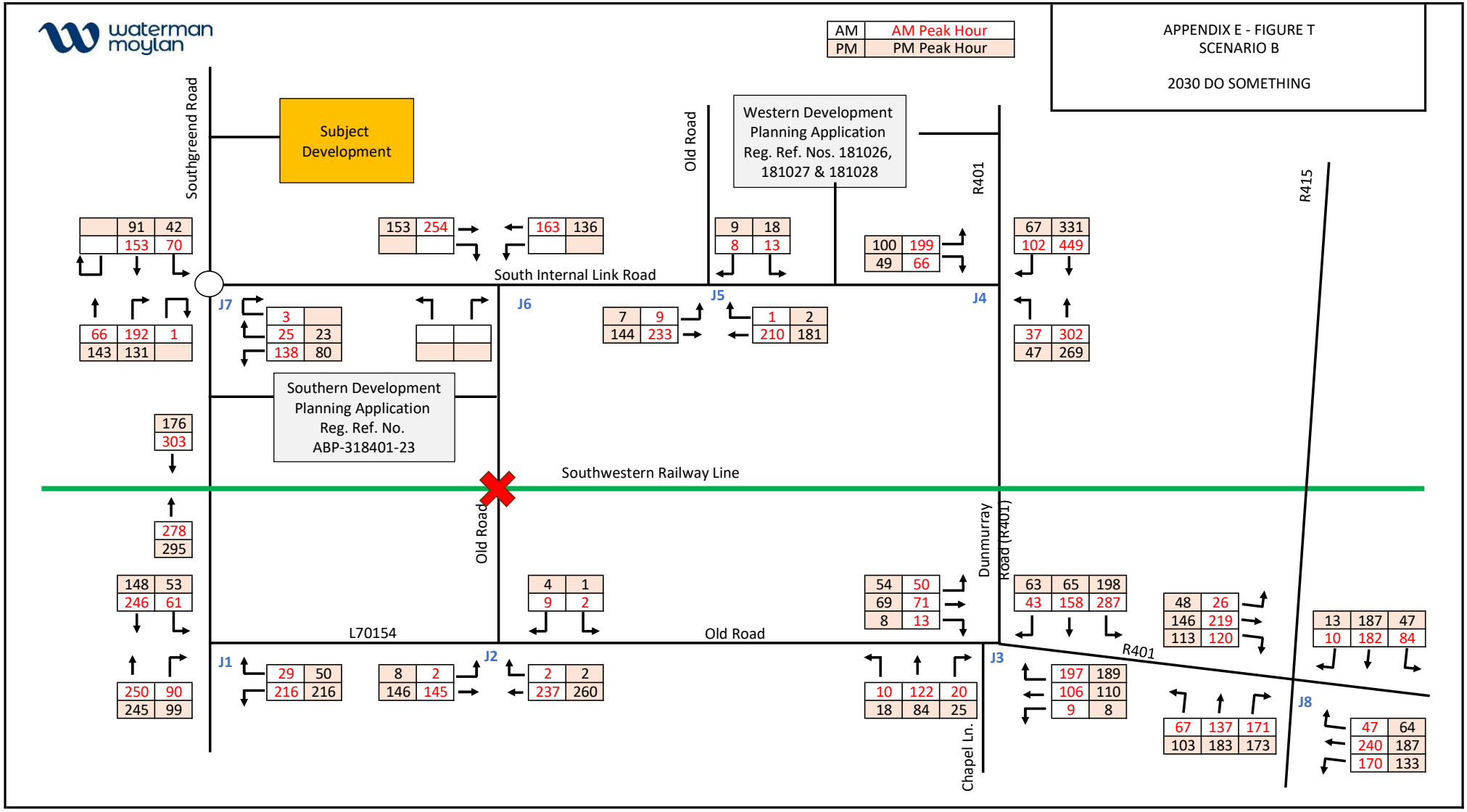

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE O
SCENARIO A
2035 DO SOMETHING
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.

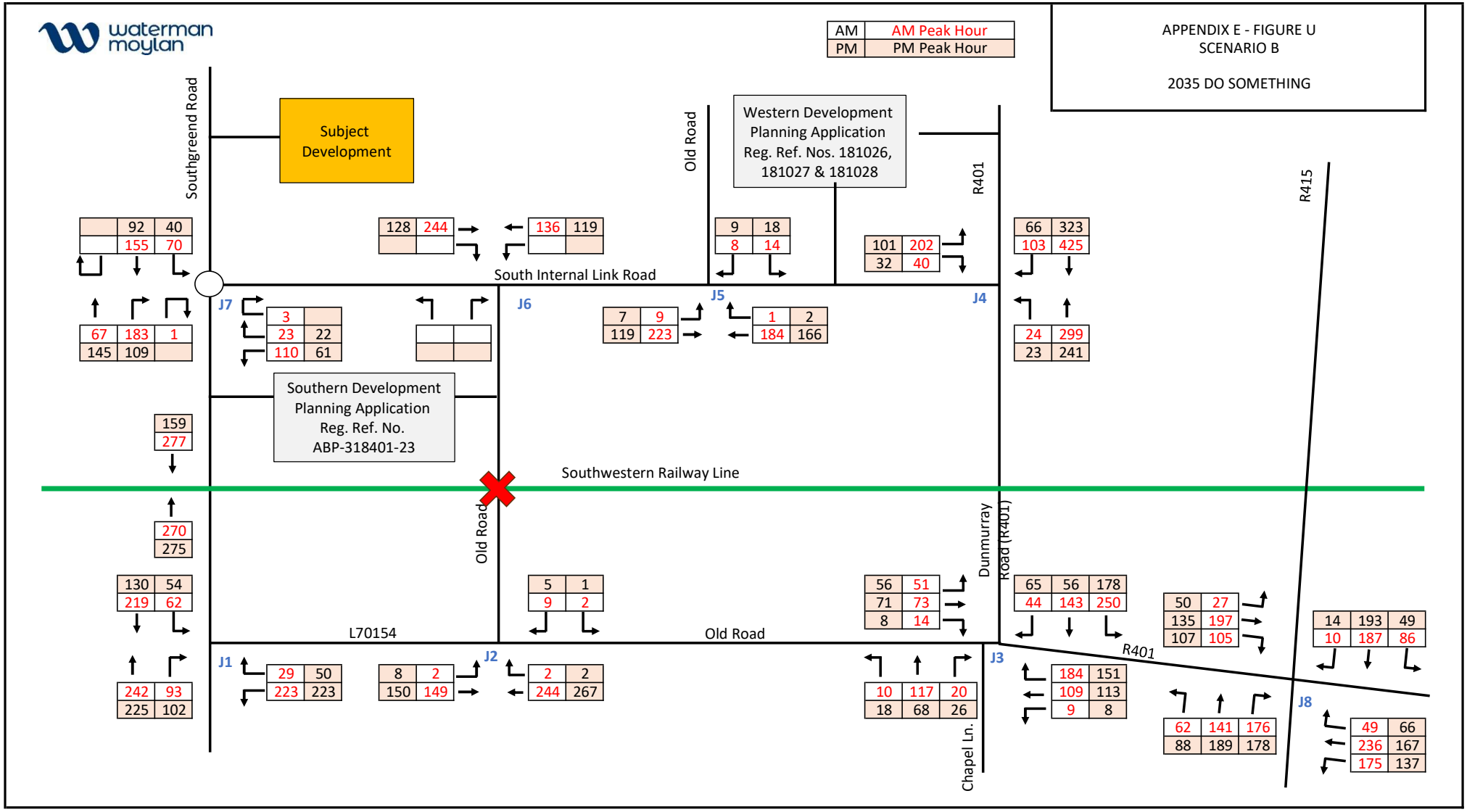

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE P
SCENARIO A
2045 DO SOMETHING
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
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Southern Development Planning Application Reg. Ref. No. ABP-318401-23
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Old Road
Dunmurray Road (R401)
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Old Road
R401
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J8
Chapel Ln.

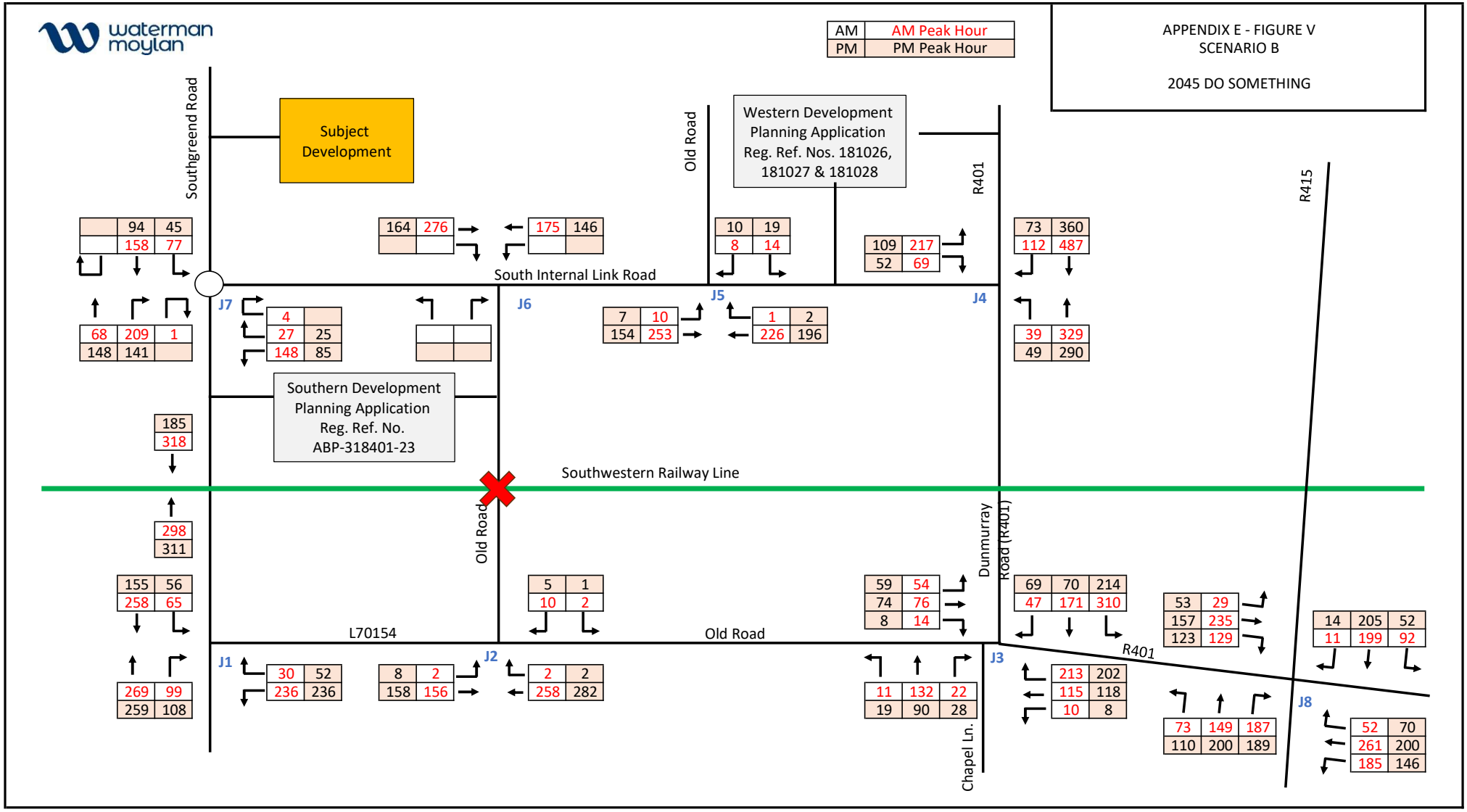

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE Q
SCENARIO B
2030 DO NOTHING
Subject Development
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southgreend Road
Old Road
R401
R415
South Internal Link Road
Southwestern Railway Line
L70154
Old Road
Dunmurray Road (R401)
R401
Chapel Ln.
J1
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59 42
93 70
153 254
163 136
9 18
8 13
100 199
49 66
67 331
102 449
38 192 1
93 131
3
25 23
138 80
7 9
144 233
1 2
210 181
37 302
47 269
144
243
250
245
123 45
199 47
228 90
206 99
4 1
9 2
54 50
61 57
8 13
63 65 198
43 158 287
48 26
140 209
111 116
13 187 47
10 182 84
22 39
216 216
8 2
138 131
2 2
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10 122 20
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99 99
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100 183 173
47 64
235 178
170 133

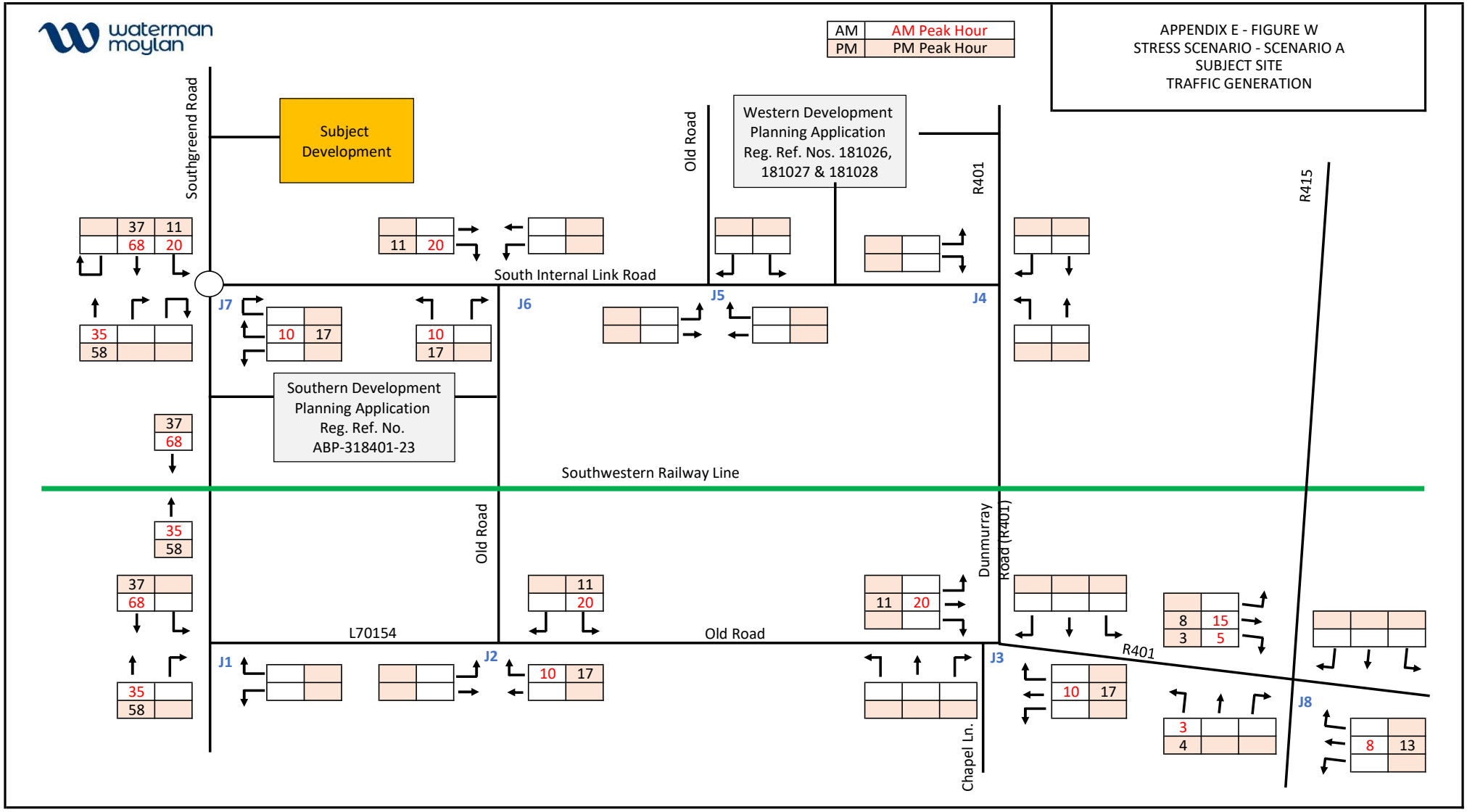

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AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE R
SCENARIO B
2035 DO NOTHING
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
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J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
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Dunmurray Road (R401)
L70154
Old Road
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J8
Chapel Ln.
R401

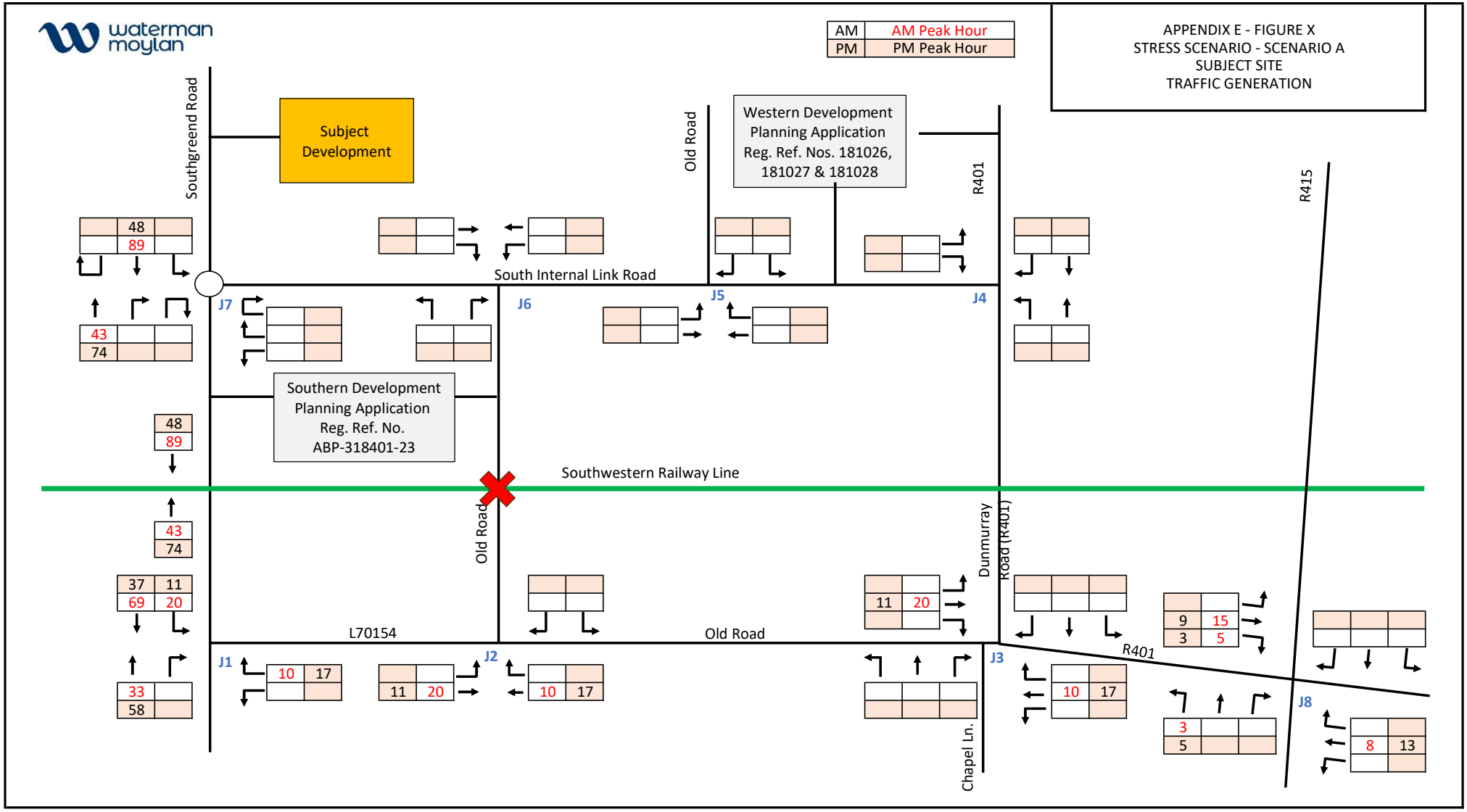

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE S
SCENARIO B
2045 DO NOTHING
Subject Development
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southgreend Road
Old Road
R401
R415
South Internal Link Road
Southwestern Railway Line
Dunmurray Road (R401)
L70154
Chapel Ln.
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J8

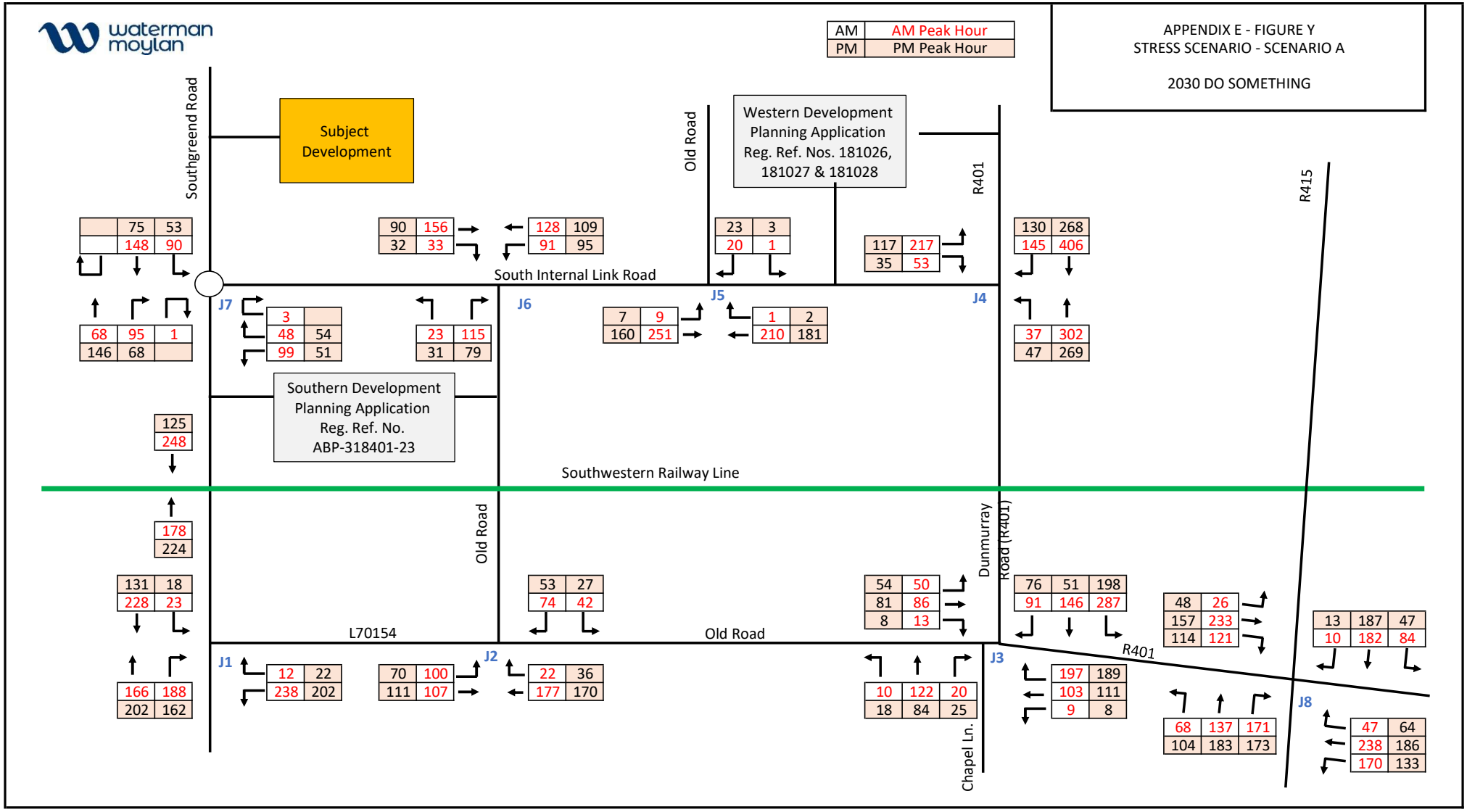

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AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE T
SCENARIO B
2030 DO SOMETHING
Subject Development
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southgreend Road
Old Road
R401
R415
South Internal Link Road
Southwestern Railway Line
L70154
Old Road
Dunmurray Road (R401)
R401
Chapel Ln.
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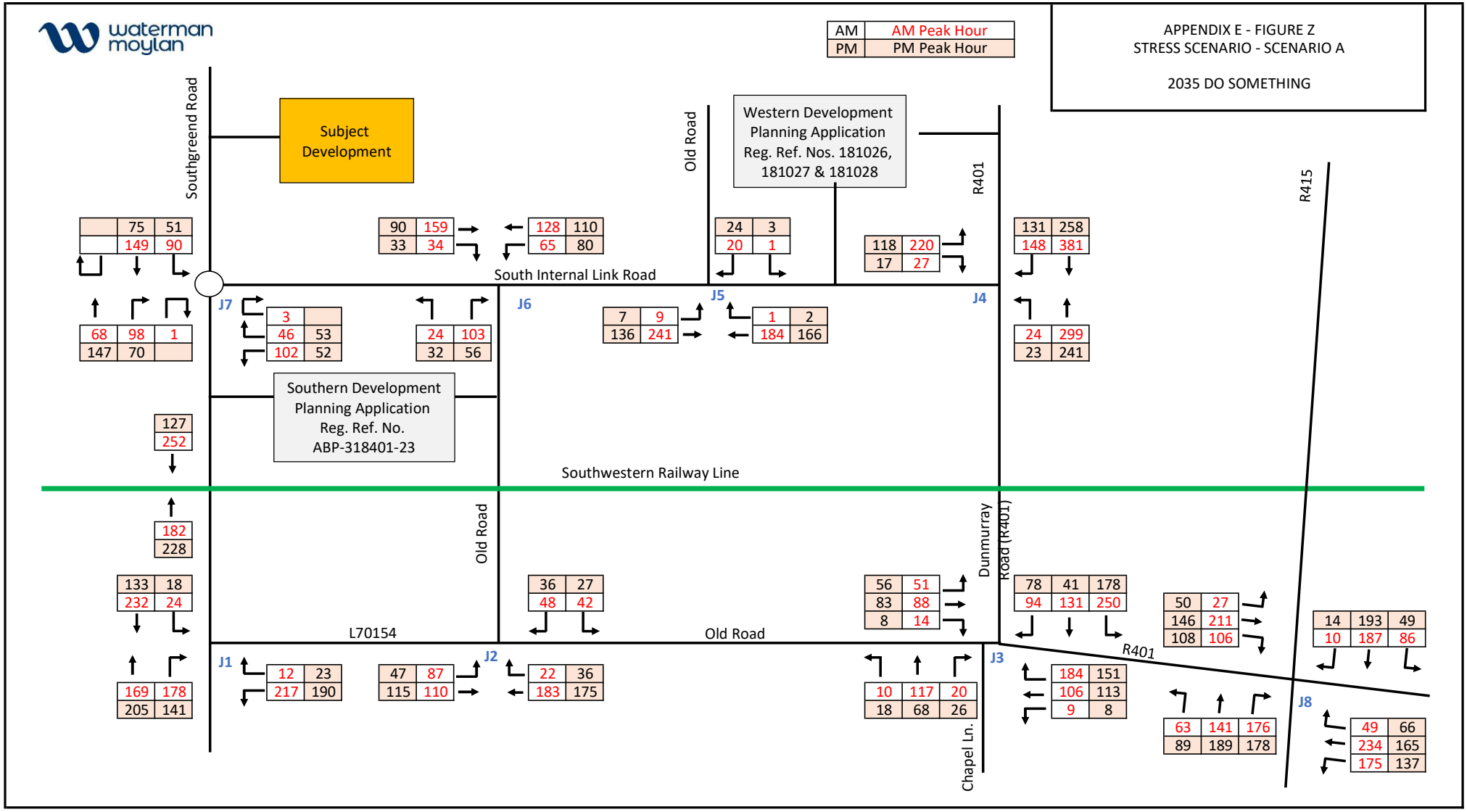

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AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE U
SCENARIO B
2035 DO SOMETHING
Subject Development
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southgreend Road
Old Road
R401
R415
South Internal Link Road
Southwestern Railway Line
L70154
Old Road
Dunmurray Road (R401)
R401
Chapel Ln.
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J6
J7
J8

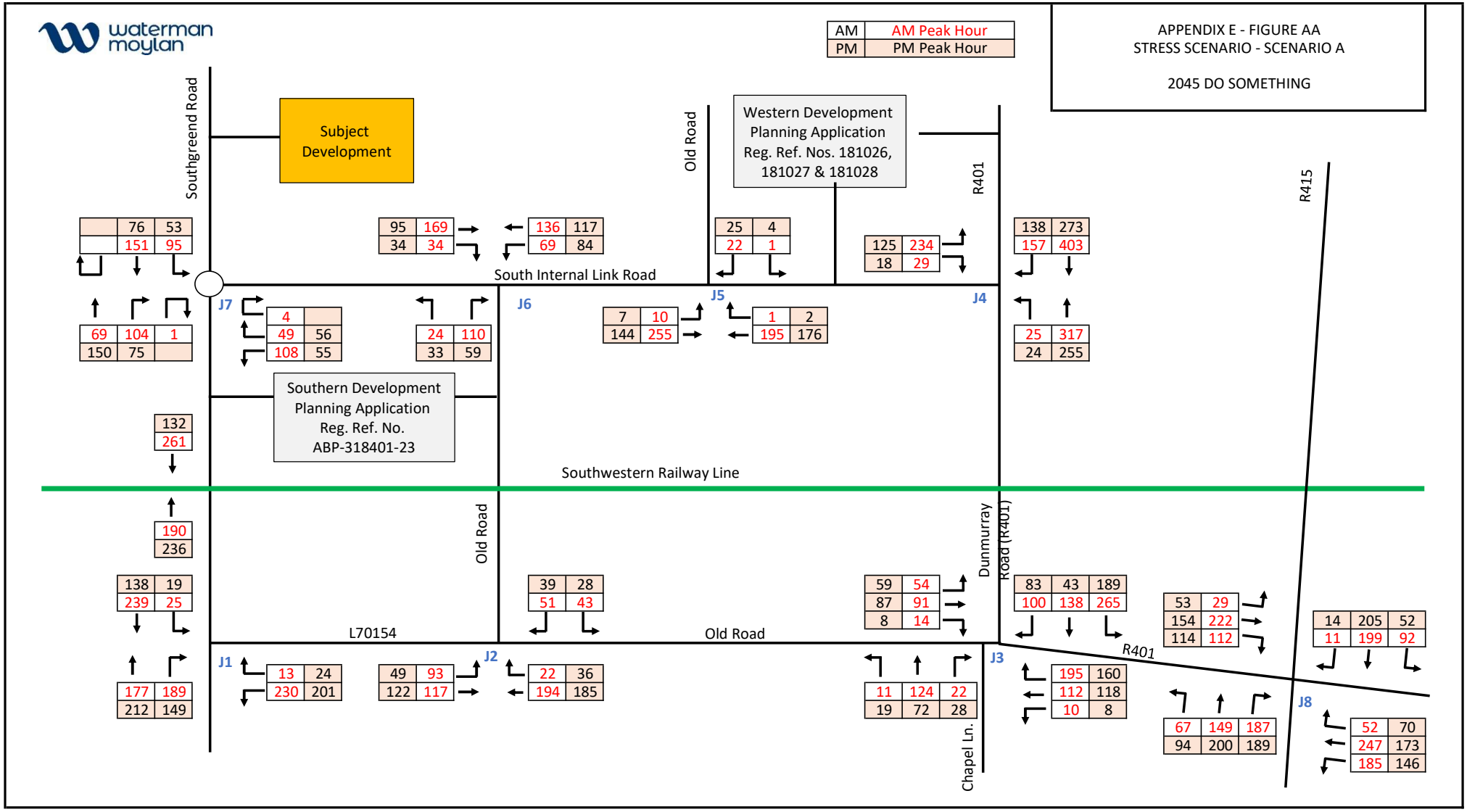

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AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE V
SCENARIO B
2045 DO SOMETHING
Subject Development
Southgreend Road
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
Chapel Ln.
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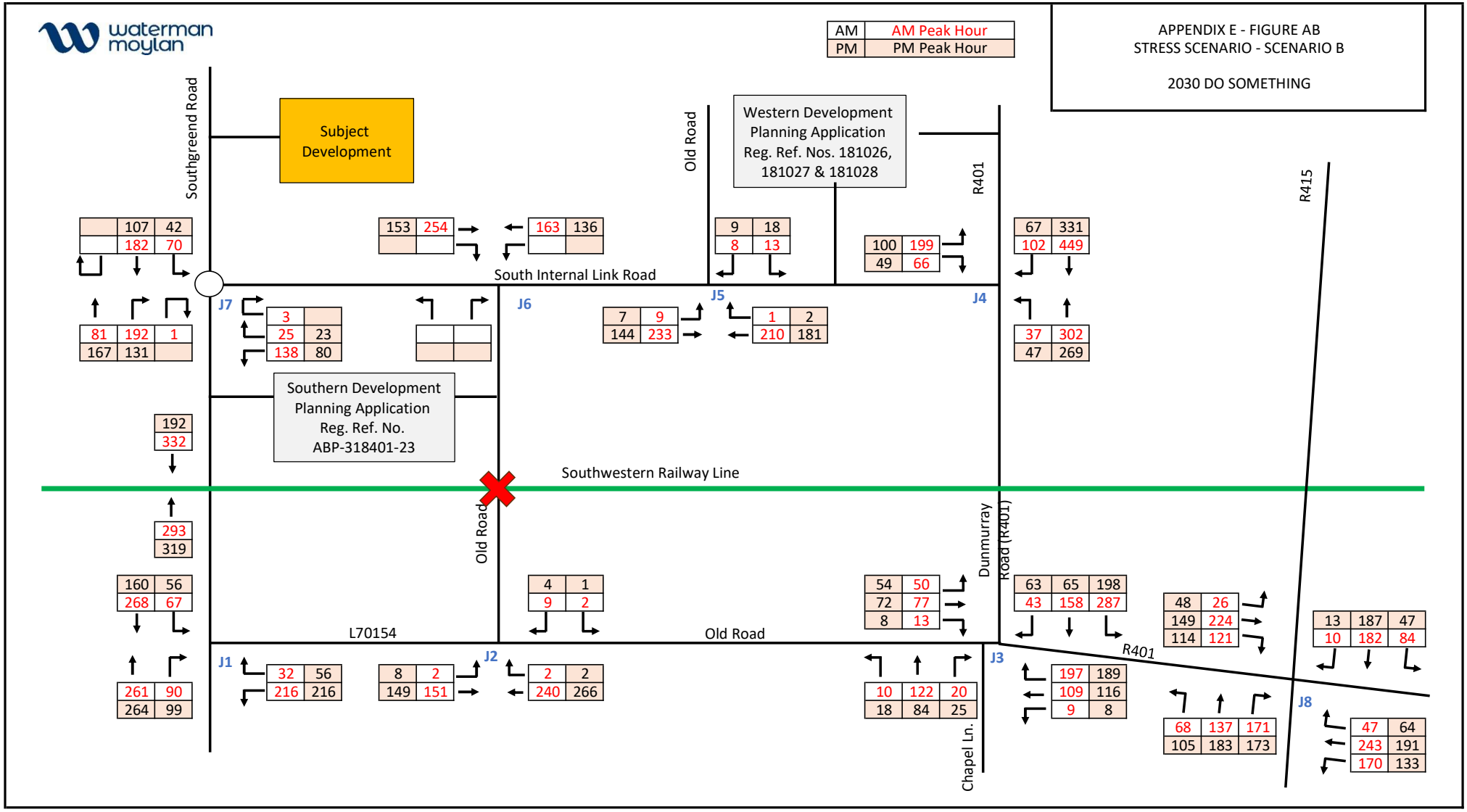

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AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE W
STRESS SCENARIO - SCENARIO A
SUBJECT SITE
TRAFFIC GENERATION
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.

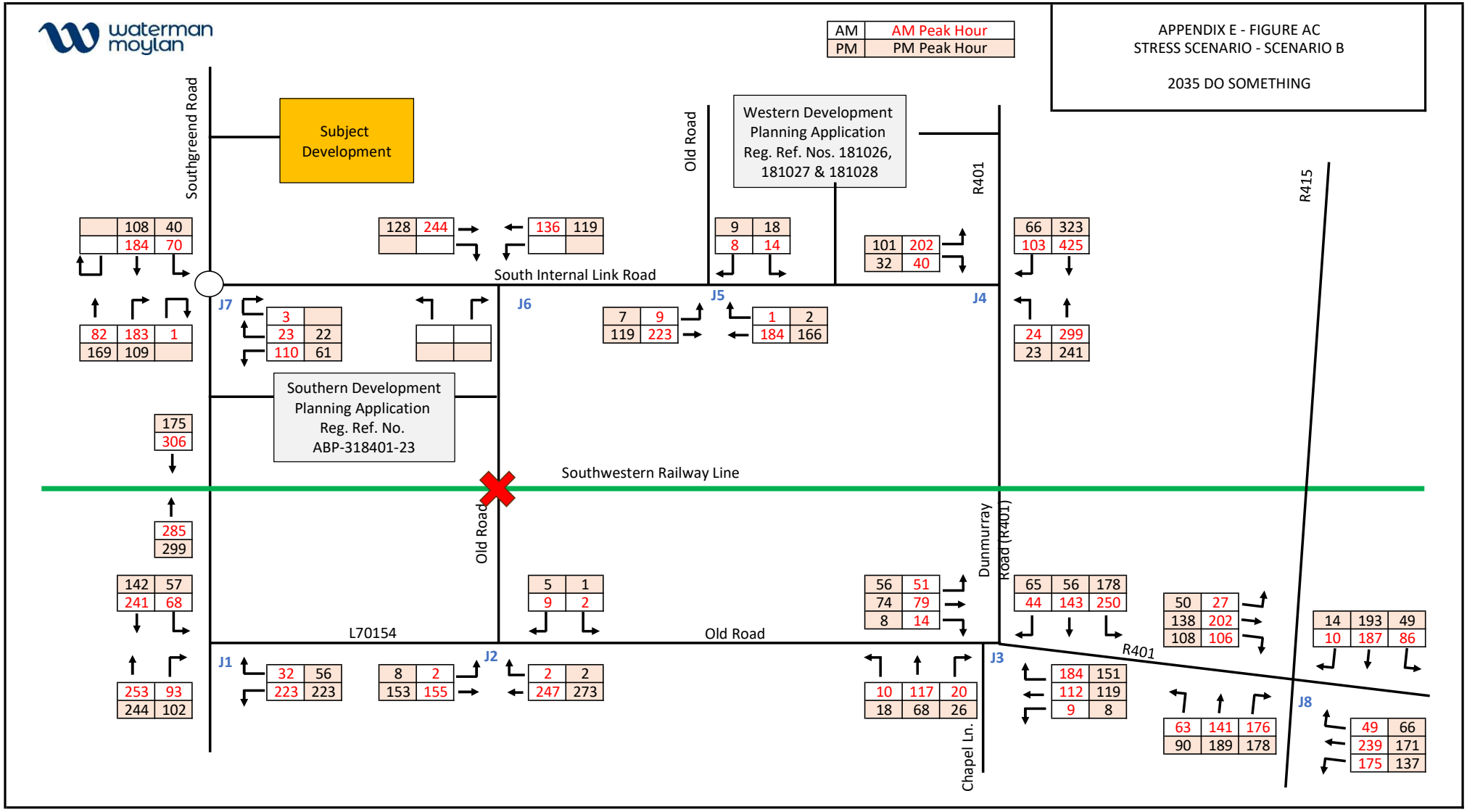

waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE X
STRESS SCENARIO - SCENARIO A
SUBJECT SITE
TRAFFIC GENERATION
Subject Development
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southgreend Road
Old Road
R401
R415
South Internal Link Road
Southwestern Railway Line
Dunmurray Road (R401)
L70154
Old Road
Chapel Ln.
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43 74
37 11 69 20
33 58
10 17
11 20
9 15 3 5
3 5
8 13

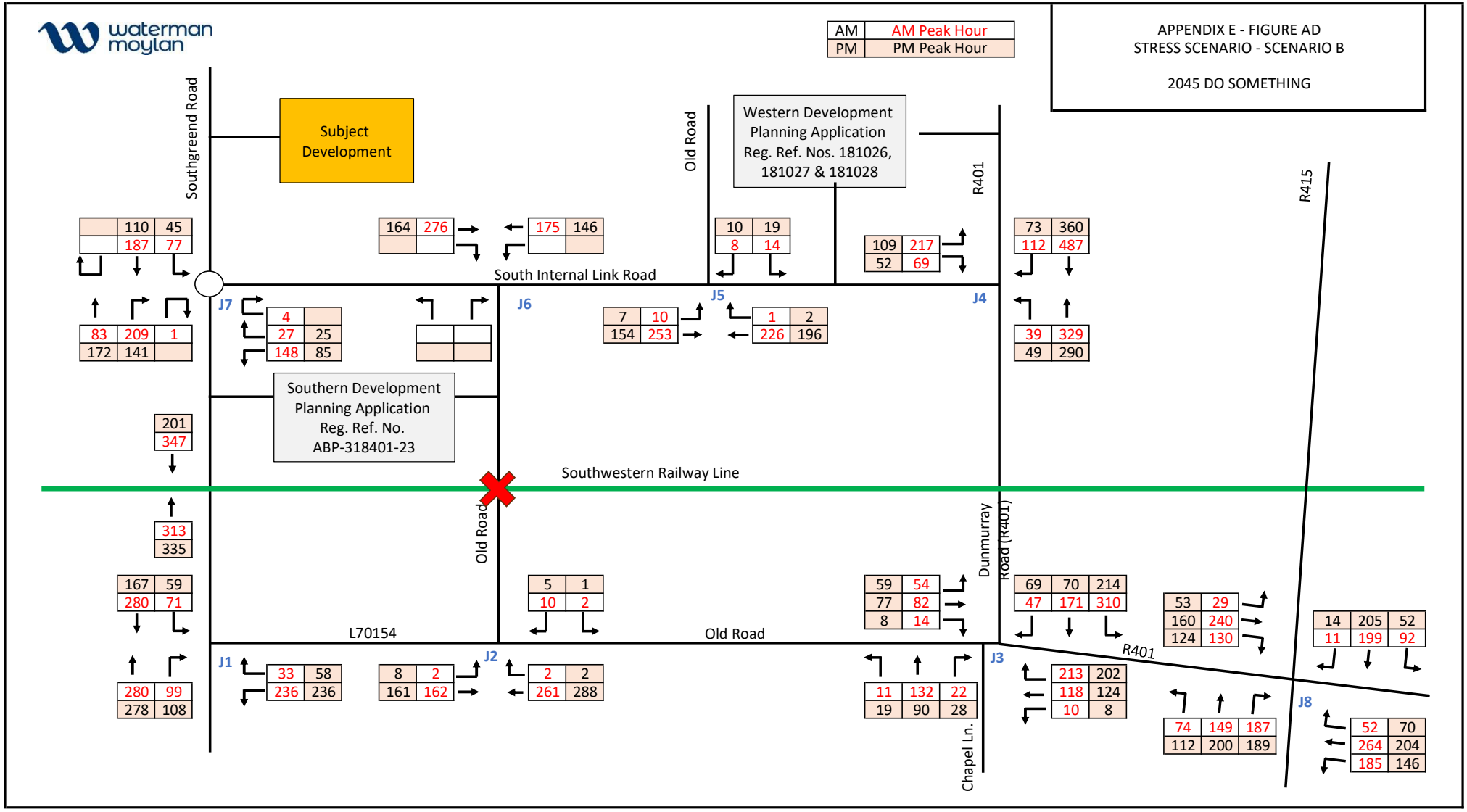

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AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE Y
STRESS SCENARIO - SCENARIO A
2030 DO SOMETHING
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.


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AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE Z
STRESS SCENARIO - SCENARIO A
2035 DO SOMETHING
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.


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AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE AA
STRESS SCENARIO - SCENARIO A
2045 DO SOMETHING
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
J1
J2
J3
J8
Chapel Ln.


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AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE AB
STRESS SCENARIO - SCENARIO B
2030 DO SOMETHING
Southgreend Road
Subject Development
Old Road
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
R401
R415
South Internal Link Road
J7
J6
J5
J4
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southwestern Railway Line
Old Road
Dunmurray Road (R401)
L70154
Old Road
R401
Chapel Ln.
J1
J2
J3
J8
107 42
182 70
153 254
163 136
9 18
8 13
100 199
49 66
67 331
102 449
81 192 1
167 131
3
25 23
138 80
7 9
144 233
1 2
210 181
37 302
47 269
192
332
293
319
160 56
268 67
4 1
9 2
54 50
72 77
8 13
63 65 198
43 158 287
48 26
149 224
114 121
13 187 47
10 182 84
261 90
264 99
32 56
216 216
8 2
149 151
2 2
240 266
10 122 20
18 84 25
197 189
109 116
9 8
68 137 171
105 183 173
47 64
243 191
170 133


waterman moylan
AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE AC
STRESS SCENARIO - SCENARIO B
2035 DO SOMETHING
Subject Development
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southgreend Road
Old Road
R401
R415
South Internal Link Road
Southwestern Railway Line
Dunmurray Road (R401)
L70154
Chapel Ln.
J1
J2
J3
J4
J5
J6
J7
J8


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AM AM Peak Hour
PM PM Peak Hour
APPENDIX E - FIGURE AD
STRESS SCENARIO - SCENARIO B
2045 DO SOMETHING
Subject Development
Western Development Planning Application Reg. Ref. Nos. 181026, 181027 & 181028
Southern Development Planning Application Reg. Ref. No. ABP-318401-23
Southgreend Road
Old Road
R401
R415
South Internal Link Road
Southwestern Railway Line
Dunmurray Road (R401)
L70154
Chapel Ln.
J1
J2
J3
J4
J5
J6
J7
J8
110 45
187 77
164 276
175 146
10 19
8 14
109 217
52 69
73 360
112 487
83 209 1
172 141
4 27 25
148 85
7 10
154 253
1 2
226 196
39 329
49 290
201
347
313
335
167 59
280 71
280 99
278 108
5 1
10 2
33 58
236 236
8 2
161 162
2 2
261 288
59 54
77 82
8 14
69 70 214
47 171 310
53 29
160 240
124 130
14 205 52
11 199 92
11 132 22
19 90 28
213 202
118 124
10 8
74 149 187
112 200 189
52 70
264 204
185 146

F. Junction Modelling Results: Scenario A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: A - Junction 1 AM&PM.j9
Path: N:\Projects\25\25-003 South Green Phase 2 Site O\Design\Civil\Traffic\2026-01 - Full TTA\Junction Modelling\A - Junction 1
Report generation date: 15/01/2026 11:12:04

»Scenario A - AM & PM - 2025 BASELINE, AM
»Scenario A - AM & PM - 2025 BASELINE, PM
»Scenario A - AM & PM - 2030 DO NOTHING, AM
»Scenario A - AM & PM - 2030 DO NOTHING, PM
»Scenario A - AM & PM - 2030 DO SOMETHING, AM
»Scenario A - AM & PM - 2030 DO SOMETHING, PM
»Scenario A - AM & PM - 2035 DO NOTHING, AM
»Scenario A - AM & PM - 2035 DO NOTHING, PM
»Scenario A - AM & PM - 2035 DO SOMETHING, AM
»Scenario A - AM & PM - 2035 DO SOMETHING, PM
»Scenario A - AM & PM - 2045 DO NOTHING, AM
»Scenario A - AM & PM - 2045 DO NOTHING, PM
»Scenario A - AM & PM - 2045 DO SOMETHING, AM
»Scenario A - AM & PM - 2045 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Scenario A - AM & PM - 2025 BASELINE					
Stream B-C	0.1	8.77	0.05	0.0	7.96	0.04
Stream B-A	0.4	11.50	0.28	0.2	9.77	0.17
Stream C-AB	0.0	6.68	0.02	0.0	6.66	0.04
	Scenario A - AM & PM - 2030 DO NOTHING					
Stream B-C	0.1	10.20	0.07	0.0	8.66	0.05
Stream B-A	0.7	15.07	0.42	0.3	11.31	0.25
Stream C-AB	0.0	6.88	0.02	0.0	6.98	0.04
	Scenario A - AM & PM - 2030 DO SOMETHING					
Stream B-C	0.1	12.12	0.08	0.1	9.22	0.05
Stream B-A	1.2	19.41	0.55	0.5	12.56	0.32
Stream C-AB	0.0	6.97	0.02	0.0	7.13	0.05
	Scenario A - AM & PM - 2035 DO NOTHING					
Stream B-C	0.1	10.22	0.07	0.0	8.59	0.05
Stream B-A	0.7	14.99	0.43	0.3	11.14	0.25
Stream C-AB	0.0	6.86	0.02	0.0	6.93	0.05
	Scenario A - AM & PM - 2035 DO SOMETHING					
Stream B-C	0.1	12.14	0.08	0.1	9.14	0.05
Stream B-A	1.2	19.28	0.55	0.5	12.36	0.32
Stream C-AB	0.0	6.95	0.02	0.0	7.08	0.05
	Scenario A - AM & PM - 2045 DO NOTHING					
Stream B-C	0.1	10.58	0.07	0.1	8.73	0.05
Stream B-A	0.8	15.92	0.45	0.4	11.52	0.26
Stream C-AB	0.0	6.94	0.03	0.1	7.00	0.05
	Scenario A - AM & PM - 2045 DO SOMETHING					
Stream B-C	0.1	12.82	0.09	0.1	9.31	0.05
Stream B-A	1.4	20.86	0.58	0.5	13.73	0.33
Stream C-AB	0.0	7.03	0.03	0.1	7.15	0.05

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

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

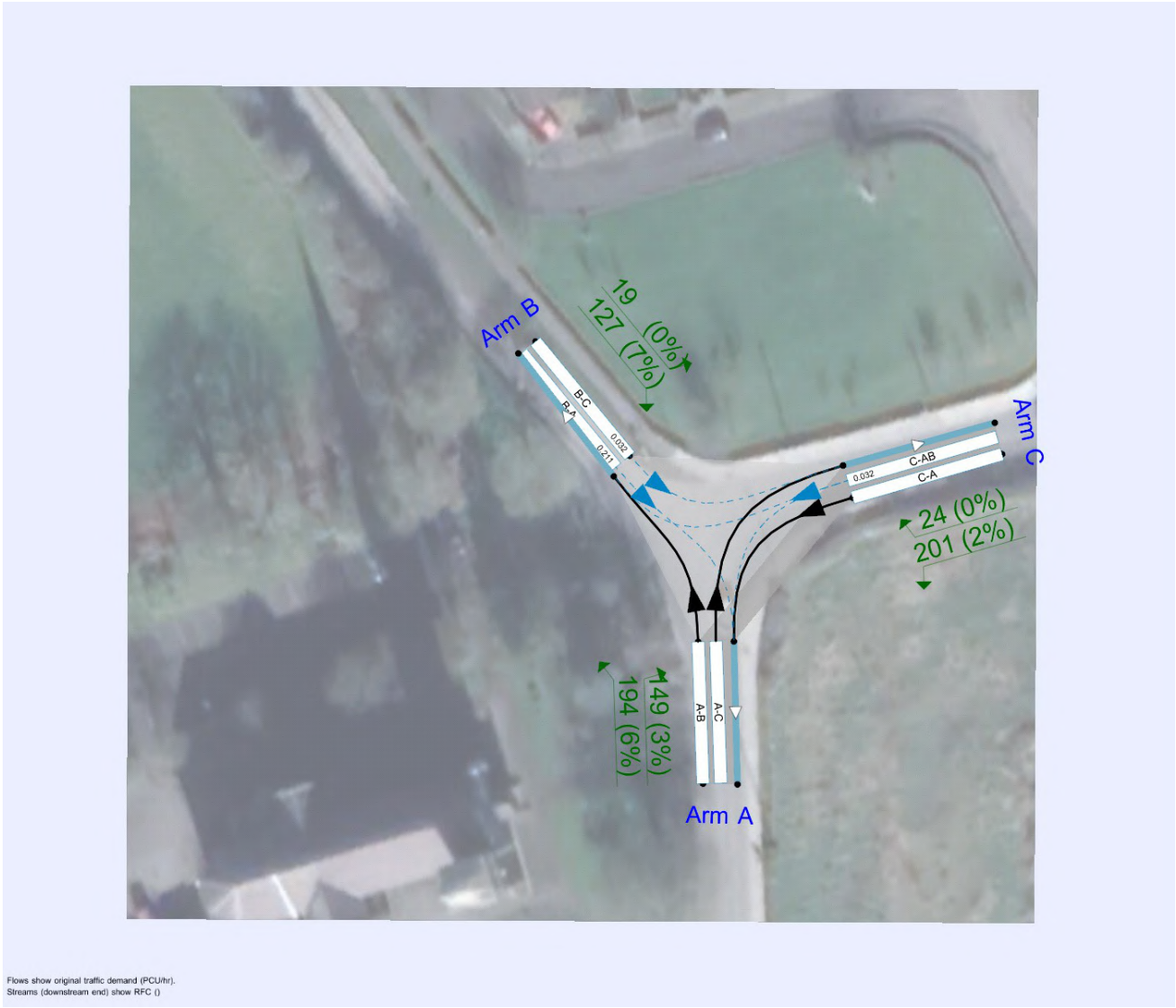
File summary

File Description

Title	Junction 1
Location	Southgreen Road / L70154 Bohereenagower Road / Green Road, Co. Kildare
Site number	01
Date	09/06/2025
Version	03
Status	(new file)
Identifier	
Client	Pousterle Limited
Jobnumber	25-003
Enumerator	DOMAIN\f.demaio
Description	Scenario A

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASELINE	AM	ONE HOUR	00:00	01:30	15	✓
D2	2025 BASELINE	PM	ONE HOUR	00:00	01:30	15	✓
D3	2030 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D4	2030 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D5	2030 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D6	2030 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓
D7	2035 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D8	2035 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D9	2035 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D10	2035 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓
D11	2045 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D12	2045 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D13	2045 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D14	2045 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Scenario A - AM & PM	✓	100.000	100.000

Scenario A - AM & PM - 2025 BASELINE, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			80.0	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	4.40	2.70	2.20	2.20	2.20		1.00	80	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	522	0.095	0.240	0.151	0.343
B-C	520	0.080	0.201	-	-
C-B	620	0.240	0.240	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASELINE	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	263	100.000
B		ONE HOUR	✓	130	100.000
C		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	106	157
	B	109	0	21
	C	191	11	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	8.77	0.1	A	19	29
B-A	0.28	11.50	0.4	B	100	150
C-AB	0.02	6.68	0.0	A	10	15
C-A					175	263
A-B					97	146
A-C					144	216

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	465	0.034	16	0.0	0.0	8.001	A
B-A	82	21	461	0.178	81	0.0	0.2	9.455	A
C-AB	8	2	573	0.014	8	0.0	0.0	6.377	A
C-A	144	36			144				
A-B	80	20			80				
A-C	118	30			118				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	453	0.042	19	0.0	0.0	8.296	A
B-A	98	24	449	0.218	98	0.2	0.3	10.232	B
C-AB	10	2	564	0.018	10	0.0	0.0	6.501	A
C-A	172	43			172				
A-B	95	24			95				
A-C	141	35			141				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	434	0.053	23	0.0	0.1	8.765	A
B-A	120	30	433	0.277	120	0.3	0.4	11.475	B
C-AB	12	3	551	0.022	12	0.0	0.0	6.682	A
C-A	210	53			210				
A-B	117	29			117				
A-C	173	43			173				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	433	0.053	23	0.1	0.1	8.772	A
B-A	120	30	433	0.277	120	0.4	0.4	11.504	B
C-AB	12	3	551	0.022	12	0.0	0.0	6.682	A
C-A	210	53			210				
A-B	117	29			117				
A-C	173	43			173				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	452	0.042	19	0.1	0.0	8.306	A
B-A	98	24	449	0.218	98	0.4	0.3	10.269	B
C-AB	10	2	564	0.018	10	0.0	0.0	6.502	A
C-A	172	43			172				
A-B	95	24			95				
A-C	141	35			141				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	465	0.034	16	0.0	0.0	8.015	A
B-A	82	21	461	0.178	82	0.3	0.2	9.511	A
C-AB	8	2	573	0.014	8	0.0	0.0	6.379	A
C-A	144	36			144				
A-B	80	20			80				
A-C	118	30			118				

Scenario A - AM & PM - 2025 BASELINE, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 BASELINE	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	220	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	96	124
	B	67	0	16
	C	167	20	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	7.96	0.0	A	15	22
B-A	0.17	9.77	0.2	A	61	92
C-AB	0.04	6.66	0.0	A	18	28
C-A					153	230
A-B					88	132
A-C					114	171

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	490	0.025	12	0.0	0.0	7.530	A
B-A	50	13	467	0.108	50	0.0	0.1	8.624	A
C-AB	15	4	581	0.026	15	0.0	0.0	6.365	A
C-A	126	31			126				
A-B	72	18			72				
A-C	93	23			93				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	482	0.030	14	0.0	0.0	7.705	A
B-A	60	15	457	0.132	60	0.1	0.2	9.077	A
C-AB	18	4	573	0.031	18	0.0	0.0	6.486	A
C-A	150	38			150				
A-B	86	22			86				
A-C	111	28			111				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	470	0.038	18	0.0	0.0	7.962	A
B-A	74	18	442	0.167	74	0.2	0.2	9.761	A
C-AB	22	6	562	0.039	22	0.0	0.0	6.661	A
C-A	184	46			184				
A-B	106	26			106				
A-C	137	34			137				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	470	0.038	18	0.0	0.0	7.963	A
B-A	74	18	442	0.167	74	0.2	0.2	9.771	A
C-AB	22	6	562	0.039	22	0.0	0.0	6.661	A
C-A	184	46			184				
A-B	106	26			106				
A-C	137	34			137				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	481	0.030	14	0.0	0.0	7.709	A
B-A	60	15	457	0.132	60	0.2	0.2	9.091	A
C-AB	18	4	573	0.031	18	0.0	0.0	6.489	A
C-A	150	38			150				
A-B	86	22			86				
A-C	111	28			111				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	490	0.025	12	0.0	0.0	7.537	A
B-A	50	13	467	0.108	51	0.2	0.1	8.650	A
C-AB	15	4	581	0.026	15	0.0	0.0	6.368	A
C-A	126	31			126				
A-B	72	18			72				
A-C	93	23			93				

Scenario A - AM & PM - 2030 DO NOTHING, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	319	100.000
B		ONE HOUR	✓	183	100.000
C		ONE HOUR	✓	250	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	131	188
	B	160	0	23
	C	238	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	10.20	0.1	B	21	32
B-A	0.42	15.07	0.7	C	147	220
C-AB	0.02	6.88	0.0	A	11	17
C-A					218	328
A-B					120	180
A-C					173	259

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	434	0.040	17	0.0	0.0	8.634	A
B-A	120	30	450	0.268	119	0.0	0.4	10.847	B
C-AB	9	2	563	0.016	9	0.0	0.0	6.502	A
C-A	179	45			179				
A-B	99	25			99				
A-C	142	35			142				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	413	0.050	21	0.0	0.1	9.168	A
B-A	144	36	435	0.331	143	0.4	0.5	12.316	B
C-AB	11	3	551	0.020	11	0.0	0.0	6.657	A
C-A	214	53			214				
A-B	118	29			118				
A-C	169	42			169				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	379	0.067	25	0.1	0.1	10.177	B
B-A	176	44	415	0.425	175	0.5	0.7	14.958	B
C-AB	13	3	536	0.025	13	0.0	0.0	6.884	A
C-A	262	66			262				
A-B	144	36			144				
A-C	207	52			207				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	378	0.067	25	0.1	0.1	10.202	B
B-A	176	44	415	0.425	176	0.7	0.7	15.068	C
C-AB	13	3	536	0.025	13	0.0	0.0	6.884	A
C-A	262	66			262				
A-B	144	36			144				
A-C	207	52			207				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	412	0.050	21	0.1	0.1	9.197	A
B-A	144	36	435	0.331	145	0.7	0.5	12.437	B
C-AB	11	3	551	0.020	11	0.0	0.0	6.660	A
C-A	214	53			214				
A-B	118	29			118				
A-C	169	42			169				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	433	0.040	17	0.1	0.0	8.660	A
B-A	120	30	450	0.268	121	0.5	0.4	10.977	B
C-AB	9	2	563	0.016	9	0.0	0.0	6.502	A
C-A	179	45			179				
A-B	99	25			99				
A-C	142	35			142				

Scenario A - AM & PM - 2030 DO NOTHING, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	306	100.000
B		ONE HOUR	✓	112	100.000
C		ONE HOUR	✓	224	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	144	162
	B	94	0	18
	C	202	22	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	8.66	0.0	A	17	25
B-A	0.25	11.31	0.3	B	86	129
C-AB	0.04	6.98	0.0	A	20	30
C-A					185	278
A-B					132	198
A-C					149	223

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	466	0.029	13	0.0	0.0	7.957	A
B-A	71	18	453	0.156	70	0.0	0.2	9.370	A
C-AB	17	4	565	0.029	16	0.0	0.0	6.560	A
C-A	152	38			152				
A-B	108	27			108				
A-C	122	30			122				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	454	0.036	16	0.0	0.0	8.228	A
B-A	85	21	440	0.192	84	0.2	0.2	10.109	B
C-AB	20	5	554	0.036	20	0.0	0.0	6.732	A
C-A	182	45			182				
A-B	129	32			129				
A-C	146	36			146				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	436	0.045	20	0.0	0.0	8.652	A
B-A	103	26	422	0.245	103	0.2	0.3	11.287	B
C-AB	24	6	540	0.045	24	0.0	0.0	6.982	A
C-A	222	56			222				
A-B	159	40			159				
A-C	178	45			178				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	436	0.046	20	0.0	0.0	8.658	A
B-A	103	26	422	0.245	103	0.3	0.3	11.311	B
C-AB	24	6	540	0.045	24	0.0	0.0	6.982	A
C-A	222	56			222				
A-B	159	40			159				
A-C	178	45			178				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	453	0.036	16	0.0	0.0	8.237	A
B-A	85	21	440	0.192	85	0.3	0.2	10.142	B
C-AB	20	5	554	0.036	20	0.0	0.0	6.733	A
C-A	182	45			182				
A-B	129	32			129				
A-C	146	36			146				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	465	0.029	14	0.0	0.0	7.970	A
B-A	71	18	453	0.156	71	0.2	0.2	9.419	A
C-AB	17	4	565	0.029	17	0.0	0.0	6.565	A
C-A	152	38			152				
A-B	108	27			108				
A-C	122	30			122				

Scenario A - AM & PM - 2030 DO SOMETHING, AM

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	344	100.000
B		ONE HOUR	✓	230	100.000
C		ONE HOUR	✓	250	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	156	188
	B	207	0	23
	C	238	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	12.12	0.1	B	21	32
B-A	0.55	19.41	1.2	C	190	285
C-AB	0.02	6.97	0.0	A	11	17
C-A					218	328
A-B					143	215
A-C					173	259

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	408	0.042	17	0.0	0.0	9.199	A
B-A	156	39	449	0.347	154	0.0	0.5	12.122	B
C-AB	9	2	558	0.016	9	0.0	0.0	6.555	A
C-A	179	45			179				
A-B	117	29			117				
A-C	142	35			142				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	378	0.055	21	0.0	0.1	10.079	B
B-A	186	47	434	0.429	185	0.5	0.7	14.433	B
C-AB	11	3	546	0.020	11	0.0	0.0	6.724	A
C-A	214	53			214				
A-B	140	35			140				
A-C	169	42			169				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	324	0.078	25	0.1	0.1	12.036	B
B-A	228	57	413	0.552	226	0.7	1.2	19.075	C
C-AB	13	3	529	0.025	13	0.0	0.0	6.973	A
C-A	262	66			262				
A-B	172	43			172				
A-C	207	52			207				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	322	0.079	25	0.1	0.1	12.120	B
B-A	228	57	413	0.552	228	1.2	1.2	19.413	C
C-AB	13	3	529	0.025	13	0.0	0.0	6.973	A
C-A	262	66			262				
A-B	172	43			172				
A-C	207	52			207				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	376	0.055	21	0.1	0.1	10.150	B
B-A	186	47	434	0.429	188	1.2	0.8	14.736	B
C-AB	11	3	546	0.020	11	0.0	0.0	6.725	A
C-A	214	53			214				
A-B	140	35			140				
A-C	169	42			169				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	406	0.043	17	0.1	0.0	9.254	A
B-A	156	39	449	0.347	157	0.8	0.5	12.371	B
C-AB	9	2	558	0.016	9	0.0	0.0	6.558	A
C-A	179	45			179				
A-B	117	29			117				
A-C	142	35			142				

Scenario A - AM & PM - 2030 DO SOMETHING, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	346	100.000
B		ONE HOUR	✓	138	100.000
C		ONE HOUR	✓	224	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	184	162
	B	120	0	18
	C	202	22	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	9.22	0.1	A	17	25
B-A	0.32	12.56	0.5	B	110	165
C-AB	0.05	7.13	0.0	A	20	30
C-A					185	278
A-B					169	253
A-C					149	223

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	449	0.030	13	0.0	0.0	8.272	A
B-A	90	23	452	0.200	89	0.0	0.2	9.905	A
C-AB	17	4	558	0.030	16	0.0	0.0	6.647	A
C-A	152	38			152				
A-B	139	35			139				
A-C	122	30			122				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	433	0.037	16	0.0	0.0	8.626	A
B-A	108	27	438	0.246	108	0.2	0.3	10.887	B
C-AB	20	5	546	0.036	20	0.0	0.0	6.843	A
C-A	182	45			182				
A-B	165	41			165				
A-C	146	36			146				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	410	0.048	20	0.0	0.1	9.214	A
B-A	132	33	419	0.316	132	0.3	0.5	12.517	B
C-AB	24	6	529	0.046	24	0.0	0.0	7.128	A
C-A	222	56			222				
A-B	203	51			203				
A-C	178	45			178				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	410	0.048	20	0.1	0.1	9.224	A
B-A	132	33	419	0.316	132	0.5	0.5	12.562	B
C-AB	24	6	529	0.046	24	0.0	0.0	7.128	A
C-A	222	56			222				
A-B	203	51			203				
A-C	178	45			178				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	433	0.037	16	0.1	0.0	8.639	A
B-A	108	27	438	0.246	108	0.5	0.3	10.943	B
C-AB	20	5	546	0.036	20	0.0	0.0	6.844	A
C-A	182	45			182				
A-B	165	41			165				
A-C	146	36			146				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	448	0.030	14	0.0	0.0	8.288	A
B-A	90	23	452	0.200	91	0.3	0.3	9.978	A
C-AB	17	4	558	0.030	17	0.0	0.0	6.651	A
C-A	152	38			152				
A-B	139	35			139				
A-C	122	30			122				

Scenario A - AM & PM - 2035 DO NOTHING, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	312	100.000
B		ONE HOUR	✓	188	100.000
C		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	134	178
	B	164	0	24
	C	217	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	10.22	0.1	B	22	33
B-A	0.43	14.99	0.7	B	150	226
C-AB	0.02	6.86	0.0	A	11	17
C-A					199	299
A-B					123	184
A-C					163	245

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	435	0.042	18	0.0	0.0	8.628	A
B-A	123	31	453	0.272	122	0.0	0.4	10.816	B
C-AB	9	2	564	0.016	9	0.0	0.0	6.487	A
C-A	163	41			163				
A-B	101	25			101				
A-C	134	34			134				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	414	0.052	22	0.0	0.1	9.172	A
B-A	147	37	440	0.335	147	0.4	0.5	12.273	B
C-AB	11	3	553	0.020	11	0.0	0.0	6.639	A
C-A	195	49			195				
A-B	120	30			120				
A-C	160	40			160				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	380	0.070	26	0.1	0.1	10.191	B
B-A	181	45	421	0.429	180	0.5	0.7	14.875	B
C-AB	13	3	538	0.025	13	0.0	0.0	6.860	A
C-A	239	60			239				
A-B	148	37			148				
A-C	196	49			196				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	379	0.070	26	0.1	0.1	10.217	B
B-A	181	45	421	0.429	181	0.7	0.7	14.986	B
C-AB	13	3	538	0.025	13	0.0	0.0	6.860	A
C-A	239	60			239				
A-B	148	37			148				
A-C	196	49			196				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	413	0.052	22	0.1	0.1	9.200	A
B-A	147	37	440	0.335	148	0.7	0.5	12.393	B
C-AB	11	3	553	0.020	11	0.0	0.0	6.642	A
C-A	195	49			195				
A-B	120	30			120				
A-C	160	40			160				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	434	0.042	18	0.1	0.0	8.661	A
B-A	123	31	453	0.272	124	0.5	0.4	10.948	B
C-AB	9	2	564	0.016	9	0.0	0.0	6.487	A
C-A	163	41			163				
A-B	101	25			101				
A-C	134	34			134				

Scenario A - AM & PM - 2035 DO NOTHING, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	288	100.000
B		ONE HOUR	✓	114	100.000
C		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	147	141
	B	96	0	18
	C	190	23	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	8.59	0.0	A	17	25
B-A	0.25	11.14	0.3	B	88	132
C-AB	0.05	6.93	0.0	A	21	32
C-A					174	262
A-B					135	202
A-C					129	194

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	468	0.029	13	0.0	0.0	7.924	A
B-A	72	18	458	0.158	72	0.0	0.2	9.290	A
C-AB	17	4	568	0.030	17	0.0	0.0	6.530	A
C-A	143	36			143				
A-B	111	28			111				
A-C	106	27			106				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	456	0.035	16	0.0	0.0	8.184	A
B-A	86	22	446	0.194	86	0.2	0.2	9.999	A
C-AB	21	5	558	0.037	21	0.0	0.0	6.695	A
C-A	171	43			171				
A-B	132	33			132				
A-C	127	32			127				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	439	0.045	20	0.0	0.0	8.587	A
B-A	106	26	429	0.247	105	0.2	0.3	11.120	B
C-AB	25	6	545	0.047	25	0.0	0.0	6.932	A
C-A	209	52			209				
A-B	162	40			162				
A-C	155	39			155				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	439	0.045	20	0.0	0.0	8.593	A
B-A	106	26	429	0.247	106	0.3	0.3	11.144	B
C-AB	25	6	545	0.047	25	0.0	0.0	6.932	A
C-A	209	52			209				
A-B	162	40			162				
A-C	155	39			155				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	456	0.036	16	0.0	0.0	8.190	A
B-A	86	22	446	0.194	87	0.3	0.2	10.032	B
C-AB	21	5	558	0.037	21	0.0	0.0	6.699	A
C-A	171	43			171				
A-B	132	33			132				
A-C	127	32			127				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	467	0.029	14	0.0	0.0	7.937	A
B-A	72	18	458	0.158	72	0.2	0.2	9.338	A
C-AB	17	4	568	0.030	17	0.0	0.0	6.533	A
C-A	143	36			143				
A-B	111	28			111				
A-C	106	27			106				

Scenario A - AM & PM - 2035 DO SOMETHING, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	337	100.000
B		ONE HOUR	✓	235	100.000
C		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	159	178
	B	211	0	24
	C	217	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	12.14	0.1	B	22	33
B-A	0.55	19.28	1.2	C	194	290
C-AB	0.02	6.95	0.0	A	11	17
C-A					199	299
A-B					146	219
A-C					163	245

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	409	0.044	18	0.0	0.0	9.199	A
B-A	159	40	453	0.351	157	0.0	0.5	12.084	B
C-AB	9	2	559	0.016	9	0.0	0.0	6.540	A
C-A	163	41			163				
A-B	120	30			120				
A-C	134	34			134				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	378	0.057	22	0.0	0.1	10.087	B
B-A	190	47	438	0.433	189	0.5	0.7	14.364	B
C-AB	11	3	548	0.020	11	0.0	0.0	6.706	A
C-A	195	49			195				
A-B	143	36			143				
A-C	160	40			160				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	325	0.081	26	0.1	0.1	12.054	B
B-A	232	58	419	0.555	231	0.7	1.2	18.944	C
C-AB	13	3	531	0.025	13	0.0	0.0	6.948	A
C-A	239	60			239				
A-B	175	44			175				
A-C	196	49			196				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	323	0.082	26	0.1	0.1	12.139	B
B-A	232	58	419	0.555	232	1.2	1.2	19.280	C
C-AB	13	3	531	0.025	13	0.0	0.0	6.948	A
C-A	239	60			239				
A-B	175	44			175				
A-C	196	49			196				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	376	0.057	22	0.1	0.1	10.158	B
B-A	190	47	438	0.433	191	1.2	0.8	14.674	B
C-AB	11	3	548	0.020	11	0.0	0.0	6.709	A
C-A	195	49			195				
A-B	143	36			143				
A-C	160	40			160				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	407	0.044	18	0.1	0.0	9.255	A
B-A	159	40	453	0.351	160	0.8	0.6	12.335	B
C-AB	9	2	559	0.016	9	0.0	0.0	6.543	A
C-A	163	41			163				
A-B	120	30			120				
A-C	134	34			134				

Scenario A - AM & PM - 2035 DO SOMETHING, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	328	100.000
B		ONE HOUR	✓	140	100.000
C		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	187	141
	B	122	0	18
	C	190	23	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	9.14	0.1	A	17	25
B-A	0.32	12.36	0.5	B	112	168
C-AB	0.05	7.08	0.0	A	21	32
C-A					174	262
A-B					172	257
A-C					129	194

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	451	0.030	13	0.0	0.0	8.233	A
B-A	92	23	457	0.201	91	0.0	0.2	9.816	A
C-AB	17	4	561	0.031	17	0.0	0.0	6.617	A
C-A	143	36			143				
A-B	141	35			141				
A-C	106	27			106				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	436	0.037	16	0.0	0.0	8.572	A
B-A	110	27	444	0.247	109	0.2	0.3	10.761	B
C-AB	21	5	550	0.038	21	0.0	0.0	6.804	A
C-A	171	43			171				
A-B	168	42			168				
A-C	127	32			127				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	414	0.048	20	0.0	0.0	9.135	A
B-A	134	34	426	0.316	134	0.3	0.5	12.315	B
C-AB	25	6	534	0.047	25	0.0	0.0	7.077	A
C-A	209	52			209				
A-B	206	51			206				
A-C	155	39			155				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	413	0.048	20	0.0	0.1	9.144	A
B-A	134	34	426	0.316	134	0.5	0.5	12.357	B
C-AB	25	6	534	0.047	25	0.0	0.0	7.077	A
C-A	209	52			209				
A-B	206	51			206				
A-C	155	39			155				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	436	0.037	16	0.1	0.0	8.585	A
B-A	110	27	444	0.247	110	0.5	0.3	10.814	B
C-AB	21	5	550	0.038	21	0.0	0.0	6.805	A
C-A	171	43			171				
A-B	168	42			168				
A-C	127	32			127				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	450	0.030	14	0.0	0.0	8.250	A
B-A	92	23	457	0.201	92	0.3	0.3	9.886	A
C-AB	17	4	561	0.031	17	0.0	0.0	6.623	A
C-A	143	36			143				
A-B	141	35			141				
A-C	106	27			106				

Scenario A - AM & PM - 2045 DO NOTHING, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2045 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	331	100.000
B		ONE HOUR	✓	196	100.000
C		ONE HOUR	✓	243	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	142	189
	B	171	0	25
	C	230	13	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	10.58	0.1	B	23	34
B-A	0.45	15.92	0.8	C	157	235
C-AB	0.03	6.94	0.0	A	12	18
C-A					211	317
A-B					130	195
A-C					173	260

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	430	0.044	19	0.0	0.0	8.748	A
B-A	129	32	449	0.287	127	0.0	0.4	11.129	B
C-AB	10	2	560	0.017	10	0.0	0.0	6.536	A
C-A	173	43			173				
A-B	107	27			107				
A-C	142	36			142				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	407	0.055	22	0.0	0.1	9.360	A
B-A	154	38	435	0.354	153	0.4	0.5	12.767	B
C-AB	12	3	549	0.021	12	0.0	0.0	6.700	A
C-A	207	52			207				
A-B	128	32			128				
A-C	170	42			170				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	369	0.075	27	0.1	0.1	10.548	B
B-A	188	47	414	0.455	187	0.5	0.8	15.777	C
C-AB	14	4	533	0.027	14	0.0	0.0	6.941	A
C-A	253	63			253				
A-B	156	39			156				
A-C	208	52			208				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	368	0.075	28	0.1	0.1	10.581	B
B-A	188	47	414	0.455	188	0.8	0.8	15.921	C
C-AB	14	4	533	0.027	14	0.0	0.0	6.941	A
C-A	253	63			253				
A-B	156	39			156				
A-C	208	52			208				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	406	0.055	23	0.1	0.1	9.394	A
B-A	154	38	435	0.354	155	0.8	0.6	12.919	B
C-AB	12	3	549	0.021	12	0.0	0.0	6.704	A
C-A	207	52			207				
A-B	128	32			128				
A-C	170	42			170				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	429	0.044	19	0.1	0.0	8.785	A
B-A	129	32	449	0.287	129	0.6	0.4	11.280	B
C-AB	10	2	560	0.017	10	0.0	0.0	6.537	A
C-A	173	43			173				
A-B	107	27			107				
A-C	142	36			142				

Scenario A - AM & PM - 2045 DO NOTHING, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2045 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	303	100.000
B		ONE HOUR	✓	120	100.000
C		ONE HOUR	✓	225	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	154	149
	B	101	0	19
	C	201	24	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	8.73	0.1	A	17	26
B-A	0.26	11.52	0.4	B	93	139
C-AB	0.05	7.00	0.1	A	22	33
C-A					184	277
A-B					141	212
A-C					137	205

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	465	0.031	14	0.0	0.0	7.988	A
B-A	76	19	455	0.167	75	0.0	0.2	9.464	A
C-AB	18	5	566	0.032	18	0.0	0.0	6.571	A
C-A	151	38			151				
A-B	116	29			116				
A-C	112	28			112				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	452	0.038	17	0.0	0.0	8.271	A
B-A	91	23	442	0.206	91	0.2	0.3	10.246	B
C-AB	22	5	555	0.039	22	0.0	0.0	6.746	A
C-A	181	45			181				
A-B	138	35			138				
A-C	134	33			134				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	434	0.048	21	0.0	0.1	8.719	A
B-A	111	28	424	0.263	111	0.3	0.4	11.496	B
C-AB	26	7	541	0.049	26	0.0	0.1	7.000	A
C-A	221	55			221				
A-B	170	42			170				
A-C	164	41			164				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	433	0.048	21	0.1	0.1	8.725	A
B-A	111	28	424	0.263	111	0.4	0.4	11.523	B
C-AB	26	7	541	0.049	26	0.1	0.1	7.000	A
C-A	221	55			221				
A-B	170	42			170				
A-C	164	41			164				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	452	0.038	17	0.1	0.0	8.279	A
B-A	91	23	442	0.206	91	0.4	0.3	10.280	B
C-AB	22	5	555	0.039	22	0.1	0.0	6.750	A
C-A	181	45			181				
A-B	138	35			138				
A-C	134	33			134				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	464	0.031	14	0.0	0.0	8.002	A
B-A	76	19	455	0.167	76	0.3	0.2	9.518	A
C-AB	18	5	566	0.032	18	0.0	0.0	6.574	A
C-A	151	38			151				
A-B	116	29			116				
A-C	112	28			112				

Scenario A - AM & PM - 2045 DO SOMETHING, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2045 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	356	100.000
B		ONE HOUR	✓	243	100.000
C		ONE HOUR	✓	243	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	167	189
	B	218	0	25
	C	230	13	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	12.82	0.1	B	23	34
B-A	0.58	20.86	1.4	C	200	300
C-AB	0.03	7.03	0.0	A	12	18
C-A					211	317
A-B					153	230
A-C					173	260

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	403	0.047	19	0.0	0.0	9.349	A
B-A	164	41	448	0.366	162	0.0	0.6	12.477	B
C-AB	10	2	556	0.018	10	0.0	0.0	6.590	A
C-A	173	43			173				
A-B	126	31			126				
A-C	142	36			142				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	370	0.061	22	0.0	0.1	10.358	B
B-A	196	49	433	0.452	195	0.6	0.8	15.051	C
C-AB	12	3	543	0.022	12	0.0	0.0	6.768	A
C-A	207	52			207				
A-B	150	38			150				
A-C	170	42			170				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	311	0.089	27	0.1	0.1	12.706	B
B-A	240	60	412	0.582	238	0.8	1.3	20.409	C
C-AB	14	4	526	0.027	14	0.0	0.0	7.030	A
C-A	253	63			253				
A-B	184	46			184				
A-C	208	52			208				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	308	0.089	28	0.1	0.1	12.824	B
B-A	240	60	412	0.582	240	1.3	1.4	20.856	C
C-AB	14	4	526	0.027	14	0.0	0.0	7.030	A
C-A	253	63			253				
A-B	184	46			184				
A-C	208	52			208				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	367	0.061	23	0.1	0.1	10.449	B
B-A	196	49	433	0.452	198	1.4	0.9	15.439	C
C-AB	12	3	543	0.022	12	0.0	0.0	6.769	A
C-A	207	52			207				
A-B	150	38			150				
A-C	170	42			170				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	401	0.047	19	0.1	0.0	9.415	A
B-A	164	41	448	0.366	165	0.9	0.6	12.767	B
C-AB	10	2	556	0.018	10	0.0	0.0	6.591	A
C-A	173	43			173				
A-B	126	31			126				
A-C	142	36			142				

Scenario A - AM & PM - 2045 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2045 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	343	100.000
B		ONE HOUR	✓	146	100.000
C		ONE HOUR	✓	225	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	194	149
	B	127	0	19
	C	201	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	9.31	0.1	A	17	26
B-A	0.33	13.73	0.5	B	117	175
C-AB	0.05	7.15	0.1	A	22	33
C-A					184	277
A-B					178	267
A-C					137	205

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	448	0.032	14	0.0	0.0	8.298	A
B-A	96	24	453	0.211	94	0.0	0.3	10.709	B
C-AB	18	5	558	0.032	18	0.0	0.0	6.659	A
C-A	151	38			151				
A-B	146	37			146				
A-C	112	28			112				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	432	0.040	17	0.0	0.0	8.671	A
B-A	114	29	439	0.260	114	0.3	0.4	11.818	B
C-AB	22	5	546	0.040	22	0.0	0.0	6.857	A
C-A	181	45			181				
A-B	174	44			174				
A-C	134	33			134				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	408	0.051	21	0.0	0.1	9.298	A
B-A	140	35	420	0.333	139	0.4	0.5	13.669	B
C-AB	26	7	530	0.050	26	0.0	0.1	7.147	A
C-A	221	55			221				
A-B	214	53			214				
A-C	164	41			164				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	408	0.051	21	0.1	0.1	9.309	A
B-A	140	35	420	0.333	140	0.5	0.5	13.725	B
C-AB	26	7	530	0.050	26	0.1	0.1	7.147	A
C-A	221	55			221				
A-B	214	53			214				
A-C	164	41			164				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	432	0.040	17	0.1	0.0	8.686	A
B-A	114	29	439	0.260	115	0.5	0.4	11.887	B
C-AB	22	5	546	0.040	22	0.1	0.0	6.861	A
C-A	181	45			181				
A-B	174	44			174				
A-C	134	33			134				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	447	0.032	14	0.0	0.0	8.318	A
B-A	96	24	453	0.211	96	0.4	0.3	10.800	B
C-AB	18	5	558	0.032	18	0.0	0.0	6.665	A
C-A	151	38			151				
A-B	146	37			146				
A-C	112	28			112				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: A - Junction 2 - AM&PM.j9
Path: N:\Projects\25\25-003 South Green Phase 2 Site O\Design\Civil\Traffic\2026-01 - Full TTA\Junction Modelling\A - Junction 2
Report generation date: 15/01/2026 14:59:38

»AM & PM - 2025 BASELINE, AM
»AM & PM - 2025 BASELINE, PM
»AM & PM - 2030 DO NOTHING, AM
»AM & PM - 2030 DO NOTHING, PM
»AM & PM - 2030 DO SOMETHING, AM
»AM & PM - 2030 DO SOMETHING, PM
»AM & PM - 2035 DO NOTHING, AM
»AM & PM - 2035 DO NOTHING, PM
»AM & PM - 2035 DO SOMETHING, AM
»AM & PM - 2035 DO SOMETHING, PM
»AM & PM - 2045 DO NOTHING, AM
»AM & PM - 2045 DO NOTHING, PM
»AM & PM - 2045 DO SOMETHING, AM
»AM & PM - 2045 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	AM & PM - 2025 BASELINE					
Stream B-AC	0.1	8.36	0.12	0.1	8.00	0.09
Stream C-AB	0.0	5.61	0.02	0.0	5.59	0.02
	AM & PM - 2030 DO NOTHING					
Stream B-AC	0.3	9.53	0.22	0.2	8.81	0.16
Stream C-AB	0.0	5.63	0.03	0.1	5.68	0.04
	AM & PM - 2030 DO SOMETHING					
Stream B-AC	0.3	9.63	0.24	0.2	8.84	0.17
Stream C-AB	0.1	5.69	0.04	0.1	5.78	0.07
	AM & PM - 2035 DO NOTHING					
Stream B-AC	0.2	8.61	0.16	0.1	8.21	0.12
Stream C-AB	0.0	5.59	0.03	0.1	5.63	0.04
	AM & PM - 2035 DO SOMETHING					
Stream B-AC	0.2	8.63	0.18	0.1	8.19	0.13
Stream C-AB	0.1	5.65	0.04	0.1	5.73	0.07
	AM & PM - 2045 DO NOTHING					
Stream B-AC	0.2	8.80	0.17	0.1	8.37	0.13
Stream C-AB	0.0	5.56	0.03	0.1	5.60	0.04
	AM & PM - 2045 DO SOMETHING					
Stream B-AC	0.2	8.83	0.19	0.2	8.36	0.14
Stream C-AB	0.1	5.62	0.04	0.1	5.71	0.07

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

File summary

File Description

Title	Junction 2
Location	Bohereenagower Road (L70154) / Old Road, , Co. Kildare
Site number	2
Date	15/01/2026
Version	1
Status	(new file)
Identifier	
Client	Pousterle Limited
Jobnumber	25-003
Enumerator	DOMAIN\f.demaio
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASELINE	AM	ONE HOUR	00:00	01:30	15	✓
D2	2025 BASELINE	PM	ONE HOUR	00:00	01:30	15	✓
D3	2030 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D4	2030 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D5	2030 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D6	2030 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓
D7	2035 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D8	2035 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D9	2035 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D10	2035 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓
D11	2045 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D12	2045 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D13	2045 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D14	2045 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM & PM	✓	100.000	100.000

AM & PM - 2025 BASELINE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			50.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	80	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	528	0.096	0.243	0.153	0.348
B-C	655	0.100	0.254	-	-
C-B	603	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASELINE	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	174	100.000
B		ONE HOUR	✓	52	100.000
C		ONE HOUR	✓	168	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	77	97
	B	42	0	10
	C	161	7	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	8.36	0.1	A	48	72
C-AB	0.02	5.61	0.0	A	8	12
C-A					146	219
A-B					71	106
A-C					89	134

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	507	0.077	39	0.0	0.1	7.678	A
C-AB	6	2	655	0.010	6	0.0	0.0	5.599	A
C-A	120	30			120				
A-B	58	14			58				
A-C	73	18			73				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	499	0.094	47	0.1	0.1	7.954	A
C-AB	8	2	666	0.012	8	0.0	0.0	5.528	A
C-A	143	36			143				
A-B	69	17			69				
A-C	87	22			87				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	488	0.117	57	0.1	0.1	8.354	A
C-AB	10	3	680	0.015	10	0.0	0.0	5.435	A
C-A	175	44			175				
A-B	85	21			85				
A-C	107	27			107				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	488	0.117	57	0.1	0.1	8.357	A
C-AB	10	3	680	0.015	10	0.0	0.0	5.440	A
C-A	175	44			175				
A-B	85	21			85				
A-C	107	27			107				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	499	0.094	47	0.1	0.1	7.960	A
C-AB	8	2	666	0.012	8	0.0	0.0	5.539	A
C-A	143	36			143				
A-B	69	17			69				
A-C	87	22			87				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	507	0.077	39	0.1	0.1	7.693	A
C-AB	6	2	655	0.010	6	0.0	0.0	5.607	A
C-A	120	30			120				
A-B	58	14			58				
A-C	73	18			73				

AM & PM - 2025 BASELINE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 BASELINE	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	142	100.000
B		ONE HOUR	✓	41	100.000
C		ONE HOUR	✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	41	101
	B	32	0	9
	C	154	7	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	8.00	0.1	A	38	56
C-AB	0.02	5.59	0.0	A	8	12
C-A					140	209
A-B					38	56
A-C					93	139

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	513	0.060	31	0.0	0.1	7.455	A
C-AB	6	2	657	0.010	6	0.0	0.0	5.582	A
C-A	115	29			115				
A-B	31	8			31				
A-C	76	19			76				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	506	0.073	37	0.1	0.1	7.676	A
C-AB	8	2	667	0.012	8	0.0	0.0	5.508	A
C-A	137	34			137				
A-B	37	9			37				
A-C	91	23			91				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	495	0.091	45	0.1	0.1	7.995	A
C-AB	10	3	683	0.015	10	0.0	0.0	5.413	A
C-A	167	42			167				
A-B	45	11			45				
A-C	111	28			111				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	495	0.091	45	0.1	0.1	7.996	A
C-AB	10	3	683	0.015	10	0.0	0.0	5.420	A
C-A	167	42			167				
A-B	45	11			45				
A-C	111	28			111				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	506	0.073	37	0.1	0.1	7.679	A
C-AB	8	2	667	0.012	8	0.0	0.0	5.521	A
C-A	137	34			137				
A-B	37	9			37				
A-C	91	23			91				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	513	0.060	31	0.1	0.1	7.466	A
C-AB	6	2	657	0.010	6	0.0	0.0	5.590	A
C-A	115	29			115				
A-B	31	8			31				
A-C	76	19			76				

AM & PM - 2030 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	207	100.000
B		ONE HOUR	✓	96	100.000
C		ONE HOUR	✓	189	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	100	107
	B	74	0	22
	C	177	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	9.53	0.3	A	88	132
C-AB	0.03	5.63	0.0	A	15	22
C-A					159	238
A-B					92	138
A-C					98	147

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	506	0.143	72	0.0	0.2	8.282	A
C-AB	11	3	658	0.017	11	0.0	0.0	5.622	A
C-A	131	33			131				
A-B	75	19			75				
A-C	81	20			81				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	22	496	0.174	86	0.2	0.2	8.771	A
C-AB	14	4	669	0.021	14	0.0	0.0	5.554	A
C-A	156	39			156				
A-B	90	22			90				
A-C	96	24			96				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	26	484	0.219	105	0.2	0.3	9.514	A
C-AB	18	5	685	0.027	18	0.0	0.0	5.469	A
C-A	190	47			190				
A-B	110	28			110				
A-C	118	29			118				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	26	484	0.219	106	0.3	0.3	9.527	A
C-AB	19	5	685	0.027	19	0.0	0.0	5.477	A
C-A	190	47			190				
A-B	110	28			110				
A-C	118	29			118				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	22	496	0.174	87	0.3	0.2	8.792	A
C-AB	14	4	669	0.021	14	0.0	0.0	5.567	A
C-A	156	39			156				
A-B	90	22			90				
A-C	96	24			96				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	506	0.143	72	0.2	0.2	8.315	A
C-AB	11	3	658	0.017	11	0.0	0.0	5.630	A
C-A	131	33			131				
A-B	75	19			75				
A-C	81	20			81				

AM & PM - 2030 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	181	100.000
B		ONE HOUR	✓	69	100.000
C		ONE HOUR	✓	189	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	70	111
	B	53	0	16
	C	170	19	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	8.81	0.2	A	63	95
C-AB	0.04	5.68	0.1	A	23	34
C-A					151	226
A-B					64	96
A-C					102	153

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	507	0.103	51	0.0	0.1	7.902	A
C-AB	18	4	658	0.027	18	0.0	0.0	5.670	A
C-A	125	31			125				
A-B	53	13			53				
A-C	84	21			84				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	497	0.125	62	0.1	0.1	8.265	A
C-AB	22	6	670	0.033	22	0.0	0.0	5.615	A
C-A	148	37			148				
A-B	63	16			63				
A-C	100	25			100				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	485	0.157	76	0.1	0.2	8.800	A
C-AB	29	7	686	0.042	29	0.0	0.1	5.549	A
C-A	179	45			179				
A-B	77	19			77				
A-C	122	31			122				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	485	0.157	76	0.2	0.2	8.807	A
C-AB	29	7	686	0.042	29	0.1	0.1	5.555	A
C-A	179	45			179				
A-B	77	19			77				
A-C	122	31			122				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	497	0.125	62	0.2	0.1	8.276	A
C-AB	22	6	670	0.033	22	0.1	0.0	5.628	A
C-A	148	37			148				
A-B	63	16			63				
A-C	100	25			100				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	507	0.103	52	0.1	0.1	7.923	A
C-AB	18	4	658	0.027	18	0.0	0.0	5.677	A
C-A	125	31			125				
A-B	53	13			53				
A-C	84	21			84				

AM & PM - 2030 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	207	100.000
B		ONE HOUR	✓	110	100.000
C		ONE HOUR	✓	196	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	100	107
	B	74	0	36
	C	177	19	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.24	9.63	0.3	A	101	151
C-AB	0.04	5.69	0.1	A	23	35
C-A					157	235
A-B					92	138
A-C					98	147

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	517	0.160	82	0.0	0.2	8.263	A
C-AB	18	4	658	0.027	18	0.0	0.0	5.680	A
C-A	130	32			130				
A-B	75	19			75				
A-C	81	20			81				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	25	508	0.195	99	0.2	0.2	8.797	A
C-AB	22	6	669	0.034	22	0.0	0.0	5.625	A
C-A	154	38			154				
A-B	90	22			90				
A-C	96	24			96				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	30	495	0.245	121	0.2	0.3	9.615	A
C-AB	29	7	685	0.043	29	0.0	0.1	5.559	A
C-A	187	47			187				
A-B	110	28			110				
A-C	118	29			118				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	30	495	0.245	121	0.3	0.3	9.632	A
C-AB	29	7	685	0.043	29	0.1	0.1	5.565	A
C-A	186	47			186				
A-B	110	28			110				
A-C	118	29			118				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	25	508	0.195	99	0.3	0.2	8.819	A
C-AB	22	6	669	0.034	23	0.1	0.0	5.641	A
C-A	154	38			154				
A-B	90	22			90				
A-C	96	24			96				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	517	0.160	83	0.2	0.2	8.301	A
C-AB	18	4	658	0.027	18	0.0	0.0	5.687	A
C-A	130	32			130				
A-B	75	19			75				
A-C	81	20			81				

AM & PM - 2030 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	181	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	70	111
	B	53	0	24
	C	170	31	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	8.84	0.2	A	71	106
C-AB	0.07	5.78	0.1	A	37	56
C-A					147	221
A-B					64	96
A-C					102	153

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	514	0.113	57	0.0	0.1	7.868	A
C-AB	29	7	658	0.044	29	0.0	0.1	5.769	A
C-A	122	31			122				
A-B	53	13			53				
A-C	84	21			84				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	505	0.137	69	0.1	0.2	8.255	A
C-AB	36	9	670	0.054	36	0.1	0.1	5.741	A
C-A	145	36			145				
A-B	63	16			63				
A-C	100	25			100				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	492	0.172	85	0.2	0.2	8.832	A
C-AB	47	12	686	0.069	47	0.1	0.1	5.705	A
C-A	174	44			174				
A-B	77	19			77				
A-C	122	31			122				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	492	0.172	85	0.2	0.2	8.841	A
C-AB	47	12	686	0.069	47	0.1	0.1	5.715	A
C-A	174	44			174				
A-B	77	19			77				
A-C	122	31			122				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	505	0.137	69	0.2	0.2	8.269	A
C-AB	36	9	670	0.054	36	0.1	0.1	5.754	A
C-A	144	36			144				
A-B	63	16			63				
A-C	100	25			100				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	514	0.113	58	0.2	0.1	7.892	A
C-AB	29	7	659	0.044	29	0.1	0.1	5.782	A
C-A	122	31			122				
A-B	53	13			53				
A-C	84	21			84				

AM & PM - 2035 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	197	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	195	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	87	110
	B	48	0	22
	C	183	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	8.61	0.2	A	64	96
C-AB	0.03	5.59	0.0	A	15	22
C-A					164	246
A-B					80	120
A-C					101	151

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	517	0.102	52	0.0	0.1	7.747	A
C-AB	11	3	663	0.017	11	0.0	0.0	5.583	A
C-A	135	34			135				
A-B	65	16			65				
A-C	83	21			83				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	508	0.124	63	0.1	0.1	8.094	A
C-AB	14	4	675	0.021	14	0.0	0.0	5.510	A
C-A	161	40			161				
A-B	78	20			78				
A-C	99	25			99				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	495	0.156	77	0.1	0.2	8.607	A
C-AB	19	5	692	0.027	19	0.0	0.0	5.416	A
C-A	196	49			196				
A-B	96	24			96				
A-C	121	30			121				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	495	0.156	77	0.2	0.2	8.614	A
C-AB	19	5	692	0.027	19	0.0	0.0	5.422	A
C-A	196	49			196				
A-B	96	24			96				
A-C	121	30			121				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	507	0.124	63	0.2	0.1	8.103	A
C-AB	14	4	675	0.021	14	0.0	0.0	5.524	A
C-A	161	40			161				
A-B	78	20			78				
A-C	99	25			99				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	517	0.102	53	0.1	0.1	7.766	A
C-AB	11	3	663	0.017	11	0.0	0.0	5.589	A
C-A	135	34			135				
A-B	65	16			65				
A-C	83	21			83				

AM & PM - 2035 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	162	100.000
B		ONE HOUR	✓	52	100.000
C		ONE HOUR	✓	194	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	47	115
	B	36	0	16
	C	175	19	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	8.21	0.1	A	48	72
C-AB	0.04	5.63	0.1	A	23	35
C-A					155	232
A-B					43	65
A-C					106	158

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	517	0.076	39	0.0	0.1	7.524	A
C-AB	18	4	664	0.027	18	0.0	0.0	5.622	A
C-A	128	32			128				
A-B	35	9			35				
A-C	87	22			87				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	508	0.092	47	0.1	0.1	7.800	A
C-AB	22	6	677	0.033	22	0.0	0.0	5.559	A
C-A	152	38			152				
A-B	42	11			42				
A-C	103	26			103				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	496	0.115	57	0.1	0.1	8.203	A
C-AB	29	7	694	0.042	29	0.0	0.1	5.481	A
C-A	185	46			185				
A-B	52	13			52				
A-C	127	32			127				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	496	0.115	57	0.1	0.1	8.207	A
C-AB	29	7	694	0.042	29	0.1	0.1	5.490	A
C-A	185	46			185				
A-B	52	13			52				
A-C	127	32			127				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	508	0.092	47	0.1	0.1	7.806	A
C-AB	22	6	677	0.033	22	0.1	0.0	5.575	A
C-A	152	38			152				
A-B	42	11			42				
A-C	103	26			103				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	517	0.076	39	0.1	0.1	7.539	A
C-AB	18	4	664	0.027	18	0.0	0.0	5.629	A
C-A	128	32			128				
A-B	35	9			35				
A-C	87	22			87				

AM & PM - 2035 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	197	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	87	110
	B	48	0	36
	C	183	19	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	8.63	0.2	A	77	116
C-AB	0.04	5.65	0.1	A	23	35
C-A					162	243
A-B					80	120
A-C					101	151

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	531	0.119	63	0.0	0.1	7.679	A
C-AB	18	5	663	0.027	18	0.0	0.0	5.641	A
C-A	134	34			134				
A-B	65	16			65				
A-C	83	21			83				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	522	0.145	75	0.1	0.2	8.057	A
C-AB	23	6	675	0.034	23	0.0	0.0	5.580	A
C-A	159	40			159				
A-B	78	20			78				
A-C	99	25			99				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	510	0.181	92	0.2	0.2	8.621	A
C-AB	30	7	692	0.043	30	0.0	0.1	5.505	A
C-A	193	48			193				
A-B	96	24			96				
A-C	121	30			121				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	510	0.181	92	0.2	0.2	8.629	A
C-AB	30	7	692	0.043	30	0.1	0.1	5.514	A
C-A	193	48			193				
A-B	96	24			96				
A-C	121	30			121				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	522	0.145	76	0.2	0.2	8.069	A
C-AB	23	6	675	0.034	23	0.1	0.0	5.596	A
C-A	159	40			159				
A-B	78	20			78				
A-C	99	25			99				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	531	0.119	63	0.2	0.1	7.703	A
C-AB	18	5	663	0.027	18	0.0	0.0	5.650	A
C-A	134	33			134				
A-B	65	16			65				
A-C	83	21			83				

AM & PM - 2035 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	162	100.000
B		ONE HOUR	✓	60	100.000
C		ONE HOUR	✓	206	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	47	115
	B	36	0	24
	C	175	31	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	8.19	0.1	A	55	83
C-AB	0.07	5.73	0.1	A	38	56
C-A					151	227
A-B					43	65
A-C					106	158

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	527	0.086	45	0.0	0.1	7.456	A
C-AB	29	7	664	0.044	29	0.0	0.1	5.720	A
C-A	126	31			126				
A-B	35	9			35				
A-C	87	22			87				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	518	0.104	54	0.1	0.1	7.748	A
C-AB	36	9	677	0.054	36	0.1	0.1	5.684	A
C-A	149	37			149				
A-B	42	11			42				
A-C	103	26			103				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	506	0.131	66	0.1	0.1	8.181	A
C-AB	47	12	694	0.068	47	0.1	0.1	5.637	A
C-A	179	45			179				
A-B	52	13			52				
A-C	127	32			127				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	506	0.131	66	0.1	0.1	8.186	A
C-AB	47	12	694	0.068	47	0.1	0.1	5.644	A
C-A	179	45			179				
A-B	52	13			52				
A-C	127	32			127				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	518	0.104	54	0.1	0.1	7.757	A
C-AB	36	9	677	0.054	37	0.1	0.1	5.697	A
C-A	149	37			149				
A-B	42	11			42				
A-C	103	26			103				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	527	0.086	45	0.1	0.1	7.472	A
C-AB	29	7	664	0.044	29	0.1	0.1	5.731	A
C-A	126	31			126				
A-B	35	9			35				
A-C	87	22			87				

AM & PM - 2045 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2045 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	210	100.000
B		ONE HOUR	✓	74	100.000
C		ONE HOUR	✓	206	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	93	117
	B	51	0	23
	C	194	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	8.80	0.2	A	68	102
C-AB	0.03	5.56	0.0	A	15	23
C-A					174	261
A-B					85	128
A-C					107	161

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	513	0.109	55	0.0	0.1	7.851	A
C-AB	12	3	666	0.017	11	0.0	0.0	5.557	A
C-A	144	36			144				
A-B	70	18			70				
A-C	88	22			88				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	504	0.132	66	0.1	0.2	8.231	A
C-AB	15	4	679	0.021	15	0.0	0.0	5.479	A
C-A	171	43			171				
A-B	84	21			84				
A-C	105	26			105				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	490	0.166	81	0.2	0.2	8.797	A
C-AB	19	5	697	0.027	19	0.0	0.0	5.379	A
C-A	208	52			208				
A-B	102	26			102				
A-C	129	32			129				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	490	0.166	81	0.2	0.2	8.804	A
C-AB	19	5	697	0.027	19	0.0	0.0	5.388	A
C-A	208	52			208				
A-B	102	26			102				
A-C	129	32			129				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	504	0.132	67	0.2	0.2	8.241	A
C-AB	15	4	679	0.021	15	0.0	0.0	5.492	A
C-A	171	43			171				
A-B	84	21			84				
A-C	105	26			105				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	513	0.109	56	0.2	0.1	7.873	A
C-AB	12	3	666	0.017	12	0.0	0.0	5.564	A
C-A	143	36			143				
A-B	70	18			70				
A-C	88	22			88				

AM & PM - 2045 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2045 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	171	100.000
B		ONE HOUR	✓	56	100.000
C		ONE HOUR	✓	204	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	49	122
	B	39	0	17
	C	185	19	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	8.37	0.1	A	51	77
C-AB	0.04	5.60	0.1	A	23	35
C-A					164	246
A-B					45	67
A-C					112	168

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11	514	0.082	42	0.0	0.1	7.619	A
C-AB	18	5	668	0.027	18	0.0	0.0	5.595	A
C-A	136	34			136				
A-B	37	9			37				
A-C	92	23			92				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	505	0.100	50	0.1	0.1	7.922	A
C-AB	23	6	681	0.033	23	0.0	0.0	5.528	A
C-A	161	40			161				
A-B	44	11			44				
A-C	110	27			110				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	492	0.125	62	0.1	0.1	8.364	A
C-AB	30	7	699	0.042	30	0.0	0.1	5.446	A
C-A	195	49			195				
A-B	54	13			54				
A-C	134	34			134				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	492	0.125	62	0.1	0.1	8.369	A
C-AB	30	7	699	0.042	30	0.1	0.1	5.453	A
C-A	195	49			195				
A-B	54	13			54				
A-C	134	34			134				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	505	0.100	50	0.1	0.1	7.929	A
C-AB	23	6	681	0.033	23	0.1	0.0	5.541	A
C-A	161	40			161				
A-B	44	11			44				
A-C	110	27			110				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	11	514	0.082	42	0.1	0.1	7.634	A
C-AB	18	5	668	0.027	18	0.0	0.0	5.605	A
C-A	135	34			135				
A-B	37	9			37				
A-C	92	23			92				

AM & PM - 2045 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2045 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	210	100.000
B		ONE HOUR	✓	88	100.000
C		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	93	117
	B	51	0	37
	C	194	19	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	8.83	0.2	A	81	121
C-AB	0.04	5.62	0.1	A	24	36
C-A					172	257
A-B					85	128
A-C					107	161

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	527	0.126	66	0.0	0.1	7.792	A
C-AB	18	5	666	0.028	18	0.0	0.0	5.615	A
C-A	142	36			142				
A-B	70	18			70				
A-C	88	22			88				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	518	0.153	79	0.1	0.2	8.204	A
C-AB	23	6	679	0.034	23	0.0	0.0	5.550	A
C-A	168	42			168				
A-B	84	21			84				
A-C	105	26			105				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	504	0.192	97	0.2	0.2	8.824	A
C-AB	30	8	697	0.043	30	0.0	0.1	5.469	A
C-A	204	51			204				
A-B	102	26			102				
A-C	129	32			129				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	504	0.192	97	0.2	0.2	8.833	A
C-AB	30	8	697	0.043	30	0.1	0.1	5.476	A
C-A	204	51			204				
A-B	102	26			102				
A-C	129	32			129				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	518	0.153	79	0.2	0.2	8.217	A
C-AB	23	6	679	0.034	23	0.1	0.0	5.564	A
C-A	168	42			168				
A-B	84	21			84				
A-C	105	26			105				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	17	527	0.126	66	0.2	0.1	7.816	A
C-AB	18	5	666	0.028	18	0.0	0.0	5.622	A
C-A	142	35			142				
A-B	70	18			70				
A-C	88	22			88				

AM & PM - 2045 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2045 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	171	100.000
B		ONE HOUR	✓	64	100.000
C		ONE HOUR	✓	216	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	49	122
	B	39	0	25
	C	185	31	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	8.36	0.2	A	59	88
C-AB	0.07	5.71	0.1	A	38	57
C-A					160	240
A-B					45	67
A-C					112	168

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	524	0.092	48	0.0	0.1	7.558	A
C-AB	29	7	668	0.044	29	0.0	0.1	5.693	A
C-A	133	33			133				
A-B	37	9			37				
A-C	92	23			92				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	514	0.112	57	0.1	0.1	7.881	A
C-AB	37	9	681	0.054	37	0.1	0.1	5.653	A
C-A	157	39			157				
A-B	44	11			44				
A-C	110	27			110				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	501	0.141	70	0.1	0.2	8.357	A
C-AB	48	12	699	0.069	48	0.1	0.1	5.602	A
C-A	190	47			190				
A-B	54	13			54				
A-C	134	34			134				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	501	0.141	70	0.2	0.2	8.362	A
C-AB	48	12	699	0.069	48	0.1	0.1	5.608	A
C-A	190	47			190				
A-B	54	13			54				
A-C	134	34			134				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	514	0.112	58	0.2	0.1	7.889	A
C-AB	37	9	681	0.054	37	0.1	0.1	5.667	A
C-A	157	39			157				
A-B	44	11			44				
A-C	110	27			110				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	524	0.092	48	0.1	0.1	7.574	A
C-AB	30	7	668	0.044	30	0.1	0.1	5.707	A
C-A	133	33			133				
A-B	37	9			37				
A-C	92	23			92				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Junction 6 - AM&PM.j9
Path: N:\Projects\25\25-003 South Green Phase 2 Site O\Design\Civil\Traffic\2026-01 - Full TTA\Junction Modelling\A - Junction 6
Report generation date: 15/01/2026 10:59:48

»AM & PM - 2025 BASELINE, AM
»AM & PM - 2025 BASELINE, PM
»AM & PM - 2030 DO NOTHING, AM
»AM & PM - 2030 DO NOTHING, PM
»AM & PM - 2030 DO SOMETHING, AM
»AM & PM - 2030 DO SOMETHING, PM
»AM & PM - 2035 DO NOTHING, AM
»AM & PM - 2035 DO NOTHING, PM
»AM & PM - 2035 DO SOMETHING, AM
»AM & PM - 2035 DO SOMETHING, PM
»AM & PM - 2045 DO NOTHING, AM
»AM & PM - 2045 DO NOTHING, PM
»AM & PM - 2045 DO SOMETHING, AM
»AM & PM - 2045 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	AM & PM - 2025 BASELINE					
Stream B-AC	0.3	10.07	0.24	0.2	8.51	0.14
Stream C-AB	0.0	5.50	0.02	0.0	5.83	0.04
	AM & PM - 2030 DO NOTHING					
Stream B-AC	0.4	11.33	0.31	0.3	9.62	0.21
Stream C-AB	0.0	5.52	0.03	0.1	5.88	0.04
	AM & PM - 2030 DO SOMETHING					
Stream B-AC	0.5	11.58	0.32	0.3	9.74	0.24
Stream C-AB	0.1	5.63	0.06	0.1	5.98	0.06
	AM & PM - 2035 DO NOTHING					
Stream B-AC	0.4	10.78	0.28	0.2	8.86	0.16
Stream C-AB	0.0	5.48	0.03	0.1	5.86	0.04
	AM & PM - 2035 DO SOMETHING					
Stream B-AC	0.4	11.00	0.29	0.2	8.90	0.18
Stream C-AB	0.1	5.59	0.06	0.1	5.96	0.06
	AM & PM - 2045 DO NOTHING					
Stream B-AC	0.4	11.20	0.30	0.2	9.03	0.17
Stream C-AB	0.0	5.46	0.03	0.1	5.87	0.05
	AM & PM - 2045 DO SOMETHING					
Stream B-AC	0.5	11.45	0.31	0.2	9.11	0.20
Stream C-AB	0.1	5.57	0.06	0.1	5.97	0.06

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

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

File summary

File Description

Title	Junction 6
Location	Old Road / South Internal Link Road, , Co. Kildare
Site number	6
Date	15/01/2026
Version	1
Status	(new file)
Identifier	
Client	Pousterle Limited
Jobnumber	25-003
Enumerator	DOMAIN\f.demaio
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASELINE	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025 BASELINE	PM	ONE HOUR	17:00	18:30	15	✓
D3	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D5	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D6	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D7	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D8	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D9	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D10	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓
D11	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓
D12	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓
D13	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓
D14	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM & PM	✓	100.000	100.000

AM & PM - 2025 BASELINE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.30	100	100

Zebra Crossings

Arm	Space between crossing and junction entry (Left) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
B	1.00	1.00		Distance	6.00	4.29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	521	0.095	0.240	0.151	0.343
B-C	639	0.098	0.247	-	-
C-B	632	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASELINE	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	170	100.000
B		ONE HOUR	✓	103	100.000
C		ONE HOUR	✓	152	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	57	113
	B	91	0	12
	C	140	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.24	10.07	0.3	B	95	142
C-AB	0.02	5.50	0.0	A	14	21
C-A					126	189
A-B					52	78
A-C					104	156

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	19	0.00	491	0.158	77	0.0	0.2	8.685	A
C-AB	11	3		671	0.016	11	0.0	0.0	5.494	A
C-A	104	26				104				
A-B	43	11				43				
A-C	85	21				85				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23	0.00	482	0.192	92	0.2	0.2	9.227	A
C-AB	13	3		679	0.020	13	0.0	0.0	5.453	A
C-A	123	31				123				
A-B	51	13				51				
A-C	102	25				102				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	28	0.00	471	0.241	113	0.2	0.3	10.051	B
C-AB	17	4		690	0.025	17	0.0	0.0	5.402	A
C-A	150	38				150				
A-B	63	16				63				
A-C	124	31				124				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	28	0.00	471	0.241	113	0.3	0.3	10.069	B
C-AB	17	4		690	0.025	17	0.0	0.0	5.406	A
C-A	150	38				150				
A-B	63	16				63				
A-C	124	31				124				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23	0.00	482	0.192	93	0.3	0.2	9.253	A
C-AB	13	3		679	0.020	13	0.0	0.0	5.463	A
C-A	123	31				123				
A-B	51	13				51				
A-C	102	25				102				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	19	0.00	491	0.158	78	0.2	0.2	8.725	A
C-AB	11	3		671	0.016	11	0.0	0.0	5.499	A
C-A	104	26				104				
A-B	43	11				43				
A-C	85	21				85				

AM & PM - 2025 BASELINE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 BASELINE	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	167	100.000
B		ONE HOUR	✓	62	100.000
C		ONE HOUR	✓	98	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	70	97
	B	49	0	13
	C	79	19	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	8.51	0.2	A	57	85
C-AB	0.04	5.83	0.0	A	20	30
C-A					70	105
A-B					64	96
A-C					89	134

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	0.00	508	0.092	46	0.0	0.1	7.798	A
C-AB	16	4		641	0.025	16	0.0	0.0	5.785	A
C-A	58	15				58				
A-B	53	13				53				
A-C	73	18				73				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	0.00	501	0.111	56	0.1	0.1	8.085	A
C-AB	19	5		643	0.030	19	0.0	0.0	5.802	A
C-A	69	17				69				
A-B	63	16				63				
A-C	87	22				87				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	0.00	491	0.139	68	0.1	0.2	8.502	A
C-AB	24	6		645	0.037	24	0.0	0.0	5.828	A
C-A	84	21				84				
A-B	77	19				77				
A-C	107	27				107				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	0.00	491	0.139	68	0.2	0.2	8.507	A
C-AB	24	6		645	0.038	24	0.0	0.0	5.834	A
C-A	84	21				84				
A-B	77	19				77				
A-C	107	27				107				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	0.00	501	0.111	56	0.2	0.1	8.095	A
C-AB	19	5		643	0.030	19	0.0	0.0	5.811	A
C-A	69	17				69				
A-B	63	16				63				
A-C	87	22				87				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	0.00	508	0.092	47	0.1	0.1	7.815	A
C-AB	16	4		641	0.025	16	0.0	0.0	5.789	A
C-A	58	14				58				
A-B	53	13				53				
A-C	73	18				73				

AM & PM - 2030 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	219	100.000
B		ONE HOUR	✓	128	100.000
C		ONE HOUR	✓	169	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	91	128
	B	115	0	13
	C	156	13	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.31	11.33	0.4	B	117	176
C-AB	0.03	5.52	0.0	A	15	23
C-A					140	210
A-B					84	125
A-C					117	176

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	482	0.200	95	0.0	0.2	9.294	A
C-AB	12	3		670	0.018	12	0.0	0.0	5.512	A
C-A	115	29				115				
A-B	69	17				69				
A-C	96	24				96				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	29	0.00	472	0.244	115	0.2	0.3	10.066	B
C-AB	15	4		678	0.022	15	0.0	0.0	5.473	A
C-A	137	34				137				
A-B	82	20				82				
A-C	115	29				115				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	35	0.00	459	0.307	140	0.3	0.4	11.293	B
C-AB	19	5		690	0.028	19	0.0	0.0	5.425	A
C-A	167	42				167				
A-B	100	25				100				
A-C	141	35				141				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	35	0.00	459	0.307	141	0.4	0.4	11.327	B
C-AB	19	5		690	0.028	19	0.0	0.0	5.432	A
C-A	167	42				167				
A-B	100	25				100				
A-C	141	35				141				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	29	0.00	472	0.244	116	0.4	0.3	10.108	B
C-AB	15	4		678	0.022	15	0.0	0.0	5.487	A
C-A	137	34				137				
A-B	82	20				82				
A-C	115	29				115				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	482	0.200	97	0.3	0.3	9.355	A
C-AB	12	3		670	0.018	12	0.0	0.0	5.520	A
C-A	115	29				115				
A-B	69	17				69				
A-C	96	24				96				

AM & PM - 2030 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	204	100.000
B		ONE HOUR	✓	93	100.000
C		ONE HOUR	✓	111	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	95	109
	B	79	0	14
	C	90	21	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	9.62	0.3	A	85	128
C-AB	0.04	5.88	0.1	A	22	33
C-A					80	119
A-B					87	131
A-C					100	150

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	0.00	495	0.141	69	0.0	0.2	8.437	A
C-AB	18	4		640	0.028	18	0.0	0.0	5.816	A
C-A	66	16				66				
A-B	72	18				72				
A-C	82	21				82				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21	0.00	487	0.172	83	0.2	0.2	8.907	A
C-AB	22	5		642	0.034	22	0.0	0.0	5.839	A
C-A	78	20				78				
A-B	85	21				85				
A-C	98	24				98				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	0.00	476	0.215	102	0.2	0.3	9.611	A
C-AB	27	7		644	0.042	27	0.0	0.1	5.874	A
C-A	95	24				95				
A-B	105	26				105				
A-C	120	30				120				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	0.00	476	0.215	102	0.3	0.3	9.625	A
C-AB	27	7		644	0.042	27	0.1	0.1	5.879	A
C-A	95	24				95				
A-B	105	26				105				
A-C	120	30				120				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21	0.00	487	0.172	84	0.3	0.2	8.927	A
C-AB	22	5		642	0.034	22	0.1	0.0	5.848	A
C-A	78	20				78				
A-B	85	21				85				
A-C	98	24				98				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	0.00	495	0.141	70	0.2	0.2	8.471	A
C-AB	18	4		640	0.028	18	0.0	0.0	5.823	A
C-A	66	16				66				
A-B	72	18				72				
A-C	82	21				82				

AM & PM - 2030 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	219	100.000
B		ONE HOUR	✓	135	100.000
C		ONE HOUR	✓	183	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	91	128
	B	115	0	20
	C	156	27	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.32	11.58	0.5	B	124	186
C-AB	0.06	5.63	0.1	A	32	47
C-A					136	204
A-B					84	125
A-C					117	176

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	25	0.00	484	0.210	101	0.0	0.3	9.371	A
C-AB	25	6		670	0.037	24	0.0	0.1	5.619	A
C-A	113	28				113				
A-B	69	17				69				
A-C	96	24				96				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	30	0.00	473	0.256	121	0.3	0.3	10.205	B
C-AB	31	8		678	0.045	31	0.1	0.1	5.610	A
C-A	134	33				134				
A-B	82	20				82				
A-C	115	29				115				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	37	0.00	459	0.324	148	0.3	0.5	11.548	B
C-AB	40	10		690	0.057	40	0.1	0.1	5.599	A
C-A	162	40				162				
A-B	100	25				100				
A-C	141	35				141				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	37	0.00	459	0.324	149	0.5	0.5	11.585	B
C-AB	40	10		690	0.057	40	0.1	0.1	5.605	A
C-A	162	40				162				
A-B	100	25				100				
A-C	141	35				141				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	30	0.00	473	0.256	122	0.5	0.3	10.256	B
C-AB	31	8		679	0.045	31	0.1	0.1	5.621	A
C-A	134	33				134				
A-B	82	20				82				
A-C	115	29				115				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	25	0.00	484	0.210	102	0.3	0.3	9.439	A
C-AB	25	6		670	0.037	25	0.1	0.1	5.631	A
C-A	113	28				113				
A-B	69	17				69				
A-C	96	24				96				

AM & PM - 2030 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	204	100.000
B		ONE HOUR	✓	105	100.000
C		ONE HOUR	✓	119	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	95	109
	B	79	0	26
	C	90	29	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.24	9.74	0.3	A	96	145
C-AB	0.06	5.98	0.1	A	31	46
C-A					79	118
A-B					87	131
A-C					100	150

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	0.00	505	0.157	78	0.0	0.2	8.429	A
C-AB	24	6		640	0.038	24	0.0	0.0	5.878	A
C-A	65	16				65				
A-B	72	18				72				
A-C	82	21				82				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	24	0.00	496	0.190	94	0.2	0.2	8.943	A
C-AB	30	7		642	0.047	30	0.0	0.1	5.917	A
C-A	77	19				77				
A-B	85	21				85				
A-C	98	24				98				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	29	0.00	485	0.238	115	0.2	0.3	9.724	A
C-AB	38	9		644	0.059	38	0.1	0.1	5.975	A
C-A	93	23				93				
A-B	105	26				105				
A-C	120	30				120				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	29	0.00	485	0.238	116	0.3	0.3	9.739	A
C-AB	38	9		644	0.059	38	0.1	0.1	5.980	A
C-A	93	23				93				
A-B	105	26				105				
A-C	120	30				120				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	24	0.00	496	0.190	95	0.3	0.2	8.968	A
C-AB	30	7		642	0.047	30	0.1	0.1	5.927	A
C-A	77	19				77				
A-B	85	21				85				
A-C	98	24				98				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	0.00	505	0.157	79	0.2	0.2	8.468	A
C-AB	24	6		640	0.038	24	0.1	0.0	5.885	A
C-A	65	16				65				
A-B	72	18				72				
A-C	82	21				82				

AM & PM - 2035 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	193	100.000
B		ONE HOUR	✓	117	100.000
C		ONE HOUR	✓	173	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	65	128
	B	103	0	14
	C	159	14	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.28	10.78	0.4	B	107	161
C-AB	0.03	5.48	0.0	A	16	25
C-A					142	213
A-B					60	89
A-C					117	176

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	22	0.00	485	0.182	87	0.0	0.2	9.027	A
C-AB	13	3		676	0.019	13	0.0	0.0	5.470	A
C-A	117	29				117				
A-B	49	12				49				
A-C	96	24				96				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	26	0.00	476	0.221	105	0.2	0.3	9.703	A
C-AB	16	4		686	0.023	16	0.0	0.0	5.425	A
C-A	140	35				140				
A-B	58	15				58				
A-C	115	29				115				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	32	0.00	463	0.278	128	0.3	0.4	10.754	B
C-AB	21	5		699	0.029	21	0.0	0.0	5.369	A
C-A	170	42				170				
A-B	72	18				72				
A-C	141	35				141				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	32	0.00	463	0.278	129	0.4	0.4	10.779	B
C-AB	21	5		699	0.030	21	0.0	0.0	5.376	A
C-A	170	42				170				
A-B	72	18				72				
A-C	141	35				141				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	26	0.00	476	0.221	106	0.4	0.3	9.735	A
C-AB	16	4		686	0.023	16	0.0	0.0	5.437	A
C-A	140	35				140				
A-B	58	15				58				
A-C	115	29				115				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	22	0.00	485	0.182	88	0.3	0.2	9.081	A
C-AB	13	3		676	0.019	13	0.0	0.0	5.476	A
C-A	117	29				117				
A-B	49	12				49				
A-C	96	24				96				

AM & PM - 2035 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	190	100.000
B		ONE HOUR	✓	71	100.000
C		ONE HOUR	✓	112	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	80	110
	B	56	0	15
	C	90	22	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	8.86	0.2	A	65	98
C-AB	0.04	5.86	0.1	A	23	35
C-A					80	119
A-B					73	110
A-C					101	151

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	503	0.106	53	0.0	0.1	7.993	A
C-AB	19	5		642	0.029	18	0.0	0.0	5.801	A
C-A	66	16				66				
A-B	60	15				60				
A-C	83	21				83				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	0.00	495	0.129	64	0.1	0.1	8.342	A
C-AB	23	6		644	0.035	23	0.0	0.0	5.821	A
C-A	78	20				78				
A-B	72	18				72				
A-C	99	25				99				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	0.00	484	0.161	78	0.1	0.2	8.853	A
C-AB	29	7		648	0.044	29	0.0	0.1	5.852	A
C-A	95	24				95				
A-B	88	22				88				
A-C	121	30				121				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	0.00	484	0.161	78	0.2	0.2	8.860	A
C-AB	29	7		648	0.044	29	0.1	0.1	5.859	A
C-A	95	24				95				
A-B	88	22				88				
A-C	121	30				121				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	16	0.00	495	0.129	64	0.2	0.1	8.354	A
C-AB	23	6		644	0.035	23	0.1	0.0	5.830	A
C-A	78	20				78				
A-B	72	18				72				
A-C	99	25				99				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	503	0.106	54	0.1	0.1	8.016	A
C-AB	19	5		642	0.029	19	0.0	0.0	5.808	A
C-A	66	16				66				
A-B	60	15				60				
A-C	83	21				83				

AM & PM - 2035 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	193	100.000
B		ONE HOUR	✓	124	100.000
C		ONE HOUR	✓	187	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	65	128
	B	103	0	21
	C	159	28	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.29	11.00	0.4	B	114	171
C-AB	0.06	5.59	0.1	A	33	49
C-A					139	208
A-B					60	89
A-C					117	176

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23	0.00	488	0.191	92	0.0	0.2	9.091	A
C-AB	26	6		676	0.038	25	0.0	0.1	5.576	A
C-A	115	29				115				
A-B	49	12				49				
A-C	96	24				96				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	0.00	478	0.233	111	0.2	0.3	9.818	A
C-AB	32	8		686	0.046	32	0.1	0.1	5.560	A
C-A	136	34				136				
A-B	58	15				58				
A-C	115	29				115				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	0.00	464	0.294	136	0.3	0.4	10.965	B
C-AB	41	10		699	0.059	41	0.1	0.1	5.537	A
C-A	165	41				165				
A-B	72	18				72				
A-C	141	35				141				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	0.00	464	0.294	137	0.4	0.4	10.997	B
C-AB	41	10		699	0.059	41	0.1	0.1	5.546	A
C-A	165	41				165				
A-B	72	18				72				
A-C	141	35				141				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	0.00	478	0.233	112	0.4	0.3	9.857	A
C-AB	32	8		686	0.046	32	0.1	0.1	5.573	A
C-A	136	34				136				
A-B	58	15				58				
A-C	115	29				115				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23	0.00	487	0.192	94	0.3	0.2	9.148	A
C-AB	26	6		676	0.038	26	0.1	0.1	5.586	A
C-A	115	29				115				
A-B	49	12				49				
A-C	96	24				96				

AM & PM - 2035 DO SOMETHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	190	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	120	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	80	110
	B	56	0	27
	C	90	30	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	8.90	0.2	A	76	114
C-AB	0.06	5.96	0.1	A	32	48
C-A					78	118
A-B					73	110
A-C					101	151

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	0.00	515	0.121	62	0.0	0.1	7.942	A
C-AB	25	6		642	0.039	25	0.0	0.0	5.862	A
C-A	65	16				65				
A-B	60	15				60				
A-C	83	21				83				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	507	0.147	74	0.1	0.2	8.324	A
C-AB	31	8		644	0.048	31	0.0	0.1	5.899	A
C-A	77	19				77				
A-B	72	18				72				
A-C	99	25				99				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	496	0.184	91	0.2	0.2	8.889	A
C-AB	39	10		648	0.060	39	0.1	0.1	5.952	A
C-A	93	23				93				
A-B	88	22				88				
A-C	121	30				121				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	496	0.184	91	0.2	0.2	8.898	A
C-AB	39	10		648	0.060	39	0.1	0.1	5.957	A
C-A	93	23				93				
A-B	88	22				88				
A-C	121	30				121				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	507	0.147	75	0.2	0.2	8.338	A
C-AB	31	8		644	0.048	31	0.1	0.1	5.908	A
C-A	77	19				77				
A-B	72	18				72				
A-C	99	25				99				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	0.00	515	0.121	63	0.2	0.1	7.967	A
C-AB	25	6		642	0.039	25	0.1	0.0	5.869	A
C-A	65	16				65				
A-B	60	15				60				
A-C	83	21				83				

AM & PM - 2045 DO NOTHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2045 DO NOTHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	205	100.000
B		ONE HOUR	✓	124	100.000
C		ONE HOUR	✓	183	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	69	136
	B	110	0	14
	C	169	14	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.30	11.20	0.4	B	114	171
C-AB	0.03	5.46	0.0	A	17	25
C-A					151	227
A-B					63	95
A-C					125	187

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23	0.00	482	0.194	92	0.0	0.2	9.229	A
C-AB	13	3		679	0.019	13	0.0	0.0	5.450	A
C-A	125	31				125				
A-B	52	13				52				
A-C	102	26				102				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	0.00	472	0.236	111	0.2	0.3	9.989	A
C-AB	16	4		689	0.023	16	0.0	0.0	5.401	A
C-A	148	37				148				
A-B	62	16				62				
A-C	122	31				122				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	0.00	458	0.298	136	0.3	0.4	11.171	B
C-AB	21	5		703	0.030	21	0.0	0.0	5.339	A
C-A	180	45				180				
A-B	76	19				76				
A-C	150	37				150				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	0.00	458	0.298	137	0.4	0.4	11.202	B
C-AB	21	5		703	0.030	21	0.0	0.0	5.345	A
C-A	180	45				180				
A-B	76	19				76				
A-C	150	37				150				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	0.00	472	0.236	112	0.4	0.3	10.022	B
C-AB	16	4		689	0.023	16	0.0	0.0	5.415	A
C-A	148	37				148				
A-B	62	16				62				
A-C	122	31				122				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23	0.00	482	0.194	94	0.3	0.2	9.287	A
C-AB	13	3		679	0.019	13	0.0	0.0	5.456	A
C-A	125	31				125				
A-B	52	13				52				
A-C	102	26				102				

AM & PM - 2045 DO NOTHING, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2045 DO NOTHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	201	100.000
B		ONE HOUR	✓	75	100.000
C		ONE HOUR	✓	118	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	84	117
	B	59	0	16
	C	95	23	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	9.03	0.2	A	69	103
C-AB	0.05	5.87	0.1	A	25	37
C-A					84	126
A-B					77	116
A-C					107	161

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	0.00	501	0.113	56	0.0	0.1	8.083	A
C-AB	19	5		643	0.030	19	0.0	0.0	5.804	A
C-A	69	17				69				
A-B	63	16				63				
A-C	88	22				88				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	0.00	493	0.137	67	0.1	0.2	8.460	A
C-AB	24	6		645	0.037	24	0.0	0.0	5.827	A
C-A	82	21				82				
A-B	76	19				76				
A-C	105	26				105				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	0.00	481	0.172	82	0.2	0.2	9.018	A
C-AB	30	8		649	0.047	30	0.0	0.1	5.861	A
C-A	100	25				100				
A-B	92	23				92				
A-C	129	32				129				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	0.00	481	0.172	83	0.2	0.2	9.027	A
C-AB	30	8		649	0.047	30	0.1	0.1	5.868	A
C-A	100	25				100				
A-B	92	23				92				
A-C	129	32				129				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	0.00	493	0.137	68	0.2	0.2	8.475	A
C-AB	24	6		645	0.037	24	0.1	0.0	5.837	A
C-A	82	21				82				
A-B	76	19				76				
A-C	105	26				105				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	0.00	501	0.113	57	0.2	0.1	8.106	A
C-AB	20	5		643	0.030	20	0.0	0.0	5.813	A
C-A	69	17				69				
A-B	63	16				63				
A-C	88	22				88				

AM & PM - 2045 DO SOMETHING, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2045 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	205	100.000
B		ONE HOUR	✓	131	100.000
C		ONE HOUR	✓	197	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	69	136
	B	110	0	21
	C	169	28	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.31	11.45	0.5	B	120	180
C-AB	0.06	5.57	0.1	A	33	50
C-A					147	221
A-B					63	95
A-C					125	187

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	25	0.00	484	0.204	98	0.0	0.3	9.300	A
C-AB	26	6		679	0.038	26	0.0	0.1	5.556	A
C-A	122	31				122				
A-B	52	13				52				
A-C	102	26				102				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	29	0.00	473	0.249	117	0.3	0.3	10.112	B
C-AB	32	8		689	0.047	32	0.1	0.1	5.536	A
C-A	145	36				145				
A-B	62	16				62				
A-C	122	31				122				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	0.00	459	0.314	144	0.3	0.5	11.412	B
C-AB	42	11		703	0.060	42	0.1	0.1	5.511	A
C-A	175	44				175				
A-B	76	19				76				
A-C	150	37				150				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	0.00	459	0.314	144	0.5	0.5	11.446	B
C-AB	42	11		703	0.060	42	0.1	0.1	5.518	A
C-A	175	44				175				
A-B	76	19				76				
A-C	150	37				150				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	29	0.00	473	0.249	118	0.5	0.3	10.158	B
C-AB	32	8		689	0.047	32	0.1	0.1	5.548	A
C-A	145	36				145				
A-B	62	16				62				
A-C	122	31				122				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	25	0.00	484	0.204	99	0.3	0.3	9.365	A
C-AB	26	6		679	0.038	26	0.1	0.1	5.568	A
C-A	122	31				122				
A-B	52	13				52				
A-C	102	26				102				

AM & PM - 2045 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2045 DO SOMETHING	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	201	100.000
B		ONE HOUR	✓	87	100.000
C		ONE HOUR	✓	126	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	84	117
	B	59	0	28
	C	95	31	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	9.11	0.2	A	80	120
C-AB	0.06	5.97	0.1	A	33	50
C-A					83	124
A-B					77	116
A-C					107	161

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	75.29	511	0.128	65	0.0	0.1	8.053	A
C-AB	26	7		643	0.041	26	0.0	0.1	5.868	A
C-A	69	17				69				
A-B	63	16				63				
A-C	88	22				88				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	89.90	503	0.156	78	0.1	0.2	8.472	A
C-AB	32	8		645	0.050	32	0.1	0.1	5.906	A
C-A	81	20				81				
A-B	76	19				76				
A-C	105	26				105				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	110.10	491	0.195	96	0.2	0.2	9.095	A
C-AB	41	10		649	0.063	41	0.1	0.1	5.962	A
C-A	98	24				98				
A-B	92	23				92				
A-C	129	32				129				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	110.10	491	0.195	96	0.2	0.2	9.107	A
C-AB	41	10		649	0.063	41	0.1	0.1	5.967	A
C-A	98	24				98				
A-B	92	23				92				
A-C	129	32				129				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	89.90	503	0.156	78	0.2	0.2	8.488	A
C-AB	32	8		645	0.050	32	0.1	0.1	5.916	A
C-A	81	20				81				
A-B	76	19				76				
A-C	105	26				105				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	75.29	511	0.128	66	0.2	0.1	8.082	A
C-AB	26	7		643	0.041	26	0.1	0.1	5.875	A
C-A	69	17				69				
A-B	63	16				63				
A-C	88	22				88				

TRANSYT 16

Version: 16.0.1.8473
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Filename: A - Shuttle Link AM&PM.t16
Path: N:\Projects\25\25-003 South Green Phase 2 Site O\Design\Civil\Traffic\2026-01 - Full TTA\Junction Modelling\A - Shuttle Link
Report generation date: 16/01/2026 11:12:47

»A1 - Scenario A - AM : D1 - 2025 BASELINE, AM :
»A1 - Scenario A - AM : D3 - 2030 DO NOTHING, AM :
»A1 - Scenario A - AM : D5 - 2030 DO SOMETHING, AM :
»A1 - Scenario A - AM : D7 - 2035 DO NOTHING, AM :
»A1 - Scenario A - AM : D9 - 2035 DO SOMETHING, AM :
»A1 - Scenario A - AM : D11 - 2045 DO NOTHING, AM :
»A1 - Scenario A - AM : D13 - 2045 DO SOMETHING, AM :
»A2 - Scenario A - PM : D2 - 2025 BASELINE, PM :
»A2 - Scenario A - PM : D4 - 2030 DO NOTHING, PM :
»A2 - Scenario A - PM : D6 - 2030 DO SOMETHING, PM :
»A2 - Scenario A - PM : D8 - 2035 DO NOTHING, PM :
»A2 - Scenario A - PM : D10 - 2035 DO SOMETHING, PM :
»A2 - Scenario A - PM : D12 - 2045 DO NOTHING, PM :
»A2 - Scenario A - PM : D14 - 2045 DO SOMETHING, PM :

Summary of network performance

	AM		
	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario A - AM - 2025 BASELINE		
Network	1.08	24% (TS 1/1)	0 (0%)
	Scenario A - AM - 2030 DO NOTHING		
Network	1.48	30% (TS 1/1)	0 (0%)
	Scenario A - AM - 2030 DO SOMETHING		
Network	1.88	35% (TS 1/1)	0 (0%)
	Scenario A - AM - 2035 DO NOTHING		
Network	1.52	31% (TS 1/1)	0 (0%)
	Scenario A - AM - 2035 DO SOMETHING		
Network	1.93	36% (TS 1/1)	0 (0%)
	Scenario A - AM - 2045 DO NOTHING		
Network	1.62	32% (TS 1/1)	0 (0%)
	Scenario A - AM - 2045 DO SOMETHING		
Network	2.04	38% (TS 1/1)	0 (0%)

	PM		
	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario A - PM - 2025 BASELINE		
Network	0.73	18% (TS 1/1)	0 (0%)
	Scenario A - PM - 2030 DO NOTHING		
Network	1.09	25% (TS 1/1)	0 (0%)
	Scenario A - PM - 2030 DO SOMETHING		
Network	1.43	31% (TS 1/1)	0 (0%)
	Scenario A - PM - 2035 DO NOTHING		
Network	1.12	26% (TS 1/1)	0 (0%)
	Scenario A - PM - 2035 DO SOMETHING		
Network	1.46	32% (TS 1/1)	0 (0%)
	Scenario A - PM - 2045 DO NOTHING		
Network	1.19	27% (TS 1/1)	0 (0%)
	Scenario A - PM - 2045 DO SOMETHING		
Network	1.54	33% (TS 1/1)	0 (0%)

File summary

File description

File title	Suttle Link
Location	Southgreen Road Railway Overpass, Co. Kildare
Site number	09
UTCRegion	
Driving side	Left
Date	16/01/2026
Version	3
Status	(new file)
Identifier	
Client	Pousterle Limited
Jobnumber	25-003
Enumerator	DOMAIN\f.demaio
Description	Scenario A

Model and Results

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

Units

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

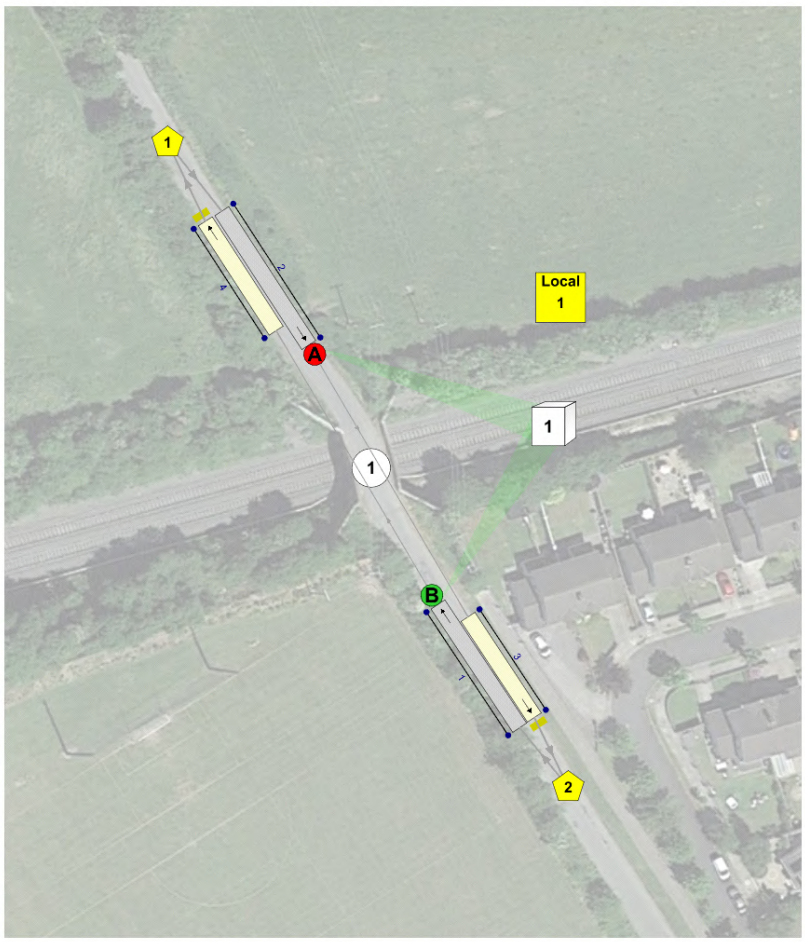
Sorting

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

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	3.00	999	200	-1	3	60	✓			0	0	0.00

Network Diagrams



Suttle Link
Cycletime 0s / 60s
Timesteps 59 / 60
2, 14
Diagram produced using TRANSYT 16.0.1.8473

A1 - Scenario A - AM
D1 - 2025 BASELINE, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:12:35	16/01/2026 11:12:35	0.52	08:00	60	17.52	1.08	24.38	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2025 BASELINE	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	117	117
2	1	127	127
3	1	127	127
4	1	117	117

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	127
	2	117	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	127
	2		2	1	1/1, 4/1	Normal	117

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

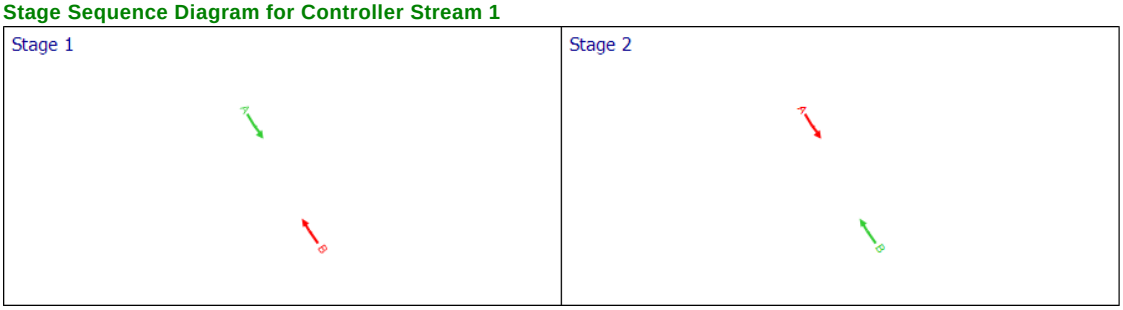
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

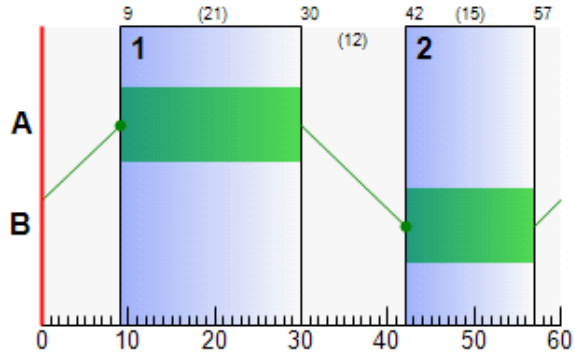
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:12:35	16/01/2026 11:12:35	0.52	08:00	60	17.52	1.08	24.38	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	24	269	488	156	7.97	15.34	2.18	17.52

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	117	1800	15	0.00	24	269	34.54	18.47	77.47	1.57	
2	1		1	1	A	127	1800	21	0.00	19	368	30.96	13.61	65.77	1.43	
3	1					127	Unrestricted	60	23.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					117	Unrestricted	60	27.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	131.66	5.47	24.07	1.08	15.34	2.18	0.00	17.52
Bus								
Tram								
Pedestrians								
TOTAL	131.66	5.47	24.07	1.08	15.34	2.18	0.00	17.52

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

A1 - Scenario A - AM
D3 - 2030 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:12:35	16/01/2026 11:12:35	0.58	08:00	60	24.00	1.48	29.79	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	143	143
2	1	180	180
3	1	180	180
4	1	143	143

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	180
	2	143	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	180
	2		2	1	1/1, 4/1	Normal	143

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

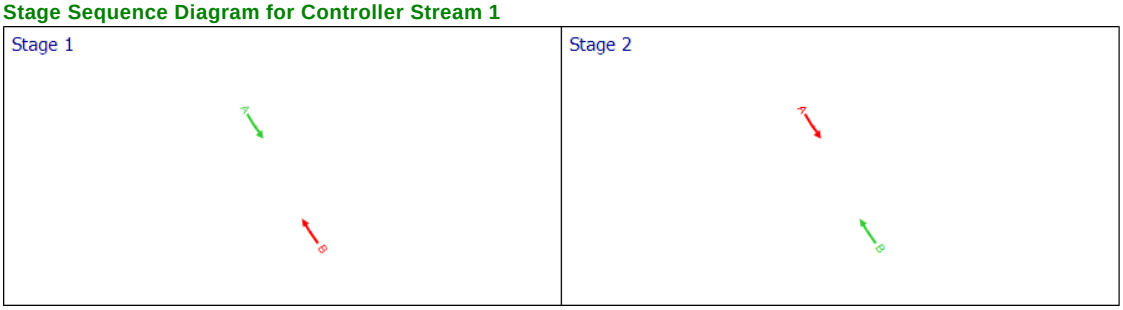
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

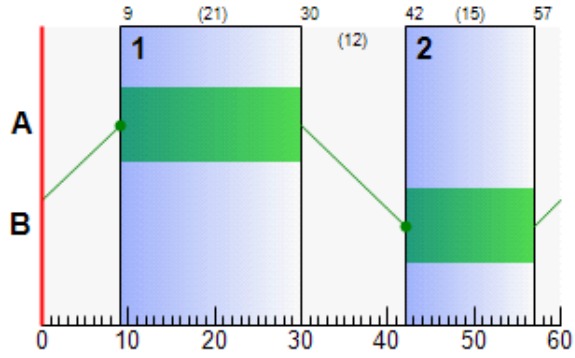
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:12:35	16/01/2026 11:12:35	0.58	08:00	60	24.00	1.48	29.79	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	30	202	646	156	8.25	21.02	2.98	24.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	143	1800	15	0.00	30	202	35.20	19.13	78.99	1.93	
2	1		1	1	A	180	1800	21	0.00	27	230	31.76	14.40	69.24	2.15	
3	1					180	Unrestricted	60	18.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					143	Unrestricted	60	23.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	174.28	7.29	23.91	1.48	21.02	2.98	0.00	24.00
Bus								
Tram								
Pedestrians								
TOTAL	174.28	7.29	23.91	1.48	21.02	2.98	0.00	24.00

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

A1 - Scenario A - AM
D5 - 2030 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:12:35	16/01/2026 11:12:35	0.65	08:00	60	30.51	1.88	35.00	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	168	168
2	1	227	227
3	1	227	227
4	1	168	168

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	227
	2	168	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	227
	2		2	1	1/1, 4/1	Normal	168

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

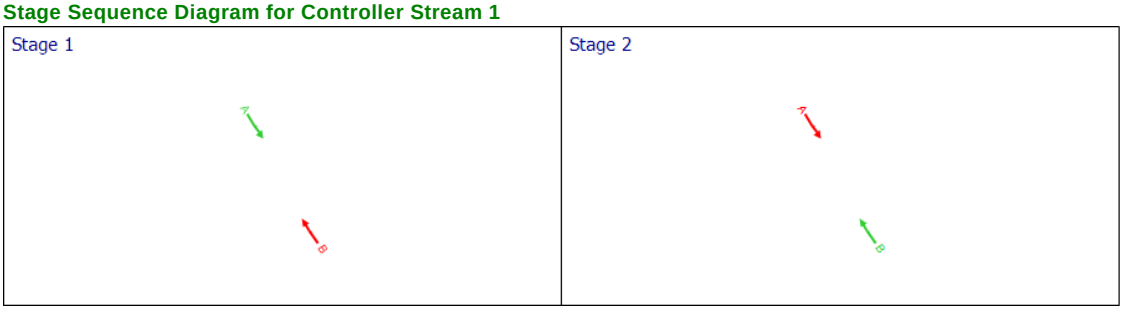
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

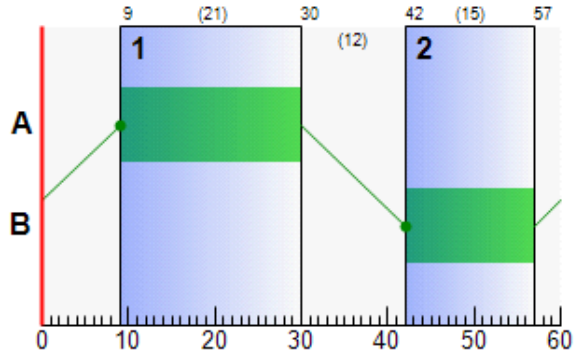
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:12:35	16/01/2026 11:12:35	0.65	08:00	60	30.51	1.88	35.00	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	35	157	790	156	8.59	26.76	3.75	30.51

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	168	1800	15	0.00	35	157	35.90	19.83	81.24	2.33	
2	1		1	1	A	227	1800	21	0.00	34	162	32.57	15.21	71.79	2.80	
3	1					227	Unrestricted	60	15.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					168	Unrestricted	60	21.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	213.12	8.99	23.71	1.88	26.76	3.75	0.00	30.51
Bus								
Tram								
Pedestrians								
TOTAL	213.12	8.99	23.71	1.88	26.76	3.75	0.00	30.51

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

A1 - Scenario A - AM
D7 - 2035 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:12:35	16/01/2026 11:12:35	0.69	08:00	60	24.71	1.52	30.63	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	147	147
2	1	184	184
3	1	184	184
4	1	147	147

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	184
	2	147	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	184
	2		2	1	1/1, 4/1	Normal	147

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

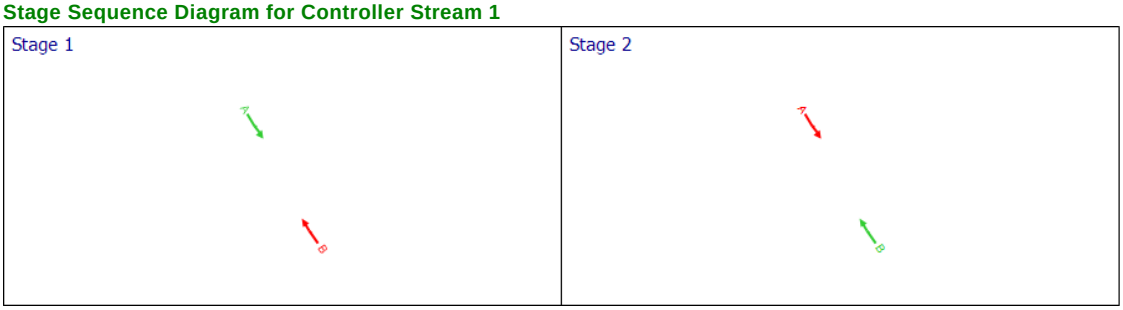
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

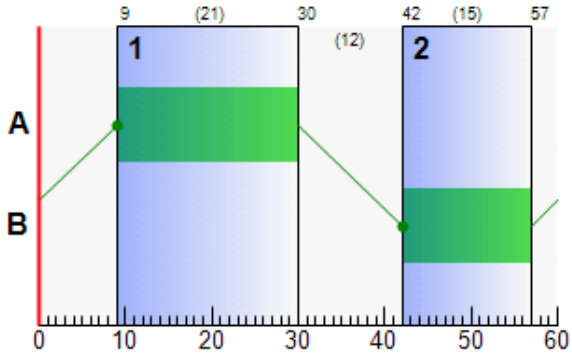
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:12:35	16/01/2026 11:12:35	0.69	08:00	60	24.71	1.52	30.63	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	31	194	662	156	8.29	21.65	3.06	24.71

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	147	1800	15	0.00	31	194	35.30	19.23	79.10	1.99	
2	1		1	1	A	184	1800	21	0.00	28	223	31.83	14.47	69.44	2.20	
3	1					184	Unrestricted	60	18.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					147	Unrestricted	60	23.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	178.60	7.48	23.88	1.52	21.65	3.06	0.00	24.71
Bus								
Tram								
Pedestrians								
TOTAL	178.60	7.48	23.88	1.52	21.65	3.06	0.00	24.71

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

A1 - Scenario A - AM
D9 - 2035 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:12:35	16/01/2026 11:12:35	0.72	08:00	60	31.30	1.93	35.83	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	172	172
2	1	231	231
3	1	231	231
4	1	172	172

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	231
	2	172	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	231
	2		2	1	1/1, 4/1	Normal	172

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

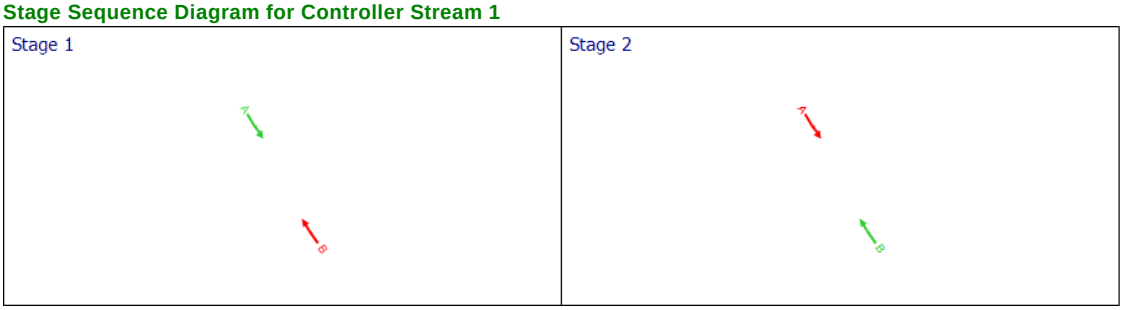
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

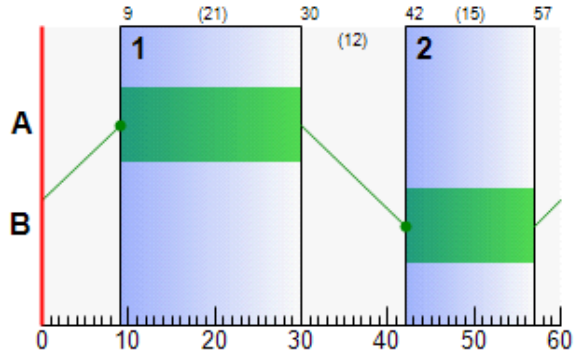
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:12:35	16/01/2026 11:12:35	0.72	08:00	60	31.30	1.93	35.83	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	36	151	806	156	8.64	27.46	3.84	31.30

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	172	1800	15	0.00	36	151	36.02	19.94	81.42	2.39	
2	1		1	1	A	231	1800	21	0.00	35	157	32.64	15.28	71.93	2.85	
3	1					231	Unrestricted	60	14.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					172	Unrestricted	60	21.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	217.44	9.18	23.68	1.93	27.46	3.84	0.00	31.30
Bus								
Tram								
Pedestrians								
TOTAL	217.44	9.18	23.68	1.93	27.46	3.84	0.00	31.30

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A1 - Scenario A - AM
D11 - 2045 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:12:35	16/01/2026 11:12:35	0.77	08:00	60	26.27	1.62	32.29	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	155	155
2	1	193	193
3	1	193	193
4	1	155	155

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	193
	2	155	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	193
	2		2	1	1/1, 4/1	Normal	155

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

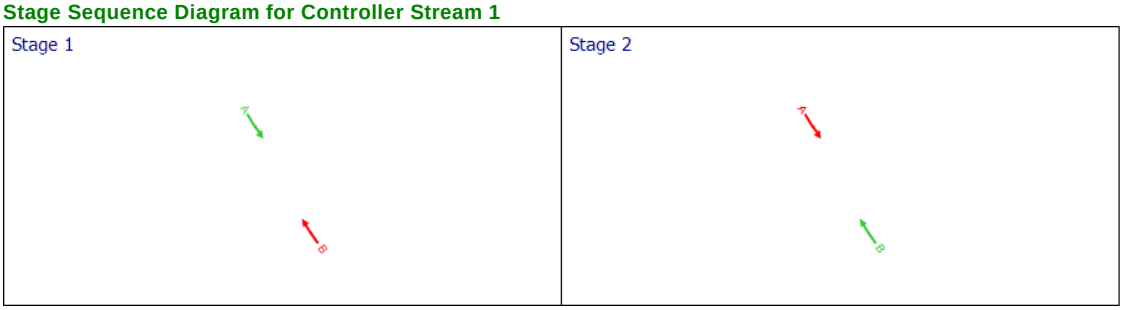
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

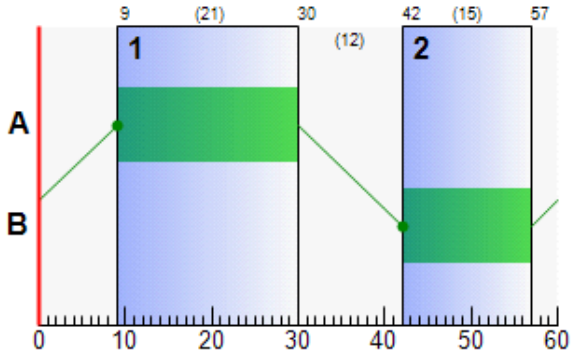
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:12:35	16/01/2026 11:12:35	0.77	08:00	60	26.27	1.62	32.29	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	32	179	696	156	8.39	23.02	3.25	26.27

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	155	1800	15	0.00	32	179	35.52	19.45	80.38	2.14	
2	1		1	1	A	193	1800	21	0.00	29	208	31.98	14.62	69.75	2.31	
3	1					193	Unrestricted	60	17.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					155	Unrestricted	60	22.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	187.77	7.88	23.83	1.62	23.02	3.25	0.00	26.27
Bus								
Tram								
Pedestrians								
TOTAL	187.77	7.88	23.83	1.62	23.02	3.25	0.00	26.27

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A1 - Scenario A - AM
D13 - 2045 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:12:35	16/01/2026 11:12:35	0.49	08:00	60	32.96	2.04	37.50	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	180	180
2	1	240	240
3	1	240	240
4	1	180	180

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	240
	2	180	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	240
	2		2	1	1/1, 4/1	Normal	180

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

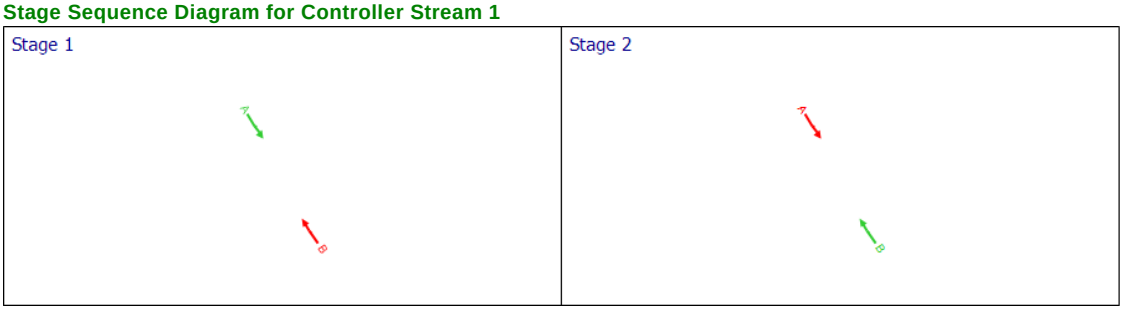
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

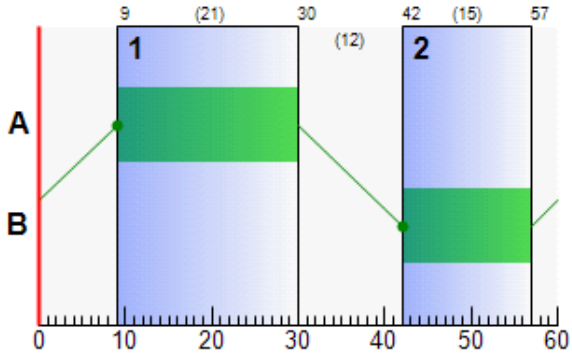
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:12:35	16/01/2026 11:12:35	0.49	08:00	60	32.96	2.04	37.50	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	38	140	840	156	8.74	28.95	4.02	32.96

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	180	1800	15	0.00	38	140	36.25	20.18	81.72	2.51	
2	1		1	1	A	240	1800	21	0.00	36	148	32.80	15.45	72.18	2.97	
3	1					240	Unrestricted	60	14.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					180	Unrestricted	60	20.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	226.61	9.59	23.62	2.04	28.95	4.02	0.00	32.96
Bus								
Tram								
Pedestrians								
TOTAL	226.61	9.59	23.62	2.04	28.95	4.02	0.00	32.96

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D2 - 2025 BASELINE, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:12:35	16/01/2026 11:12:35	0.90	17:00	60	11.93	0.73	17.58	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2025 BASELINE	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	116	116
2	1	62	62
3	1	62	62
4	1	116	116

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	62
	2	116	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	62
	2		2	1	1/1, 4/1	Normal	116

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

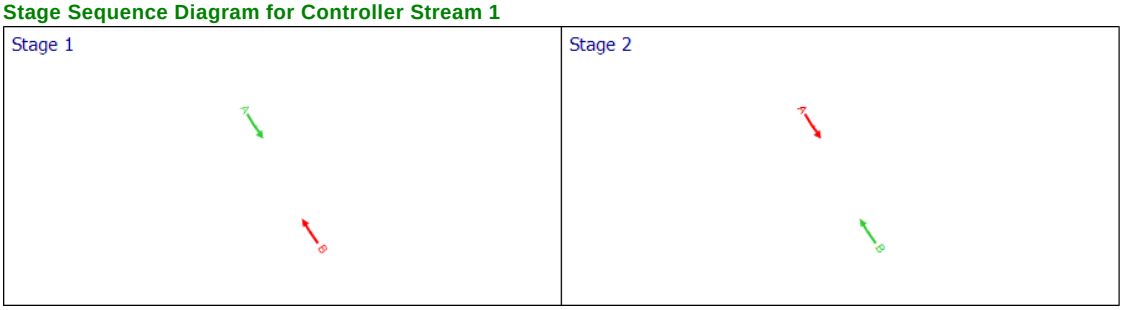
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

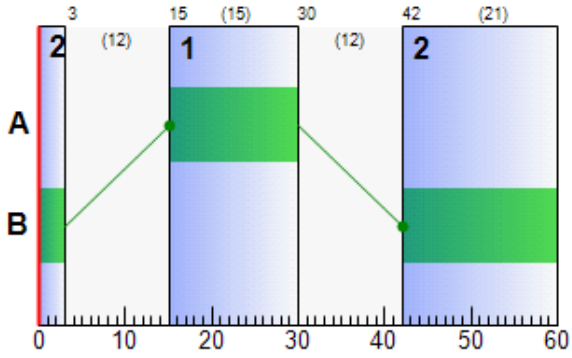
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:12:35	16/01/2026 11:12:35	0.90	17:00	60	11.93	0.73	17.58	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	18	412	356	156	7.41	10.40	1.53	11.93

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic	Name	Traffic	Controller	Phase	Calculated flow	Calculated sat flow	Actual green	Wasted time total (s cycle))	Degree of saturation	Practical reserve	JourneyTime	Mean Delay per (s)	Mean stops per (%)	Mean max	D wei
1	1		1	1	B	116	1800	21	0.00	18	412	29.54	13.47	65.66	1.31	
2	1		1	1	A	62	1800	15	0.00	13	597	34.68	17.32	73.95	0.78	
3	1					62	Unrestricted	60	36.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					116	Unrestricted	60	24.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	96.08	3.93	24.42	0.73	10.40	1.53	0.00	11.93
Bus								
Tram								
Pedestrians								
TOTAL	96.08	3.93	24.42	0.73	10.40	1.53	0.00	11.93

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D4 - 2030 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:12:35	16/01/2026 11:12:35	0.96	17:00	60	17.73	1.09	25.15	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	166	166
2	1	88	88
3	1	88	88
4	1	166	166

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	88
	2	166	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	88
	2		2	1	1/1, 4/1	Normal	166

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

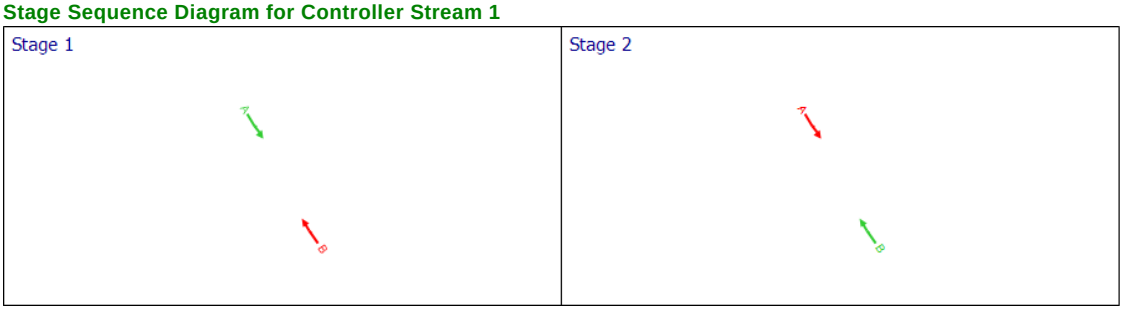
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

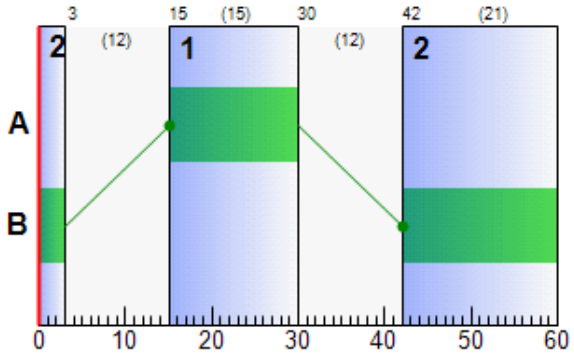
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:12:35	16/01/2026 11:12:35	0.96	17:00	60	17.73	1.09	25.15	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	25	258	508	156	7.72	15.48	2.25	17.73

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	166	1800	21	0.00	25	258	30.25	14.18	67.88	1.93	
2	1		1	1	A	88	1800	15	0.00	18	391	35.19	17.83	75.98	1.15	
3	1					88	Unrestricted	60	31.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					166	Unrestricted	60	19.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	137.10	5.66	24.22	1.09	15.48	2.25	0.00	17.73
Bus								
Tram								
Pedestrians								
TOTAL	137.10	5.66	24.22	1.09	15.48	2.25	0.00	17.73

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D6 - 2030 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:12:36	16/01/2026 11:12:36	0.05	17:00	60	23.23	1.43	31.21	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	206	206
2	1	114	114
3	1	114	114
4	1	206	206

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	114
	2	206	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	114
	2		2	1	1/1, 4/1	Normal	206

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

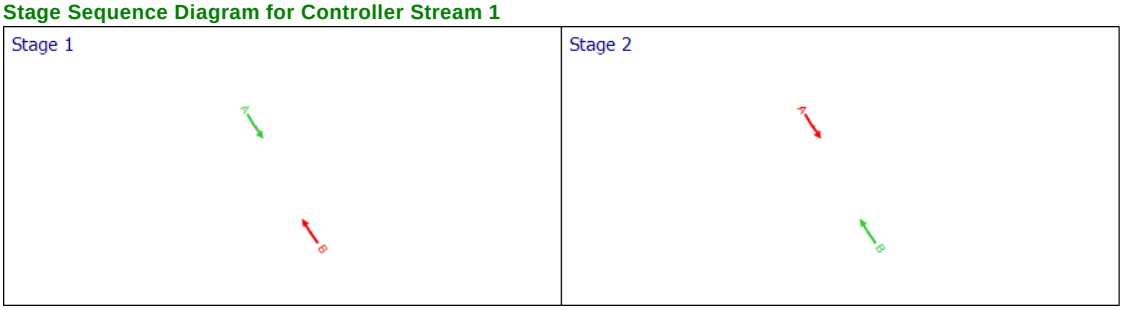
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

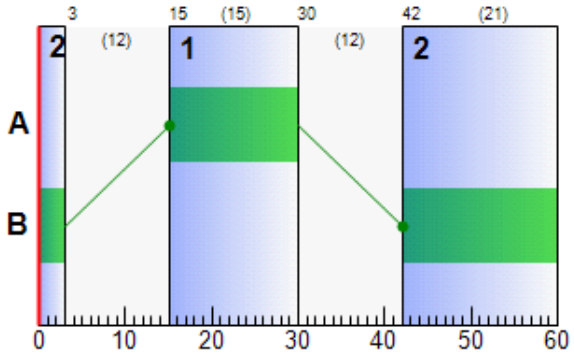
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:12:36	16/01/2026 11:12:36	0.05	17:00	60	23.23	1.43	31.21	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	31	188	640	156	8.05	20.32	2.90	23.23

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	206	1800	21	0.00	31	188	30.90	14.83	70.05	2.47	
2	1		1	1	A	114	1800	15	0.00	24	279	35.75	18.39	76.63	1.49	
3	1					114	Unrestricted	60	27.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					206	Unrestricted	60	15.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	172.72	7.19	24.03	1.43	20.32	2.90	0.00	23.23
Bus								
Tram								
Pedestrians								
TOTAL	172.72	7.19	24.03	1.43	20.32	2.90	0.00	23.23

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D8 - 2035 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:12:36	16/01/2026 11:12:36	0.08	17:00	60	18.20	1.12	25.76	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	170	170
2	1	90	90
3	1	90	90
4	1	170	170

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	90
	2	170	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	90
	2		2	1	1/1, 4/1	Normal	170

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

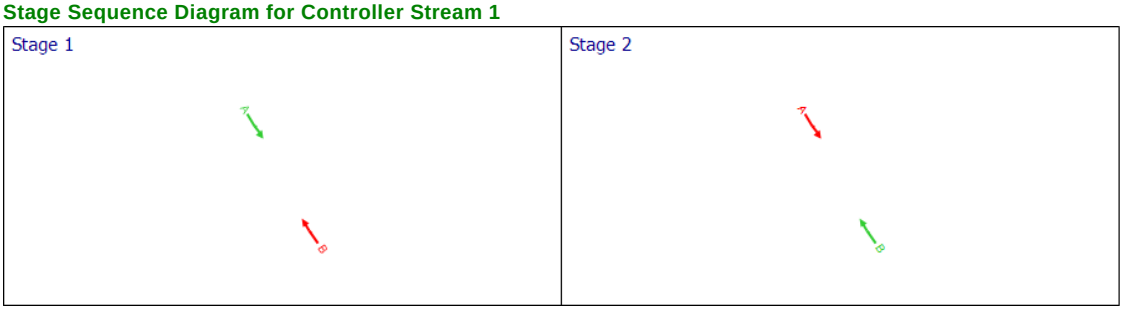
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

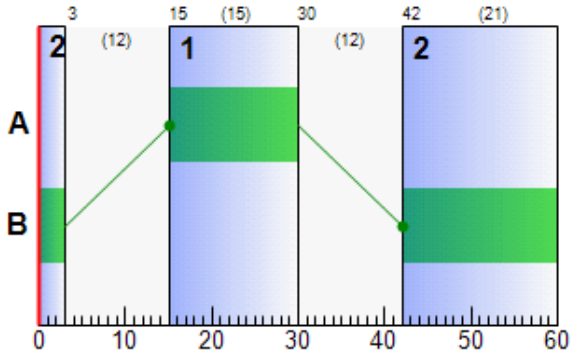
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:12:36	16/01/2026 11:12:36	0.08	17:00	60	18.20	1.12	25.76	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	26	249	520	156	7.75	15.89	2.31	18.20

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	170	1800	21	0.00	26	249	30.31	14.24	67.93	1.98	
2	1		1	1	A	90	1800	15	0.00	19	380	35.24	17.88	76.07	1.17	
3	1					90	Unrestricted	60	31.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					170	Unrestricted	60	18.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	140.34	5.80	24.21	1.12	15.89	2.31	0.00	18.20
Bus								
Tram								
Pedestrians								
TOTAL	140.34	5.80	24.21	1.12	15.89	2.31	0.00	18.20

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D10 - 2035 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:12:36	16/01/2026 11:12:36	0.14	17:00	60	23.75	1.46	31.82	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	210	210
2	1	116	116
3	1	116	116
4	1	210	210

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	116
	2	210	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	116
	2		2	1	1/1, 4/1	Normal	210

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

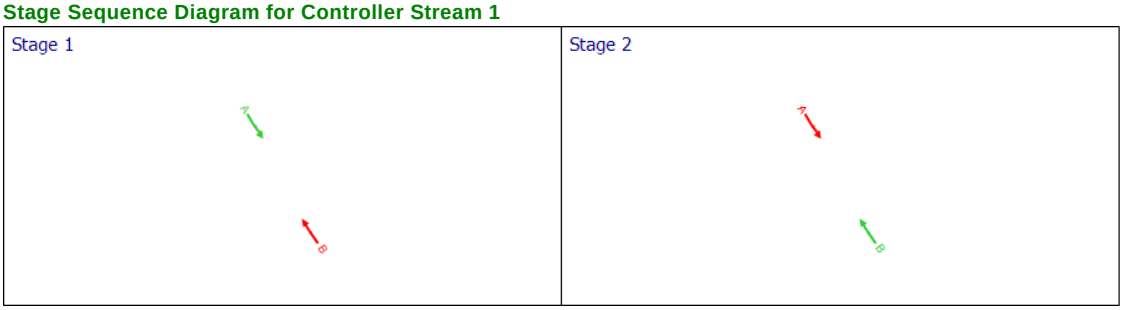
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

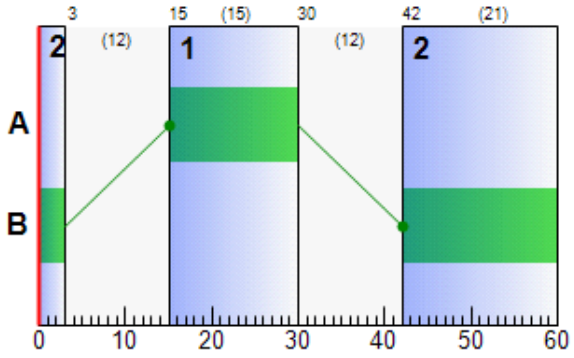
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:12:36	16/01/2026 11:12:36	0.14	17:00	60	23.75	1.46	31.82	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	32	183	652	156	8.08	20.78	2.97	23.75

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	210	1800	21	0.00	32	183	30.97	14.89	70.25	2.58	
2	1		1	1	A	116	1800	15	0.00	24	272	35.80	18.44	77.08	1.55	
3	1					116	Unrestricted	60	27.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					210	Unrestricted	60	15.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	175.96	7.33	24.01	1.46	20.78	2.97	0.00	23.75
Bus								
Tram								
Pedestrians								
TOTAL	175.96	7.33	24.01	1.46	20.78	2.97	0.00	23.75

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

A2 - Scenario A - PM
D12 - 2045 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:12:36	16/01/2026 11:12:36	0.17	17:00	60	19.28	1.19	26.97	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	178	178
2	1	95	95
3	1	95	95
4	1	178	178

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	95
	2	178	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	95
	2		2	1	1/1, 4/1	Normal	178

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

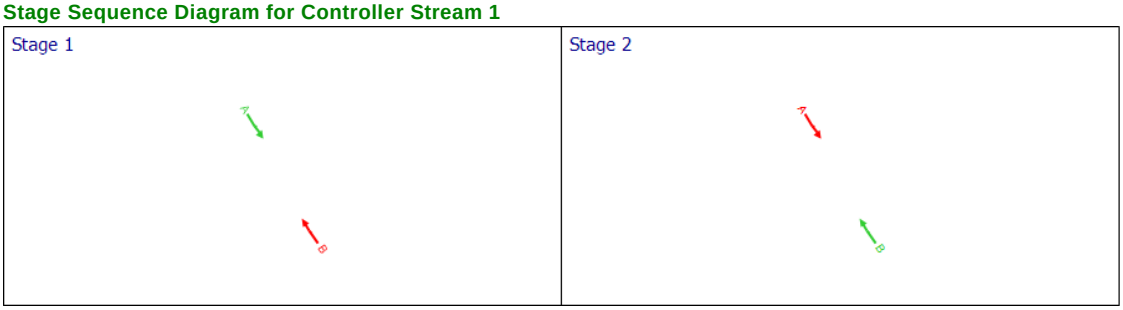
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

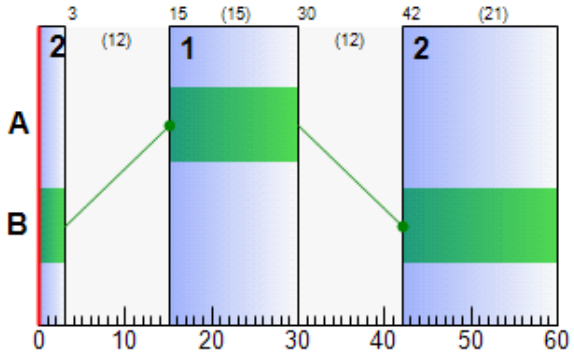
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:12:36	16/01/2026 11:12:36	0.17	17:00	60	19.28	1.19	26.97	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	27	234	546	156	7.82	16.83	2.45	19.28

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	178	1800	21	0.00	27	234	30.44	14.37	69.09	2.13	
2	1		1	1	A	95	1800	15	0.00	20	355	35.35	17.99	76.22	1.24	
3	1					95	Unrestricted	60	30.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					178	Unrestricted	60	18.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	147.35	6.10	24.17	1.19	16.83	2.45	0.00	19.28
Bus								
Tram								
Pedestrians								
TOTAL	147.35	6.10	24.17	1.19	16.83	2.45	0.00	19.28

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

A2 - Scenario A - PM
D14 - 2045 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:12:35	16/01/2026 11:12:35	0.84	17:00	60	24.94	1.54	33.03	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	218	218
2	1	121	121
3	1	121	121
4	1	218	218

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	121
	2	218	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	121
	2		2	1	1/1, 4/1	Normal	218

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

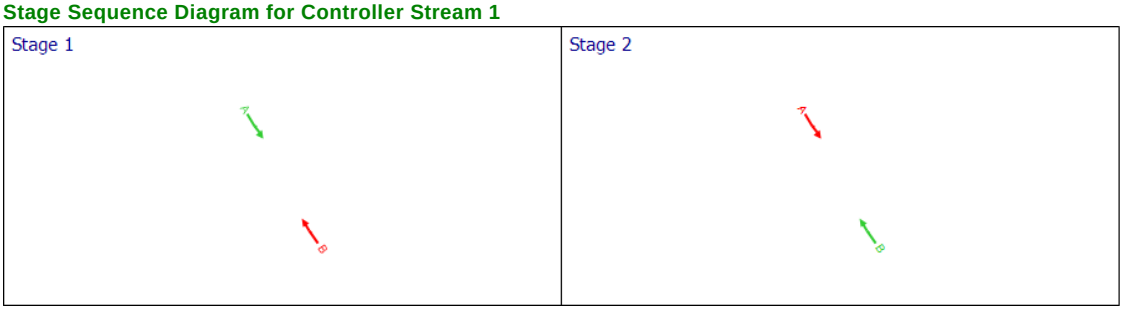
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

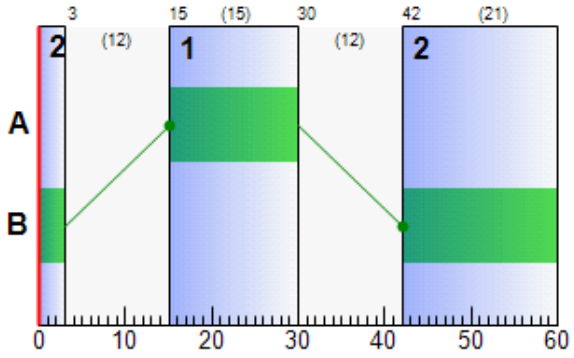
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:12:35	16/01/2026 11:12:35	0.84	17:00	60	24.94	1.54	33.03	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	33	172	678	156	8.15	21.80	3.13	24.94

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	218	1800	21	0.00	33	172	31.12	15.05	71.36	2.69	
2	1		1	1	A	121	1800	15	0.00	25	257	35.93	18.57	78.04	1.62	
3	1					121	Unrestricted	60	26.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					218	Unrestricted	60	15.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	182.97	7.63	23.97	1.54	21.80	3.13	0.00	24.94
Bus								
Tram								
Pedestrians								
TOTAL	182.97	7.63	23.97	1.54	21.80	3.13	0.00	24.94

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

G. Junction Modelling Results: Scenario B

Junctions 9

PICADY 9 - Priority Intersection Module

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Filename: B - Junction 1 AM&PM.j9
Path: N:\Projects\25\25-003 South Green Phase 2 Site O\Design\Civil\Traffic\2026-01 - Full TTA\Junction Modelling\B - Junction 1
Report generation date: 15/01/2026 15:51:20

»Scenario B - AM & PM - 2025 BASELINE, AM
»Scenario B - AM & PM - 2025 BASELINE, PM
»Scenario B - AM & PM - 2030 DO NOTHING, AM
»Scenario B - AM & PM - 2030 DO NOTHING, PM
»Scenario B - AM & PM - 2030 DO SOMETHING, AM
»Scenario B - AM & PM - 2030 DO SOMETHING, PM
»Scenario B - AM & PM - 2035 DO NOTHING, AM
»Scenario B - AM & PM - 2035 DO NOTHING, PM
»Scenario B - AM & PM - 2035 DO SOMETHING, AM
»Scenario B - AM & PM - 2035 DO SOMETHING, PM
»Scenario B - AM & PM - 2045 DO NOTHING, AM
»Scenario B - AM & PM - 2045 DO NOTHING, PM
»Scenario B - AM & PM - 2045 DO SOMETHING, AM
»Scenario B - AM & PM - 2045 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Scenario B - AM & PM - 2025 BASELINE					
Stream B-C	0.2	11.28	0.14	0.1	8.93	0.11
Stream B-A	1.1	18.62	0.51	0.5	13.64	0.32
Stream C-AB	0.0	7.02	0.05	0.1	7.23	0.08
	Scenario B - AM & PM - 2030 DO NOTHING					
Stream B-C	0.1	10.27	0.13	0.1	8.50	0.11
Stream B-A	0.9	16.41	0.45	0.4	12.79	0.28
Stream C-AB	0.0	7.01	0.05	0.1	7.16	0.08
	Scenario B - AM & PM - 2030 DO SOMETHING					
Stream B-C	0.3	15.21	0.22	0.2	9.80	0.14
Stream B-A	1.9	26.48	0.65	0.7	15.77	0.40
Stream C-AB	0.1	7.21	0.06	0.1	7.57	0.11
	Scenario B - AM & PM - 2035 DO NOTHING					
Stream B-C	0.1	10.27	0.13	0.1	8.50	0.11
Stream B-A	0.9	16.41	0.45	0.4	12.79	0.28
Stream C-AB	0.0	7.01	0.05	0.1	7.16	0.08
	Scenario B - AM & PM - 2035 DO SOMETHING					
Stream B-C	0.2	12.99	0.20	0.2	9.27	0.13
Stream B-A	1.5	22.16	0.58	0.6	14.62	0.35
Stream C-AB	0.1	7.19	0.06	0.1	7.50	0.11
	Scenario B - AM & PM - 2045 DO NOTHING					
Stream B-C	0.2	12.24	0.16	0.1	9.23	0.12
Stream B-A	1.3	20.85	0.56	0.6	14.46	0.35
Stream C-AB	0.1	7.14	0.05	0.1	7.35	0.08
	Scenario B - AM & PM - 2045 DO SOMETHING					
Stream B-C	0.3	17.82	0.26	0.2	10.22	0.15
Stream B-A	2.4	31.33	0.70	0.8	16.88	0.43
Stream C-AB	0.1	7.34	0.06	0.1	7.70	0.11

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

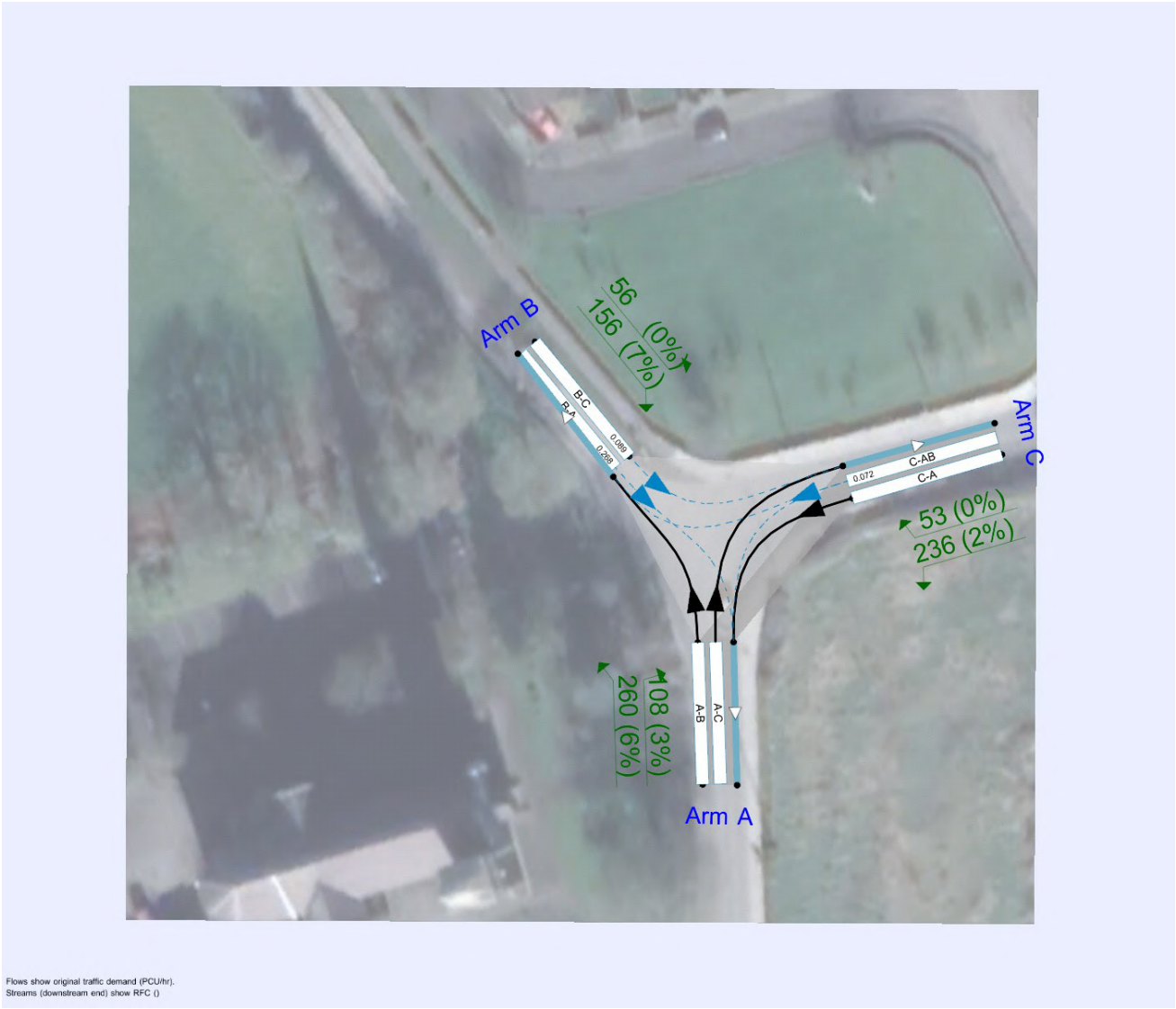
File summary

File Description

Title	Junction 1
Location	Southgreen Road / L70154 Bohereenagower Road / Green Road, Co. Kildare
Site number	01
Date	09/06/2025
Version	01
Status	(new file)
Identifier	
Client	Pousterle Limited
Jobnumber	25-003
Enumerator	DOMAIN\f.demaio
Description	Scenario A

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASELINE	AM	ONE HOUR	00:00	01:30	15	✓
D2	2025 BASELINE	PM	ONE HOUR	00:00	01:30	15	✓
D3	2030 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D4	2030 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D5	2030 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D6	2030 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓
D7	2035 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D8	2035 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D9	2035 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D10	2035 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓
D11	2045 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D12	2045 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D13	2045 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D14	2045 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Scenario B - AM & PM	✓	100.000	100.000

Scenario B - AM & PM - 2025 BASELINE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			80.0	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	4.40	2.70	2.20	2.20	2.20		1.00	80	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	520	0.095	0.240	0.151	0.342
B-C	529	0.081	0.205	-	-
C-B	620	0.240	0.240	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASELINE	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	318	100.000
B		ONE HOUR	✓	246	100.000
C		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	228	90
	B	199	0	47
	C	216	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	11.28	0.2	B	43	65
B-A	0.51	18.62	1.1	C	183	274
C-AB	0.05	7.02	0.0	A	20	30
C-A					198	297
A-B					209	314
A-C					83	124

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	446	0.079	35	0.0	0.1	8.763	A
B-A	150	37	457	0.328	148	0.0	0.5	12.380	B
C-AB	17	4	563	0.029	16	0.0	0.0	6.586	A
C-A	163	41			163				
A-B	172	43			172				
A-C	68	17			68				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	419	0.101	42	0.1	0.1	9.561	A
B-A	179	45	444	0.403	178	0.5	0.7	14.442	B
C-AB	20	5	552	0.036	20	0.0	0.0	6.765	A
C-A	194	49			194				
A-B	205	51			205				
A-C	81	20			81				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	373	0.139	52	0.1	0.2	11.208	B
B-A	219	55	426	0.515	218	0.7	1.1	18.361	C
C-AB	24	6	537	0.045	24	0.0	0.0	7.025	A
C-A	238	59			238				
A-B	251	63			251				
A-C	99	25			99				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	13	371	0.140	52	0.2	0.2	11.277	B
B-A	219	55	426	0.515	219	1.1	1.1	18.620	C
C-AB	24	6	537	0.045	24	0.0	0.0	7.025	A
C-A	238	59			238				
A-B	251	63			251				
A-C	99	25			99				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	417	0.101	42	0.2	0.1	9.624	A
B-A	179	45	444	0.403	180	1.1	0.7	14.693	B
C-AB	20	5	552	0.036	20	0.0	0.0	6.766	A
C-A	194	49			194				
A-B	205	51			205				
A-C	81	20			81				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	444	0.080	35	0.1	0.1	8.823	A
B-A	150	37	457	0.328	151	0.7	0.5	12.616	B
C-AB	17	4	563	0.029	17	0.0	0.0	6.589	A
C-A	163	41			163				
A-B	172	43			172				
A-C	68	17			68				

Scenario B - AM & PM - 2025 BASELINE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 BASELINE	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	305	100.000
B		ONE HOUR	✓	168	100.000
C		ONE HOUR	✓	255	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	206	99
	B	123	0	45
	C	216	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	8.93	0.1	A	41	62
B-A	0.32	13.64	0.5	B	113	169
C-AB	0.08	7.23	0.1	A	36	54
C-A					198	297
A-B					189	284
A-C					91	136

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	8	492	0.069	34	0.0	0.1	7.854	A
B-A	93	23	450	0.206	92	0.0	0.3	10.724	B
C-AB	29	7	566	0.052	29	0.0	0.1	6.708	A
C-A	163	41			163				
A-B	155	39			155				
A-C	75	19			75				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	476	0.085	40	0.1	0.1	8.255	A
B-A	111	28	436	0.253	110	0.3	0.4	11.799	B
C-AB	35	9	555	0.063	35	0.1	0.1	6.921	A
C-A	194	49			194				
A-B	185	46			185				
A-C	89	22			89				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	453	0.109	49	0.1	0.1	8.919	A
B-A	135	34	418	0.324	135	0.4	0.5	13.585	B
C-AB	43	11	541	0.080	43	0.1	0.1	7.227	A
C-A	238	59			238				
A-B	227	57			227				
A-C	109	27			109				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	452	0.110	50	0.1	0.1	8.934	A
B-A	135	34	418	0.324	135	0.5	0.5	13.639	B
C-AB	43	11	541	0.080	43	0.1	0.1	7.227	A
C-A	238	59			238				
A-B	227	57			227				
A-C	109	27			109				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	476	0.085	41	0.1	0.1	8.274	A
B-A	111	28	436	0.253	111	0.5	0.4	11.864	B
C-AB	35	9	555	0.063	35	0.1	0.1	6.923	A
C-A	194	49			194				
A-B	185	46			185				
A-C	89	22			89				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	8	491	0.069	34	0.1	0.1	7.883	A
B-A	93	23	450	0.206	93	0.4	0.3	10.811	B
C-AB	29	7	566	0.052	29	0.1	0.1	6.715	A
C-A	163	41			163				
A-B	155	39			155				
A-C	75	19			75				

Scenario B - AM & PM - 2030 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	313	100.000
B		ONE HOUR	✓	220	100.000
C		ONE HOUR	✓	245	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	220	93
	B	172	0	48
	C	223	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	10.27	0.1	B	44	66
B-A	0.45	16.41	0.9	C	158	237
C-AB	0.05	7.01	0.0	A	20	30
C-A					205	307
A-B					202	303
A-C					85	128

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	463	0.078	36	0.0	0.1	8.432	A
B-A	129	32	455	0.285	128	0.0	0.4	11.711	B
C-AB	17	4	564	0.029	16	0.0	0.0	6.575	A
C-A	168	42			168				
A-B	166	41			166				
A-C	70	18			70				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	441	0.098	43	0.1	0.1	9.048	A
B-A	155	39	442	0.350	154	0.4	0.6	13.337	B
C-AB	20	5	553	0.036	20	0.0	0.0	6.751	A
C-A	200	50			200				
A-B	198	49			198				
A-C	84	21			84				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	404	0.131	53	0.1	0.1	10.229	B
B-A	189	47	424	0.447	188	0.6	0.8	16.261	C
C-AB	24	6	538	0.045	24	0.0	0.0	7.006	A
C-A	246	61			246				
A-B	242	61			242				
A-C	102	26			102				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	403	0.131	53	0.1	0.1	10.267	B
B-A	189	47	424	0.447	189	0.8	0.9	16.406	C
C-AB	24	6	538	0.045	24	0.0	0.0	7.006	A
C-A	246	61			246				
A-B	242	61			242				
A-C	102	26			102				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	440	0.098	43	0.1	0.1	9.090	A
B-A	155	39	442	0.350	156	0.9	0.6	13.494	B
C-AB	20	5	553	0.036	20	0.0	0.0	6.755	A
C-A	200	50			200				
A-B	198	49			198				
A-C	84	21			84				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	461	0.078	36	0.1	0.1	8.472	A
B-A	129	32	455	0.285	130	0.6	0.4	11.876	B
C-AB	17	4	564	0.029	17	0.0	0.0	6.581	A
C-A	168	42			168				
A-B	166	41			166				
A-C	70	18			70				

Scenario B - AM & PM - 2030 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	288	100.000
B		ONE HOUR	✓	151	100.000
C		ONE HOUR	✓	262	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	186	102
	B	105	0	46
	C	223	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	8.50	0.1	A	42	63
B-A	0.28	12.79	0.4	B	96	145
C-AB	0.08	7.16	0.1	A	36	54
C-A					205	307
A-B					171	256
A-C					94	140

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	507	0.068	34	0.0	0.1	7.603	A
B-A	79	20	448	0.176	78	0.0	0.2	10.383	B
C-AB	29	7	569	0.052	29	0.0	0.1	6.668	A
C-A	168	42			168				
A-B	140	35			140				
A-C	77	19			77				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	494	0.084	41	0.1	0.1	7.946	A
B-A	94	24	435	0.217	94	0.2	0.3	11.287	B
C-AB	35	9	559	0.063	35	0.1	0.1	6.872	A
C-A	200	50			200				
A-B	167	42			167				
A-C	92	23			92				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	474	0.107	51	0.1	0.1	8.493	A
B-A	116	29	417	0.277	115	0.3	0.4	12.754	B
C-AB	43	11	546	0.079	43	0.1	0.1	7.162	A
C-A	245	61			245				
A-B	205	51			205				
A-C	112	28			112				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	474	0.107	51	0.1	0.1	8.503	A
B-A	116	29	417	0.277	116	0.4	0.4	12.790	B
C-AB	43	11	546	0.079	43	0.1	0.1	7.162	A
C-A	245	61			245				
A-B	205	51			205				
A-C	112	28			112				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	494	0.084	41	0.1	0.1	7.962	A
B-A	94	24	435	0.217	95	0.4	0.3	11.334	B
C-AB	35	9	559	0.063	35	0.1	0.1	6.874	A
C-A	200	50			200				
A-B	167	42			167				
A-C	92	23			92				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	507	0.068	35	0.1	0.1	7.629	A
B-A	79	20	448	0.176	79	0.3	0.2	10.451	B
C-AB	29	7	569	0.052	29	0.1	0.1	6.676	A
C-A	168	42			168				
A-B	140	35			140				
A-C	77	19			77				

Scenario B - AM & PM - 2030 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	341	100.000
B		ONE HOUR	✓	308	100.000
C		ONE HOUR	✓	245	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	251	90
	B	247	0	61
	C	216	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.22	15.21	0.3	C	56	84
B-A	0.65	26.48	1.9	D	227	340
C-AB	0.06	7.21	0.1	A	27	40
C-A					198	297
A-B					230	345
A-C					83	124

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	423	0.109	45	0.0	0.1	9.532	A
B-A	186	46	452	0.411	183	0.0	0.7	14.165	B
C-AB	22	5	559	0.039	22	0.0	0.0	6.700	A
C-A	163	41			163				
A-B	189	47			189				
A-C	68	17			68				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	382	0.144	55	0.1	0.2	11.002	B
B-A	222	56	438	0.507	221	0.7	1.1	17.624	C
C-AB	26	7	547	0.048	26	0.0	0.0	6.909	A
C-A	194	49			194				
A-B	226	56			226				
A-C	81	20			81				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	308	0.218	67	0.2	0.3	14.886	B
B-A	272	68	417	0.653	269	1.1	1.9	25.475	D
C-AB	32	8	531	0.060	32	0.0	0.1	7.214	A
C-A	238	59			238				
A-B	276	69			276				
A-C	99	25			99				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	304	0.221	67	0.3	0.3	15.212	C
B-A	272	68	416	0.653	272	1.9	1.9	26.479	D
C-AB	32	8	531	0.060	32	0.1	0.1	7.214	A
C-A	238	59			238				
A-B	276	69			276				
A-C	99	25			99				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	377	0.146	55	0.3	0.2	11.208	B
B-A	222	56	438	0.507	225	1.9	1.1	18.386	C
C-AB	26	7	547	0.048	26	0.1	0.1	6.913	A
C-A	194	49			194				
A-B	226	56			226				
A-C	81	20			81				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	419	0.110	46	0.2	0.1	9.658	A
B-A	186	46	452	0.411	187	1.1	0.8	14.636	B
C-AB	22	5	559	0.039	22	0.1	0.0	6.706	A
C-A	163	41			163				
A-B	189	47			189				
A-C	68	17			68				

Scenario B - AM & PM - 2030 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	345	100.000
B		ONE HOUR	✓	202	100.000
C		ONE HOUR	✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	246	99
	B	149	0	53
	C	216	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	9.80	0.2	A	49	73
B-A	0.40	15.77	0.7	C	137	205
C-AB	0.11	7.57	0.1	A	47	70
C-A					198	297
A-B					226	339
A-C					91	136

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	479	0.083	40	0.0	0.1	8.191	A
B-A	112	28	444	0.253	111	0.0	0.4	11.523	B
C-AB	38	10	559	0.069	38	0.0	0.1	6.914	A
C-A	163	41			163				
A-B	185	46			185				
A-C	75	19			75				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	459	0.104	48	0.1	0.1	8.753	A
B-A	134	33	429	0.312	133	0.4	0.5	13.012	B
C-AB	46	11	547	0.084	46	0.1	0.1	7.182	A
C-A	194	49			194				
A-B	221	55			221				
A-C	89	22			89				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	426	0.137	58	0.1	0.2	9.774	A
B-A	164	41	408	0.402	163	0.5	0.7	15.657	C
C-AB	56	14	532	0.106	56	0.1	0.1	7.571	A
C-A	238	59			238				
A-B	271	68			271				
A-C	109	27			109				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	426	0.137	58	0.2	0.2	9.803	A
B-A	164	41	408	0.402	164	0.7	0.7	15.768	C
C-AB	56	14	532	0.106	56	0.1	0.1	7.574	A
C-A	238	59			238				
A-B	271	68			271				
A-C	109	27			109				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	458	0.104	48	0.2	0.1	8.785	A
B-A	134	33	429	0.312	135	0.7	0.5	13.136	B
C-AB	46	11	547	0.084	46	0.1	0.1	7.188	A
C-A	194	49			194				
A-B	221	55			221				
A-C	89	22			89				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	477	0.084	40	0.1	0.1	8.231	A
B-A	112	28	444	0.253	113	0.5	0.4	11.658	B
C-AB	38	10	559	0.069	39	0.1	0.1	6.921	A
C-A	163	41			163				
A-B	185	46			185				
A-C	75	19			75				

Scenario B - AM & PM - 2035 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	313	100.000
B		ONE HOUR	✓	220	100.000
C		ONE HOUR	✓	245	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	220	93
	B	172	0	48
	C	223	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	10.27	0.1	B	44	66
B-A	0.45	16.41	0.9	C	158	237
C-AB	0.05	7.01	0.0	A	20	30
C-A					205	307
A-B					202	303
A-C					85	128

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	463	0.078	36	0.0	0.1	8.432	A
B-A	129	32	455	0.285	128	0.0	0.4	11.711	B
C-AB	17	4	564	0.029	16	0.0	0.0	6.575	A
C-A	168	42			168				
A-B	166	41			166				
A-C	70	18			70				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	441	0.098	43	0.1	0.1	9.048	A
B-A	155	39	442	0.350	154	0.4	0.6	13.337	B
C-AB	20	5	553	0.036	20	0.0	0.0	6.751	A
C-A	200	50			200				
A-B	198	49			198				
A-C	84	21			84				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	404	0.131	53	0.1	0.1	10.229	B
B-A	189	47	424	0.447	188	0.6	0.8	16.261	C
C-AB	24	6	538	0.045	24	0.0	0.0	7.006	A
C-A	246	61			246				
A-B	242	61			242				
A-C	102	26			102				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	403	0.131	53	0.1	0.1	10.267	B
B-A	189	47	424	0.447	189	0.8	0.9	16.406	C
C-AB	24	6	538	0.045	24	0.0	0.0	7.006	A
C-A	246	61			246				
A-B	242	61			242				
A-C	102	26			102				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	440	0.098	43	0.1	0.1	9.090	A
B-A	155	39	442	0.350	156	0.9	0.6	13.494	B
C-AB	20	5	553	0.036	20	0.0	0.0	6.755	A
C-A	200	50			200				
A-B	198	49			198				
A-C	84	21			84				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	461	0.078	36	0.1	0.1	8.472	A
B-A	129	32	455	0.285	130	0.6	0.4	11.876	B
C-AB	17	4	564	0.029	17	0.0	0.0	6.581	A
C-A	168	42			168				
A-B	166	41			166				
A-C	70	18			70				

Scenario B - AM & PM - 2035 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	288	100.000
B		ONE HOUR	✓	151	100.000
C		ONE HOUR	✓	262	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	186	102
	B	105	0	46
	C	223	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	8.50	0.1	A	42	63
B-A	0.28	12.79	0.4	B	96	145
C-AB	0.08	7.16	0.1	A	36	54
C-A					205	307
A-B					171	256
A-C					94	140

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	507	0.068	34	0.0	0.1	7.603	A
B-A	79	20	448	0.176	78	0.0	0.2	10.383	B
C-AB	29	7	569	0.052	29	0.0	0.1	6.668	A
C-A	168	42			168				
A-B	140	35			140				
A-C	77	19			77				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	494	0.084	41	0.1	0.1	7.946	A
B-A	94	24	435	0.217	94	0.2	0.3	11.287	B
C-AB	35	9	559	0.063	35	0.1	0.1	6.872	A
C-A	200	50			200				
A-B	167	42			167				
A-C	92	23			92				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	474	0.107	51	0.1	0.1	8.493	A
B-A	116	29	417	0.277	115	0.3	0.4	12.754	B
C-AB	43	11	546	0.079	43	0.1	0.1	7.162	A
C-A	245	61			245				
A-B	205	51			205				
A-C	112	28			112				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	474	0.107	51	0.1	0.1	8.503	A
B-A	116	29	417	0.277	116	0.4	0.4	12.790	B
C-AB	43	11	546	0.079	43	0.1	0.1	7.162	A
C-A	245	61			245				
A-B	205	51			205				
A-C	112	28			112				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	494	0.084	41	0.1	0.1	7.962	A
B-A	94	24	435	0.217	95	0.4	0.3	11.334	B
C-AB	35	9	559	0.063	35	0.1	0.1	6.874	A
C-A	200	50			200				
A-B	167	42			167				
A-C	92	23			92				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	507	0.068	35	0.1	0.1	7.629	A
B-A	79	20	448	0.176	79	0.3	0.2	10.451	B
C-AB	29	7	569	0.052	29	0.1	0.1	6.676	A
C-A	168	42			168				
A-B	140	35			140				
A-C	77	19			77				

Scenario B - AM & PM - 2035 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	336	100.000
B		ONE HOUR	✓	282	100.000
C		ONE HOUR	✓	252	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	243	93
	B	220	0	62
	C	223	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.20	12.99	0.2	B	57	85
B-A	0.58	22.16	1.5	C	202	303
C-AB	0.06	7.19	0.1	A	27	40
C-A					205	307
A-B					223	334
A-C					85	128

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	441	0.106	46	0.0	0.1	9.110	A
B-A	166	41	451	0.367	163	0.0	0.6	13.288	B
C-AB	22	5	560	0.039	22	0.0	0.0	6.689	A
C-A	168	42			168				
A-B	183	46			183				
A-C	70	18			70				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	407	0.137	56	0.1	0.2	10.229	B
B-A	198	49	436	0.453	197	0.6	0.9	15.996	C
C-AB	26	7	548	0.048	26	0.0	0.0	6.895	A
C-A	200	50			200				
A-B	218	55			218				
A-C	84	21			84				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	348	0.196	68	0.2	0.2	12.834	B
B-A	242	61	416	0.583	240	0.9	1.4	21.648	C
C-AB	32	8	532	0.060	32	0.0	0.1	7.195	A
C-A	245	61			245				
A-B	268	67			268				
A-C	102	26			102				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	345	0.198	68	0.2	0.2	12.989	B
B-A	242	61	415	0.583	242	1.4	1.5	22.161	C
C-AB	32	8	532	0.060	32	0.1	0.1	7.195	A
C-A	245	61			245				
A-B	268	67			268				
A-C	102	26			102				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	404	0.138	56	0.2	0.2	10.349	B
B-A	198	49	436	0.453	200	1.5	0.9	16.436	C
C-AB	26	7	548	0.048	26	0.1	0.1	6.896	A
C-A	200	50			200				
A-B	218	55			218				
A-C	84	21			84				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	438	0.106	47	0.2	0.1	9.199	A
B-A	166	41	451	0.368	167	0.9	0.6	13.621	B
C-AB	22	5	560	0.039	22	0.1	0.0	6.692	A
C-A	168	42			168				
A-B	183	46			183				
A-C	70	18			70				

Scenario B - AM & PM - 2035 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	328	100.000
B		ONE HOUR	✓	185	100.000
C		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	226	102
	B	131	0	54
	C	223	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	9.27	0.2	A	50	74
B-A	0.35	14.62	0.6	B	120	180
C-AB	0.11	7.50	0.1	A	47	70
C-A					204	307
A-B					207	311
A-C					94	140

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	493	0.082	40	0.0	0.1	7.950	A
B-A	99	25	443	0.223	97	0.0	0.3	11.119	B
C-AB	38	10	562	0.068	38	0.0	0.1	6.873	A
C-A	168	42			168				
A-B	170	43			170				
A-C	77	19			77				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	476	0.102	48	0.1	0.1	8.421	A
B-A	118	29	428	0.275	117	0.3	0.4	12.381	B
C-AB	46	11	551	0.083	46	0.1	0.1	7.130	A
C-A	200	50			200				
A-B	203	51			203				
A-C	92	23			92				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	448	0.133	59	0.1	0.2	9.246	A
B-A	144	36	408	0.354	144	0.4	0.6	14.547	B
C-AB	56	14	536	0.105	56	0.1	0.1	7.500	A
C-A	245	61			245				
A-B	249	62			249				
A-C	112	28			112				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	448	0.133	59	0.2	0.2	9.267	A
B-A	144	36	408	0.354	144	0.6	0.6	14.620	B
C-AB	56	14	536	0.105	56	0.1	0.1	7.503	A
C-A	245	61			245				
A-B	249	62			249				
A-C	112	28			112				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	475	0.102	49	0.2	0.1	8.448	A
B-A	118	29	428	0.275	118	0.6	0.4	12.468	B
C-AB	46	11	551	0.083	46	0.1	0.1	7.135	A
C-A	200	50			200				
A-B	203	51			203				
A-C	92	23			92				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	492	0.083	41	0.1	0.1	7.977	A
B-A	99	25	443	0.223	99	0.4	0.3	11.228	B
C-AB	38	10	562	0.068	39	0.1	0.1	6.883	A
C-A	168	42			168				
A-B	170	43			170				
A-C	77	19			77				

Scenario B - AM & PM - 2045 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2045 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	346	100.000
B		ONE HOUR	✓	262	100.000
C		ONE HOUR	✓	259	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	247	99
	B	211	0	51
	C	236	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.16	12.24	0.2	B	47	70
B-A	0.56	20.85	1.3	C	194	290
C-AB	0.05	7.14	0.1	A	21	32
C-A					217	325
A-B					227	340
A-C					91	136

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	10	438	0.088	38	0.0	0.1	8.995	A
B-A	159	40	451	0.352	157	0.0	0.6	12.987	B
C-AB	17	4	558	0.031	17	0.0	0.0	6.656	A
C-A	178	44			178				
A-B	186	46			186				
A-C	75	19			75				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	407	0.113	46	0.1	0.1	9.969	A
B-A	190	47	437	0.434	189	0.6	0.8	15.462	C
C-AB	21	5	546	0.038	21	0.0	0.0	6.854	A
C-A	212	53			212				
A-B	222	56			222				
A-C	89	22			89				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	352	0.159	56	0.1	0.2	12.134	B
B-A	232	58	417	0.558	230	0.8	1.3	20.453	C
C-AB	25	6	529	0.048	25	0.0	0.0	7.142	A
C-A	260	65			260				
A-B	272	68			272				
A-C	109	27			109				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	350	0.160	56	0.2	0.2	12.244	B
B-A	232	58	417	0.558	232	1.3	1.3	20.853	C
C-AB	25	6	529	0.048	25	0.0	0.1	7.142	A
C-A	260	65			260				
A-B	272	68			272				
A-C	109	27			109				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	404	0.113	46	0.2	0.1	10.061	B
B-A	190	47	437	0.434	192	1.3	0.8	15.824	C
C-AB	21	5	546	0.038	21	0.1	0.0	6.855	A
C-A	212	53			212				
A-B	222	56			222				
A-C	89	22			89				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	10	436	0.088	39	0.1	0.1	9.069	A
B-A	159	40	451	0.352	160	0.8	0.6	13.279	B
C-AB	17	4	558	0.031	17	0.0	0.0	6.662	A
C-A	178	44			178				
A-B	186	46			186				
A-C	75	19			75				

Scenario B - AM & PM - 2045 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2045 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	328	100.000
B		ONE HOUR	✓	178	100.000
C		ONE HOUR	✓	277	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	220	108
	B	130	0	48
	C	236	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	9.23	0.1	A	44	66
B-A	0.35	14.46	0.6	B	119	179
C-AB	0.08	7.35	0.1	A	38	57
C-A					216	325
A-B					202	303
A-C					99	149

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	487	0.074	36	0.0	0.1	7.969	A
B-A	98	24	444	0.220	97	0.0	0.3	11.049	B
C-AB	31	8	561	0.055	31	0.0	0.1	6.778	A
C-A	178	44			178				
A-B	166	41			166				
A-C	81	20			81				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	470	0.092	43	0.1	0.1	8.423	A
B-A	117	29	430	0.272	116	0.3	0.4	12.283	B
C-AB	37	9	550	0.067	37	0.1	0.1	7.010	A
C-A	212	53			212				
A-B	198	49			198				
A-C	97	24			97				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	444	0.119	53	0.1	0.1	9.207	A
B-A	143	36	410	0.349	142	0.4	0.6	14.384	B
C-AB	45	11	535	0.085	45	0.1	0.1	7.345	A
C-A	260	65			260				
A-B	242	61			242				
A-C	119	30			119				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	443	0.119	53	0.1	0.1	9.225	A
B-A	143	36	410	0.350	143	0.6	0.6	14.458	B
C-AB	45	11	535	0.085	45	0.1	0.1	7.345	A
C-A	260	65			260				
A-B	242	61			242				
A-C	119	30			119				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	470	0.092	43	0.1	0.1	8.448	A
B-A	117	29	430	0.272	118	0.6	0.4	12.366	B
C-AB	37	9	550	0.067	37	0.1	0.1	7.015	A
C-A	212	53			212				
A-B	198	49			198				
A-C	97	24			97				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	486	0.074	36	0.1	0.1	8.001	A
B-A	98	24	444	0.220	98	0.4	0.3	11.154	B
C-AB	31	8	561	0.055	31	0.1	0.1	6.788	A
C-A	178	44			178				
A-B	166	41			166				
A-C	81	20			81				

Scenario B - AM & PM - 2045 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2045 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	369	100.000
B		ONE HOUR	✓	324	100.000
C		ONE HOUR	✓	266	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	270	99
	B	259	0	65
	C	236	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.26	17.82	0.3	C	60	89
B-A	0.70	31.33	2.4	D	238	356
C-AB	0.06	7.34	0.1	A	28	41
C-A					217	325
A-B					248	372
A-C					91	136

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	413	0.119	48	0.0	0.1	9.864	A
B-A	195	49	446	0.437	192	0.0	0.8	14.957	B
C-AB	23	6	554	0.041	22	0.0	0.0	6.773	A
C-A	178	44			178				
A-B	203	51			203				
A-C	75	19			75				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	366	0.160	58	0.1	0.2	11.695	B
B-A	233	58	430	0.541	231	0.8	1.2	19.171	C
C-AB	27	7	541	0.050	27	0.0	0.1	7.001	A
C-A	212	53			212				
A-B	243	61			243				
A-C	89	22			89				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	280	0.256	71	0.2	0.3	17.189	C
B-A	285	71	407	0.701	281	1.2	2.3	29.586	D
C-AB	33	8	524	0.063	33	0.1	0.1	7.337	A
C-A	260	65			260				
A-B	297	74			297				
A-C	109	27			109				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	273	0.262	72	0.3	0.3	17.820	C
B-A	285	71	407	0.701	285	2.3	2.4	31.333	D
C-AB	33	8	524	0.063	33	0.1	0.1	7.337	A
C-A	260	65			260				
A-B	297	74			297				
A-C	109	27			109				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	359	0.163	59	0.3	0.2	12.025	B
B-A	233	58	430	0.541	237	2.4	1.3	20.358	C
C-AB	27	7	541	0.050	27	0.1	0.1	7.003	A
C-A	212	53			212				
A-B	243	61			243				
A-C	89	22			89				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	408	0.120	49	0.2	0.1	10.026	B
B-A	195	49	446	0.437	197	1.3	0.9	15.566	C
C-AB	23	6	554	0.041	23	0.1	0.0	6.779	A
C-A	178	44			178				
A-B	203	51			203				
A-C	75	19			75				

Scenario B - AM & PM - 2045 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2045 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	368	100.000
B		ONE HOUR	✓	212	100.000
C		ONE HOUR	✓	289	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	260	108
	B	156	0	56
	C	236	53	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	7	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	10.22	0.2	B	51	77
B-A	0.43	16.88	0.8	C	143	215
C-AB	0.11	7.70	0.1	A	49	73
C-A					216	325
A-B					239	358
A-C					99	149

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	474	0.089	42	0.0	0.1	8.326	A
B-A	117	29	438	0.268	116	0.0	0.4	11.900	B
C-AB	40	10	555	0.072	40	0.0	0.1	6.986	A
C-A	178	44			178				
A-B	196	49			196				
A-C	81	20			81				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	452	0.111	50	0.1	0.1	8.967	A
B-A	140	35	422	0.332	140	0.4	0.5	13.605	B
C-AB	48	12	542	0.088	48	0.1	0.1	7.277	A
C-A	212	53			212				
A-B	234	58			234				
A-C	97	24			97				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	415	0.149	61	0.1	0.2	10.179	B
B-A	172	43	400	0.430	171	0.5	0.8	16.733	C
C-AB	59	15	526	0.112	59	0.1	0.1	7.699	A
C-A	259	65			259				
A-B	286	72			286				
A-C	119	30			119				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	414	0.149	62	0.2	0.2	10.218	B
B-A	172	43	400	0.430	172	0.8	0.8	16.881	C
C-AB	59	15	526	0.112	59	0.1	0.1	7.702	A
C-A	259	65			259				
A-B	286	72			286				
A-C	119	30			119				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	450	0.112	51	0.2	0.1	9.009	A
B-A	140	35	422	0.332	141	0.8	0.5	13.759	B
C-AB	48	12	542	0.088	48	0.1	0.1	7.280	A
C-A	212	53			212				
A-B	234	58			234				
A-C	97	24			97				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	472	0.089	42	0.1	0.1	8.374	A
B-A	117	29	438	0.268	118	0.5	0.4	12.059	B
C-AB	40	10	555	0.072	40	0.1	0.1	6.999	A
C-A	178	44			178				
A-B	196	49			196				
A-C	81	20			81				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: B - Junction 2 - AM&PM.j9
Path: N:\Projects\25\25-003 South Green Phase 2 Site O\Design\Civil\Traffic\2026-01 - Full TTA\Junction Modelling\B - Junction 2
Report generation date: 15/01/2026 16:14:33

»AM & PM - 2025 BASELINE, AM
»AM & PM - 2025 BASELINE, PM
»AM & PM - 2030 DO NOTHING, AM
»AM & PM - 2030 DO NOTHING, PM
»AM & PM - 2030 DO SOMETHING, AM
»AM & PM - 2030 DO SOMETHING, PM
»AM & PM - 2035 DO NOTHING, AM
»AM & PM - 2035 DO NOTHING, PM
»AM & PM - 2035 DO SOMETHING, AM
»AM & PM - 2035 DO SOMETHING, PM
»AM & PM - 2045 DO NOTHING, AM
»AM & PM - 2045 DO NOTHING, PM
»AM & PM - 2045 DO SOMETHING, AM
»AM & PM - 2045 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	AM & PM - 2025 BASELINE					
Stream B-AC	0.0	7.53	0.02	0.0	7.53	0.01
Stream C-AB	0.0	5.31	0.00	0.0	5.29	0.00
	AM & PM - 2030 DO NOTHING					
Stream B-AC	0.0	7.75	0.03	0.0	7.69	0.01
Stream C-AB	0.0	5.25	0.00	0.0	5.20	0.00
	AM & PM - 2030 DO SOMETHING					
Stream B-AC	0.0	7.83	0.03	0.0	7.75	0.01
Stream C-AB	0.0	5.24	0.00	0.0	5.16	0.00
	AM & PM - 2035 DO NOTHING					
Stream B-AC	0.0	7.78	0.03	0.0	7.82	0.01
Stream C-AB	0.0	5.23	0.00	0.0	5.18	0.00
	AM & PM - 2035 DO SOMETHING					
Stream B-AC	0.0	7.87	0.03	0.0	7.89	0.01
Stream C-AB	0.0	5.22	0.00	0.0	5.14	0.00
	AM & PM - 2045 DO NOTHING					
Stream B-AC	0.0	7.91	0.03	0.0	7.89	0.01
Stream C-AB	0.0	5.19	0.00	0.0	5.13	0.00
	AM & PM - 2045 DO SOMETHING					
Stream B-AC	0.0	7.99	0.03	0.0	7.97	0.01
Stream C-AB	0.0	5.18	0.00	0.0	5.10	0.00

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

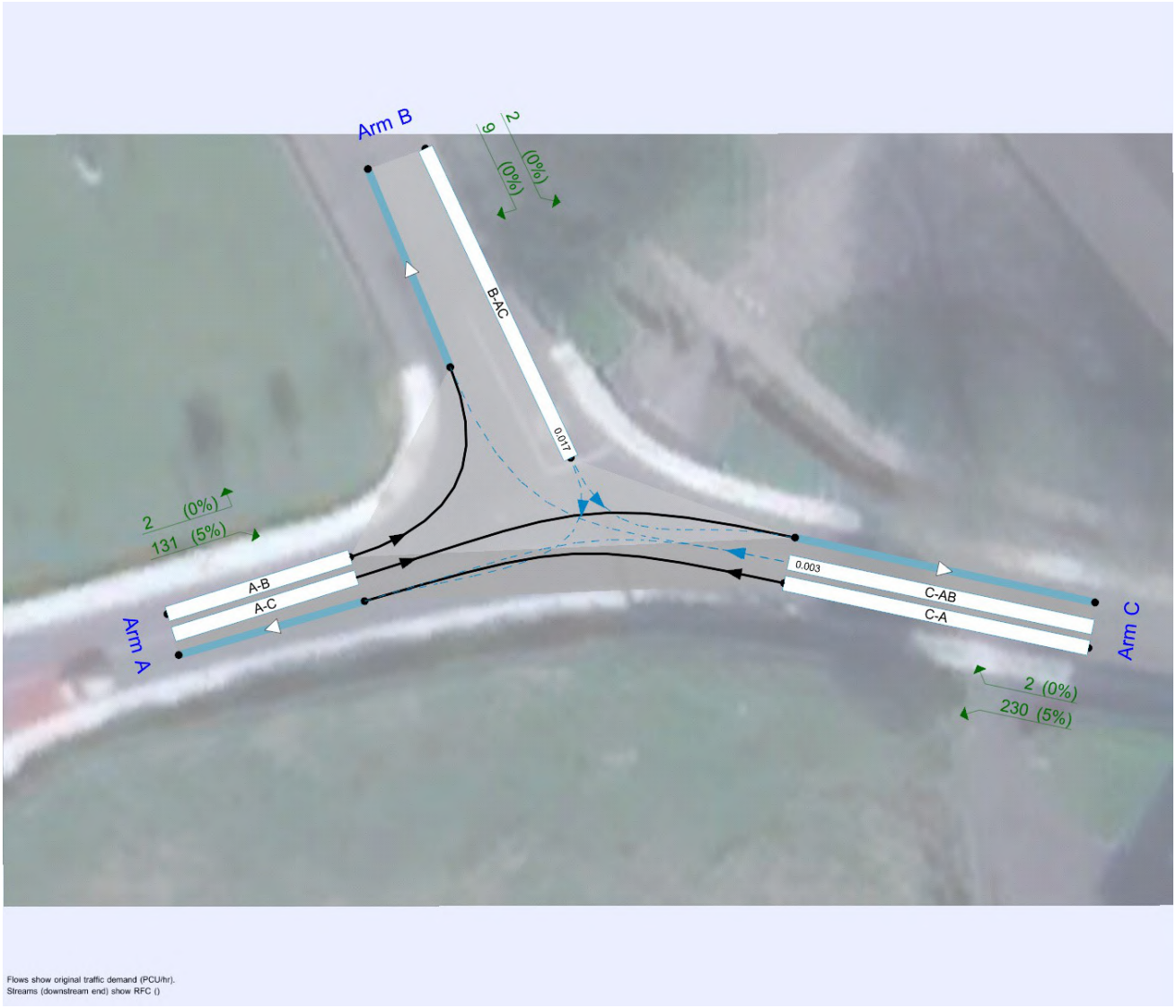
File summary

File Description

Title	Junction 2
Location	Bohereenagower Road (L70154) / Old Road, , Co. Kildare
Site number	2
Date	15/01/2026
Version	1
Status	(new file)
Identifier	
Client	Pousterle Limited
Jobnumber	25-003
Enumerator	DOMAIN\f.demaio
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASELINE	AM	ONE HOUR	00:00	01:30	15	✓
D2	2025 BASELINE	PM	ONE HOUR	00:00	01:30	15	✓
D3	2030 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D4	2030 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D5	2030 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D6	2030 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓
D7	2035 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D8	2035 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D9	2035 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D10	2035 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓
D11	2045 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D12	2045 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D13	2045 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D14	2045 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM & PM	✓	100.000	100.000

AM & PM - 2025 BASELINE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			50.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	80	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	528	0.096	0.243	0.153	0.348
B-C	655	0.100	0.254	-	-
C-B	603	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASELINE	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	111	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	207	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	109
	B	8	0	2
	C	205	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	7.53	0.0	A	9	14
C-AB	0.00	5.31	0.0	A	3	4
C-A					187	281
A-B					2	3
A-C					100	150

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	508	0.015	7	0.0	0.0	7.188	A
C-AB	2	0.49	688	0.003	2	0.0	0.0	5.305	A
C-A	154	38			154				
A-B	2	0.38			2				
A-C	82	21			82				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	500	0.018	9	0.0	0.0	7.328	A
C-AB	2	0.61	705	0.003	2	0.0	0.0	5.187	A
C-A	184	46			184				
A-B	2	0.45			2				
A-C	98	24			98				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	489	0.023	11	0.0	0.0	7.531	A
C-AB	3	0.80	728	0.004	3	0.0	0.0	5.035	A
C-A	225	56			225				
A-B	2	0.55			2				
A-C	120	30			120				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	489	0.023	11	0.0	0.0	7.531	A
C-AB	3	0.80	728	0.004	3	0.0	0.0	5.040	A
C-A	225	56			225				
A-B	2	0.55			2				
A-C	120	30			120				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	500	0.018	9	0.0	0.0	7.332	A
C-AB	2	0.61	705	0.003	2	0.0	0.0	5.198	A
C-A	184	46			184				
A-B	2	0.45			2				
A-C	98	24			98				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	508	0.015	8	0.0	0.0	7.189	A
C-AB	2	0.49	688	0.003	2	0.0	0.0	5.311	A
C-A	154	38			154				
A-B	2	0.38			2				
A-C	82	21			82				

AM & PM - 2025 BASELINE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 BASELINE	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	127	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	120
	B	4	0	1
	C	216	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.53	0.0	A	5	7
C-AB	0.00	5.29	0.0	A	3	4
C-A					197	296
A-B					6	10
A-C					110	165

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	505	0.007	4	0.0	0.0	7.185	A
C-AB	2	0.49	691	0.003	2	0.0	0.0	5.285	A
C-A	162	41			162				
A-B	5	1			5				
A-C	90	23			90				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	496	0.009	4	0.0	0.0	7.324	A
C-AB	2	0.62	708	0.004	2	0.0	0.0	5.163	A
C-A	193	48			193				
A-B	6	2			6				
A-C	108	27			108				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	484	0.011	5	0.0	0.0	7.526	A
C-AB	3	0.82	733	0.004	3	0.0	0.0	5.007	A
C-A	237	59			237				
A-B	8	2			8				
A-C	132	33			132				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	484	0.011	6	0.0	0.0	7.526	A
C-AB	3	0.82	733	0.004	3	0.0	0.0	5.014	A
C-A	237	59			237				
A-B	8	2			8				
A-C	132	33			132				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	496	0.009	5	0.0	0.0	7.324	A
C-AB	2	0.62	708	0.004	2	0.0	0.0	5.175	A
C-A	193	48			193				
A-B	6	2			6				
A-C	108	27			108				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	505	0.007	4	0.0	0.0	7.188	A
C-AB	2	0.49	691	0.003	2	0.0	0.0	5.293	A
C-A	162	41			162				
A-B	5	1			5				
A-C	90	23			90				

AM & PM - 2030 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	133	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	232	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	131
	B	9	0	2
	C	230	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	7.75	0.0	A	10	15
C-AB	0.00	5.25	0.0	A	3	4
C-A					210	315
A-B					2	3
A-C					120	180

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	499	0.017	8	0.0	0.0	7.330	A
C-AB	2	0.50	697	0.003	2	0.0	0.0	5.241	A
C-A	173	43			173				
A-B	2	0.38			2				
A-C	99	25			99				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	490	0.020	10	0.0	0.0	7.499	A
C-AB	3	0.63	716	0.004	3	0.0	0.0	5.113	A
C-A	206	52			206				
A-B	2	0.45			2				
A-C	118	29			118				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	477	0.025	12	0.0	0.0	7.748	A
C-AB	3	0.84	742	0.005	3	0.0	0.0	4.949	A
C-A	252	63			252				
A-B	2	0.55			2				
A-C	144	36			144				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	477	0.025	12	0.0	0.0	7.748	A
C-AB	3	0.84	742	0.005	3	0.0	0.0	4.954	A
C-A	252	63			252				
A-B	2	0.55			2				
A-C	144	36			144				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	490	0.020	10	0.0	0.0	7.503	A
C-AB	3	0.63	716	0.004	3	0.0	0.0	5.125	A
C-A	206	52			206				
A-B	2	0.45			2				
A-C	118	29			118				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	499	0.017	8	0.0	0.0	7.334	A
C-AB	2	0.50	697	0.003	2	0.0	0.0	5.247	A
C-A	173	43			173				
A-B	2	0.38			2				
A-C	99	25			99				

AM & PM - 2030 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	146	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	251	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	138
	B	4	0	1
	C	249	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.69	0.0	A	5	7
C-AB	0.00	5.20	0.0	A	3	4
C-A					228	341
A-B					7	11
A-C					127	190

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	498	0.008	4	0.0	0.0	7.283	A
C-AB	2	0.51	705	0.003	2	0.0	0.0	5.189	A
C-A	187	47			187				
A-B	6	2			6				
A-C	104	26			104				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	488	0.009	4	0.0	0.0	7.447	A
C-AB	3	0.65	725	0.004	3	0.0	0.0	5.053	A
C-A	223	56			223				
A-B	7	2			7				
A-C	124	31			124				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	474	0.012	5	0.0	0.0	7.688	A
C-AB	3	0.87	753	0.005	3	0.0	0.0	4.879	A
C-A	273	68			273				
A-B	9	2			9				
A-C	152	38			152				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	474	0.012	6	0.0	0.0	7.688	A
C-AB	3	0.87	753	0.005	3	0.0	0.0	4.886	A
C-A	273	68			273				
A-B	9	2			9				
A-C	152	38			152				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	488	0.009	5	0.0	0.0	7.448	A
C-AB	3	0.65	725	0.004	3	0.0	0.0	5.065	A
C-A	223	56			223				
A-B	7	2			7				
A-C	124	31			124				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	498	0.008	4	0.0	0.0	7.284	A
C-AB	2	0.51	705	0.003	2	0.0	0.0	5.197	A
C-A	187	47			187				
A-B	6	2			6				
A-C	104	26			104				

AM & PM - 2030 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	147	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	145
	B	9	0	2
	C	237	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	7.83	0.0	A	10	15
C-AB	0.00	5.24	0.0	A	3	4
C-A					217	325
A-B					2	3
A-C					133	200

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	496	0.017	8	0.0	0.0	7.380	A
C-AB	2	0.51	698	0.003	2	0.0	0.0	5.233	A
C-A	178	44			178				
A-B	2	0.38			2				
A-C	109	27			109				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	486	0.020	10	0.0	0.0	7.562	A
C-AB	3	0.64	717	0.004	3	0.0	0.0	5.103	A
C-A	212	53			212				
A-B	2	0.45			2				
A-C	130	33			130				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	472	0.026	12	0.0	0.0	7.830	A
C-AB	3	0.85	744	0.005	3	0.0	0.0	4.936	A
C-A	260	65			260				
A-B	2	0.55			2				
A-C	160	40			160				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	472	0.026	12	0.0	0.0	7.830	A
C-AB	3	0.85	744	0.005	3	0.0	0.0	4.944	A
C-A	260	65			260				
A-B	2	0.55			2				
A-C	160	40			160				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	486	0.020	10	0.0	0.0	7.566	A
C-AB	3	0.64	717	0.004	3	0.0	0.0	5.115	A
C-A	212	53			212				
A-B	2	0.45			2				
A-C	130	33			130				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	496	0.017	8	0.0	0.0	7.381	A
C-AB	2	0.51	698	0.003	2	0.0	0.0	5.239	A
C-A	178	44			178				
A-B	2	0.38			2				
A-C	109	27			109				

AM & PM - 2030 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	154	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	146
	B	4	0	1
	C	261	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.75	0.0	A	5	7
C-AB	0.00	5.16	0.0	A	3	4
C-A					239	358
A-B					7	11
A-C					134	201

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	495	0.008	4	0.0	0.0	7.324	A
C-AB	2	0.52	709	0.003	2	0.0	0.0	5.156	A
C-A	196	49			196				
A-B	6	2			6				
A-C	110	27			110				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	485	0.009	4	0.0	0.0	7.498	A
C-AB	3	0.66	731	0.004	3	0.0	0.0	5.015	A
C-A	234	58			234				
A-B	7	2			7				
A-C	131	33			131				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	470	0.012	5	0.0	0.0	7.754	A
C-AB	4	0.89	761	0.005	4	0.0	0.0	4.835	A
C-A	286	72			286				
A-B	9	2			9				
A-C	161	40			161				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	470	0.012	6	0.0	0.0	7.754	A
C-AB	4	0.89	761	0.005	4	0.0	0.0	4.843	A
C-A	286	72			286				
A-B	9	2			9				
A-C	161	40			161				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	485	0.009	5	0.0	0.0	7.501	A
C-AB	3	0.66	731	0.004	3	0.0	0.0	5.030	A
C-A	234	58			234				
A-B	7	2			7				
A-C	131	33			131				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	495	0.008	4	0.0	0.0	7.324	A
C-AB	2	0.52	709	0.003	2	0.0	0.0	5.165	A
C-A	196	49			196				
A-B	6	2			6				
A-C	110	27			110				

AM & PM - 2035 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	137	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	135
	B	9	0	2
	C	237	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	7.78	0.0	A	10	15
C-AB	0.00	5.23	0.0	A	3	4
C-A					217	325
A-B					2	3
A-C					124	186

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	498	0.017	8	0.0	0.0	7.352	A
C-AB	2	0.51	700	0.003	2	0.0	0.0	5.221	A
C-A	178	44			178				
A-B	2	0.38			2				
A-C	102	25			102				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	488	0.020	10	0.0	0.0	7.527	A
C-AB	3	0.64	719	0.004	3	0.0	0.0	5.090	A
C-A	212	53			212				
A-B	2	0.45			2				
A-C	121	30			121				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	475	0.026	12	0.0	0.0	7.784	A
C-AB	3	0.85	746	0.005	3	0.0	0.0	4.921	A
C-A	260	65			260				
A-B	2	0.55			2				
A-C	149	37			149				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	475	0.026	12	0.0	0.0	7.784	A
C-AB	3	0.85	746	0.005	3	0.0	0.0	4.929	A
C-A	260	65			260				
A-B	2	0.55			2				
A-C	149	37			149				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	488	0.020	10	0.0	0.0	7.530	A
C-AB	3	0.64	719	0.004	3	0.0	0.0	5.102	A
C-A	212	53			212				
A-B	2	0.45			2				
A-C	121	30			121				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	498	0.017	8	0.0	0.0	7.356	A
C-AB	2	0.51	700	0.003	2	0.0	0.0	5.229	A
C-A	178	44			178				
A-B	2	0.38			2				
A-C	102	25			102				

AM & PM - 2035 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	150	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	258	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	142
	B	5	0	1
	C	256	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.82	0.0	A	6	8
C-AB	0.00	5.18	0.0	A	3	4
C-A					234	351
A-B					7	11
A-C					130	195

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	492	0.009	4	0.0	0.0	7.380	A
C-AB	2	0.52	708	0.003	2	0.0	0.0	5.169	A
C-A	192	48			192				
A-B	6	2			6				
A-C	107	27			107				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	482	0.011	5	0.0	0.0	7.557	A
C-AB	3	0.66	729	0.004	3	0.0	0.0	5.030	A
C-A	229	57			229				
A-B	7	2			7				
A-C	128	32			128				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	467	0.014	7	0.0	0.0	7.818	A
C-AB	4	0.88	758	0.005	4	0.0	0.0	4.852	A
C-A	281	70			281				
A-B	9	2			9				
A-C	156	39			156				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	467	0.014	7	0.0	0.0	7.818	A
C-AB	4	0.88	758	0.005	4	0.0	0.0	4.860	A
C-A	281	70			281				
A-B	9	2			9				
A-C	156	39			156				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	482	0.011	5	0.0	0.0	7.558	A
C-AB	3	0.66	729	0.004	3	0.0	0.0	5.043	A
C-A	229	57			229				
A-B	7	2			7				
A-C	128	32			128				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	492	0.009	5	0.0	0.0	7.381	A
C-AB	2	0.52	708	0.003	2	0.0	0.0	5.178	A
C-A	192	48			192				
A-B	6	2			6				
A-C	107	27			107				

AM & PM - 2035 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	151	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	246	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	149
	B	9	0	2
	C	244	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	7.87	0.0	A	10	15
C-AB	0.00	5.22	0.0	A	3	4
C-A					223	335
A-B					2	3
A-C					137	205

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	495	0.017	8	0.0	0.0	7.402	A
C-AB	2	0.51	701	0.003	2	0.0	0.0	5.213	A
C-A	183	46			183				
A-B	2	0.38			2				
A-C	112	28			112				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	484	0.020	10	0.0	0.0	7.590	A
C-AB	3	0.65	721	0.004	3	0.0	0.0	5.080	A
C-A	219	55			219				
A-B	2	0.45			2				
A-C	134	33			134				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	470	0.026	12	0.0	0.0	7.867	A
C-AB	3	0.86	749	0.005	3	0.0	0.0	4.909	A
C-A	267	67			267				
A-B	2	0.55			2				
A-C	164	41			164				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	470	0.026	12	0.0	0.0	7.867	A
C-AB	3	0.86	749	0.005	3	0.0	0.0	4.917	A
C-A	267	67			267				
A-B	2	0.55			2				
A-C	164	41			164				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	484	0.020	10	0.0	0.0	7.591	A
C-AB	3	0.65	721	0.004	3	0.0	0.0	5.092	A
C-A	219	55			219				
A-B	2	0.45			2				
A-C	134	33			134				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	495	0.017	8	0.0	0.0	7.406	A
C-AB	2	0.51	701	0.003	2	0.0	0.0	5.221	A
C-A	183	46			183				
A-B	2	0.38			2				
A-C	112	28			112				

AM & PM - 2035 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	158	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	270	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	150
	B	5	0	1
	C	268	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.89	0.0	A	6	8
C-AB	0.00	5.14	0.0	A	3	4
C-A					245	367
A-B					7	11
A-C					138	206

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	489	0.009	4	0.0	0.0	7.422	A
C-AB	2	0.53	712	0.003	2	0.0	0.0	5.136	A
C-A	201	50			201				
A-B	6	2			6				
A-C	113	28			113				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	478	0.011	5	0.0	0.0	7.610	A
C-AB	3	0.67	734	0.004	3	0.0	0.0	4.992	A
C-A	240	60			240				
A-B	7	2			7				
A-C	135	34			135				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	463	0.014	7	0.0	0.0	7.887	A
C-AB	4	0.90	765	0.005	4	0.0	0.0	4.809	A
C-A	294	73			294				
A-B	9	2			9				
A-C	165	41			165				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	463	0.014	7	0.0	0.0	7.887	A
C-AB	4	0.90	765	0.005	4	0.0	0.0	4.815	A
C-A	294	73			294				
A-B	9	2			9				
A-C	165	41			165				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	478	0.011	5	0.0	0.0	7.610	A
C-AB	3	0.67	734	0.004	3	0.0	0.0	5.007	A
C-A	240	60			240				
A-B	7	2			7				
A-C	135	34			135				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	489	0.009	5	0.0	0.0	7.425	A
C-AB	2	0.53	712	0.003	2	0.0	0.0	5.143	A
C-A	201	50			201				
A-B	6	2			6				
A-C	113	28			113				

AM & PM - 2045 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2045 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	144	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	142
	B	10	0	2
	C	251	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	7.91	0.0	A	11	17
C-AB	0.00	5.19	0.0	A	3	4
C-A					229	344
A-B					2	3
A-C					130	195

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	493	0.018	9	0.0	0.0	7.435	A
C-AB	2	0.51	706	0.003	2	0.0	0.0	5.180	A
C-A	188	47			188				
A-B	2	0.38			2				
A-C	107	27			107				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	483	0.022	11	0.0	0.0	7.625	A
C-AB	3	0.65	727	0.004	3	0.0	0.0	5.042	A
C-A	225	56			225				
A-B	2	0.45			2				
A-C	128	32			128				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	468	0.028	13	0.0	0.0	7.907	A
C-AB	3	0.87	755	0.005	3	0.0	0.0	4.867	A
C-A	275	69			275				
A-B	2	0.55			2				
A-C	156	39			156				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	468	0.028	13	0.0	0.0	7.907	A
C-AB	3	0.87	755	0.005	3	0.0	0.0	4.874	A
C-A	275	69			275				
A-B	2	0.55			2				
A-C	156	39			156				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	483	0.022	11	0.0	0.0	7.626	A
C-AB	3	0.65	727	0.004	3	0.0	0.0	5.057	A
C-A	225	56			225				
A-B	2	0.45			2				
A-C	128	32			128				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	493	0.018	9	0.0	0.0	7.435	A
C-AB	2	0.51	706	0.003	2	0.0	0.0	5.186	A
C-A	188	47			188				
A-B	2	0.38			2				
A-C	107	27			107				

AM & PM - 2045 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2045 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	158	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	150
	B	5	0	1
	C	271	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.89	0.0	A	6	8
C-AB	0.00	5.13	0.0	A	3	4
C-A					248	372
A-B					7	11
A-C					138	206

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	489	0.009	4	0.0	0.0	7.427	A
C-AB	2	0.53	714	0.003	2	0.0	0.0	5.126	A
C-A	203	51			203				
A-B	6	2			6				
A-C	113	28			113				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	478	0.011	5	0.0	0.0	7.616	A
C-AB	3	0.67	736	0.004	3	0.0	0.0	4.981	A
C-A	243	61			243				
A-B	7	2			7				
A-C	135	34			135				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	463	0.014	7	0.0	0.0	7.895	A
C-AB	4	0.90	767	0.005	4	0.0	0.0	4.795	A
C-A	297	74			297				
A-B	9	2			9				
A-C	165	41			165				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	463	0.014	7	0.0	0.0	7.895	A
C-AB	4	0.90	767	0.005	4	0.0	0.0	4.803	A
C-A	297	74			297				
A-B	9	2			9				
A-C	165	41			165				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	478	0.011	5	0.0	0.0	7.619	A
C-AB	3	0.67	736	0.004	3	0.0	0.0	4.996	A
C-A	243	61			243				
A-B	7	2			7				
A-C	135	34			135				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	489	0.009	5	0.0	0.0	7.427	A
C-AB	2	0.53	714	0.003	2	0.0	0.0	5.135	A
C-A	203	51			203				
A-B	6	2			6				
A-C	113	28			113				

AM & PM - 2045 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2045 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	158	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	260	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	156
	B	10	0	2
	C	258	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	7.99	0.0	A	11	17
C-AB	0.00	5.18	0.0	A	3	4
C-A					236	354
A-B					2	3
A-C					143	215

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	490	0.018	9	0.0	0.0	7.486	A
C-AB	2	0.52	707	0.003	2	0.0	0.0	5.171	A
C-A	194	48			194				
A-B	2	0.38			2				
A-C	117	29			117				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	479	0.023	11	0.0	0.0	7.691	A
C-AB	3	0.66	728	0.004	3	0.0	0.0	5.032	A
C-A	231	58			231				
A-B	2	0.45			2				
A-C	140	35			140				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	464	0.029	13	0.0	0.0	7.992	A
C-AB	4	0.88	758	0.005	4	0.0	0.0	4.854	A
C-A	283	71			283				
A-B	2	0.55			2				
A-C	172	43			172				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	464	0.029	13	0.0	0.0	7.992	A
C-AB	4	0.88	758	0.005	4	0.0	0.0	4.862	A
C-A	283	71			283				
A-B	2	0.55			2				
A-C	172	43			172				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	479	0.023	11	0.0	0.0	7.692	A
C-AB	3	0.66	728	0.004	3	0.0	0.0	5.045	A
C-A	231	58			231				
A-B	2	0.45			2				
A-C	140	35			140				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	490	0.018	9	0.0	0.0	7.490	A
C-AB	2	0.52	707	0.003	2	0.0	0.0	5.180	A
C-A	194	48			194				
A-B	2	0.38			2				
A-C	117	29			117				

AM & PM - 2045 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2045 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	166	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	285	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	158
	B	5	0	1
	C	283	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.97	0.0	A	6	8
C-AB	0.00	5.10	0.0	A	3	4
C-A					259	388
A-B					7	11
A-C					145	217

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	486	0.009	4	0.0	0.0	7.469	A
C-AB	2	0.53	719	0.003	2	0.0	0.0	5.094	A
C-A	212	53			212				
A-B	6	2			6				
A-C	119	30			119				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	475	0.011	5	0.0	0.0	7.669	A
C-AB	3	0.69	742	0.004	3	0.0	0.0	4.944	A
C-A	253	63			253				
A-B	7	2			7				
A-C	142	36			142				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	459	0.014	7	0.0	0.0	7.965	A
C-AB	4	0.92	775	0.005	4	0.0	0.0	4.753	A
C-A	310	78			310				
A-B	9	2			9				
A-C	174	43			174				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	459	0.014	7	0.0	0.0	7.965	A
C-AB	4	0.92	775	0.005	4	0.0	0.0	4.759	A
C-A	310	78			310				
A-B	9	2			9				
A-C	174	43			174				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	475	0.011	5	0.0	0.0	7.669	A
C-AB	3	0.69	742	0.004	3	0.0	0.0	4.959	A
C-A	253	63			253				
A-B	7	2			7				
A-C	142	36			142				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	486	0.009	5	0.0	0.0	7.470	A
C-AB	2	0.54	719	0.003	2	0.0	0.0	5.103	A
C-A	212	53			212				
A-B	6	2			6				
A-C	119	30			119				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: B - Junction 7 AM&PM.j9
Path: N:\Projects\25\25-003 South Green Phase 2 Site O\Design\Civil\Traffic\2026-01 - Full TTA\Junction Modelling\B - Junction 7
Report generation date: 15/01/2026 16:12:36

»Scenario B - AM&PM - 2025 BASELINE, AM
»Scenario B - AM&PM - 2025 BASELINE, PM
»Scenario B - AM&PM - 2030 DO NOTHING, AM
»Scenario B - AM&PM - 2030 DO NOTHING, PM
»Scenario B - AM&PM - 2030 DO SOMETHING, AM
»Scenario B - AM&PM - 2030 DO SOMETHING, PM
»Scenario B - AM&PM - 2035 DO NOTHING, AM
»Scenario B - AM&PM - 2035 DO NOTHING, PM
»Scenario B - AM&PM - 2035 DO SOMETHING, AM
»Scenario B - AM&PM - 2035 DO SOMETHING, PM
»Scenario B - AM&PM - 2045 DO NOTHING, AM
»Scenario B - AM&PM - 2045 DO NOTHING, PM
»Scenario B - AM&PM - 2045 DO SOMETHING, AM
»Scenario B - AM&PM - 2045 DO SOMETHING, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Scenario B - AM&PM - 2025 BASELINE					
Arm 1	0.3	4.10	0.24	0.3	3.89	0.20
Arm 2	0.2	4.79	0.17	0.2	4.59	0.13
Arm 3	0.3	5.41	0.26	0.3	5.16	0.25
	Scenario B - AM&PM - 2030 DO NOTHING					
Arm 1	0.2	4.02	0.16	0.1	3.58	0.10
Arm 2	0.4	5.02	0.25	0.3	4.95	0.24
Arm 3	0.3	5.60	0.21	0.1	4.64	0.12
	Scenario B - AM&PM - 2030 DO SOMETHING					
Arm 1	0.2	4.32	0.17	0.1	3.70	0.10
Arm 2	0.4	5.25	0.28	0.5	5.38	0.30
Arm 3	0.4	6.27	0.29	0.2	4.89	0.16
	Scenario B - AM&PM - 2035 DO NOTHING					
Arm 1	0.2	3.87	0.13	0.1	3.50	0.08
Arm 2	0.3	4.95	0.24	0.3	4.81	0.22
Arm 3	0.3	5.54	0.21	0.1	4.52	0.12
	Scenario B - AM&PM - 2035 DO SOMETHING					
Arm 1	0.2	4.15	0.14	0.1	3.61	0.08
Arm 2	0.4	5.17	0.27	0.4	5.21	0.28
Arm 3	0.4	6.19	0.29	0.2	4.75	0.16
	Scenario B - AM&PM - 2045 DO NOTHING					
Arm 1	0.2	4.11	0.17	0.1	3.62	0.10
Arm 2	0.4	5.18	0.27	0.4	5.08	0.26
Arm 3	0.3	5.89	0.23	0.2	4.74	0.13
	Scenario B - AM&PM - 2045 DO SOMETHING					
Arm 1	0.2	4.43	0.19	0.1	3.74	0.11
Arm 2	0.5	5.42	0.30	0.5	5.53	0.32
Arm 3	0.5	6.63	0.31	0.2	5.00	0.17

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

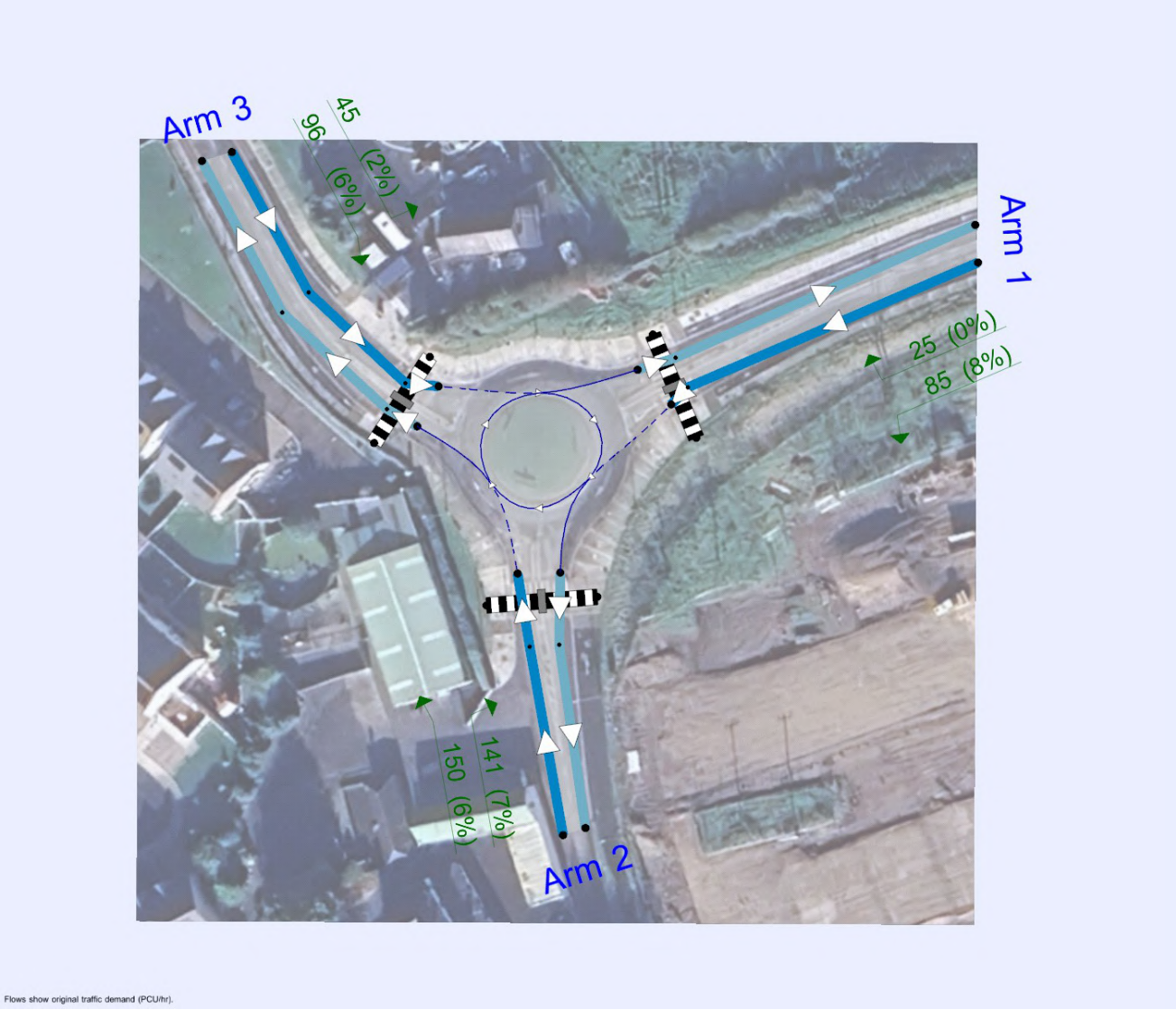
File summary

File Description

Title	Junction 7
Location	Southgreen Road / South Internal Link Road, Co. Kildare
Site number	07
Date	09/06/2025
Version	3
Status	(new file)
Identifier	
Client	Pousterle Limited
Jobnumber	25-003
Enumerator	DOMAIN\f.demaio
Description	Scenario B

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASELINE	AM	ONE HOUR	00:00	01:30	15	✓
D2	2025 BASELINE	PM	ONE HOUR	00:00	01:30	15	✓
D3	2030 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D4	2030 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D5	2030 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D6	2030 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓
D7	2035 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D8	2035 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D9	2035 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D10	2035 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓
D11	2045 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓
D12	2045 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓
D13	2045 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓
D14	2045 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Scenario B - AM&PM	✓	100.000	100.000

Scenario B - AM&PM - 2025 BASELINE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	4.71	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	untitled	
2	untitled	
3	untitled	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.00	3.00	4.85	2.5	20.00	20.00	0.1	
2	3.00	2.00	4.00	2.0	20.00	20.00	0.1	
3	3.00	2.00	4.50	2.0	20.00	20.00	0.1	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
1	1.00	1.00	✓	Distance	4.00	2.86	4.00	2.86
2	1.00	1.00	✓	Distance	3.50	2.50	3.50	2.50
3	1.00	1.00	✓	Distance	4.25	3.04	4.25	3.04

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.914	1268
2	0.873	1062
3	0.874	1067

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 BASELINE	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	263	100.000
2		ONE HOUR	✓	149	100.000
3		ONE HOUR	✓	212	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	[ONEHOUR]	100.00
2	[ONEHOUR]	100.00
3	[ONEHOUR]	100.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	181	82
	2	116	0	33
	3	196	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	7	0	6
	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.24	4.10	0.3	A	241	362
2	0.17	4.79	0.2	A	137	205
3	0.26	5.41	0.3	A	195	292

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	198	50	12	75.29	1239	0.160	197	234	0.0	0.2	3.640	A
2	112	28	61	75.29	1000	0.112	112	148	0.0	0.1	4.325	A
3	160	40	87	75.29	971	0.164	159	86	0.0	0.2	4.528	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	59	14	89.90	1230	0.192	236	280	0.2	0.2	3.818	A
2	134	33	74	89.90	986	0.136	134	177	0.1	0.2	4.510	A
3	191	48	104	89.90	948	0.201	190	103	0.2	0.3	4.861	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	290	72	18	110.10	1215	0.238	289	343	0.2	0.3	4.097	A
2	164	41	90	110.10	967	0.170	164	217	0.2	0.2	4.786	A
3	233	58	128	110.10	914	0.255	233	126	0.3	0.3	5.408	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	290	72	18	110.10	1215	0.238	290	344	0.3	0.3	4.099	A
2	164	41	90	110.10	967	0.170	164	217	0.2	0.2	4.788	A
3	233	58	128	110.10	913	0.256	233	127	0.3	0.3	5.414	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	59	14	89.90	1229	0.192	237	281	0.3	0.3	3.824	A
2	134	33	74	89.90	986	0.136	134	177	0.2	0.2	4.513	A
3	191	48	104	89.90	947	0.201	191	104	0.3	0.3	4.872	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	198	50	12	75.29	1239	0.160	198	235	0.3	0.2	3.648	A
2	112	28	62	75.29	999	0.112	112	148	0.2	0.1	4.333	A
3	160	40	87	75.29	970	0.164	160	87	0.3	0.2	4.545	A

Scenario B - AM&PM - 2025 BASELINE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	4.54	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 BASELINE	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	220	100.000
2		ONE HOUR	✓	110	100.000
3		ONE HOUR	✓	221	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	[ONEHOUR]	100.00
2	[ONEHOUR]	100.00
3	[ONEHOUR]	100.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	130	90
	2	75	0	35
	3	196	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	7	0	6
	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.20	3.89	0.3	A	202	303
2	0.13	4.59	0.2	A	101	151
3	0.25	5.16	0.3	A	203	304

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	166	41	19	75.29	1235	0.134	165	203	0.0	0.2	3.517	A
2	83	21	67	75.29	994	0.083	82	116	0.0	0.1	4.209	A
3	166	42	56	75.29	1000	0.166	166	94	0.0	0.2	4.415	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	198	49	22	89.90	1225	0.161	198	243	0.2	0.2	3.663	A
2	99	25	81	89.90	979	0.101	99	139	0.1	0.1	4.361	A
3	199	50	67	89.90	983	0.202	198	112	0.2	0.3	4.698	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	242	61	27	110.10	1211	0.200	242	298	0.2	0.3	3.885	A
2	121	30	99	110.10	959	0.126	121	170	0.1	0.2	4.585	A
3	243	61	82	110.10	958	0.254	243	137	0.3	0.3	5.155	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	242	61	28	110.10	1211	0.200	242	298	0.3	0.3	3.886	A
2	121	30	99	110.10	959	0.126	121	171	0.2	0.2	4.585	A
3	243	61	83	110.10	958	0.254	243	138	0.3	0.3	5.160	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	198	49	23	89.90	1225	0.161	198	244	0.3	0.2	3.668	A
2	99	25	81	89.90	979	0.101	99	140	0.2	0.1	4.364	A
3	199	50	68	89.90	983	0.202	199	113	0.3	0.3	4.707	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	166	41	19	75.29	1235	0.134	166	204	0.2	0.2	3.521	A
2	83	21	68	75.29	994	0.083	83	117	0.1	0.1	4.217	A
3	166	42	57	75.29	1000	0.166	167	94	0.3	0.2	4.428	A

Scenario B - AM&PM - 2030 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	4.89	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	166	100.000
2		ONE HOUR	✓	231	100.000
3		ONE HOUR	✓	163	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	[ONEHOUR]	100.00
2	[ONEHOUR]	100.00
3	[ONEHOUR]	100.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	3	138	25
	2	192	1	38
	3	70	93	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	7	0	6
	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.16	4.02	0.2	A	152	228
2	0.25	5.02	0.4	A	212	318
3	0.21	5.60	0.3	A	150	224

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	125	31	70	75.29	1185	0.105	124	199	0.0	0.1	3.614	A
2	174	43	21	75.29	1036	0.168	173	174	0.0	0.2	4.451	A
3	123	31	147	75.29	924	0.133	122	47	0.0	0.2	4.674	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	149	37	84	89.90	1165	0.128	149	238	0.1	0.2	3.773	A
2	208	52	25	89.90	1029	0.202	207	208	0.2	0.3	4.677	A
3	147	37	176	89.90	893	0.164	146	57	0.2	0.2	5.027	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	183	46	103	110.10	1137	0.161	183	291	0.2	0.2	4.018	A
2	254	64	31	110.10	1020	0.249	254	255	0.3	0.4	5.018	A
3	179	45	216	110.10	849	0.211	179	69	0.2	0.3	5.596	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	183	46	103	110.10	1137	0.161	183	292	0.2	0.2	4.020	A
2	254	64	31	110.10	1020	0.249	254	255	0.4	0.4	5.022	A
3	179	45	216	110.10	849	0.211	179	69	0.3	0.3	5.603	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	149	37	85	89.90	1165	0.128	149	239	0.2	0.2	3.776	A
2	208	52	25	89.90	1029	0.202	208	209	0.4	0.3	4.683	A
3	147	37	176	89.90	892	0.164	147	57	0.3	0.2	5.038	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	125	31	71	75.29	1185	0.105	125	200	0.2	0.1	3.622	A
2	174	43	21	75.29	1036	0.168	174	175	0.3	0.2	4.465	A
3	123	31	148	75.29	923	0.133	123	47	0.2	0.2	4.693	A

Scenario B - AM&PM - 2030 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	4.55	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	103	100.000
2		ONE HOUR	✓	224	100.000
3		ONE HOUR	✓	101	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	[ONEHOUR]	100.00
2	[ONEHOUR]	100.00
3	[ONEHOUR]	100.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	80	23
	2	131	0	93
	3	42	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	7	0	6
	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.10	3.58	0.1	A	95	142
2	0.24	4.95	0.3	A	206	308
3	0.12	4.64	0.1	A	93	139

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	78	19	44	75.29	1212	0.064	77	130	0.0	0.1	3.365	A
2	169	42	17	75.29	1038	0.163	168	104	0.0	0.2	4.407	A
3	76	19	98	75.29	970	0.078	76	87	0.0	0.1	4.195	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	23	53	89.90	1199	0.077	93	155	0.1	0.1	3.452	A
2	201	50	21	89.90	1031	0.195	201	125	0.2	0.3	4.621	A
3	91	23	118	89.90	949	0.096	91	104	0.1	0.1	4.374	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	113	28	65	110.10	1179	0.096	113	190	0.1	0.1	3.583	A
2	247	62	25	110.10	1021	0.241	246	153	0.3	0.3	4.947	A
3	111	28	144	110.10	920	0.121	111	128	0.1	0.1	4.642	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	113	28	65	110.10	1179	0.096	113	190	0.1	0.1	3.583	A
2	247	62	25	110.10	1021	0.241	247	153	0.3	0.3	4.951	A
3	111	28	144	110.10	920	0.121	111	128	0.1	0.1	4.643	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	23	53	89.90	1198	0.077	93	156	0.1	0.1	3.453	A
2	201	50	21	89.90	1031	0.195	202	125	0.3	0.3	4.626	A
3	91	23	118	89.90	949	0.096	91	104	0.1	0.1	4.377	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	78	19	44	75.29	1212	0.064	78	130	0.1	0.1	3.369	A
2	169	42	17	75.29	1038	0.163	169	105	0.3	0.2	4.416	A
3	76	19	99	75.29	969	0.078	76	87	0.1	0.1	4.203	A

Scenario B - AM&PM - 2030 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	5.36	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	166	100.000
2		ONE HOUR	✓	260	100.000
3		ONE HOUR	✓	225	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	[ONEHOUR]	100.00
2	[ONEHOUR]	100.00
3	[ONEHOUR]	100.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	3	138	25
	2	192	1	67
	3	70	155	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	7	0	6
	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.17	4.32	0.2	A	152	228
2	0.28	5.25	0.4	A	239	358
3	0.29	6.27	0.4	A	206	310

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	125	31	117	75.29	1141	0.110	124	198	0.0	0.1	3.772	A
2	196	49	21	75.29	1035	0.189	195	220	0.0	0.2	4.567	A
3	169	42	147	75.29	924	0.183	168	69	0.0	0.2	4.986	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	149	37	140	89.90	1111	0.134	149	238	0.1	0.2	3.986	A
2	234	58	25	89.90	1028	0.227	233	264	0.2	0.3	4.831	A
3	202	51	176	89.90	893	0.227	202	83	0.2	0.3	5.456	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	183	46	171	110.10	1070	0.171	183	291	0.2	0.2	4.321	A
2	286	72	31	110.10	1018	0.281	286	323	0.3	0.4	5.242	A
3	248	62	215	110.10	849	0.292	247	101	0.3	0.4	6.256	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	183	46	172	110.10	1070	0.171	183	292	0.2	0.2	4.325	A
2	286	72	31	110.10	1018	0.281	286	324	0.4	0.4	5.246	A
3	248	62	216	110.10	849	0.292	248	101	0.4	0.4	6.269	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	149	37	141	89.90	1111	0.134	149	239	0.2	0.2	3.990	A
2	234	58	25	89.90	1028	0.227	234	265	0.4	0.3	4.840	A
3	202	51	176	89.90	892	0.227	203	83	0.4	0.3	5.474	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	125	31	118	75.29	1140	0.110	125	200	0.2	0.1	3.780	A
2	196	49	21	75.29	1035	0.189	196	222	0.3	0.3	4.580	A
3	169	42	148	75.29	923	0.184	170	69	0.3	0.2	5.009	A

Scenario B - AM&PM - 2030 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	4.91	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	103	100.000
2		ONE HOUR	✓	276	100.000
3		ONE HOUR	✓	135	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	[ONEHOUR]	100.00
2	[ONEHOUR]	100.00
3	[ONEHOUR]	100.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	80	23
	2	131	0	145
	3	42	93	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	7	0	6
	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.10	3.70	0.1	A	95	142
2	0.30	5.38	0.5	A	253	380
3	0.16	4.89	0.2	A	124	186

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	78	19	70	75.29	1189	0.065	77	130	0.0	0.1	3.437	A
2	208	52	17	75.29	1036	0.201	207	130	0.0	0.3	4.618	A
3	102	25	98	75.29	970	0.105	101	126	0.0	0.1	4.337	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	23	84	89.90	1170	0.079	93	155	0.1	0.1	3.543	A
2	248	62	21	89.90	1028	0.241	248	155	0.3	0.3	4.911	A
3	121	30	118	89.90	949	0.128	121	151	0.1	0.2	4.555	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	113	28	102	110.10	1144	0.099	113	190	0.1	0.1	3.703	A
2	304	76	25	110.10	1017	0.299	303	190	0.3	0.5	5.371	A
3	149	37	144	110.10	920	0.162	148	185	0.2	0.2	4.886	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	113	28	102	110.10	1144	0.099	113	190	0.1	0.1	3.704	A
2	304	76	25	110.10	1017	0.299	304	190	0.5	0.5	5.378	A
3	149	37	144	110.10	920	0.162	149	185	0.2	0.2	4.889	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	23	84	89.90	1170	0.079	93	156	0.1	0.1	3.547	A
2	248	62	21	89.90	1028	0.241	249	156	0.5	0.3	4.921	A
3	121	30	118	89.90	949	0.128	122	151	0.2	0.2	4.558	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	78	19	70	75.29	1188	0.065	78	130	0.1	0.1	3.441	A
2	208	52	17	75.29	1036	0.201	208	130	0.3	0.3	4.633	A
3	102	25	99	75.29	969	0.105	102	127	0.2	0.1	4.345	A

Scenario B - AM&PM - 2035 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	4.86	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	136	100.000
2		ONE HOUR	✓	223	100.000
3		ONE HOUR	✓	165	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	[ONEHOUR]	100.00
2	[ONEHOUR]	100.00
3	[ONEHOUR]	100.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	3	110	23
	2	183	1	39
	3	70	95	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	7	0	6
	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.13	3.87	0.2	A	125	187
2	0.24	4.95	0.3	A	205	307
3	0.21	5.54	0.3	A	151	227

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102	26	72	75.29	1185	0.086	102	192	0.0	0.1	3.535	A
2	168	42	19	75.29	1037	0.162	167	154	0.0	0.2	4.415	A
3	124	31	140	75.29	930	0.134	124	46	0.0	0.2	4.647	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	122	31	86	89.90	1166	0.105	122	230	0.1	0.1	3.668	A
2	200	50	23	89.90	1031	0.194	200	185	0.2	0.3	4.627	A
3	148	37	168	89.90	900	0.165	148	56	0.2	0.2	4.989	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	150	37	106	110.10	1138	0.132	150	281	0.1	0.2	3.873	A
2	246	61	29	110.10	1022	0.240	245	227	0.3	0.3	4.948	A
3	182	45	206	110.10	859	0.212	181	68	0.2	0.3	5.537	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	150	37	106	110.10	1138	0.132	150	282	0.2	0.2	3.874	A
2	246	61	29	110.10	1022	0.240	246	227	0.3	0.3	4.953	A
3	182	45	206	110.10	859	0.212	182	68	0.3	0.3	5.544	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	122	31	86	89.90	1166	0.105	122	231	0.2	0.1	3.673	A
2	200	50	23	89.90	1031	0.194	201	185	0.3	0.3	4.633	A
3	148	37	168	89.90	900	0.165	149	56	0.3	0.2	5.000	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102	26	72	75.29	1185	0.086	102	193	0.1	0.1	3.540	A
2	168	42	20	75.29	1037	0.162	168	155	0.3	0.2	4.425	A
3	124	31	141	75.29	929	0.134	124	47	0.2	0.2	4.664	A

Scenario B - AM&PM - 2035 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	4.45	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	83	100.000
2		ONE HOUR	✓	204	100.000
3		ONE HOUR	✓	100	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	[ONEHOUR]	100.00
2	[ONEHOUR]	100.00
3	[ONEHOUR]	100.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	61	22
	2	109	0	95
	3	40	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	7	0	6
	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.08	3.50	0.1	A	76	114
2	0.22	4.81	0.3	A	187	281
3	0.12	4.52	0.1	A	92	138

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	62	16	45	75.29	1212	0.052	62	112	0.0	0.1	3.311	A
2	154	38	17	75.29	1038	0.148	153	91	0.0	0.2	4.327	A
3	75	19	82	75.29	985	0.076	75	88	0.0	0.1	4.128	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	75	19	54	89.90	1199	0.062	75	134	0.1	0.1	3.386	A
2	183	46	20	89.90	1032	0.178	183	109	0.2	0.2	4.517	A
3	90	22	98	89.90	967	0.093	90	105	0.1	0.1	4.282	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91	23	66	110.10	1179	0.077	91	164	0.1	0.1	3.498	A
2	225	56	24	110.10	1022	0.220	224	133	0.2	0.3	4.805	A
3	110	28	120	110.10	942	0.117	110	129	0.1	0.1	4.515	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91	23	66	110.10	1179	0.077	91	164	0.1	0.1	3.498	A
2	225	56	24	110.10	1022	0.220	225	133	0.3	0.3	4.807	A
3	110	28	120	110.10	942	0.117	110	129	0.1	0.1	4.515	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	75	19	54	89.90	1198	0.062	75	134	0.1	0.1	3.389	A
2	183	46	20	89.90	1032	0.178	184	109	0.3	0.2	4.524	A
3	90	22	98	89.90	967	0.093	90	105	0.1	0.1	4.285	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	62	16	45	75.29	1212	0.052	63	112	0.1	0.1	3.314	A
2	154	38	17	75.29	1038	0.148	154	91	0.2	0.2	4.337	A
3	75	19	82	75.29	985	0.076	75	88	0.1	0.1	4.134	A

Scenario B - AM&PM - 2035 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	5.32	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	136	100.000
2		ONE HOUR	✓	252	100.000
3		ONE HOUR	✓	227	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	[ONEHOUR]	100.00
2	[ONEHOUR]	100.00
3	[ONEHOUR]	100.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	3	110	23
	2	183	1	68
	3	70	157	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	7	0	6
	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.14	4.15	0.2	A	125	187
2	0.27	5.17	0.4	A	231	347
3	0.29	6.19	0.4	A	208	312

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102	26	118	75.29	1141	0.090	102	192	0.0	0.1	3.682	A
2	190	47	19	75.29	1037	0.183	189	201	0.0	0.2	4.526	A
3	171	43	140	75.29	930	0.184	170	68	0.0	0.2	4.955	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	122	31	142	89.90	1112	0.110	122	230	0.1	0.1	3.867	A
2	227	57	23	89.90	1030	0.220	226	241	0.2	0.3	4.778	A
3	204	51	168	89.90	900	0.227	204	82	0.2	0.3	5.411	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	150	37	174	110.10	1072	0.140	150	281	0.1	0.2	4.151	A
2	277	69	29	110.10	1020	0.272	277	295	0.3	0.4	5.166	A
3	250	62	206	110.10	859	0.291	249	100	0.3	0.4	6.182	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	150	37	174	110.10	1072	0.140	150	282	0.2	0.2	4.152	A
2	277	69	29	110.10	1020	0.272	277	295	0.4	0.4	5.170	A
3	250	62	206	110.10	859	0.291	250	100	0.4	0.4	6.194	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	122	31	142	89.90	1112	0.110	122	231	0.2	0.1	3.872	A
2	227	57	23	89.90	1030	0.220	227	241	0.4	0.3	4.787	A
3	204	51	168	89.90	900	0.227	205	82	0.4	0.3	5.429	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102	26	119	75.29	1140	0.090	102	193	0.1	0.1	3.689	A
2	190	47	20	75.29	1036	0.183	190	202	0.3	0.2	4.538	A
3	171	43	141	75.29	929	0.184	171	69	0.3	0.2	4.978	A

Scenario B - AM&PM - 2035 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	4.80	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	83	100.000
2		ONE HOUR	✓	256	100.000
3		ONE HOUR	✓	134	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	[ONEHOUR]	100.00
2	[ONEHOUR]	100.00
3	[ONEHOUR]	100.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	61	22
	2	109	0	147
	3	40	94	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	7	0	6
	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.08	3.61	0.1	A	76	114
2	0.28	5.21	0.4	A	235	352
3	0.16	4.75	0.2	A	123	184

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	62	16	70	75.29	1189	0.053	62	112	0.0	0.1	3.379	A
2	193	48	17	75.29	1036	0.186	192	116	0.0	0.2	4.532	A
3	101	25	82	75.29	985	0.102	100	127	0.0	0.1	4.263	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	75	19	84	89.90	1171	0.064	75	134	0.1	0.1	3.473	A
2	230	58	20	89.90	1029	0.224	230	139	0.2	0.3	4.794	A
3	120	30	98	89.90	967	0.125	120	152	0.1	0.1	4.455	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91	23	103	110.10	1145	0.080	91	164	0.1	0.1	3.612	A
2	282	70	24	110.10	1017	0.277	281	170	0.3	0.4	5.204	A
3	148	37	120	110.10	942	0.157	147	186	0.1	0.2	4.745	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91	23	103	110.10	1145	0.080	91	164	0.1	0.1	3.612	A
2	282	70	24	110.10	1017	0.277	282	171	0.4	0.4	5.208	A
3	148	37	120	110.10	942	0.157	148	186	0.2	0.2	4.747	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	75	19	85	89.90	1170	0.064	75	134	0.1	0.1	3.477	A
2	230	58	20	89.90	1029	0.224	231	140	0.4	0.3	4.803	A
3	120	30	98	89.90	967	0.125	121	152	0.2	0.1	4.458	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	62	16	71	75.29	1188	0.053	63	112	0.1	0.1	3.384	A
2	193	48	17	75.29	1036	0.186	193	117	0.3	0.2	4.544	A
3	101	25	82	75.29	984	0.102	101	127	0.1	0.1	4.269	A

Scenario B - AM&PM - 2045 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	5.07	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2045 DO NOTHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	179	100.000
2		ONE HOUR	✓	250	100.000
3		ONE HOUR	✓	175	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	[ONEHOUR]	100.00
2	[ONEHOUR]	100.00
3	[ONEHOUR]	100.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	4	148	27
	2	209	1	40
	3	77	98	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	7	0	6
	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.17	4.11	0.2	A	164	246
2	0.27	5.18	0.4	A	229	344
3	0.23	5.89	0.3	A	161	241

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135	34	74	75.29	1181	0.114	134	217	0.0	0.1	3.660	A
2	188	47	23	75.29	1034	0.182	187	185	0.0	0.2	4.537	A
3	132	33	160	75.29	911	0.145	131	50	0.0	0.2	4.808	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	40	89	89.90	1160	0.139	161	260	0.1	0.2	3.835	A
2	225	56	28	89.90	1027	0.219	225	222	0.2	0.3	4.791	A
3	157	39	192	89.90	877	0.179	157	60	0.2	0.2	5.213	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197	49	109	110.10	1130	0.174	197	319	0.2	0.2	4.106	A
2	275	69	34	110.10	1017	0.271	275	272	0.3	0.4	5.180	A
3	193	48	235	110.10	829	0.232	192	74	0.2	0.3	5.887	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197	49	109	110.10	1130	0.174	197	319	0.2	0.2	4.109	A
2	275	69	34	110.10	1017	0.271	275	272	0.4	0.4	5.184	A
3	193	48	236	110.10	829	0.232	193	74	0.3	0.3	5.895	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	40	89	89.90	1160	0.139	161	261	0.2	0.2	3.838	A
2	225	56	28	89.90	1027	0.219	225	222	0.4	0.3	4.799	A
3	157	39	193	89.90	876	0.180	158	60	0.3	0.2	5.225	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135	34	75	75.29	1181	0.114	135	219	0.2	0.1	3.669	A
2	188	47	23	75.29	1034	0.182	188	186	0.3	0.2	4.550	A
3	132	33	161	75.29	910	0.145	132	51	0.2	0.2	4.826	A

Scenario B - AM&PM - 2045 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	4.65	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2045 DO NOTHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	110	100.000
2		ONE HOUR	✓	239	100.000
3		ONE HOUR	✓	107	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	[ONEHOUR]	100.00
2	[ONEHOUR]	100.00
3	[ONEHOUR]	100.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	85	25
	2	141	0	98
	3	45	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	7	0	6
	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.10	3.62	0.1	A	101	151
2	0.26	5.08	0.4	A	219	329
3	0.13	4.74	0.2	A	98	147

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	83	21	46	75.29	1210	0.068	83	139	0.0	0.1	3.386	A
2	180	45	19	75.29	1036	0.174	179	110	0.0	0.2	4.471	A
3	81	20	106	75.29	963	0.084	80	92	0.0	0.1	4.250	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	99	25	56	89.90	1196	0.083	99	167	0.1	0.1	3.480	A
2	215	54	22	89.90	1029	0.209	215	132	0.2	0.3	4.708	A
3	96	24	127	89.90	941	0.102	96	110	0.1	0.1	4.445	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121	30	68	110.10	1176	0.103	121	205	0.1	0.1	3.620	A
2	263	66	28	110.10	1019	0.258	263	162	0.3	0.4	5.071	A
3	118	29	155	110.10	910	0.130	118	135	0.1	0.2	4.741	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121	30	68	110.10	1176	0.103	121	205	0.1	0.1	3.620	A
2	263	66	28	110.10	1019	0.258	263	162	0.4	0.4	5.075	A
3	118	29	155	110.10	909	0.130	118	135	0.2	0.2	4.742	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	99	25	56	89.90	1196	0.083	99	167	0.1	0.1	3.481	A
2	215	54	22	89.90	1029	0.209	215	132	0.4	0.3	4.716	A
3	96	24	127	89.90	940	0.102	96	111	0.2	0.1	4.448	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	83	21	47	75.29	1210	0.068	83	140	0.1	0.1	3.390	A
2	180	45	19	75.29	1036	0.174	180	111	0.3	0.2	4.483	A
3	81	20	106	75.29	962	0.084	81	93	0.1	0.1	4.257	A

Scenario B - AM&PM - 2045 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	5.58	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2045 DO SOMETHING	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	179	100.000
2		ONE HOUR	✓	279	100.000
3		ONE HOUR	✓	237	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	[ONEHOUR]	100.00
2	[ONEHOUR]	100.00
3	[ONEHOUR]	100.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	4	148	27
	2	209	1	69
	3	77	160	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	7	0	6
	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.19	4.43	0.2	A	164	246
2	0.30	5.42	0.5	A	256	384
3	0.31	6.63	0.5	A	217	326

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135	34	121	75.29	1136	0.119	134	217	0.0	0.1	3.824	A
2	210	53	23	75.29	1033	0.203	209	231	0.0	0.3	4.656	A
3	178	45	160	75.29	911	0.196	177	72	0.0	0.3	5.132	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	40	145	89.90	1106	0.146	161	260	0.1	0.2	4.057	A
2	251	63	28	89.90	1026	0.244	251	277	0.3	0.3	4.954	A
3	213	53	192	89.90	876	0.243	213	86	0.3	0.3	5.674	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197	49	177	110.10	1063	0.185	197	319	0.2	0.2	4.427	A
2	307	77	34	110.10	1015	0.303	307	340	0.3	0.5	5.417	A
3	261	65	235	110.10	829	0.315	260	106	0.3	0.5	6.617	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197	49	177	110.10	1062	0.186	197	319	0.2	0.2	4.431	A
2	307	77	34	110.10	1015	0.303	307	340	0.5	0.5	5.424	A
3	261	65	236	110.10	829	0.315	261	106	0.5	0.5	6.634	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	40	145	89.90	1105	0.146	161	261	0.2	0.2	4.062	A
2	251	63	28	89.90	1026	0.244	251	278	0.5	0.3	4.962	A
3	213	53	193	89.90	876	0.243	214	86	0.5	0.3	5.695	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135	34	121	75.29	1135	0.119	135	219	0.2	0.1	3.835	A
2	210	53	23	75.29	1033	0.203	210	233	0.3	0.3	4.672	A
3	178	45	161	75.29	909	0.196	179	72	0.3	0.3	5.158	A

Scenario B - AM&PM - 2045 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	5.03	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2045 DO SOMETHING	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	110	100.000
2		ONE HOUR	✓	291	100.000
3		ONE HOUR	✓	141	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	[ONEHOUR]	100.00
2	[ONEHOUR]	100.00
3	[ONEHOUR]	100.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	85	25
	2	141	0	150
	3	45	96	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	0
	2	7	0	6
	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.11	3.74	0.1	A	101	151
2	0.32	5.53	0.5	A	267	401
3	0.17	5.00	0.2	A	129	194

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	83	21	72	75.29	1186	0.070	82	139	0.0	0.1	3.459	A
2	219	55	19	75.29	1034	0.212	218	136	0.0	0.3	4.690	A
3	106	27	106	75.29	963	0.110	106	131	0.0	0.1	4.392	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	99	25	86	89.90	1168	0.085	99	167	0.1	0.1	3.572	A
2	262	65	22	89.90	1026	0.255	261	163	0.3	0.4	5.010	A
3	127	32	127	89.90	941	0.135	127	157	0.1	0.2	4.630	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121	30	106	110.10	1141	0.106	121	204	0.1	0.1	3.743	A
2	320	80	28	110.10	1014	0.316	320	199	0.4	0.5	5.520	A
3	155	39	155	110.10	909	0.171	155	192	0.2	0.2	4.994	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121	30	106	110.10	1141	0.106	121	205	0.1	0.1	3.744	A
2	320	80	28	110.10	1014	0.316	320	199	0.5	0.5	5.527	A
3	155	39	155	110.10	909	0.171	155	193	0.2	0.2	4.998	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	99	25	86	89.90	1167	0.085	99	168	0.1	0.1	3.573	A
2	262	65	22	89.90	1026	0.255	262	163	0.5	0.4	5.020	A
3	127	32	127	89.90	940	0.135	127	158	0.2	0.2	4.635	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	83	21	72	75.29	1186	0.070	83	140	0.1	0.1	3.461	A
2	219	55	19	75.29	1034	0.212	219	136	0.4	0.3	4.709	A
3	106	27	106	75.29	962	0.110	106	132	0.2	0.1	4.402	A

TRANSYT 16

Version: 16.0.1.8473
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Filename: B - Shuttle Link AM&PM.t16
Path: N:\Projects\25\25-003 South Green Phase 2 Site O\Design\Civil\Traffic\2026-01 - Full TTA\Junction Modelling\B - Shuttle Link
Report generation date: 16/01/2026 11:19:53

»A1 - Scenario A - AM : D1 - 2025 BASELINE, AM :
»A1 - Scenario A - AM : D3 - 2030 DO NOTHING, AM :
»A1 - Scenario A - AM : D5 - 2030 DO SOMETHING, AM :
»A1 - Scenario A - AM : D7 - 2035 DO NOTHING, AM :
»A1 - Scenario A - AM : D9 - 2035 DO SOMETHING, AM :
»A1 - Scenario A - AM : D11 - 2045 DO NOTHING, AM :
»A1 - Scenario A - AM : D13 - 2045 DO SOMETHING, AM :
»A2 - Scenario A - PM : D2 - 2025 BASELINE, PM :
»A2 - Scenario A - PM : D4 - 2030 DO NOTHING, PM :
»A2 - Scenario A - PM : D6 - 2030 DO SOMETHING, PM :
»A2 - Scenario A - PM : D8 - 2035 DO NOTHING, PM :
»A2 - Scenario A - PM : D10 - 2035 DO SOMETHING, PM :
»A2 - Scenario A - PM : D12 - 2045 DO NOTHING, PM :
»A2 - Scenario A - PM : D14 - 2045 DO SOMETHING, PM :

Summary of network performance

	AM		
	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario A - AM - 2025 BASELINE		
Network	1.64	36% (TS 1/1)	0 (0%)
	Scenario A - AM - 2030 DO NOTHING		
Network	2.56	46% (TS 1/1)	0 (0%)
	Scenario A - AM - 2030 DO SOMETHING		
Network	3.25	52% (TS 1/1)	0 (0%)
	Scenario A - AM - 2035 DO NOTHING		
Network	2.34	45% (TS 1/1)	0 (0%)
	Scenario A - AM - 2035 DO SOMETHING		
Network	2.98	50% (TS 1/1)	0 (0%)
	Scenario A - AM - 2045 DO NOTHING		
Network	2.82	50% (TS 1/1)	0 (0%)
	Scenario A - AM - 2045 DO SOMETHING		
Network	3.55	55% (TS 1/1)	0 (0%)

	PM		
	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario A - PM - 2025 BASELINE		
Network	1.05	23% (TS 1/1)	0 (0%)
	Scenario A - PM - 2030 DO NOTHING		
Network	1.82	37% (TS 1/1)	0 (0%)
	Scenario A - PM - 2030 DO SOMETHING		
Network	2.37	45% (TS 1/1)	0 (0%)
	Scenario A - PM - 2035 DO NOTHING		
Network	1.61	34% (TS 1/1)	0 (0%)
	Scenario A - PM - 2035 DO SOMETHING		
Network	2.12	42% (TS 1/1)	0 (0%)
	Scenario A - PM - 2045 DO NOTHING		
Network	1.97	40% (TS 1/1)	0 (0%)
	Scenario A - PM - 2045 DO SOMETHING		
Network	2.54	47% (TS 1/1)	0 (0%)

File summary

File description

File title	Suttle Link
Location	Southgreen Road Railway Overpass, Co. Kildare
Site number	09
UTCRegion	
Driving side	Left
Date	16/01/2025
Version	3
Status	(new file)
Identifier	
Client	Pousterle Limited
Jobnumber	25-003
Enumerator	DOMAIN\f.demaio
Description	Scenario B

Model and Results

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

Units

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

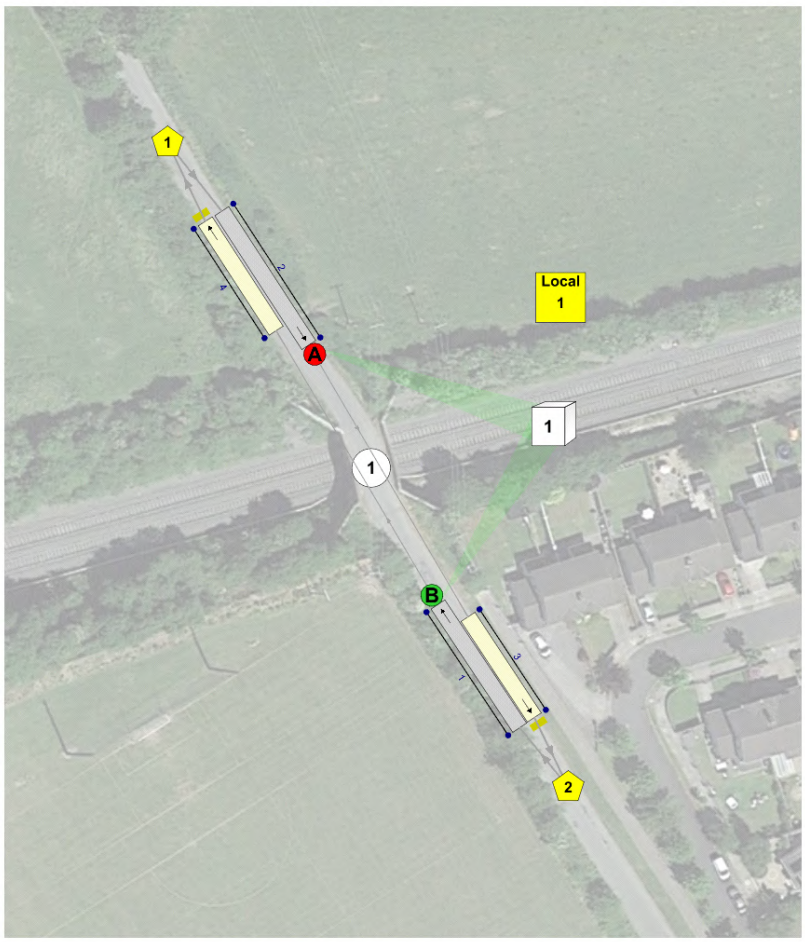
Sorting

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

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	3.00	999	200	-1	3	60	✓			0	0	0.00

Network Diagrams



Suttle Link
Cycletime 0s / 60s
Timesteps 59 / 60
2, 14
Diagram produced using TRANSYT 16.0.1.8473

A1 - Scenario A - AM
D1 - 2025 BASELINE, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:17:00	16/01/2026 11:17:00	0.88	08:00	60	26.49	1.64	36.48	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2025 BASELINE	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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			✓	133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	197	197
2	1	146	146
3	1	146	146
4	1	197	197

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	146
	2	197	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	146
	2		2	1	1/1, 4/1	Normal	197

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 59	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

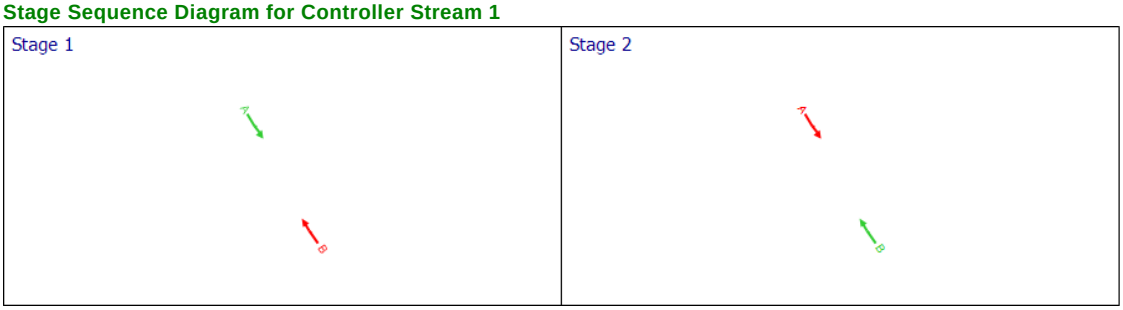
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	11	30	19	1	15
	2	✓	2	B	42	59	17	1	15

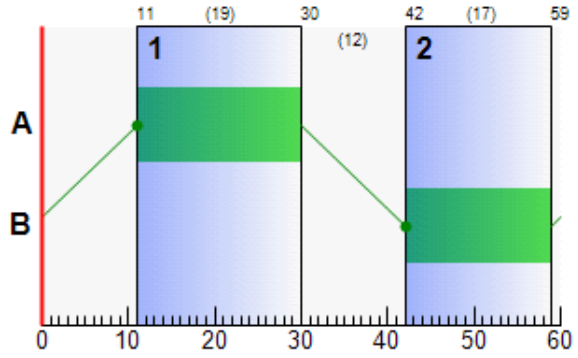
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	59	17
2	1	1	1	A	11	30	19

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:17:00	16/01/2026 11:17:00	0.88	08:00	60	26.49	1.64	36.48	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	36	147	686	156	8.59	23.24	3.25	26.49

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	197	1800	17	0.00	36	147	34.50	18.42	78.85	2.68	
2	1		1	1	A	146	1800	19	0.00	24	270	32.85	15.50	71.23	1.78	
3	1					146	Unrestricted	60	22.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					197	Unrestricted	60	18.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	185.11	7.81	23.71	1.64	23.24	3.25	0.00	26.49
Bus								
Tram								
Pedestrians								
TOTAL	185.11	7.81	23.71	1.64	23.24	3.25	0.00	26.49

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

A1 - Scenario A - AM
D3 - 2030 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:17:00	16/01/2026 11:17:00	0.93	08:00	60	41.35	2.56	46.30	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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			✓	133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	250	250
2	1	243	243
3	1	243	243
4	1	250	250

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	243
	2	250	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	243
	2		2	1	1/1, 4/1	Normal	250

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 59	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

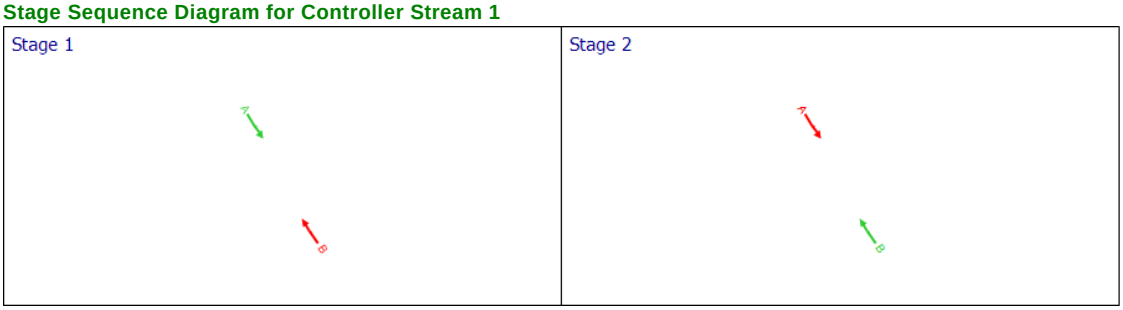
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	11	30	19	1	15
	2	✓	2	B	42	59	17	1	15

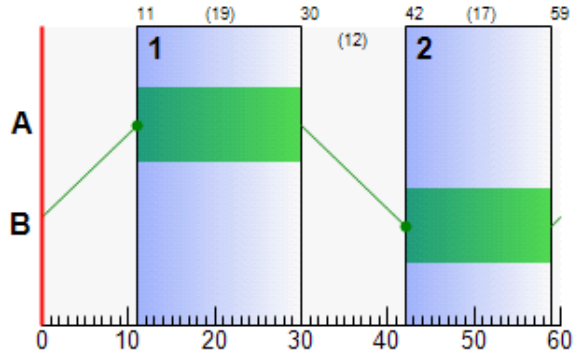
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	59	17
2	1	1	1	A	11	30	19

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:17:00	16/01/2026 11:17:00	0.93	08:00	60	41.35	2.56	46.30	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	46	94	986	156	9.36	36.40	4.95	41.35

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	250	1800	17	0.00	46	94	36.01	19.94	82.60	3.53	
2	1		1	1	A	243	1800	19	0.00	41	122	34.81	17.46	77.45	3.24	
3	1					243	Unrestricted	60	14.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					250	Unrestricted	60	14.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	266.04	11.43	23.27	2.56	36.40	4.95	0.00	41.35
Bus								
Tram								
Pedestrians								
TOTAL	266.04	11.43	23.27	2.56	36.40	4.95	0.00	41.35

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A1 - Scenario A - AM
D5 - 2030 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:17:00	16/01/2026 11:17:00	0.97	08:00	60	52.21	3.25	51.67	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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			✓	133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	279	279
2	1	305	305
3	1	305	305
4	1	279	279

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	305
	2	279	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	305
	2		2	1	1/1, 4/1	Normal	279

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 59	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

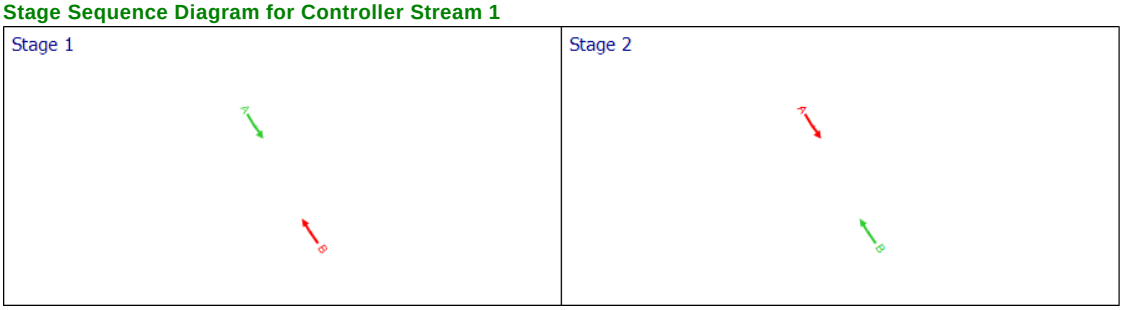
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	11	30	19	1	15
	2	✓	2	B	42	59	17	1	15

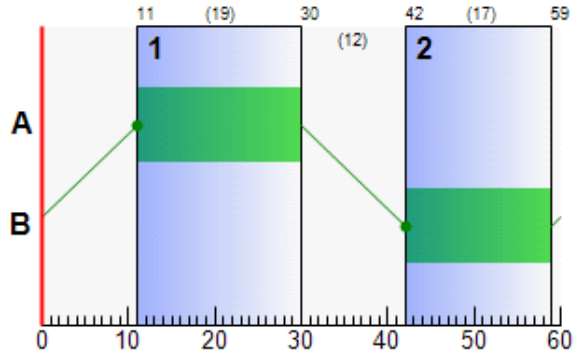
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	59	17
2	1	1	1	A	11	30	19

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:17:00	16/01/2026 11:17:00	0.97	08:00	60	52.21	3.25	51.67	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	52	74	1168	156	10.00	46.08	6.12	52.21

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	279	1800	17	0.00	52	74	37.02	20.95	85.29	4.07	
2	1		1	1	A	305	1800	19	0.00	51	77	36.50	19.14	82.07	4.33	
3	1					305	Unrestricted	60	11.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					279	Unrestricted	60	12.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	315.13	13.75	22.92	3.25	46.08	6.12	0.00	52.21
Bus								
Tram								
Pedestrians								
TOTAL	315.13	13.75	22.92	3.25	46.08	6.12	0.00	52.21

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

A1 - Scenario A - AM
D7 - 2035 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:17:01	16/01/2026 11:17:01	0.02	08:00	60	37.79	2.34	44.81	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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			✓	133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	242	242
2	1	217	217
3	1	217	217
4	1	242	242

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	217
	2	242	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	217
	2		2	1	1/1, 4/1	Normal	242

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 59	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

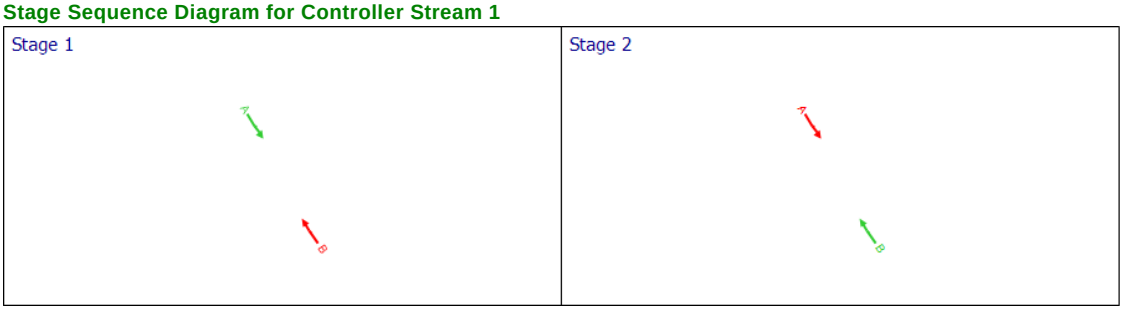
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	11	30	19	1	15
	2	✓	2	B	42	59	17	1	15

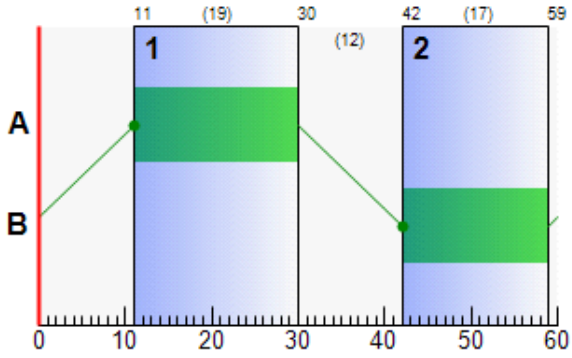
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	59	17
2	1	1	1	A	11	30	19

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:17:01	16/01/2026 11:17:01	0.02	08:00	60	37.79	2.34	44.81	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	45	101	918	156	9.18	33.24	4.55	37.79

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	242	1800	17	0.00	45	101	35.76	19.69	82.20	3.41	
2	1		1	1	A	217	1800	19	0.00	36	149	34.23	16.87	75.58	2.81	
3	1					217	Unrestricted	60	16.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					242	Unrestricted	60	14.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	247.70	10.60	23.37	2.34	33.24	4.55	0.00	37.79
Bus								
Tram								
Pedestrians								
TOTAL	247.70	10.60	23.37	2.34	33.24	4.55	0.00	37.79

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

A1 - Scenario A - AM
D9 - 2035 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:17:01	16/01/2026 11:17:01	0.06	08:00	60	48.00	2.98	50.19	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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			✓	133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	271	271
2	1	279	279
3	1	279	279
4	1	271	271

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	279
	2	271	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	279
	2		2	1	1/1, 4/1	Normal	271

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 59	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

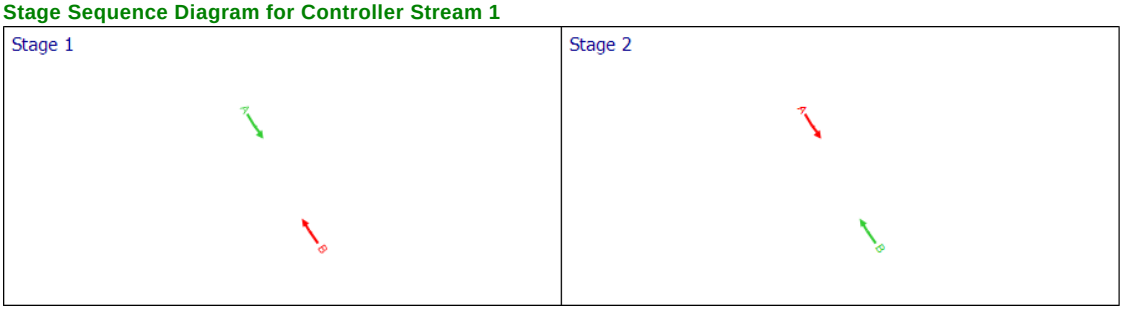
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	11	30	19	1	15
	2	✓	2	B	42	59	17	1	15

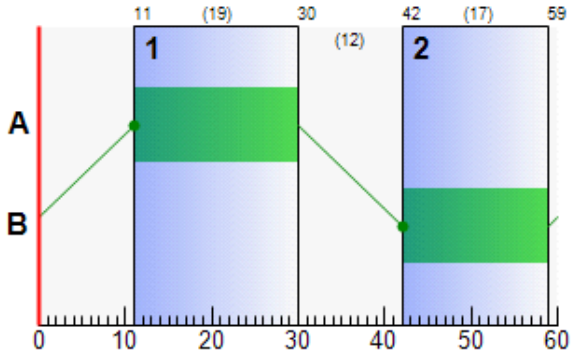
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	59	17
2	1	1	1	A	11	30	19

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:17:01	16/01/2026 11:17:01	0.06	08:00	60	48.00	2.98	50.19	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	50	79	1100	156	9.75	42.31	5.68	48.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	271	1800	17	0.00	50	79	36.73	20.66	84.78	3.94	
2	1		1	1	A	279	1800	19	0.00	47	94	35.74	18.39	80.09	3.84	
3	1					279	Unrestricted	60	12.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					271	Unrestricted	60	13.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	296.79	12.87	23.06	2.98	42.31	5.68	0.00	48.00
Bus								
Tram								
Pedestrians								
TOTAL	296.79	12.87	23.06	2.98	42.31	5.68	0.00	48.00

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A1 - Scenario A - AM
D11 - 2045 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:17:01	16/01/2026 11:17:01	0.10	08:00	60	45.50	2.82	50.00	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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			✓	133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	270	270
2	1	258	258
3	1	258	258
4	1	270	270

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	258
	2	270	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	258
	2		2	1	1/1, 4/1	Normal	270

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 59	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

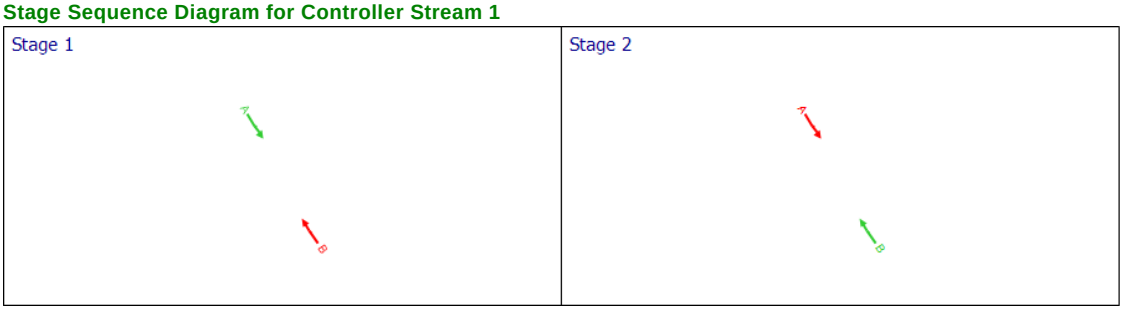
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	11	30	19	1	15
	2	✓	2	B	42	59	17	1	15

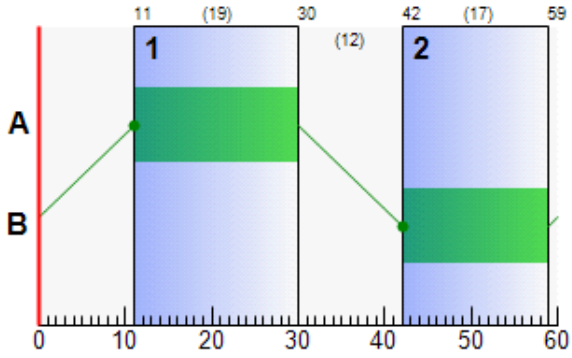
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	59	17
2	1	1	1	A	11	30	19

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:17:01	16/01/2026 11:17:01	0.10	08:00	60	45.50	2.82	50.00	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	50	80	1056	156	9.63	40.11	5.40	45.50

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	270	1800	17	0.00	50	80	36.69	20.62	84.71	3.92	
2	1		1	1	A	258	1800	19	0.00	43	109	35.18	17.83	78.23	3.46	
3	1					258	Unrestricted	60	13.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					270	Unrestricted	60	13.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	284.92	12.32	23.12	2.82	40.11	5.40	0.00	45.50
Bus								
Tram								
Pedestrians								
TOTAL	284.92	12.32	23.12	2.82	40.11	5.40	0.00	45.50

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A1 - Scenario A - AM
D13 - 2045 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:17:00	16/01/2026 11:17:00	0.82	08:00	60	57.05	3.55	55.37	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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			✓	133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	299	299
2	1	320	320
3	1	320	320
4	1	299	299

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	320
	2	299	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	320
	2		2	1	1/1, 4/1	Normal	299

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 59	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

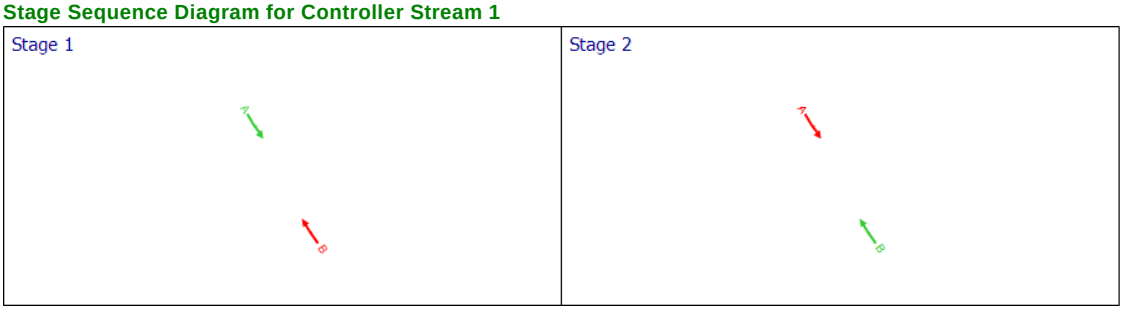
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	11	30	19	1	15
	2	✓	2	B	42	59	17	1	15

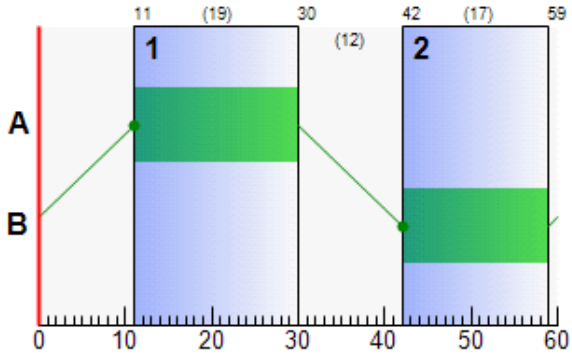
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	59	17
2	1	1	1	A	11	30	19

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:17:00	16/01/2026 11:17:00	0.82	08:00	60	57.05	3.55	55.37	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	55	63	1238	156	10.33	50.43	6.62	57.05

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	299	1800	17	0.00	55	63	37.82	21.74	87.53	4.49	
2	1		1	1	A	320	1800	19	0.00	53	69	36.99	19.63	83.30	4.57	
3	1					320	Unrestricted	60	10.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					299	Unrestricted	60	11.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	334.02	14.68	22.75	3.55	50.43	6.62	0.00	57.05
Bus								
Tram								
Pedestrians								
TOTAL	334.02	14.68	22.75	3.55	50.43	6.62	0.00	57.05

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D2 - 2025 BASELINE, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:17:01	16/01/2026 11:17:01	0.22	17:00	60	17.01	1.05	23.48	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2025 BASELINE	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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			✓	133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	155	155
2	1	89	89
3	1	89	89
4	1	155	155

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	89
	2	155	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	89
	2		2	1	1/1, 4/1	Normal	155

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

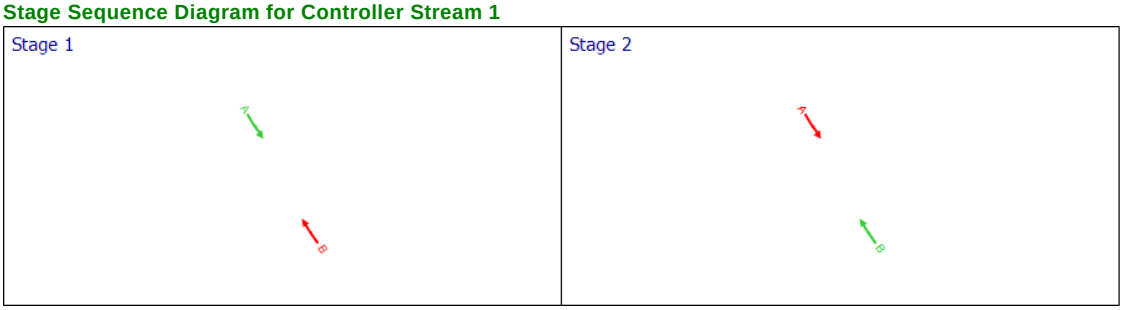
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

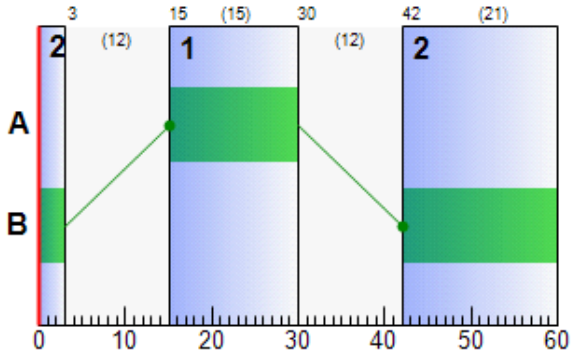
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:17:01	16/01/2026 11:17:01	0.22	17:00	60	17.01	1.05	23.48	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	23	283	488	156	7.71	14.84	2.16	17.01

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic	Name	Traffic	Controller	Phase	Calculated flow	Calculated sat flow	Actual green	Wasted time total (s cycle))	Degree of saturation	Practical reserve	JourneyTime	Mean Delay per (s)	Mean stops per (%)	Mean max	D wei
1	1		1	1	B	155	1800	21	0.00	23	283	30.10	14.02	67.69	1.80	
2	1		1	1	A	89	1800	15	0.00	19	385	35.21	17.86	76.02	1.16	
3	1					89	Unrestricted	60	31.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					155	Unrestricted	60	20.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	131.70	5.44	24.23	1.05	14.84	2.16	0.00	17.01
Bus								
Tram								
Pedestrians								
TOTAL	131.70	5.44	24.23	1.05	14.84	2.16	0.00	17.01

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D4 - 2030 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:17:01	16/01/2026 11:17:01	0.25	17:00	60	29.54	1.82	37.12	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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			✓	133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	245	245
2	1	144	144
3	1	144	144
4	1	245	245

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	144
	2	245	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	144
	2		2	1	1/1, 4/1	Normal	245

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

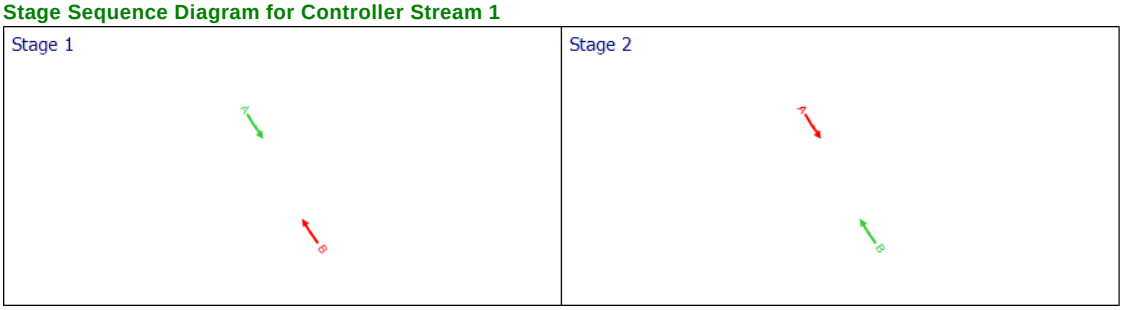
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

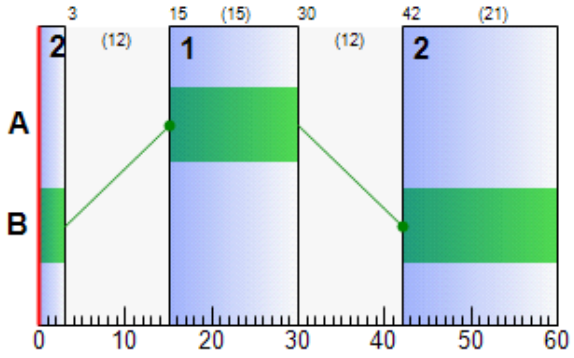
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:17:01	16/01/2026 11:17:01	0.25	17:00	60	29.54	1.82	37.12	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	37	142	778	156	8.44	25.89	3.65	29.54

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	245	1800	21	0.00	37	142	31.61	15.54	72.30	3.04	
2	1		1	1	A	144	1800	15	0.00	30	200	36.51	19.15	79.02	1.94	
3	1					144	Unrestricted	60	24.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					245	Unrestricted	60	13.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	209.96	8.82	23.80	1.82	25.89	3.65	0.00	29.54
Bus								
Tram								
Pedestrians								
TOTAL	209.96	8.82	23.80	1.82	25.89	3.65	0.00	29.54

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

A2 - Scenario A - PM
D6 - 2030 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:17:01	16/01/2026 11:17:01	0.32	17:00	60	38.29	2.37	45.00	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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			✓	133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	297	297
2	1	178	178
3	1	178	178
4	1	297	297

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	178
	2	297	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	178
	2		2	1	1/1, 4/1	Normal	297

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

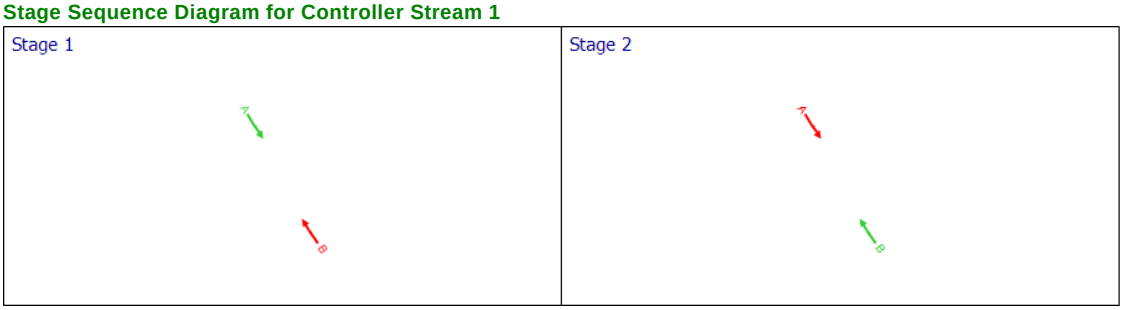
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

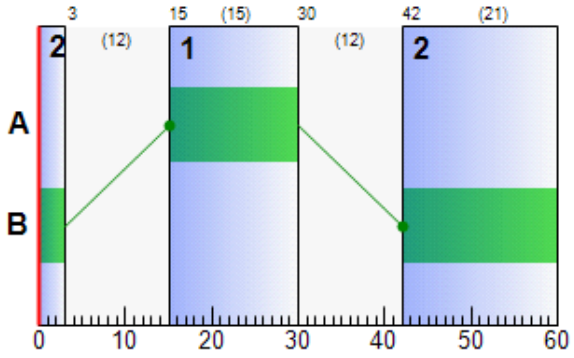
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:17:01	16/01/2026 11:17:01	0.32	17:00	60	38.29	2.37	45.00	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	45	100	950	156	8.97	33.63	4.66	38.29

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	297	1800	21	0.00	45	100	32.72	16.65	76.30	3.90	
2	1		1	1	A	178	1800	15	0.00	37	143	37.47	20.12	81.65	2.48	
3	1					178	Unrestricted	60	21.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					297	Unrestricted	60	10.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	256.37	10.91	23.49	2.37	33.63	4.66	0.00	38.29
Bus								
Tram								
Pedestrians								
TOTAL	256.37	10.91	23.49	2.37	33.63	4.66	0.00	38.29

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

A2 - Scenario A - PM
D8 - 2035 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:17:01	16/01/2026 11:17:01	0.36	17:00	60	26.12	1.61	34.09	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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			✓	133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	225	225
2	1	127	127
3	1	127	127
4	1	225	225

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	127
	2	225	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	127
	2		2	1	1/1, 4/1	Normal	225

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

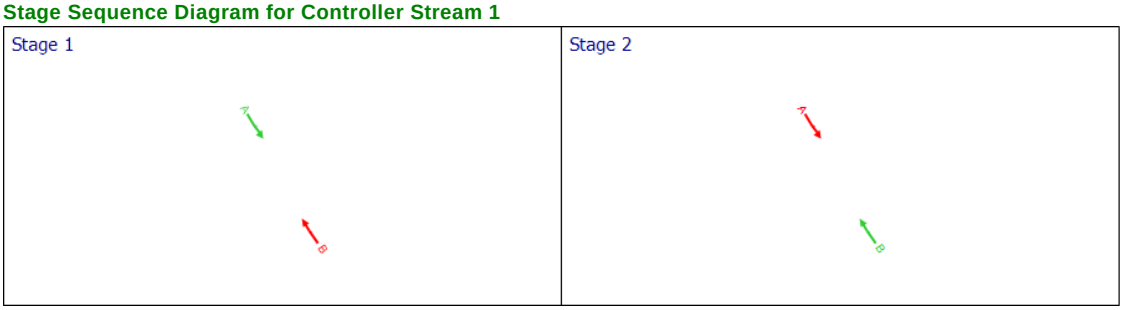
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

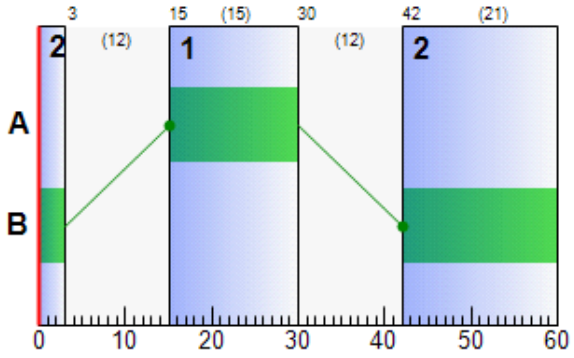
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:17:01	16/01/2026 11:17:01	0.36	17:00	60	26.12	1.61	34.09	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	34	164	704	156	8.23	22.85	3.27	26.12

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	225	1800	21	0.00	34	164	31.25	15.17	71.72	2.78	
2	1		1	1	A	127	1800	15	0.00	26	240	36.08	18.73	78.43	1.71	
3	1					127	Unrestricted	60	26.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					225	Unrestricted	60	14.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	189.99	7.94	23.92	1.61	22.85	3.27	0.00	26.12
Bus								
Tram								
Pedestrians								
TOTAL	189.99	7.94	23.92	1.61	22.85	3.27	0.00	26.12

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D10 - 2035 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:17:01	16/01/2026 11:17:01	0.39	17:00	60	34.37	2.12	41.97	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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			✓	133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	277	277
2	1	161	161
3	1	161	161
4	1	277	277

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	161
	2	277	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	161
	2		2	1	1/1, 4/1	Normal	277

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

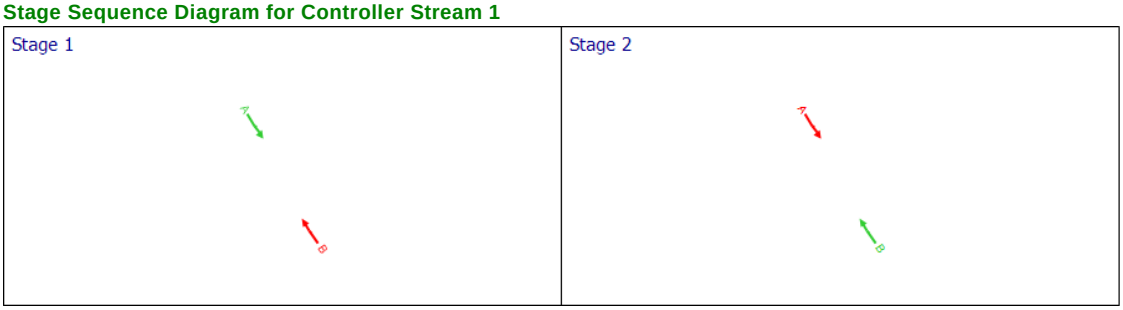
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

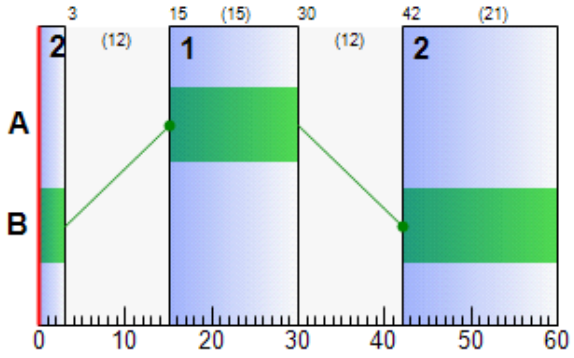
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:17:01	16/01/2026 11:17:01	0.39	17:00	60	34.37	2.12	41.97	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	42	114	876	156	8.73	30.15	4.22	34.37

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	277	1800	21	0.00	42	114	32.26	16.19	74.49	3.54	
2	1		1	1	A	161	1800	15	0.00	34	168	36.98	19.62	80.87	2.23	
3	1					161	Unrestricted	60	22.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					277	Unrestricted	60	11.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	236.40	10.00	23.63	2.12	30.15	4.22	0.00	34.37
Bus								
Tram								
Pedestrians								
TOTAL	236.40	10.00	23.63	2.12	30.15	4.22	0.00	34.37

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D12 - 2045 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:17:01	16/01/2026 11:17:01	0.45	17:00	60	31.99	1.97	39.55	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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			✓	133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	261	261
2	1	153	153
3	1	153	153
4	1	261	261

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	153
	2	261	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	153
	2		2	1	1/1, 4/1	Normal	261

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

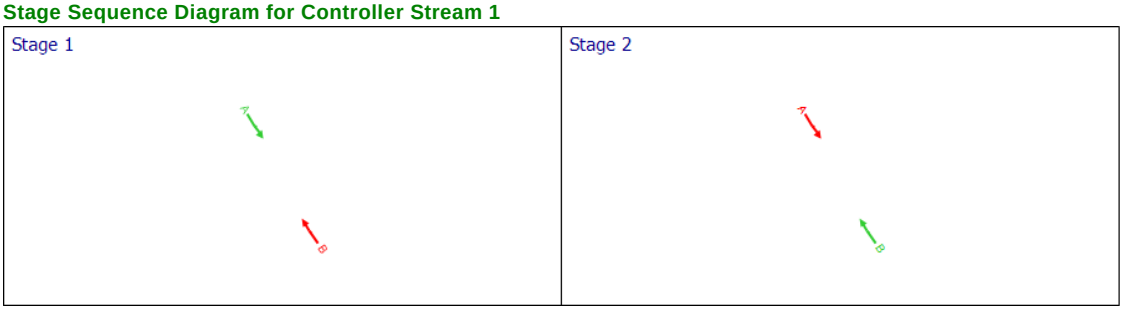
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

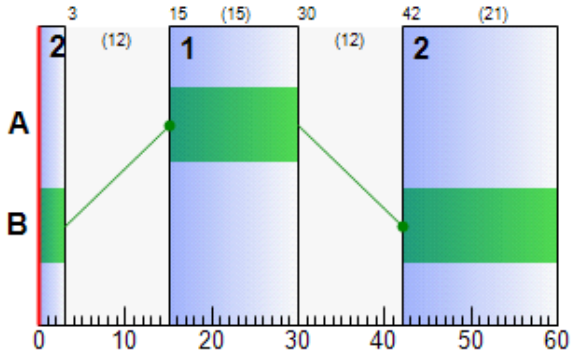
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:17:01	16/01/2026 11:17:01	0.45	17:00	60	31.99	1.97	39.55	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	40	128	828	156	8.58	28.04	3.96	31.99

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	261	1800	21	0.00	40	128	31.94	15.87	73.92	3.32	
2	1		1	1	A	153	1800	15	0.00	32	182	36.74	19.39	80.12	2.11	
3	1					153	Unrestricted	60	23.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					261	Unrestricted	60	12.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	223.45	9.42	23.71	1.97	28.04	3.96	0.00	31.99
Bus								
Tram								
Pedestrians								
TOTAL	223.45	9.42	23.71	1.97	28.04	3.96	0.00	31.99

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D14 - 2045 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:17:01	16/01/2026 11:17:01	0.17	17:00	60	41.01	2.54	47.42	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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			✓	133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	313	313
2	1	187	187
3	1	187	187
4	1	313	313

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	187
	2	313	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	187
	2		2	1	1/1, 4/1	Normal	313

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

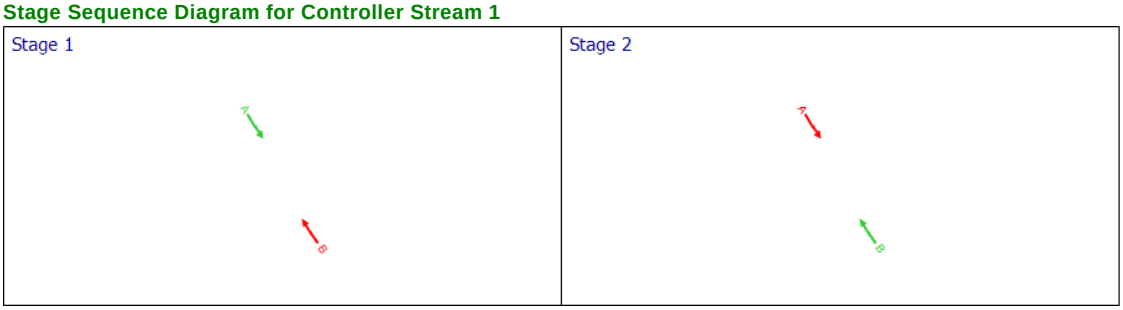
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

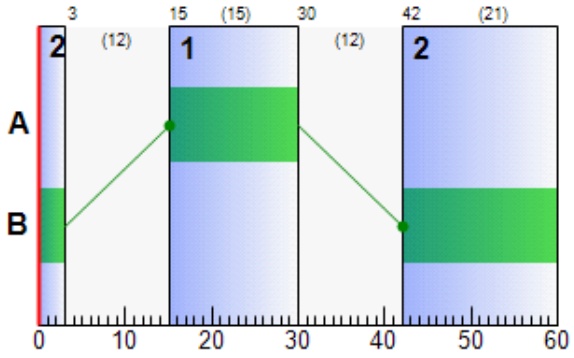
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:17:01	16/01/2026 11:17:01	0.17	17:00	60	41.01	2.54	47.42	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	47	90	1000	156	9.14	36.05	4.96	41.01

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	313	1800	21	0.00	47	90	33.09	17.02	76.93	4.13	
2	1		1	1	A	187	1800	15	0.00	39	131	37.75	20.40	82.76	2.67	
3	1					187	Unrestricted	60	20.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					313	Unrestricted	60	9.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	269.86	11.53	23.40	2.54	36.05	4.96	0.00	41.01
Bus								
Tram								
Pedestrians								
TOTAL	269.86	11.53	23.40	2.54	36.05	4.96	0.00	41.01

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

H. Junction Modelling Results: Stress Scenario

TRANSYT 16

Version: 16.0.1.8473
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Filename: Stress Scenario_A - Shuttle Link AM&PM.t16
Path: N:\Projects\25\25-003 South Green Phase 2 Site O\Design\Civil\Traffic\2026-01 - Full TTA\Junction Modelling\Stress Scenario_A - Shuttle Link
Report generation date: 16/01/2026 11:02:01

»A1 - Scenario A - AM : D1 - 2025 BASELINE, AM :
»A1 - Scenario A - AM : D3 - 2030 DO NOTHING, AM :
»A1 - Scenario A - AM : D5 - 2030 DO SOMETHING, AM :
»A1 - Scenario A - AM : D7 - 2035 DO NOTHING, AM :
»A1 - Scenario A - AM : D9 - 2035 DO SOMETHING, AM :
»A1 - Scenario A - AM : D11 - 2045 DO NOTHING, AM :
»A1 - Scenario A - AM : D13 - 2045 DO SOMETHING, AM :
»A2 - Scenario A - PM : D2 - 2025 BASELINE, PM :
»A2 - Scenario A - PM : D4 - 2030 DO NOTHING, PM :
»A2 - Scenario A - PM : D6 - 2030 DO SOMETHING, PM :
»A2 - Scenario A - PM : D8 - 2035 DO NOTHING, PM :
»A2 - Scenario A - PM : D10 - 2035 DO SOMETHING, PM :
»A2 - Scenario A - PM : D12 - 2045 DO NOTHING, PM :
»A2 - Scenario A - PM : D14 - 2045 DO SOMETHING, PM :

Summary of network performance

	AM		
	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario A - AM - 2025 BASELINE		
Network	1.08	24% (TS 1/1)	0 (0%)
	Scenario A - AM - 2030 DO NOTHING		
Network	1.48	30% (TS 1/1)	0 (0%)
	Scenario A - AM - 2030 DO SOMETHING		
Network	2.10	38% (TS 2/1)	0 (0%)
	Scenario A - AM - 2035 DO NOTHING		
Network	1.52	31% (TS 1/1)	0 (0%)
	Scenario A - AM - 2035 DO SOMETHING		
Network	2.15	39% (TS 2/1)	0 (0%)
	Scenario A - AM - 2045 DO NOTHING		
Network	1.62	32% (TS 1/1)	0 (0%)
	Scenario A - AM - 2045 DO SOMETHING		
Network	2.26	40% (TS 2/1)	0 (0%)

	PM		
	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario A - PM - 2025 BASELINE		
Network	0.81	24% (TS 1/1)	0 (0%)
	Scenario A - PM - 2030 DO NOTHING		
Network	1.23	35% (TS 1/1)	0 (0%)
	Scenario A - PM - 2030 DO SOMETHING		
Network	1.86	47% (TS 1/1)	0 (0%)
	Scenario A - PM - 2035 DO NOTHING		
Network	1.27	35% (TS 1/1)	0 (0%)
	Scenario A - PM - 2035 DO SOMETHING		
Network	1.90	48% (TS 1/1)	0 (0%)
	Scenario A - PM - 2045 DO NOTHING		
Network	1.34	37% (TS 1/1)	0 (0%)
	Scenario A - PM - 2045 DO SOMETHING		
Network	2.26	40% (TS 2/1)	0 (0%)

File summary

File description

File title	Suttle Link - Stress Scenario
Location	Southgreen Road Railway Overpass, Co. Kildare
Site number	09
UTCRegion	
Driving side	Left
Date	16/01/2026
Version	3
Status	(new file)
Identifier	
Client	Pousterle Limited
Jobnumber	25-003
Enumerator	DOMAIN\f.demaio
Description	Scenario A

Model and Results

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

Units

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

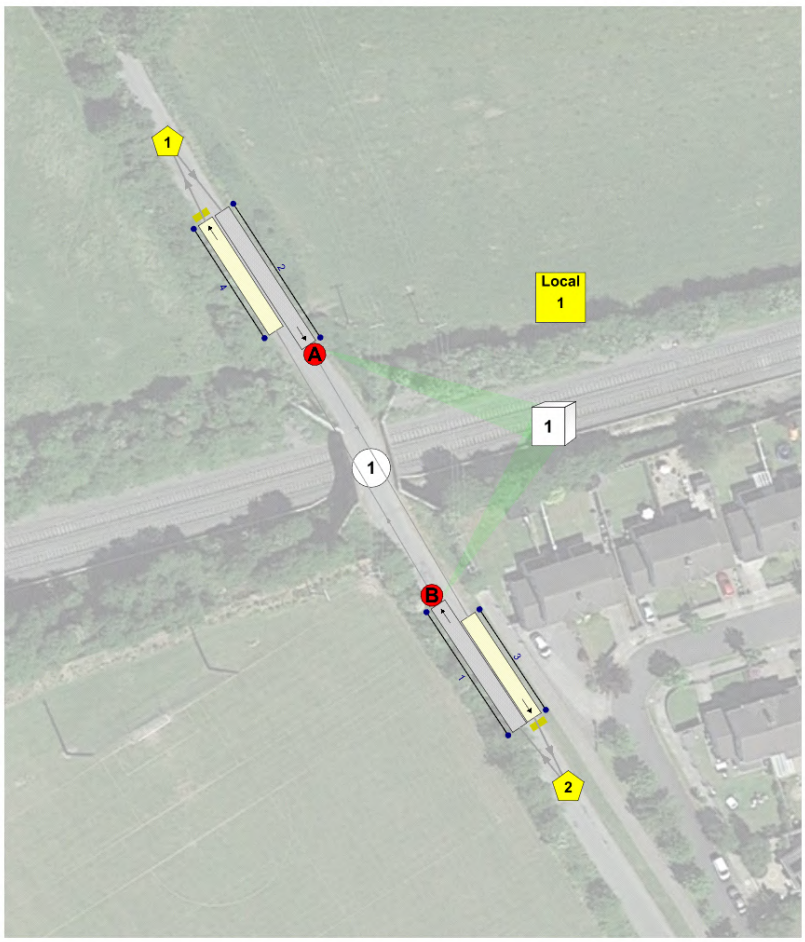
Sorting

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

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	3.00	999	200	-1	3	60	✓			0	0	0.00

Network Diagrams



Suttle Link - Stress Scenario
Cycletime 0s / 60s
Timesteps 59 / 60
2, 14
Diagram produced using TRANSYT 16.0.1.8473

A1 - Scenario A - AM
D1 - 2025 BASELINE, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:01:38	16/01/2026 11:01:38	0.50	08:00	60	17.52	1.08	24.38	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2025 BASELINE	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	117	117
2	1	127	127
3	1	127	127
4	1	117	117

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	127
	2	117	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	127
	2		2	1	1/1, 4/1	Normal	117

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

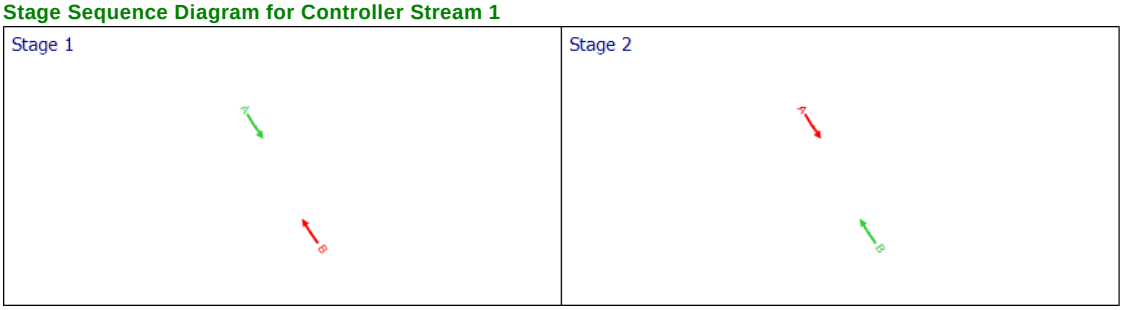
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

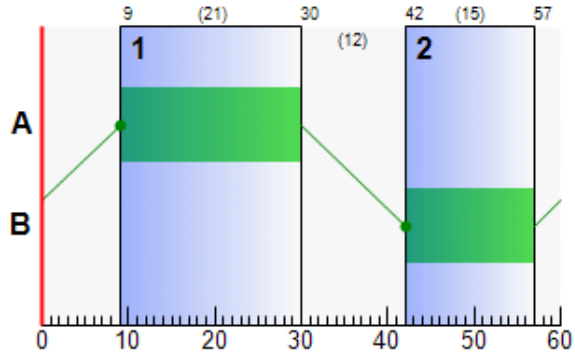
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:01:38	16/01/2026 11:01:38	0.50	08:00	60	17.52	1.08	24.38	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	24	269	488	156	7.97	15.34	2.18	17.52

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	117	1800	15	0.00	24	269	34.54	18.47	77.47	1.57	
2	1		1	1	A	127	1800	21	0.00	19	368	30.96	13.61	65.77	1.43	
3	1					127	Unrestricted	60	23.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					117	Unrestricted	60	27.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	131.66	5.47	24.07	1.08	15.34	2.18	0.00	17.52
Bus								
Tram								
Pedestrians								
TOTAL	131.66	5.47	24.07	1.08	15.34	2.18	0.00	17.52

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

A1 - Scenario A - AM
D3 - 2030 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:01:38	16/01/2026 11:01:38	0.53	08:00	60	24.00	1.48	29.79	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	143	143
2	1	180	180
3	1	180	180
4	1	143	143

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	180
	2	143	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	180
	2		2	1	1/1, 4/1	Normal	143

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

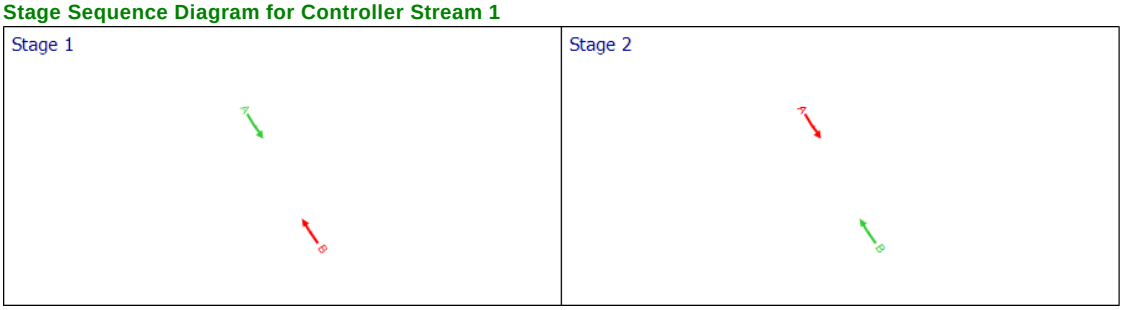
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

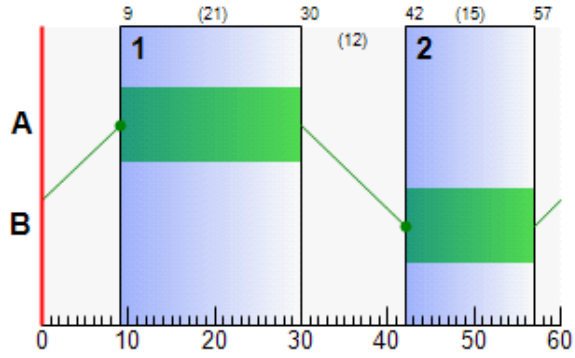
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:01:38	16/01/2026 11:01:38	0.53	08:00	60	24.00	1.48	29.79	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	30	202	646	156	8.25	21.02	2.98	24.00

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	143	1800	15	0.00	30	202	35.20	19.13	78.99	1.93	
2	1		1	1	A	180	1800	21	0.00	27	230	31.76	14.40	69.24	2.15	
3	1					180	Unrestricted	60	18.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					143	Unrestricted	60	23.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	174.28	7.29	23.91	1.48	21.02	2.98	0.00	24.00
Bus								
Tram								
Pedestrians								
TOTAL	174.28	7.29	23.91	1.48	21.02	2.98	0.00	24.00

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A1 - Scenario A - AM
D5 - 2030 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:01:38	16/01/2026 11:01:38	0.59	08:00	60	33.96	2.10	38.18	2/1	0	0	2/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	179	179
2	1	252	252
3	1	252	252
4	1	179	179

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	252
	2	179	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	252
	2		2	1	1/1, 4/1	Normal	179

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

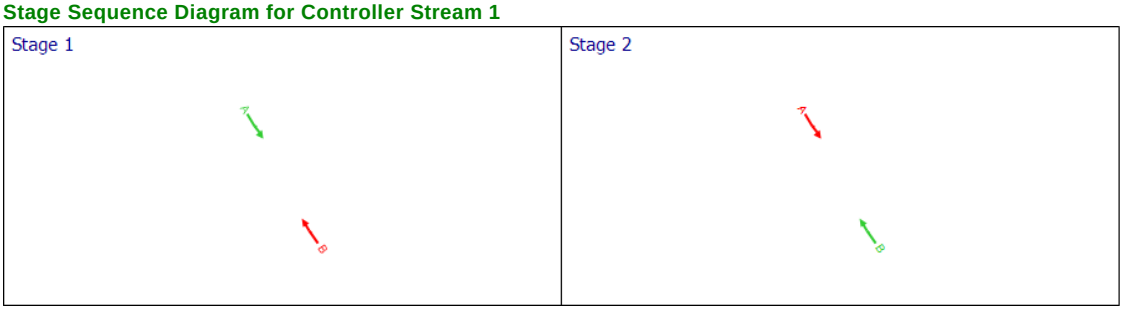
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

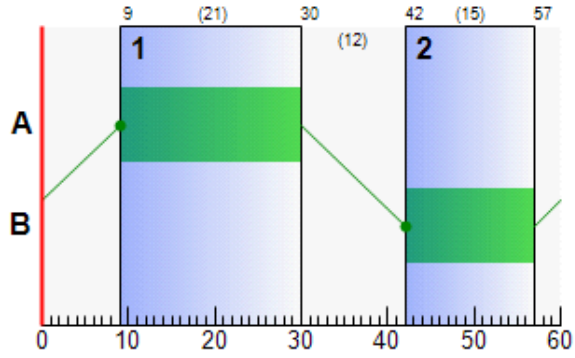
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:01:38	16/01/2026 11:01:38	0.59	08:00	60	33.96	2.10	38.18	2/1	0	0	2/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	38	136	862	156	8.77	29.81	4.15	33.96

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	179	1800	15	0.00	37	141	36.22	20.15	81.69	2.50	
2	1		1	1	A	252	1800	21	0.00	38	136	33.04	15.68	73.40	3.20	
3	1					252	Unrestricted	60	13.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					179	Unrestricted	60	20.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	232.54	9.85	23.61	2.10	29.81	4.15	0.00	33.96
Bus								
Tram								
Pedestrians								
TOTAL	232.54	9.85	23.61	2.10	29.81	4.15	0.00	33.96

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

A1 - Scenario A - AM
D7 - 2035 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:01:38	16/01/2026 11:01:38	0.63	08:00	60	24.71	1.52	30.63	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	147	147
2	1	184	184
3	1	184	184
4	1	147	147

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	184
	2	147	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	184
	2		2	1	1/1, 4/1	Normal	147

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

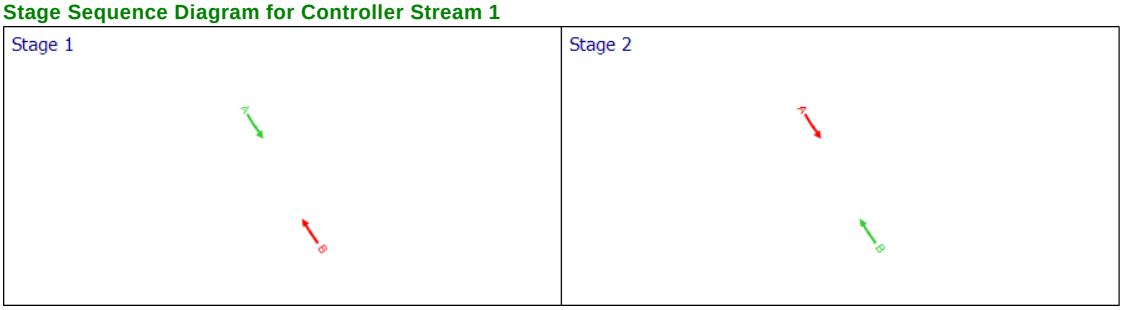
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

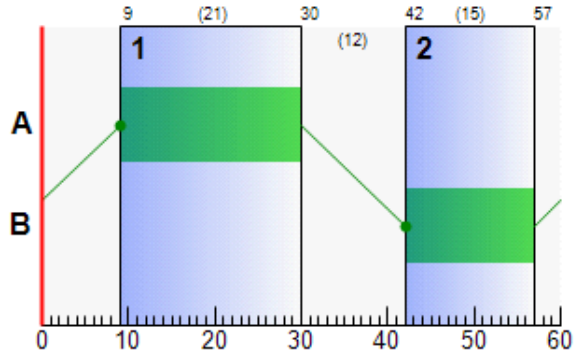
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:01:38	16/01/2026 11:01:38	0.63	08:00	60	24.71	1.52	30.63	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	31	194	662	156	8.29	21.65	3.06	24.71

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	147	1800	15	0.00	31	194	35.30	19.23	79.10	1.99	
2	1		1	1	A	184	1800	21	0.00	28	223	31.83	14.47	69.44	2.20	
3	1					184	Unrestricted	60	18.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					147	Unrestricted	60	23.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	178.60	7.48	23.88	1.52	21.65	3.06	0.00	24.71
Bus								
Tram								
Pedestrians								
TOTAL	178.60	7.48	23.88	1.52	21.65	3.06	0.00	24.71

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

A1 - Scenario A - AM
D9 - 2035 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:01:38	16/01/2026 11:01:38	0.68	08:00	60	34.79	2.15	38.79	2/1	0	0	2/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	183	183
2	1	256	256
3	1	256	256
4	1	183	183

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	256
	2	183	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	256
	2		2	1	1/1, 4/1	Normal	183

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

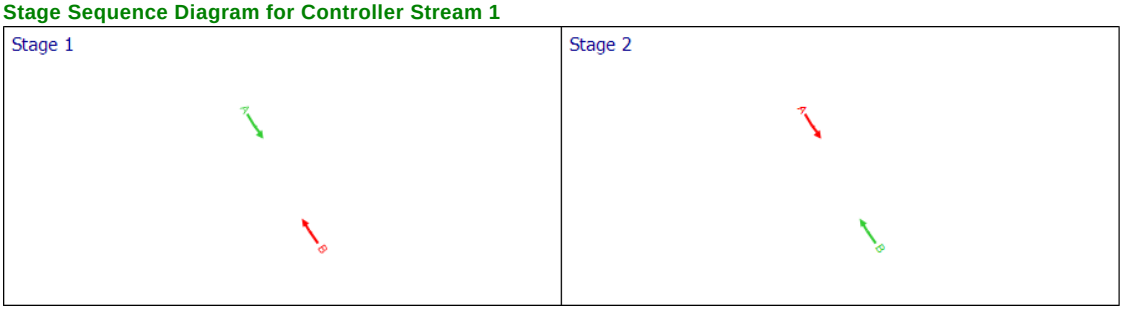
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

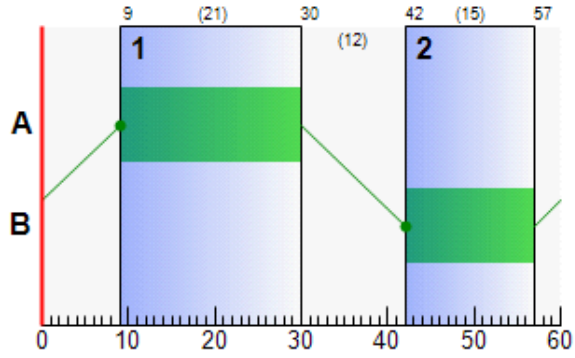
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:01:38	16/01/2026 11:01:38	0.68	08:00	60	34.79	2.15	38.79	2/1	0	0	2/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	39	132	878	156	8.82	30.54	4.24	34.79

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	183	1800	15	0.00	38	136	36.34	20.26	81.83	2.56	
2	1		1	1	A	256	1800	21	0.00	39	132	33.12	15.76	73.67	3.25	
3	1					256	Unrestricted	60	13.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					183	Unrestricted	60	20.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	236.86	10.05	23.58	2.15	30.54	4.24	0.00	34.79
Bus								
Tram								
Pedestrians								
TOTAL	236.86	10.05	23.58	2.15	30.54	4.24	0.00	34.79

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A1 - Scenario A - AM
D11 - 2045 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:01:38	16/01/2026 11:01:38	0.71	08:00	60	26.27	1.62	32.29	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	155	155
2	1	193	193
3	1	193	193
4	1	155	155

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	193
	2	155	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	193
	2		2	1	1/1, 4/1	Normal	155

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

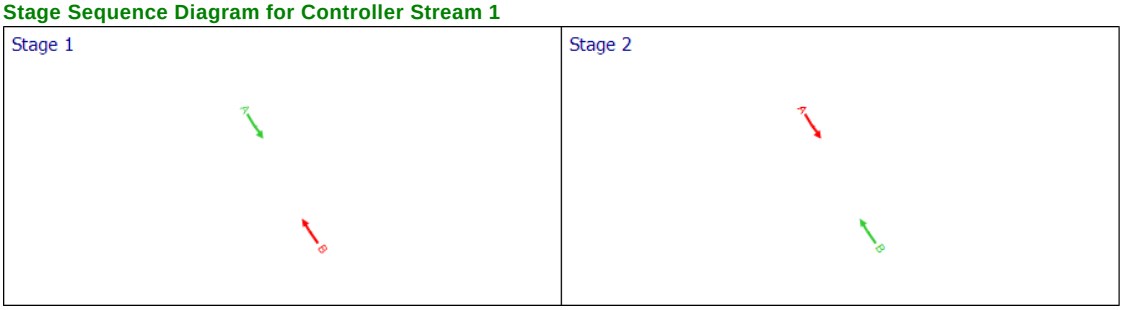
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

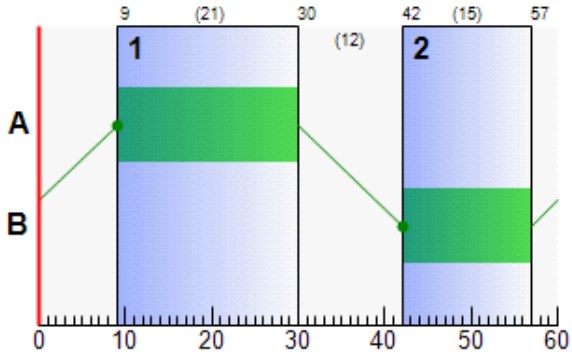
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:01:38	16/01/2026 11:01:38	0.71	08:00	60	26.27	1.62	32.29	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	32	179	696	156	8.39	23.02	3.25	26.27

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	155	1800	15	0.00	32	179	35.52	19.45	80.38	2.14	
2	1		1	1	A	193	1800	21	0.00	29	208	31.98	14.62	69.75	2.31	
3	1					193	Unrestricted	60	17.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					155	Unrestricted	60	22.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	187.77	7.88	23.83	1.62	23.02	3.25	0.00	26.27
Bus								
Tram								
Pedestrians								
TOTAL	187.77	7.88	23.83	1.62	23.02	3.25	0.00	26.27

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

A1 - Scenario A - AM
D13 - 2045 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:01:38	16/01/2026 11:01:38	0.45	08:00	60	36.59	2.26	40.15	2/1	0	0	2/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	191	191
2	1	265	265
3	1	265	265
4	1	191	191

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	265
	2	191	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	265
	2		2	1	1/1, 4/1	Normal	191

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

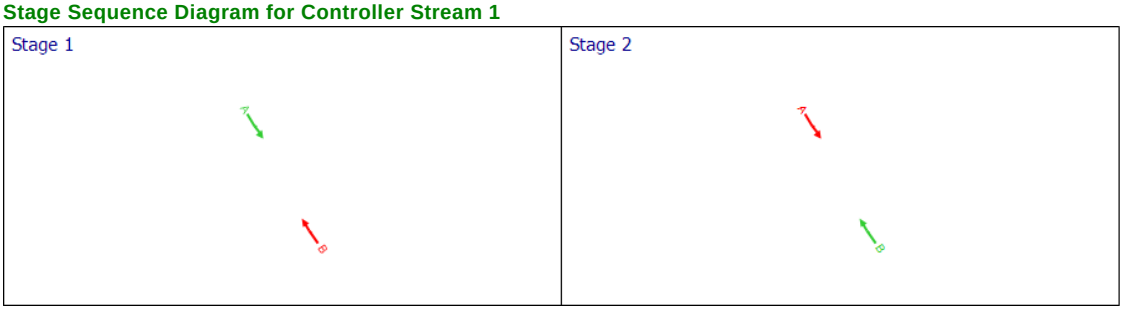
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

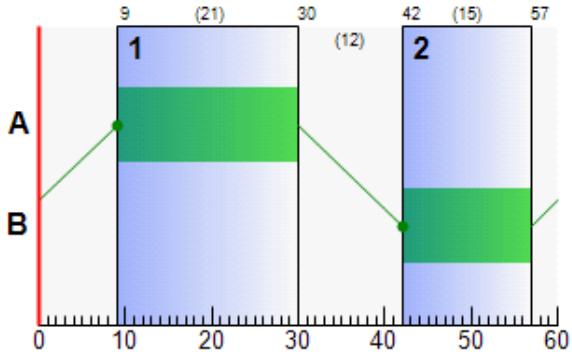
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:01:38	16/01/2026 11:01:38	0.45	08:00	60	36.59	2.26	40.15	2/1	0	0	2/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	40	124	912	156	8.93	32.14	4.46	36.59

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	191	1800	15	0.00	40	126	36.60	20.53	83.26	2.73	
2	1		1	1	A	265	1800	21	0.00	40	124	33.30	15.95	74.10	3.37	
3	1					265	Unrestricted	60	12.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					191	Unrestricted	60	19.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	246.03	10.46	23.51	2.26	32.14	4.46	0.00	36.59
Bus								
Tram								
Pedestrians								
TOTAL	246.03	10.46	23.51	2.26	32.14	4.46	0.00	36.59

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D2 - 2025 BASELINE, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:01:38	16/01/2026 11:01:38	0.82	17:00	60	13.18	0.81	24.17	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2025 BASELINE	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	116	116
2	1	62	62
3	1	62	62
4	1	116	116

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	62
	2	116	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	62
	2		2	1	1/1, 4/1	Normal	116

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

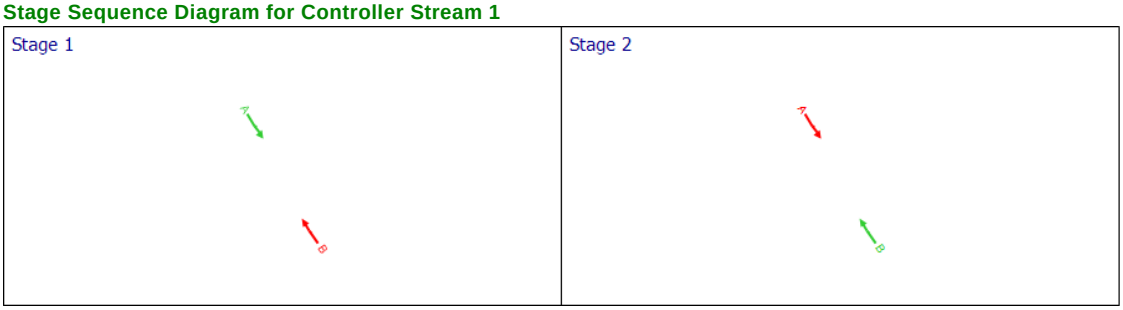
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

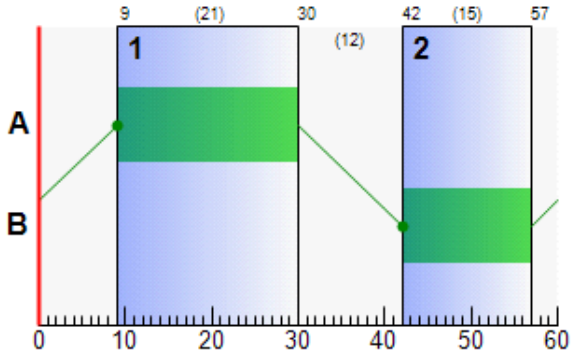
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:01:38	16/01/2026 11:01:38	0.82	17:00	60	13.18	0.81	24.17	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	24	272	356	156	8.24	11.57	1.61	13.18

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic	Name	Traffic	Controller	Phase	Calculated flow	Calculated sat flow	Actual green	Wasted time total (s cycle))	Degree of saturation	Practical reserve	JourneyTime	Mean Delay per (s)	Mean stops per (%)	Mean max	D wei
1	1		1	1	B	116	1800	15	0.00	24	272	34.51	18.44	77.08	1.55	
2	1		1	1	A	62	1800	21	0.00	9	858	30.15	12.80	63.50	0.68	
3	1					62	Unrestricted	60	33.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					116	Unrestricted	60	27.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	96.08	4.02	23.92	0.81	11.57	1.61	0.00	13.18
Bus								
Tram								
Pedestrians								
TOTAL	96.08	4.02	23.92	0.81	11.57	1.61	0.00	13.18

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D4 - 2030 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:01:38	16/01/2026 11:01:38	0.96	17:00	60	19.88	1.23	34.58	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	166	166
2	1	88	88
3	1	88	88
4	1	166	166

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	88
	2	166	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	88
	2		2	1	1/1, 4/1	Normal	166

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

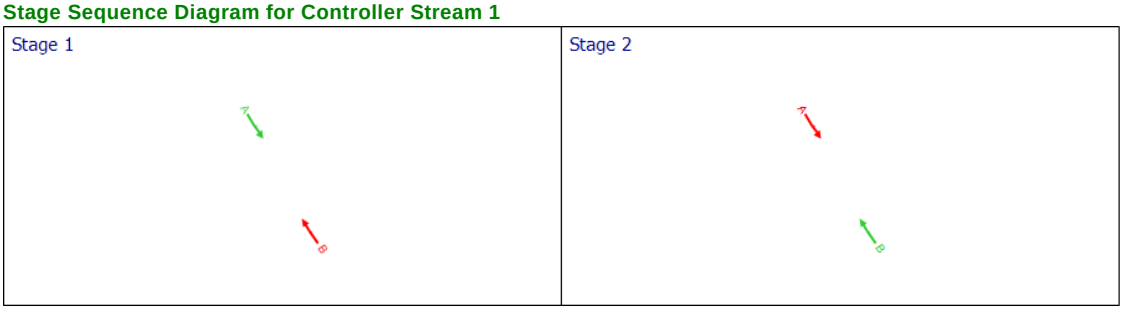
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

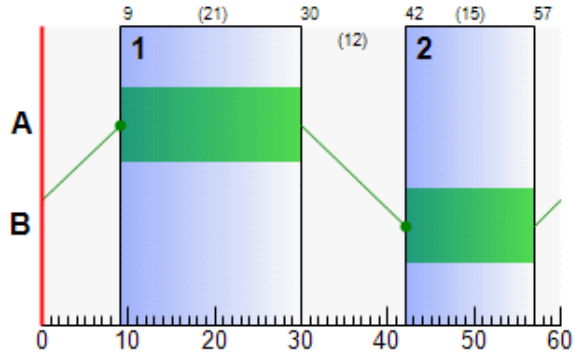
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:01:38	16/01/2026 11:01:38	0.96	17:00	60	19.88	1.23	34.58	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	35	160	508	156	8.73	17.48	2.39	19.88

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	166	1800	15	0.00	35	160	35.84	19.77	81.15	2.30	
2	1		1	1	A	88	1800	21	0.00	13	575	30.43	13.08	63.73	0.96	
3	1					88	Unrestricted	60	28.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					166	Unrestricted	60	21.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	137.10	5.80	23.63	1.23	17.48	2.39	0.00	19.88
Bus								
Tram								
Pedestrians								
TOTAL	137.10	5.80	23.63	1.23	17.48	2.39	0.00	19.88

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

A2 - Scenario A - PM
D6 - 2030 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:01:38	16/01/2026 11:01:39	1.02	17:00	60	29.86	1.86	47.29	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	227	227
2	1	127	127
3	1	127	127
4	1	227	227

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	127
	2	227	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	127
	2		2	1	1/1, 4/1	Normal	227

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

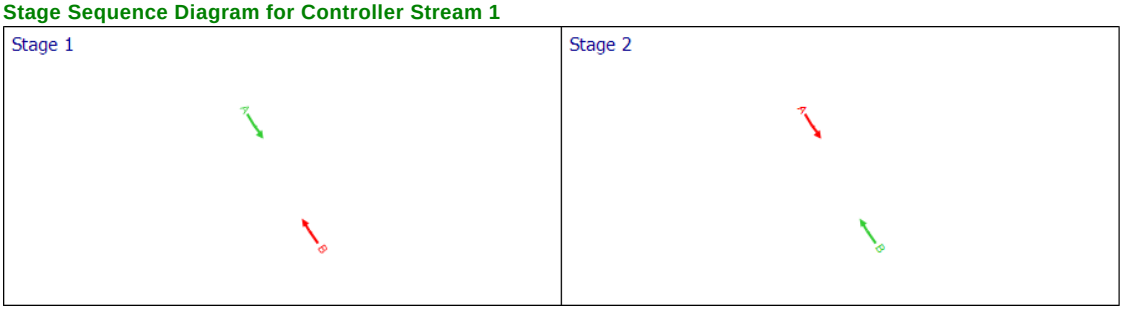
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

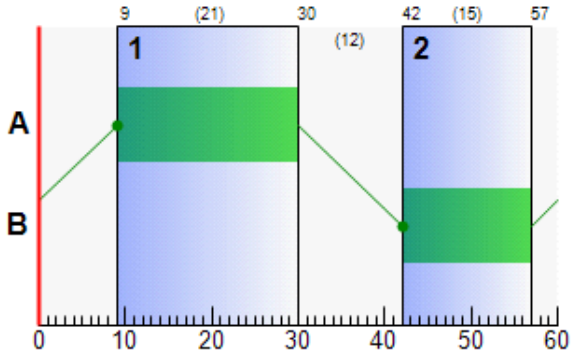
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:01:38	16/01/2026 11:01:39	1.02	17:00	60	29.86	1.86	47.29	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	47	90	708	156	9.44	26.35	3.51	29.86

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	227	1800	15	0.00	47	90	37.89	21.82	86.45	3.36	
2	1		1	1	A	127	1800	21	0.00	19	368	30.96	13.61	65.77	1.43	
3	1					127	Unrestricted	60	23.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					227	Unrestricted	60	16.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	191.07	8.22	23.23	1.86	26.35	3.51	0.00	29.86
Bus								
Tram								
Pedestrians								
TOTAL	191.07	8.22	23.23	1.86	26.35	3.51	0.00	29.86

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

A2 - Scenario A - PM
D8 - 2035 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:01:39	16/01/2026 11:01:39	0.05	17:00	60	20.44	1.27	35.42	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	170	170
2	1	90	90
3	1	90	90
4	1	170	170

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	90
	2	170	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	90
	2		2	1	1/1, 4/1	Normal	170

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

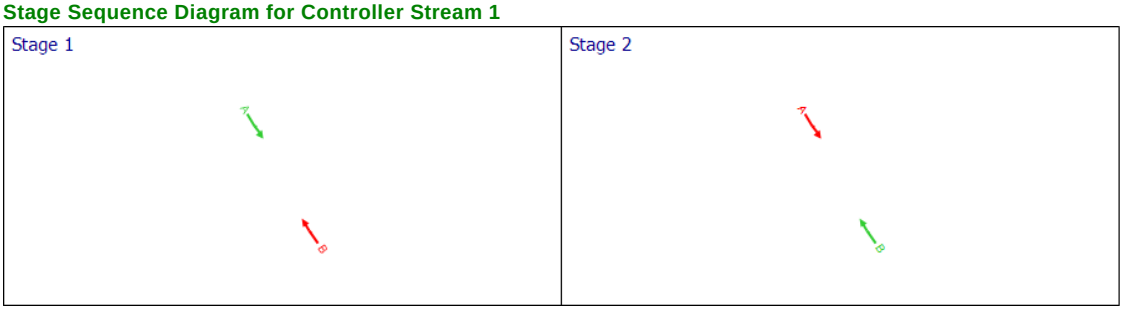
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

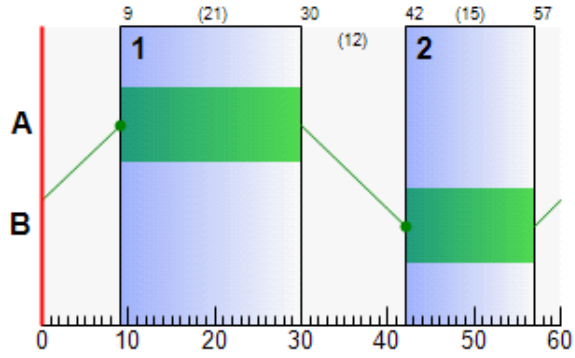
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:01:39	16/01/2026 11:01:39	0.05	17:00	60	20.44	1.27	35.42	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	35	154	520	156	8.77	17.98	2.45	20.44

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	170	1800	15	0.00	35	154	35.96	19.89	81.33	2.36	
2	1		1	1	A	90	1800	21	0.00	14	560	30.45	13.10	63.74	0.99	
3	1					90	Unrestricted	60	28.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					170	Unrestricted	60	21.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	140.34	5.94	23.61	1.27	17.98	2.45	0.00	20.44
Bus								
Tram								
Pedestrians								
TOTAL	140.34	5.94	23.61	1.27	17.98	2.45	0.00	20.44

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D10 - 2035 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:01:39	16/01/2026 11:01:39	0.11	17:00	60	30.54	1.90	48.13	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	231	231
2	1	129	129
3	1	129	129
4	1	231	231

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	129
	2	231	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	129
	2		2	1	1/1, 4/1	Normal	231

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

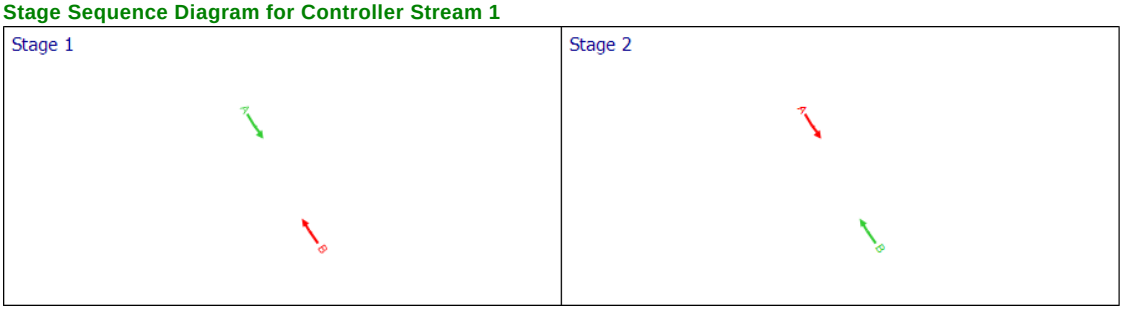
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

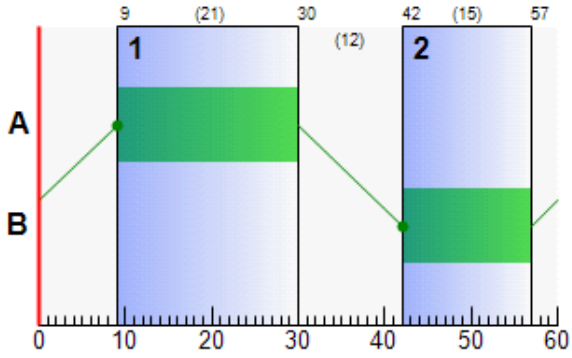
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:01:39	16/01/2026 11:01:39	0.11	17:00	60	30.54	1.90	48.13	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	48	87	720	156	9.49	26.97	3.58	30.54

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	231	1800	15	0.00	48	87	38.05	21.98	86.76	3.43	
2	1		1	1	A	129	1800	21	0.00	20	360	30.99	13.63	65.80	1.46	
3	1					129	Unrestricted	60	23.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					231	Unrestricted	60	16.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	194.31	8.38	23.20	1.90	26.97	3.58	0.00	30.54
Bus								
Tram								
Pedestrians								
TOTAL	194.31	8.38	23.20	1.90	26.97	3.58	0.00	30.54

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D12 - 2045 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:01:39	16/01/2026 11:01:39	0.14	17:00	60	21.66	1.34	37.08	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	178	178
2	1	95	95
3	1	95	95
4	1	178	178

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	95
	2	178	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	95
	2		2	1	1/1, 4/1	Normal	178

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

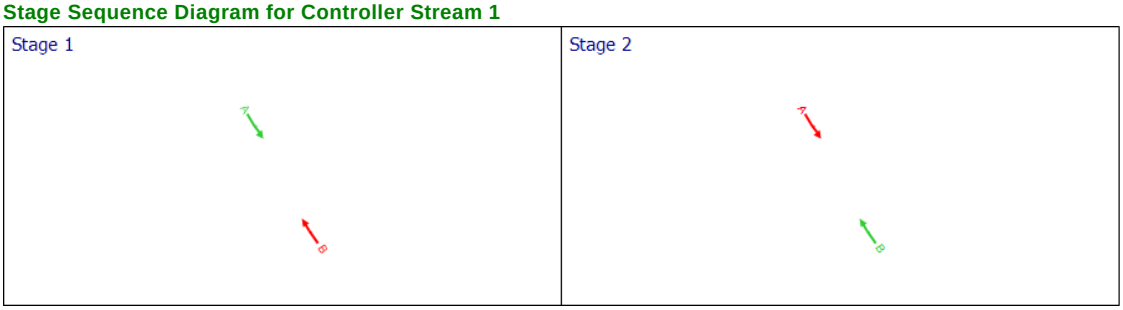
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

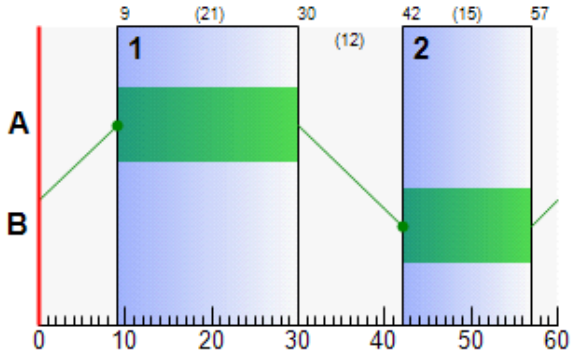
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:01:39	16/01/2026 11:01:39	0.14	17:00	60	21.66	1.34	37.08	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	37	143	546	156	8.85	19.06	2.60	21.66

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	178	1800	15	0.00	37	143	36.19	20.12	81.65	2.48	
2	1		1	1	A	95	1800	21	0.00	14	525	30.53	13.18	64.99	1.07	
3	1					95	Unrestricted	60	27.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					178	Unrestricted	60	20.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	147.35	6.25	23.56	1.34	19.06	2.60	0.00	21.66
Bus								
Tram								
Pedestrians								
TOTAL	147.35	6.25	23.56	1.34	19.06	2.60	0.00	21.66

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

A2 - Scenario A - PM
D14 - 2045 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:01:38	16/01/2026 11:01:38	0.78	17:00	60	36.59	2.26	40.15	2/1	0	0	2/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	191	191
2	1	265	265
3	1	265	265
4	1	191	191

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	265
	2	191	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	265
	2		2	1	1/1, 4/1	Normal	191

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 57	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

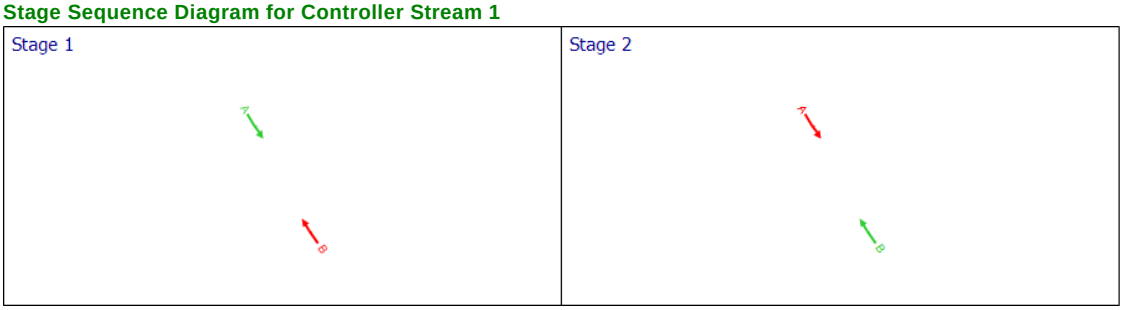
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	30	21	1	15
	2	✓	2	B	42	57	15	1	15

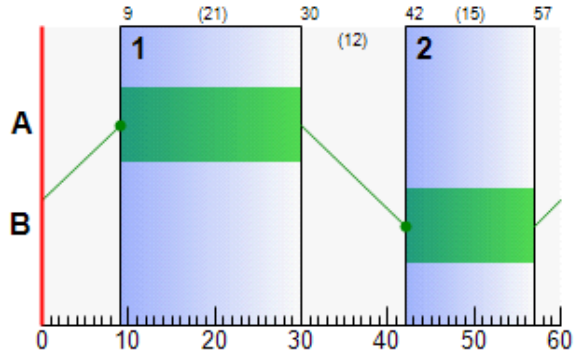
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	57	15
2	1	1	1	A	9	30	21

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:01:38	16/01/2026 11:01:38	0.78	17:00	60	36.59	2.26	40.15	2/1	0	0	2/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	40	124	912	156	8.93	32.14	4.46	36.59

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	191	1800	15	0.00	40	126	36.60	20.53	83.26	2.73	
2	1		1	1	A	265	1800	21	0.00	40	124	33.30	15.95	74.10	3.37	
3	1					265	Unrestricted	60	12.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					191	Unrestricted	60	19.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	246.03	10.46	23.51	2.26	32.14	4.46	0.00	36.59
Bus								
Tram								
Pedestrians								
TOTAL	246.03	10.46	23.51	2.26	32.14	4.46	0.00	36.59

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

TRANSYT 16

Version: 16.0.1.8473
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Filename: Stress Scenario_B - Shuttle Link AM&PM.t16
Path: N:\Projects\25\25-003 South Green Phase 2 Site O\Design\Civil\Traffic\2026-01 - Full TTA\Junction Modelling\Stress Scenario_B - Shuttle Link
Report generation date: 16/01/2026 11:27:56

»A1 - Scenario A - AM : D1 - 2025 BASELINE, AM :
»A1 - Scenario A - AM : D3 - 2030 DO NOTHING, AM :
»A1 - Scenario A - AM : D5 - 2030 DO SOMETHING, AM :
»A1 - Scenario A - AM : D7 - 2035 DO NOTHING, AM :
»A1 - Scenario A - AM : D9 - 2035 DO SOMETHING, AM :
»A1 - Scenario A - AM : D11 - 2045 DO NOTHING, AM :
»A1 - Scenario A - AM : D13 - 2045 DO SOMETHING, AM :
»A2 - Scenario A - PM : D2 - 2025 BASELINE, PM :
»A2 - Scenario A - PM : D4 - 2030 DO NOTHING, PM :
»A2 - Scenario A - PM : D6 - 2030 DO SOMETHING, PM :
»A2 - Scenario A - PM : D8 - 2035 DO NOTHING, PM :
»A2 - Scenario A - PM : D10 - 2035 DO SOMETHING, PM :
»A2 - Scenario A - PM : D12 - 2045 DO NOTHING, PM :
»A2 - Scenario A - PM : D14 - 2045 DO SOMETHING, PM :

Summary of network performance

	AM		
	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario A - AM - 2025 BASELINE		
Network	1.64	36% (TS 1/1)	0 (0%)
	Scenario A - AM - 2030 DO NOTHING		
Network	2.56	46% (TS 1/1)	0 (0%)
	Scenario A - AM - 2030 DO SOMETHING		
Network	3.64	56% (TS 2/1)	0 (0%)
	Scenario A - AM - 2035 DO NOTHING		
Network	2.34	45% (TS 1/1)	0 (0%)
	Scenario A - AM - 2035 DO SOMETHING		
Network	3.35	53% (TS 1/1)	0 (0%)
	Scenario A - AM - 2045 DO NOTHING		
Network	2.82	50% (TS 1/1)	0 (0%)
	Scenario A - AM - 2045 DO SOMETHING		
Network	3.98	58% (TS 2/1)	0 (0%)

	PM		
	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated
	Scenario A - PM - 2025 BASELINE		
Network	1.05	23% (TS 1/1)	0 (0%)
	Scenario A - PM - 2030 DO NOTHING		
Network	1.82	37% (TS 1/1)	0 (0%)
	Scenario A - PM - 2030 DO SOMETHING		
Network	2.67	49% (TS 1/1)	0 (0%)
	Scenario A - PM - 2035 DO NOTHING		
Network	1.61	34% (TS 1/1)	0 (0%)
	Scenario A - PM - 2035 DO SOMETHING		
Network	2.41	46% (TS 1/1)	0 (0%)
	Scenario A - PM - 2045 DO NOTHING		
Network	1.97	40% (TS 1/1)	0 (0%)
	Scenario A - PM - 2045 DO SOMETHING		
Network	2.85	51% (TS 1/1)	0 (0%)

File summary

File description

File title	Suttle Link - Stress Scenario
Location	Southgreen Road Railway Overpass, Co. Kildare
Site number	09
UTCRegion	
Driving side	Left
Date	16/01/2026
Version	3
Status	(new file)
Identifier	
Client	Pousterle Limited
Jobnumber	25-003
Enumerator	DOMAIN\f.demaio
Description	Scenario B

Model and Results

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

Units

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

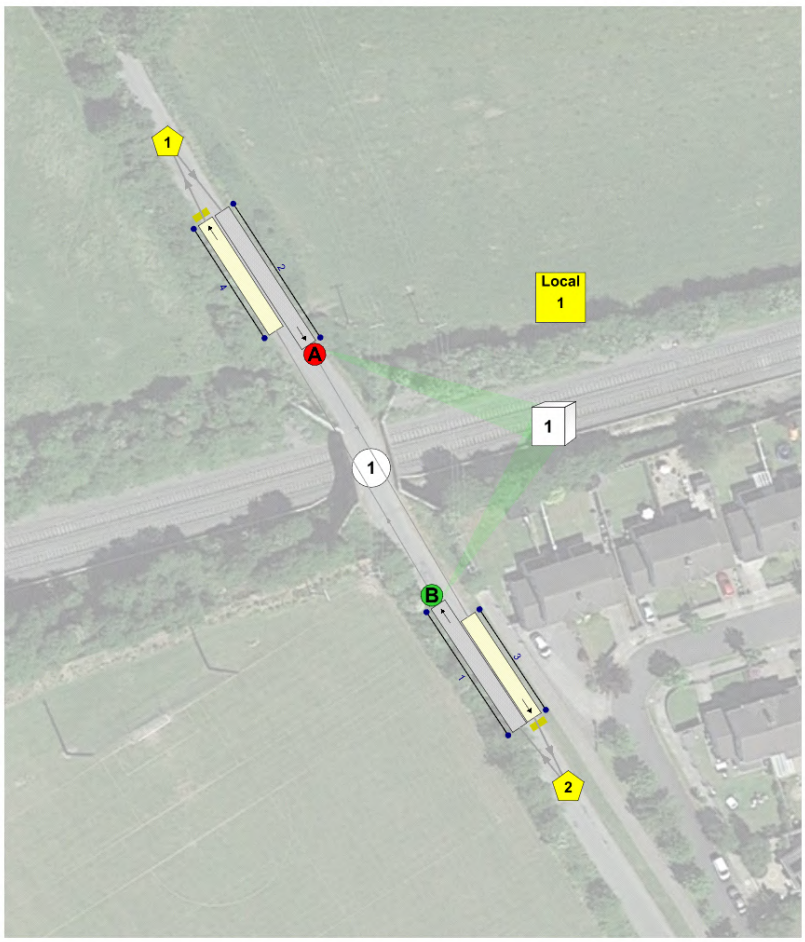
Sorting

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

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	3.00	999	200	-1	3	60	✓			0	0	0.00

Network Diagrams



Suttle Link - Stress Scenario
Cycletime 0s / 60s
Timesteps 59 / 60
2, 14
Diagram produced using TRANSYT 16.0.1.8473

A1 - Scenario A - AM
D1 - 2025 BASELINE, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:25:02	16/01/2026 11:25:02	0.09	08:00	60	26.49	1.64	36.48	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2025 BASELINE	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	197	197
2	1	146	146
3	1	146	146
4	1	197	197

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	146
	2	197	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	146
	2		2	1	1/1, 4/1	Normal	197

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 59	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

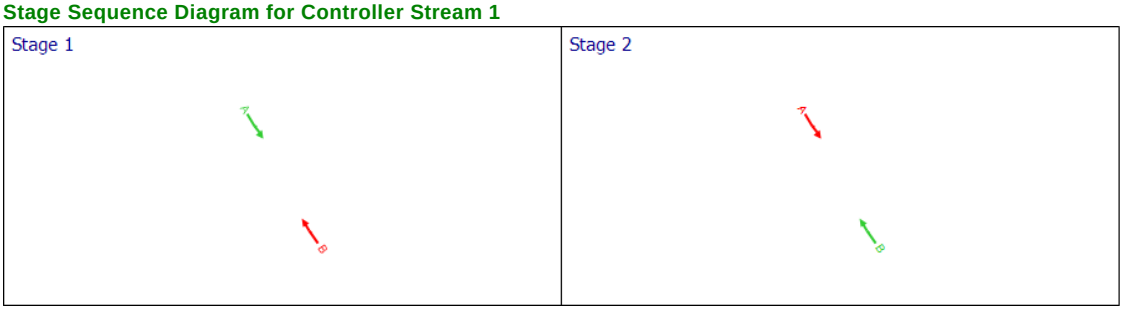
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	11	30	19	1	15
	2	✓	2	B	42	59	17	1	15

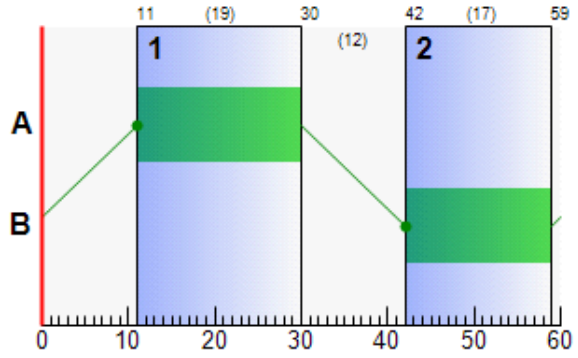
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	59	17
2	1	1	1	A	11	30	19

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:25:02	16/01/2026 11:25:02	0.09	08:00	60	26.49	1.64	36.48	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	36	147	686	156	8.59	23.24	3.25	26.49

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	197	1800	17	0.00	36	147	34.50	18.42	78.85	2.68	
2	1		1	1	A	146	1800	19	0.00	24	270	32.85	15.50	71.23	1.78	
3	1					146	Unrestricted	60	22.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					197	Unrestricted	60	18.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	185.11	7.81	23.71	1.64	23.24	3.25	0.00	26.49
Bus								
Tram								
Pedestrians								
TOTAL	185.11	7.81	23.71	1.64	23.24	3.25	0.00	26.49

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

A1 - Scenario A - AM
D3 - 2030 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:25:02	16/01/2026 11:25:02	0.12	08:00	60	41.35	2.56	46.30	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	250	250
2	1	243	243
3	1	243	243
4	1	250	250

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	243
	2	250	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	243
	2		2	1	1/1, 4/1	Normal	250

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 59	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

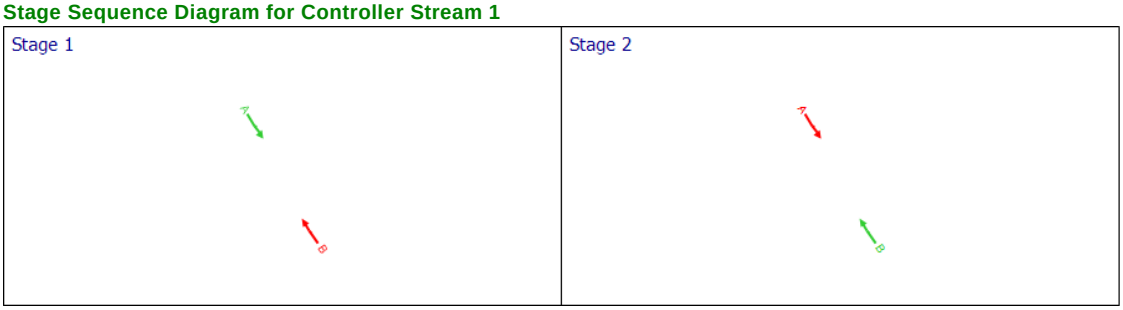
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	11	30	19	1	15
	2	✓	2	B	42	59	17	1	15

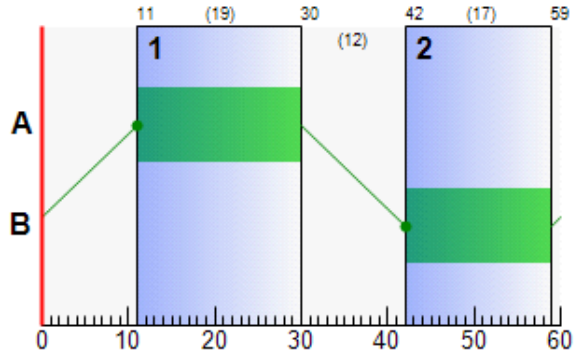
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	59	17
2	1	1	1	A	11	30	19

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:25:02	16/01/2026 11:25:02	0.12	08:00	60	41.35	2.56	46.30	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	46	94	986	156	9.36	36.40	4.95	41.35

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	250	1800	17	0.00	46	94	36.01	19.94	82.60	3.53	
2	1		1	1	A	243	1800	19	0.00	41	122	34.81	17.46	77.45	3.24	
3	1					243	Unrestricted	60	14.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					250	Unrestricted	60	14.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	266.04	11.43	23.27	2.56	36.40	4.95	0.00	41.35
Bus								
Tram								
Pedestrians								
TOTAL	266.04	11.43	23.27	2.56	36.40	4.95	0.00	41.35

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A1 - Scenario A - AM
D5 - 2030 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:25:02	16/01/2026 11:25:02	0.18	08:00	60	58.51	3.64	56.00	2/1	0	0	2/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	294	294
2	1	336	336
3	1	336	336
4	1	294	294

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	336
	2	294	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	336
	2		2	1	1/1, 4/1	Normal	294

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 59	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

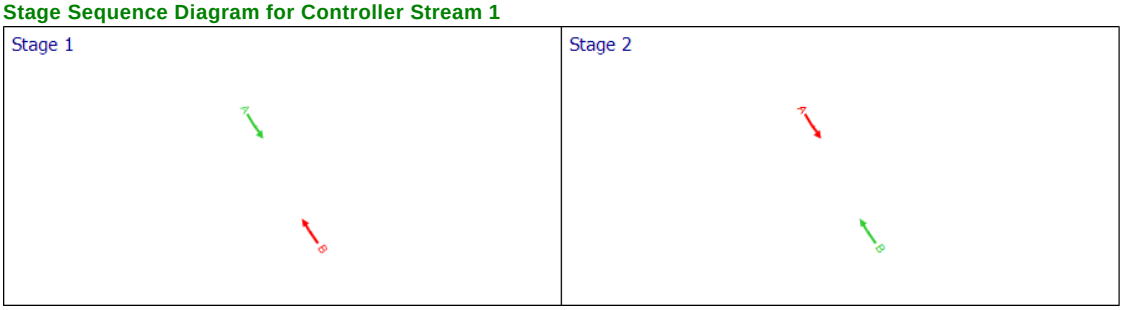
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	11	30	19	1	15
	2	✓	2	B	42	59	17	1	15

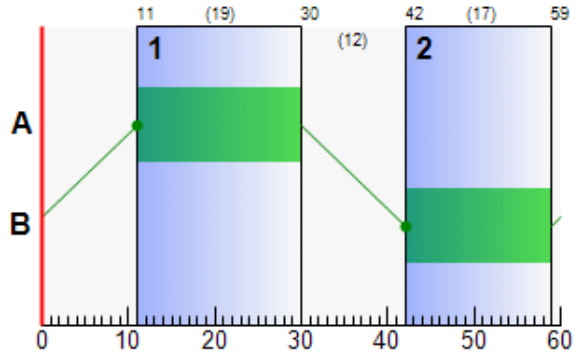
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	59	17
2	1	1	1	A	11	30	19

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:25:02	16/01/2026 11:25:02	0.18	08:00	60	58.51	3.64	56.00	2/1	0	0	2/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	56	61	1260	156	10.41	51.73	6.78	58.51

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	294	1800	17	0.00	54	65	37.60	21.53	87.04	4.41	
2	1		1	1	A	336	1800	19	0.00	56	61	37.55	20.19	84.85	4.93	
3	1					336	Unrestricted	60	9.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					294	Unrestricted	60	11.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	339.94	14.97	22.70	3.64	51.73	6.78	0.00	58.51
Bus								
Tram								
Pedestrians								
TOTAL	339.94	14.97	22.70	3.64	51.73	6.78	0.00	58.51

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A1 - Scenario A - AM
D7 - 2035 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:25:02	16/01/2026 11:25:02	0.23	08:00	60	37.79	2.34	44.81	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	242	242
2	1	217	217
3	1	217	217
4	1	242	242

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	217
	2	242	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	217
	2		2	1	1/1, 4/1	Normal	242

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 59	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

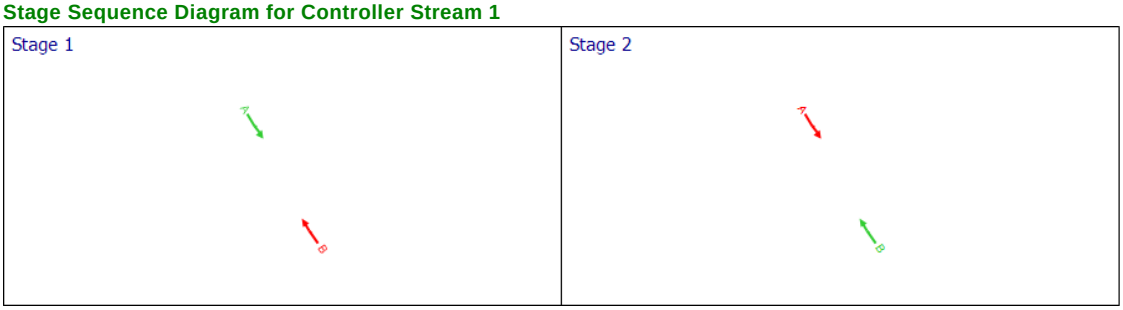
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	11	30	19	1	15
	2	✓	2	B	42	59	17	1	15

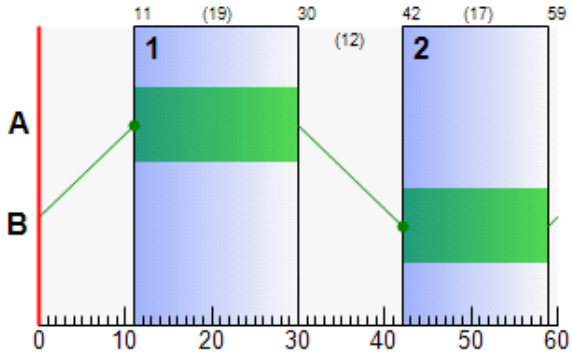
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	59	17
2	1	1	1	A	11	30	19

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:25:02	16/01/2026 11:25:02	0.23	08:00	60	37.79	2.34	44.81	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	45	101	918	156	9.18	33.24	4.55	37.79

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	242	1800	17	0.00	45	101	35.76	19.69	82.20	3.41	
2	1		1	1	A	217	1800	19	0.00	36	149	34.23	16.87	75.58	2.81	
3	1					217	Unrestricted	60	16.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					242	Unrestricted	60	14.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	247.70	10.60	23.37	2.34	33.24	4.55	0.00	37.79
Bus								
Tram								
Pedestrians								
TOTAL	247.70	10.60	23.37	2.34	33.24	4.55	0.00	37.79

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A1 - Scenario A - AM
D9 - 2035 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:25:02	16/01/2026 11:25:02	0.30	08:00	60	53.82	3.35	52.96	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	286	286
2	1	310	310
3	1	310	310
4	1	286	286

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	310
	2	286	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	310
	2		2	1	1/1, 4/1	Normal	286

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 59	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

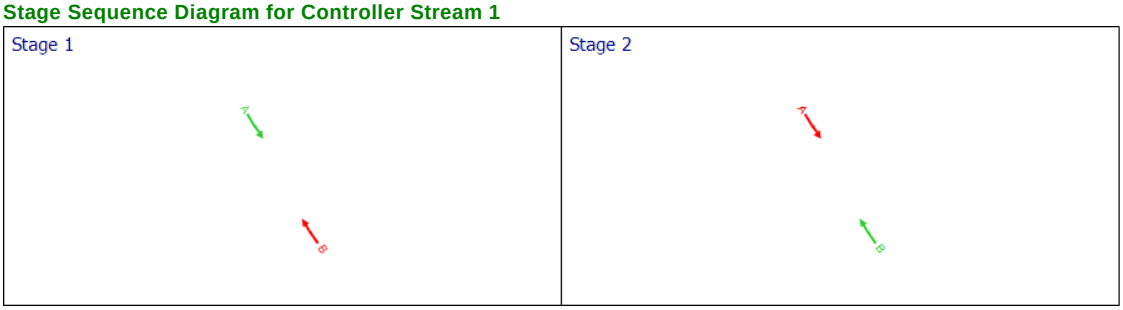
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	11	30	19	1	15
	2	✓	2	B	42	59	17	1	15

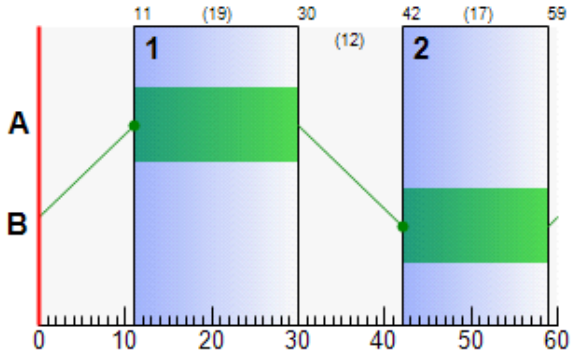
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	59	17
2	1	1	1	A	11	30	19

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:25:02	16/01/2026 11:25:02	0.30	08:00	60	53.82	3.35	52.96	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	53	70	1192	156	10.11	47.53	6.28	53.82

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	286	1800	17	0.00	53	70	37.28	21.21	85.69	4.19	
2	1		1	1	A	310	1800	19	0.00	52	74	36.66	19.31	82.62	4.41	
3	1					310	Unrestricted	60	10.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					286	Unrestricted	60	12.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	321.60	14.07	22.86	3.35	47.53	6.28	0.00	53.82
Bus								
Tram								
Pedestrians								
TOTAL	321.60	14.07	22.86	3.35	47.53	6.28	0.00	53.82

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

A1 - Scenario A - AM
D11 - 2045 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:25:02	16/01/2026 11:25:02	0.33	08:00	60	45.50	2.82	50.00	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	270	270
2	1	258	258
3	1	258	258
4	1	270	270

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	258
	2	270	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	258
	2		2	1	1/1, 4/1	Normal	270

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 59	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

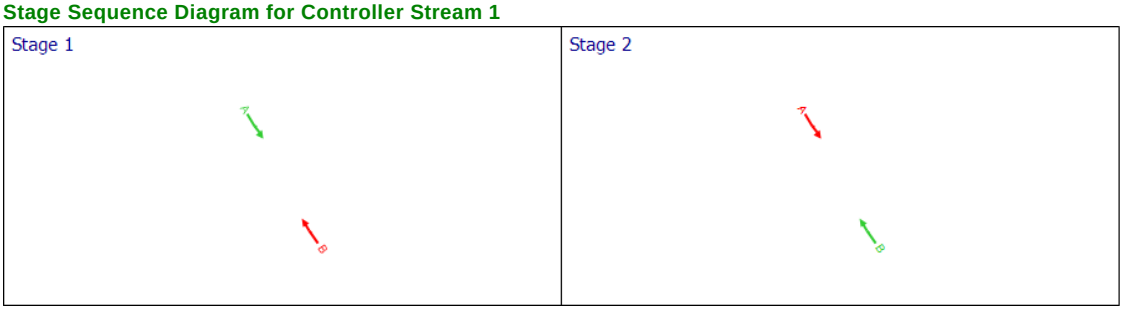
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	11	30	19	1	15
	2	✓	2	B	42	59	17	1	15

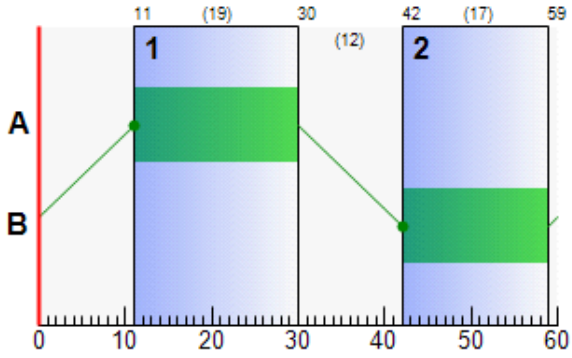
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	59	17
2	1	1	1	A	11	30	19

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:25:02	16/01/2026 11:25:02	0.33	08:00	60	45.50	2.82	50.00	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	50	80	1056	156	9.63	40.11	5.40	45.50

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	270	1800	17	0.00	50	80	36.69	20.62	84.71	3.92	
2	1		1	1	A	258	1800	19	0.00	43	109	35.18	17.83	78.23	3.46	
3	1					258	Unrestricted	60	13.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					270	Unrestricted	60	13.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	284.92	12.32	23.12	2.82	40.11	5.40	0.00	45.50
Bus								
Tram								
Pedestrians								
TOTAL	284.92	12.32	23.12	2.82	40.11	5.40	0.00	45.50

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A1 - Scenario A - AM
D13 - 2045 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:25:01	16/01/2026 11:25:02	1.04	08:00	60	63.78	3.98	58.50	2/1	0	0	2/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - AM			✓	D1,D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	314	314
2	1	351	351
3	1	351	351
4	1	314	314

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	351
	2	314	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	351
	2		2	1	1/1, 4/1	Normal	314

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 59	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

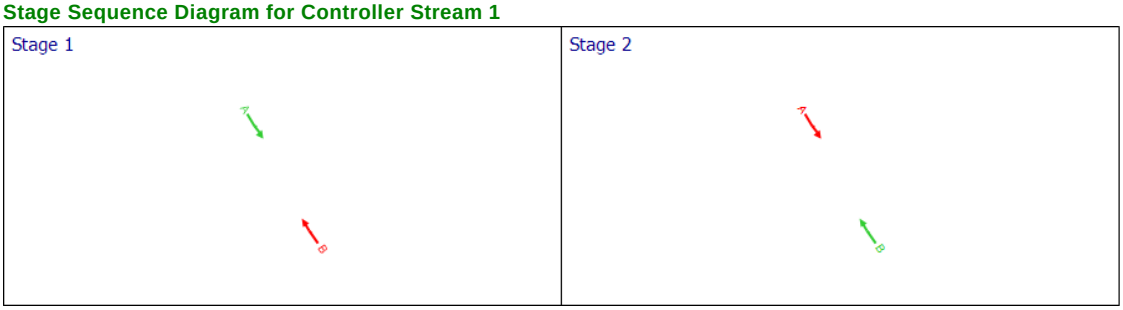
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	11	30	19	1	15
	2	✓	2	B	42	59	17	1	15

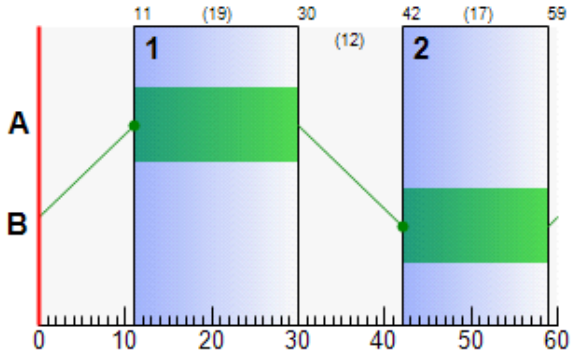
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	59	17
2	1	1	1	A	11	30	19

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	16/01/2026 11:25:01	16/01/2026 11:25:02	1.04	08:00	60	63.78	3.98	58.50	2/1	0	0	2/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	59	54	1330	156	10.77	56.50	7.29	63.78

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	314	1800	17	0.00	58	55	38.47	22.40	88.68	4.76	
2	1		1	1	A	351	1800	19	0.00	59	54	38.12	20.77	86.20	5.19	
3	1					351	Unrestricted	60	8.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					314	Unrestricted	60	10.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	358.83	15.94	22.51	3.98	56.50	7.29	0.00	63.78
Bus								
Tram								
Pedestrians								
TOTAL	358.83	15.94	22.51	3.98	56.50	7.29	0.00	63.78

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D2 - 2025 BASELINE, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:25:02	16/01/2026 11:25:02	0.45	17:00	60	17.01	1.05	23.48	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2025 BASELINE	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	155	155
2	1	89	89
3	1	89	89
4	1	155	155

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	89
	2	155	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	89
	2		2	1	1/1, 4/1	Normal	155

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

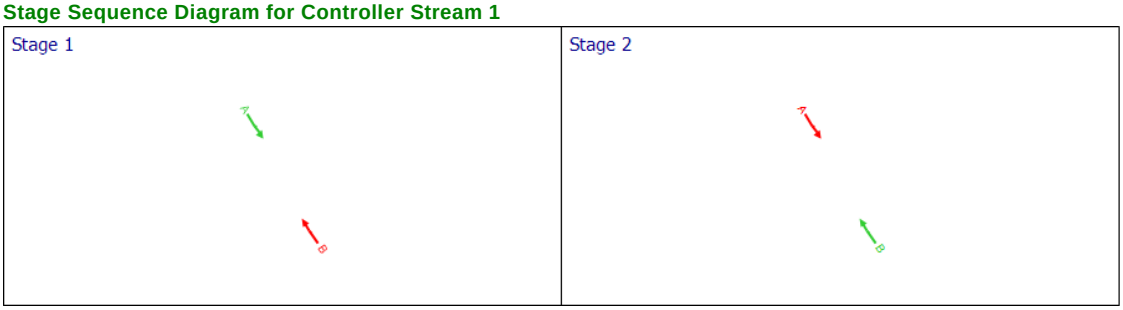
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

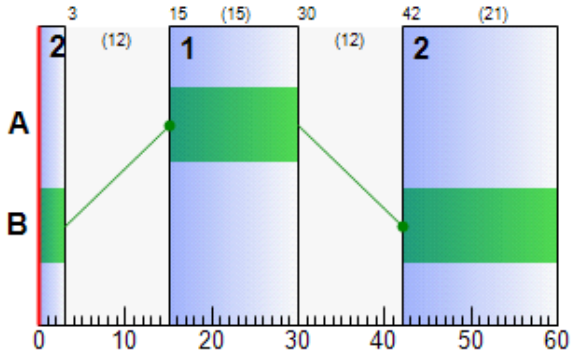
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:25:02	16/01/2026 11:25:02	0.45	17:00	60	17.01	1.05	23.48	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	23	283	488	156	7.71	14.84	2.16	17.01

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic	Name	Traffic	Controller	Phase	Calculated flow	Calculated sat flow	Actual green	Wasted time total (s cycle))	Degree of saturation	Practical reserve	JourneyTime	Mean Delay per (s)	Mean stops per (%)	Mean max	D wei
1	1		1	1	B	155	1800	21	0.00	23	283	30.10	14.02	67.69	1.80	
2	1		1	1	A	89	1800	15	0.00	19	385	35.21	17.86	76.02	1.16	
3	1					89	Unrestricted	60	31.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					155	Unrestricted	60	20.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	131.70	5.44	24.23	1.05	14.84	2.16	0.00	17.01
Bus								
Tram								
Pedestrians								
TOTAL	131.70	5.44	24.23	1.05	14.84	2.16	0.00	17.01

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D4 - 2030 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:25:02	16/01/2026 11:25:02	0.49	17:00	60	29.54	1.82	37.12	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	245	245
2	1	144	144
3	1	144	144
4	1	245	245

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	144
	2	245	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	144
	2		2	1	1/1, 4/1	Normal	245

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

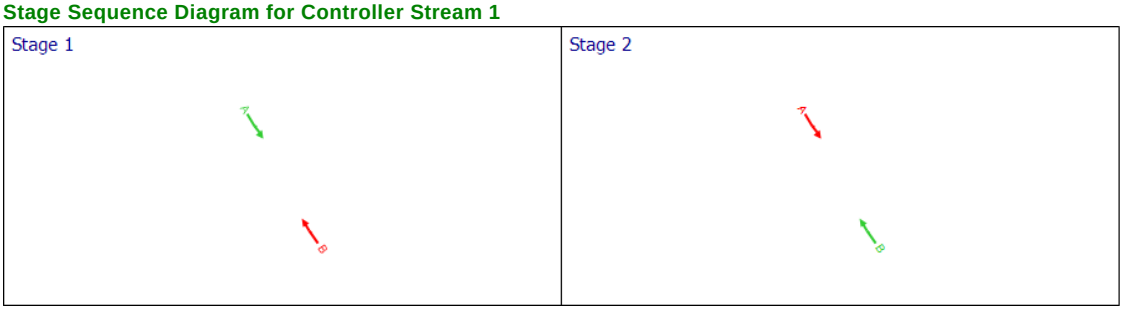
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

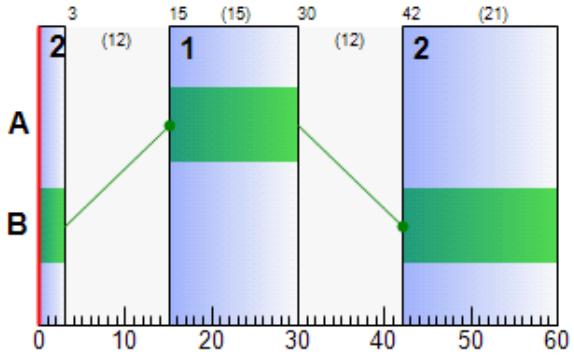
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:25:02	16/01/2026 11:25:02	0.49	17:00	60	29.54	1.82	37.12	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	37	142	778	156	8.44	25.89	3.65	29.54

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	245	1800	21	0.00	37	142	31.61	15.54	72.30	3.04	
2	1		1	1	A	144	1800	15	0.00	30	200	36.51	19.15	79.02	1.94	
3	1					144	Unrestricted	60	24.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					245	Unrestricted	60	13.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	209.96	8.82	23.80	1.82	25.89	3.65	0.00	29.54
Bus								
Tram								
Pedestrians								
TOTAL	209.96	8.82	23.80	1.82	25.89	3.65	0.00	29.54

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

A2 - Scenario A - PM
D6 - 2030 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:25:02	16/01/2026 11:25:02	0.54	17:00	60	43.12	2.67	48.94	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	323	323
2	1	195	195
3	1	195	195
4	1	323	323

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	195
	2	323	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	195
	2		2	1	1/1, 4/1	Normal	323

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

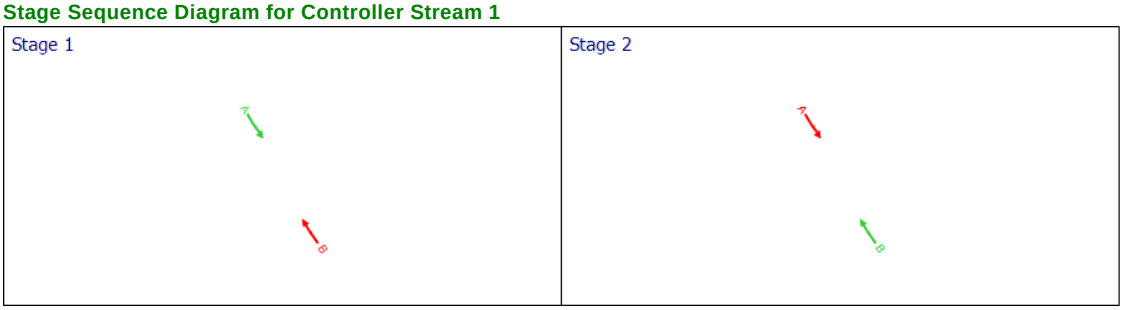
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

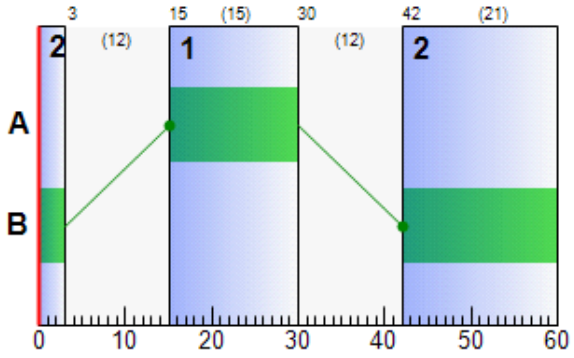
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:25:02	16/01/2026 11:25:02	0.54	17:00	60	43.12	2.67	48.94	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	49	84	1036	156	9.28	37.91	5.21	43.12

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	323	1800	21	0.00	49	84	33.35	17.28	78.28	4.36	
2	1		1	1	A	195	1800	15	0.00	41	122	38.02	20.67	83.57	2.79	
3	1					195	Unrestricted	60	19.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					323	Unrestricted	60	8.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	279.58	11.99	23.32	2.67	37.91	5.21	0.00	43.12
Bus								
Tram								
Pedestrians								
TOTAL	279.58	11.99	23.32	2.67	37.91	5.21	0.00	43.12

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D8 - 2035 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:25:02	16/01/2026 11:25:02	0.57	17:00	60	26.12	1.61	34.09	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	225	225
2	1	127	127
3	1	127	127
4	1	225	225

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	127
	2	225	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	127
	2		2	1	1/1, 4/1	Normal	225

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

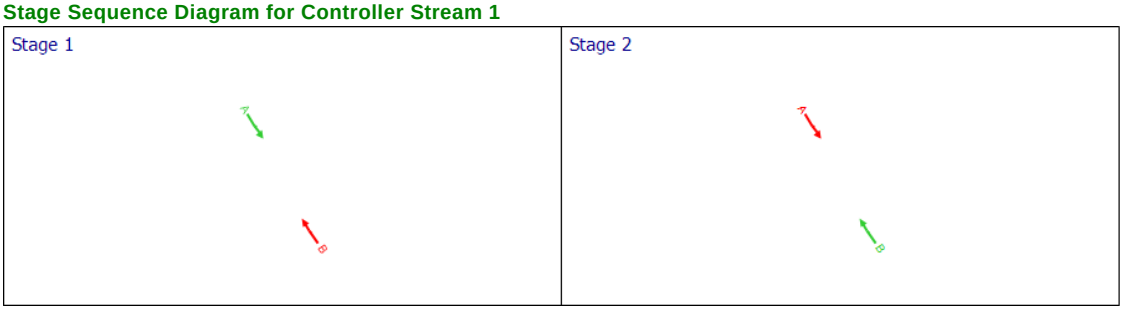
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

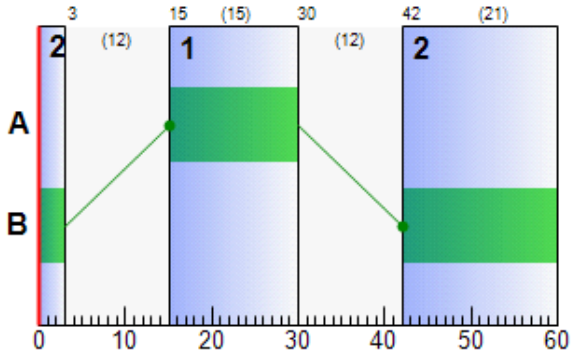
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:25:02	16/01/2026 11:25:02	0.57	17:00	60	26.12	1.61	34.09	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	34	164	704	156	8.23	22.85	3.27	26.12

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	225	1800	21	0.00	34	164	31.25	15.17	71.72	2.78	
2	1		1	1	A	127	1800	15	0.00	26	240	36.08	18.73	78.43	1.71	
3	1					127	Unrestricted	60	26.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					225	Unrestricted	60	14.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	189.99	7.94	23.92	1.61	22.85	3.27	0.00	26.12
Bus								
Tram								
Pedestrians								
TOTAL	189.99	7.94	23.92	1.61	22.85	3.27	0.00	26.12

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D10 - 2035 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:25:02	16/01/2026 11:25:02	0.67	17:00	60	38.92	2.41	45.91	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	303	303
2	1	178	178
3	1	178	178
4	1	303	303

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	178
	2	303	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	178
	2		2	1	1/1, 4/1	Normal	303

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

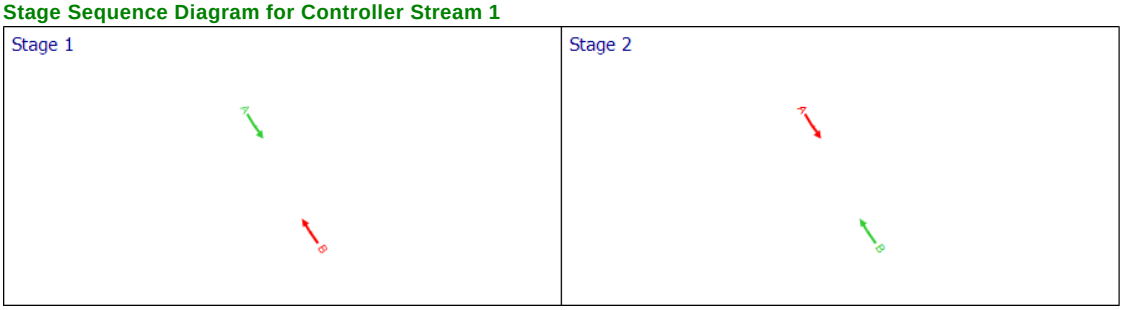
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

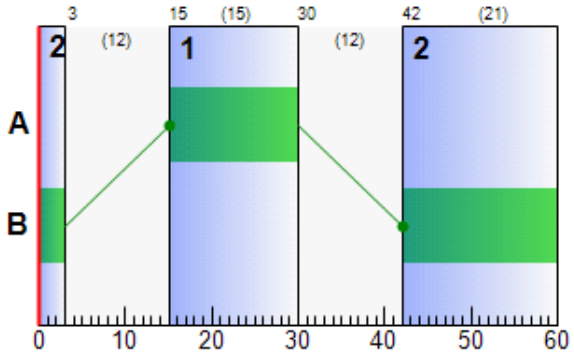
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:25:02	16/01/2026 11:25:02	0.67	17:00	60	38.92	2.41	45.91	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	46	96	962	156	9.01	34.18	4.73	38.92

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	303	1800	21	0.00	46	96	32.86	16.78	76.56	3.98	
2	1		1	1	A	178	1800	15	0.00	37	143	37.47	20.12	81.65	2.48	
3	1					178	Unrestricted	60	21.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					303	Unrestricted	60	9.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	259.61	11.06	23.47	2.41	34.18	4.73	0.00	38.92
Bus								
Tram								
Pedestrians								
TOTAL	259.61	11.06	23.47	2.41	34.18	4.73	0.00	38.92

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D12 - 2045 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:25:02	16/01/2026 11:25:02	0.72	17:00	60	31.99	1.97	39.55	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	261	261
2	1	153	153
3	1	153	153
4	1	261	261

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	153
	2	261	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	153
	2		2	1	1/1, 4/1	Normal	261

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

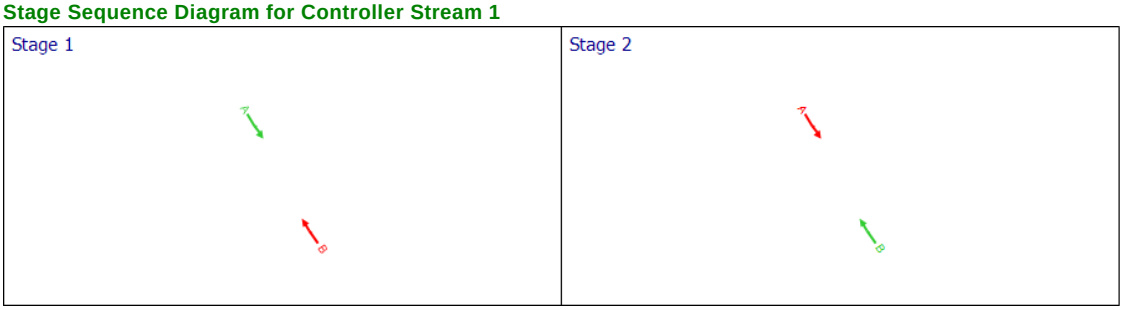
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

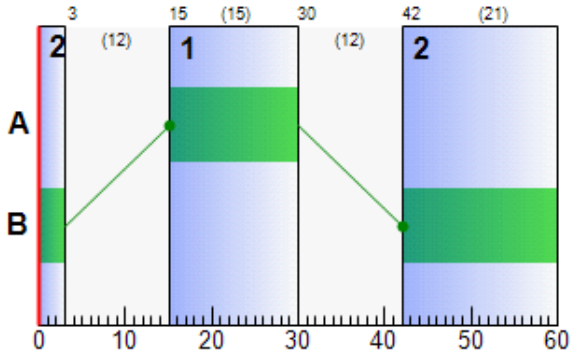
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:25:02	16/01/2026 11:25:02	0.72	17:00	60	31.99	1.97	39.55	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	40	128	828	156	8.58	28.04	3.96	31.99

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	261	1800	21	0.00	40	128	31.94	15.87	73.92	3.32	
2	1		1	1	A	153	1800	15	0.00	32	182	36.74	19.39	80.12	2.11	
3	1					153	Unrestricted	60	23.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					261	Unrestricted	60	12.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	223.45	9.42	23.71	1.97	28.04	3.96	0.00	31.99
Bus								
Tram								
Pedestrians								
TOTAL	223.45	9.42	23.71	1.97	28.04	3.96	0.00	31.99

< = adjusted flow warning (upstream links/traffic streams are over-saturated)

** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*

^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%

+ = average link/traffic stream excess queue is greater than 0

P.I. = PERFORMANCE INDEX

A2 - Scenario A - PM
D14 - 2045 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:25:02	16/01/2026 11:25:02	0.41	17:00	60	46.05	2.85	51.36	1/1	0	0	1/1	3/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
Scenario A - PM			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	PM				17:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1			1
2			1
3			
4			

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				133.93	✓	Sum of lanes	1800	✓		Normal	
2	1			✓	144.62	✓	Sum of lanes	1800	✓		Normal	
3	1			✓	394.56						Normal	
4	1			✓	406.12						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)			

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	60

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1	1	339	339
2	1	204	204
3	1	204	204
4	1	339	339

Signals

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

Local OD Matrix - Local Matrix: 1

Local Matrix Options

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

Normal Input Flows (PCU/hr)

		To	
		1	2
From	1	0	204
	2	339	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)	2/1	4/1	#0000FF
	2	(untitled)	1/1	3/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1	2	2/1, 3/1	Normal	204
	2		2	1	1/1, 4/1	Normal	339

Signal Timings

Network Default: 60s cycle time; 60 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	15	300	0	0	Unknown

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2	30, 3	54	

Intergreen Matrix for Controller Stream 1

		To	
		A	B
From	A		12
	B	12	

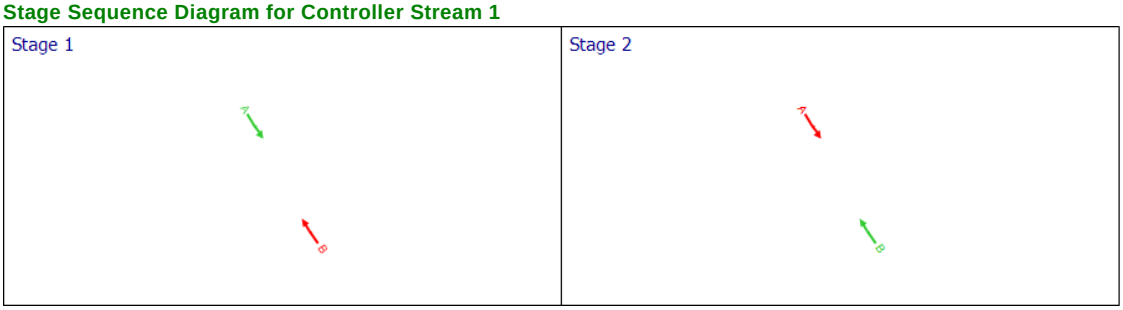
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	15	30	15	1	15
	2	✓	2	B	42	3	21	1	15

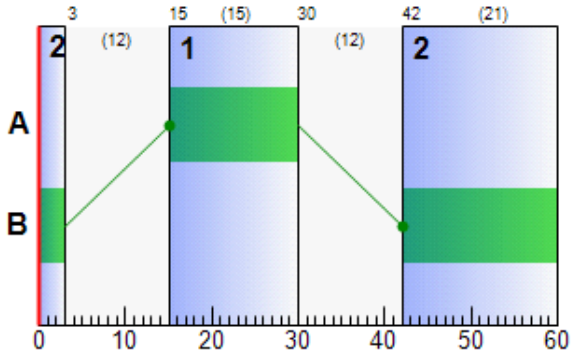
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	B	42	3	21
2	1	1	1	A	15	30	15

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	16/01/2026 11:25:02	16/01/2026 11:25:02	0.41	17:00	60	46.05	2.85	51.36	1/1	0	0	1/1	3/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
17:00-18:00	51	75	1086	156	9.46	40.54	5.52	46.05

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1		1	1	B	339	1800	21	0.00	51	75	33.77	17.70	79.15	4.60	
2	1		1	1	A	204	1800	15	0.00	43	112	38.33	20.97	84.11	2.93	
3	1					204	Unrestricted	60	18.00	0	Unrestricted	47.35	0.00	0.00	0.00	
4	1					339	Unrestricted	60	7.00	0	Unrestricted	48.73	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	293.07	12.62	23.22	2.85	40.54	5.52	0.00	46.05
Bus								
Tram								
Pedestrians								
TOTAL	293.07	12.62	23.22	2.85	40.54	5.52	0.00	46.05

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

UK and Ireland Office Locations

