

Residential Development at Killowen, Kenmare, Co. Kerry



Traffic and Transportation Assessment

August 2026



MHL & Associates Ltd.
Consulting Engineers





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1 NON TECHNICAL SUMMARY

M.H.L. & Associates Ltd. Consulting Engineers has been engaged by KPH Construction to prepare a Traffic and Transportation Assessment (TTA) in support of an LRD planning application by KPH Construction for a proposed 100 Unit Housing Development located at Killowen, Kenmare, Co. Kerry.

The proposed development includes the demolition of 2 no. existing single-storey sheds and the construction of 100 no. residential units comprising 30 no. 1-bed units; 30 no. 2-bed units; and 40 no. 3-bed houses, with ancillary landscaping and associated site development works. The development makes provision for 40 no. two-storey houses, comprising 36 no. semi-detached 3 bed units and 4 no. 3 bed mid-terraced units and 60 no. own-door maisonette/apartment units over 2 no. storeys (30 no. 1 bed units, 30 no. 2 bed units).

Vehicular access to the development will be via an upgraded and relocated entrance off the Pat Scarteen Road, with proposed upgrades including amendments to the existing shared pedestrian/cycle path and modifications to the signing and lining on the public road. The proposed development also provides for separate pedestrian/cycle entrances off Pat Scarteen Road and includes dedicated pedestrian and cycling paths traversing the site.

Ancillary infrastructure development works will include wastewater infrastructure, a pumping station, surface water attenuation, water utility services, public lighting, bin stores, bicycle stores, ESB substations, landscaping and all associated site development works.

This report has been prepared in accordance with the TII's 2014 publication "Traffic and Transport Assessment Guidelines" and the "Guidelines for Traffic Impact Assessments" as published by the Institution of Highways & Transportation U.K. in 1994.

The Opening year is the year of expected completion for the development and is taken to be 2028. In accordance with the TII's "Traffic and Transport Assessment Guidelines", a traffic analysis is required to be undertaken for the **Opening Year (2028)**, **Opening Year +5 (2033)** and fifteen years from this date i.e., the **Opening Year+15 (2043)**.

This TTA assessment focused on the following traffic junctions:

- **Junction A:** The 4 arm Crossroads Junction of Pat Scarteen Road and Railway Road .
- **Junction B:** The Development Entrance with Pat Scarteen Road.
- **Junction C:** The T-junction of Pat Scarteen Road and R569.

As part of this assessment, 12-hour traffic flows were recorded by third party traffic counters Irish Traffic Surveys. For Junctions A & C, with these traffic counts recorded in May 2025. These counts been factored up to the modelling year scenarios 2028 through to 2043 with TII expansion factors.

The overall impact of the development on the adjoining local road is to increase traffic flows entering/existing the development of 52 no. trips in the morning peak and by 45 no. trips in the 3:15pm to 4:15pm evening peak and by 56 no. trips in the 4:45pm to 5:45pm evening peak in the Opening Year 2028, assuming all traffic generated by the development is new to the network.

The development trips were assigned to match current existing traffic junction splits recorded by the traffic counts

Junction A reaches a maximum RFC of 59% in the 2043 PM-1 with development scenario but without the development a max of 56% will be reached in 2043. The cumulative impact of the development is an RFC of 3% on the junction as a whole.

Junction B reaches a maximum RFC of 7% in the 2043 AM with development scenario.

Junction C reaches a maximum of 60% in the 2043 PM-(3:13pm to 4:15pm) with development scenario but without the development a max of 50% will be reached in 2043. The cumulative impact of the development is an RFC of 10% on the junction as a whole.

This report set out these findings in more detail overleaf.

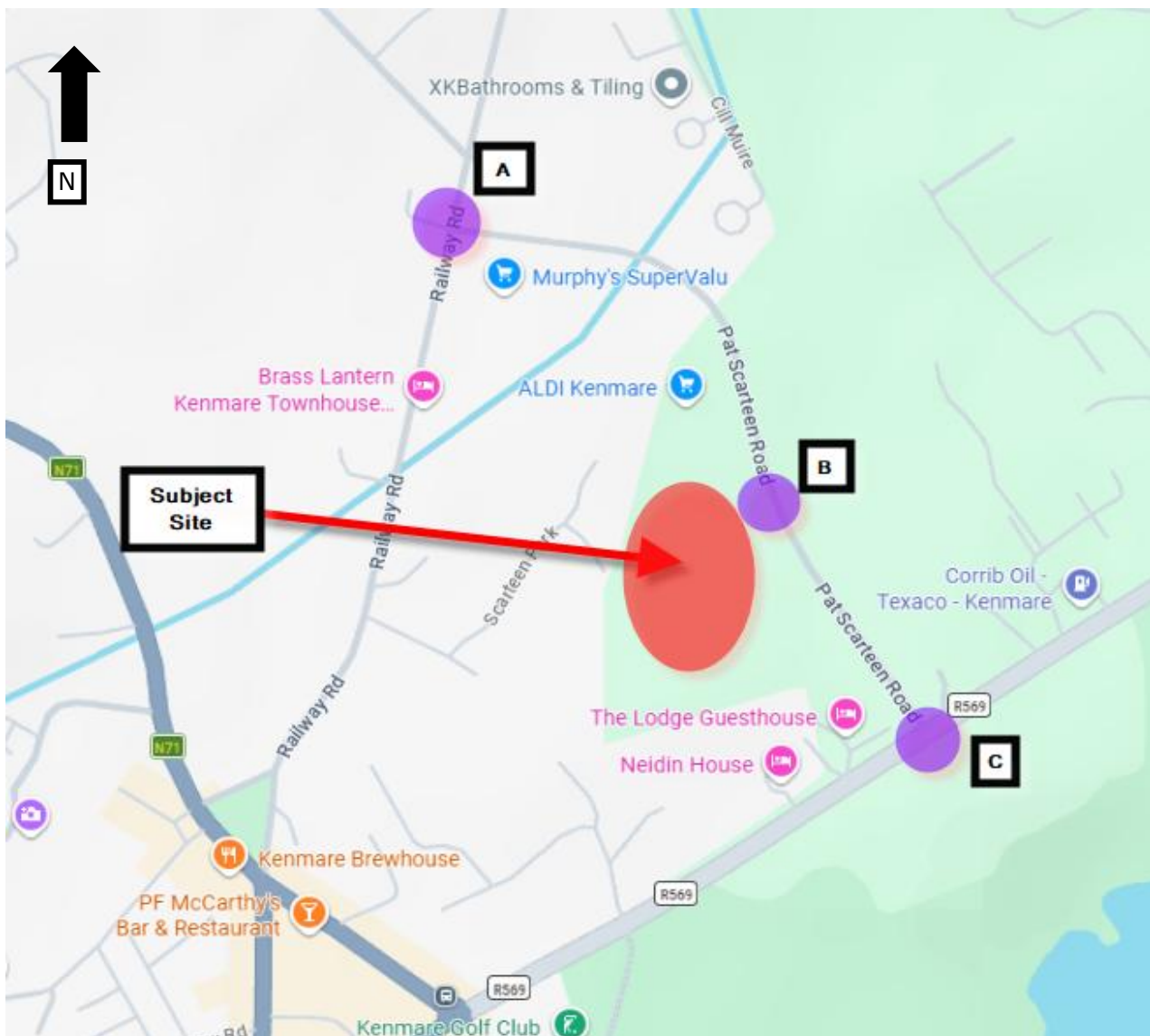


Figure 1.1: Junction Locations (Credit: Google)

2 EXISTING SITE

The site is to be situated along Pat Scarteen Road, just South of the Aldi supermarket on Pat Scarteen Road. The development is to be accessed via a single vehicular access point at the development junction onto Pat Scarteen Road located within the 50kph speed control of Killowen. The site is Located within Co. Kerry and approximately 1.0km North-West of Kenmare town centre with the location shown below in Figure 2.1 below.



Figure 2.1: Site Location (Credit: Google)

In accordance with the TII's "Traffic and Transport Assessment Guidelines", the traffic analysis was undertaken for the **Opening Year (2028)**, **Opening Year +5 (2033)** and fifteen years from this date i.e., the **Opening Year+15 (2043)**.

3 PROPOSED DEVELOPMENT

The proposed development includes:

The proposed development includes the demolition of 2 no. existing single-storey sheds and the construction of 100 no. residential units comprising 30 no. 1-bed units; 30 no. 2-bed units; and 40 no. 3-bed houses, with ancillary landscaping and associated site development works. The development makes provision for 40 no. two-storey houses, comprising 36 no. semi-detached 3 bed units and 4 no. 3 bed mid-terraced units and 60 no. own-door maisonette/apartment units over 2 no. storeys (30 no. 1 bed units, 30 no. 2 bed units).

Vehicular access to the development will be via an upgraded and relocated entrance off the Pat Scarteen Road, with proposed upgrades including amendments to the existing shared pedestrian/cycle path and modifications to the signing and lining on the public road. The proposed development also provides for separate pedestrian/cycle entrances off Clash Road and includes dedicated pedestrian and cycling paths traversing the site.

Ancillary infrastructure development works will include wastewater infrastructure, a pumping station, surface water attenuation, water utility services, public lighting, bin stores, bicycle stores, ESB substations, landscaping and all associated site development works.

The site layout plan and schedule can be seen below in Figure 3.2 and Figure 3.3.



Figure 3.1 Development Site (Credit: Google)



Figure 3.2 Site Layout Map (Credit: Meitheal Architects)

Overall Development Breakdown			
Total Number of Units	100		
Total Site Area	2.63 Ha		
Developable Area	2.53 Ha		
Density	39.50 Units / ha		
Public Open Space	c. 11.55%		
OVERALL ACCOMMODATION SCHEDULE			
	House Type	No. Beds	Quantity
	HT-B1	3	17
	HT-B1S	3	3
	HT-C1	3	4
	HT-C1S	3	5
	HT-C2	3	11
	HT-M1	1	30
	HT-M2	2	30
			100

Figure 3.3: Proposed Development Schedule (Credit: Meitheal Architects)

4 TRAFFIC

4.1 Traffic Generation -TRICs

Trip generation from the proposed units was garnered via the TRICS database. MHL are a licence holder for the TRICS database and employ it for traffic studies. TRICS is a well-established UK and Irish national database which holds in excess of 2,100 site locations and 7,000 survey counts with over 98 separate land use sub-categories. MHL & Associates Ltd. are one of over 300 worldwide licensed TRICS member organisations. The TRICS program was utilised for the land-use sub-category associated with the development proposal. The "Guidelines for Traffic and Transportation Assessments" state that for residential units, the busiest hours are between 08:00-09:00 and 17:00-18:00. The proposed development Trip Rates per unit are shown below.

The full TRICS output, is included in Appendix of this report and outlines the likely trip rates for a development of this size. A synopsis of the peak hour trip generation rates and figures for the overall development is displayed in Figure below.

Full Proposed Development		AM PEAK		PM PEAK: 15 - 16:00		PM PEAK: 17 - 18:00	
		Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
New Residential Development Trip Generation - based on TRICs database							
100	Peak Trics Trip Rates Per Unit	0.138	0.385	0.257	0.190	0.367	0.196
	Peak Trips No. Units	14	39	26	19	37	20
	SUBTOTAL	52		45		56	
Total New Trip Generation							
	Sum New Peak Trips No. Units	14	39	26	19	37	20
	TOTAL NEW	52		45		56	

Figure 4.1 Peak Hour Tric's Traffic Generation for the Proposed Development

4.2 Site Traffic Counts

Traffic counts conducted on Wednesday 28/05/2025 by Irish Traffic Surveys were utilised to establish the actual AM & PM Peak traffic hours for the local road network for the purposes of this assessment. These existing junction traffic counts were growth factored as described in Chapter 5. Based on the traffic counts and considering the recommendation of the Guidelines for Traffic and Transportation Assessments, the peak hours considered in this TTA are reflective of the demand case for the site.

4.3 Modal Choice

In predicting the level of traffic that will be generated by the proposed development, the means of transport (modal choice) and quantity of traffic generated (trip attraction) must be considered. It is assumed that there will be a combination of cars, public transport, and active travel, due to the nature of the development. The analysis assumes the cars will dominate the developments traffic movements. Further public transport improvements would encourage a greater modal shift in the future towards sustainable travel modes for those travelling to work or live at the facility, as encouraged by local and National Transport Authority Policy. This would reduce the modelled impact of this development on the surrounding road network.

4.4 Existing Situation

Traffic counts taken at each of the assessed junctions were used as the basis of the modelling, producing morning and evening O/D Matrices. Junction A represents the crossroads while

Junction C represents the 3-arm T junction. The traffic flows through the junctions were assessed as shown in the following figures.

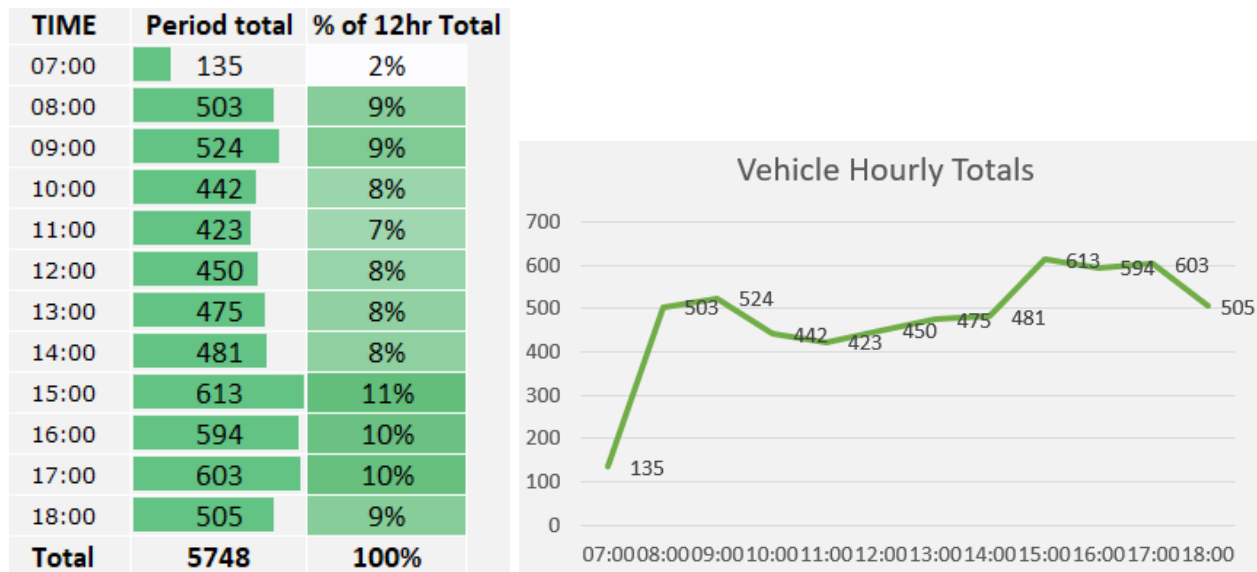


Figure 4.2 Network Traffic Profile for Junction A Peak Flow

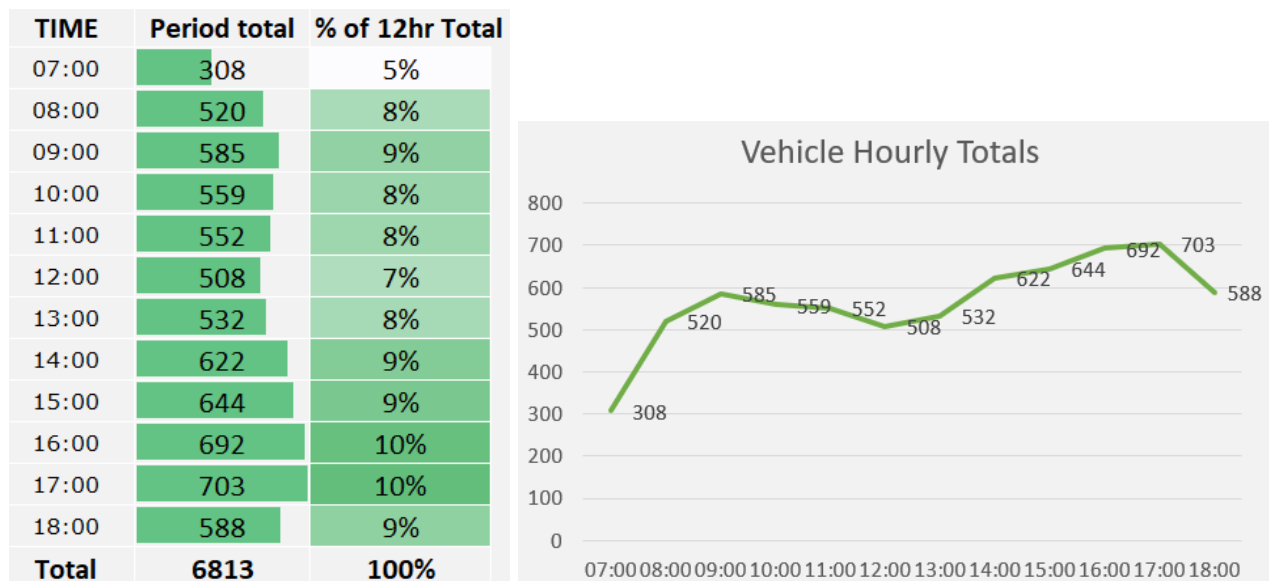


Figure 4.3 Network Traffic Profile for Junction C Peak Flow

4.5 Trip Distribution

The current traffic distribution pattern was used to determine directional split to and from the proposed development. This peak hour directional split pattern is assumed to remain constant with the passage of time. The "Guidelines for Traffic and Transportation Assessments" state that for a residential development, the busiest hours are between 08:00-09:00 in the mornings and from 17:00 to 18:00 in the evenings.

Having reviewed the existing measured traffic flows at both existing junctions, it was determined that the most heavily trafficked peak hours were 08:00-09:00, 15:15-16:15 and 16:45-17:45 for the working week.

4.6 Traffic Volumes

Traffic counts taken at the assessed junction was used as the basis of the modelling, producing morning and evening O/D Matrices. The traffic flows through Junctions A, B & C as recorded in the traffic counts are shown in the following figures.

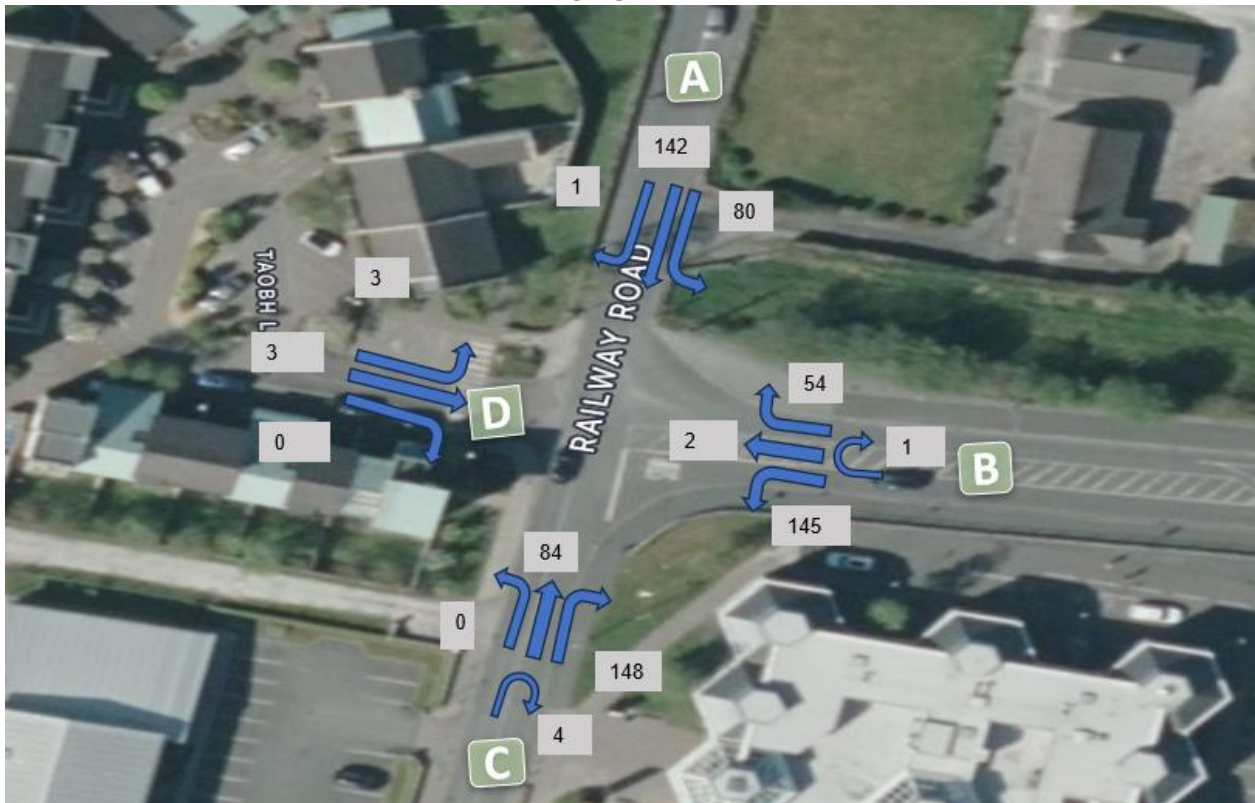


Figure 4.4: AM Turning Counts for Junction A

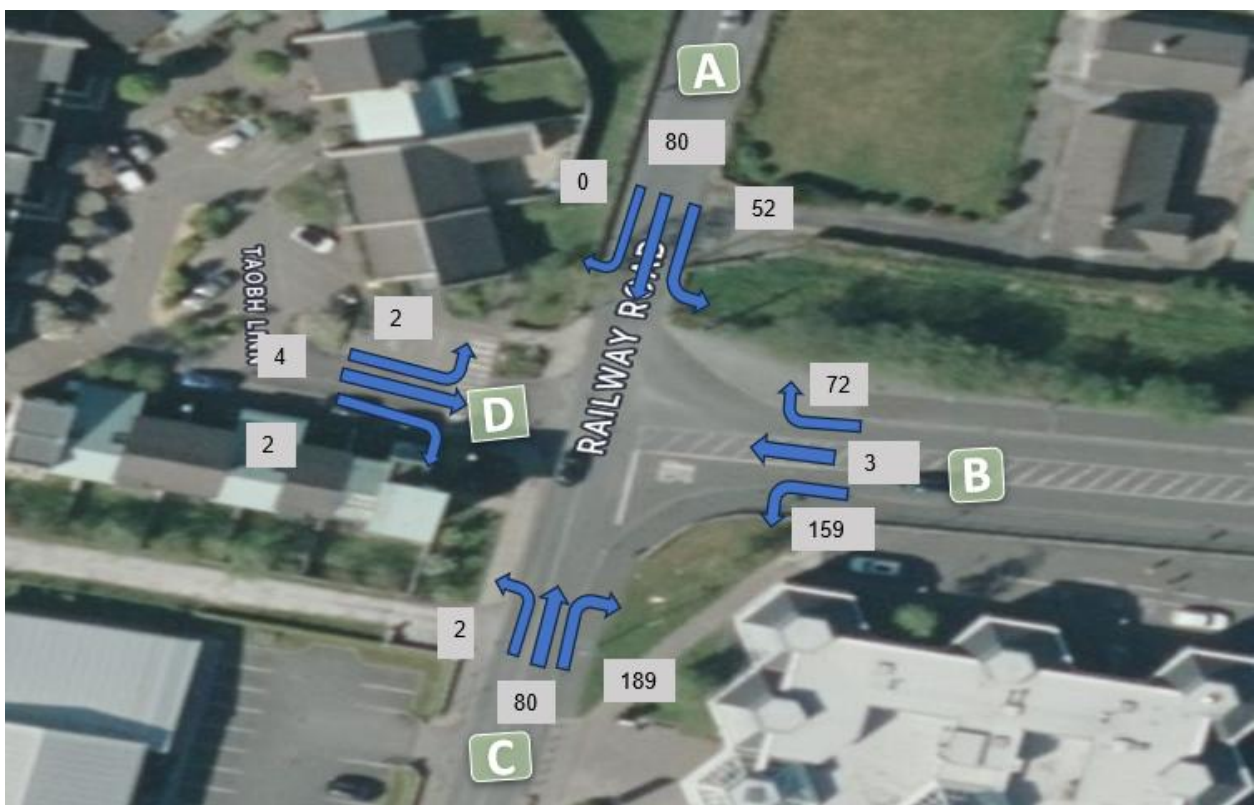


Figure 4.5: 15:15-16:15PM Turning Counts for Junction A

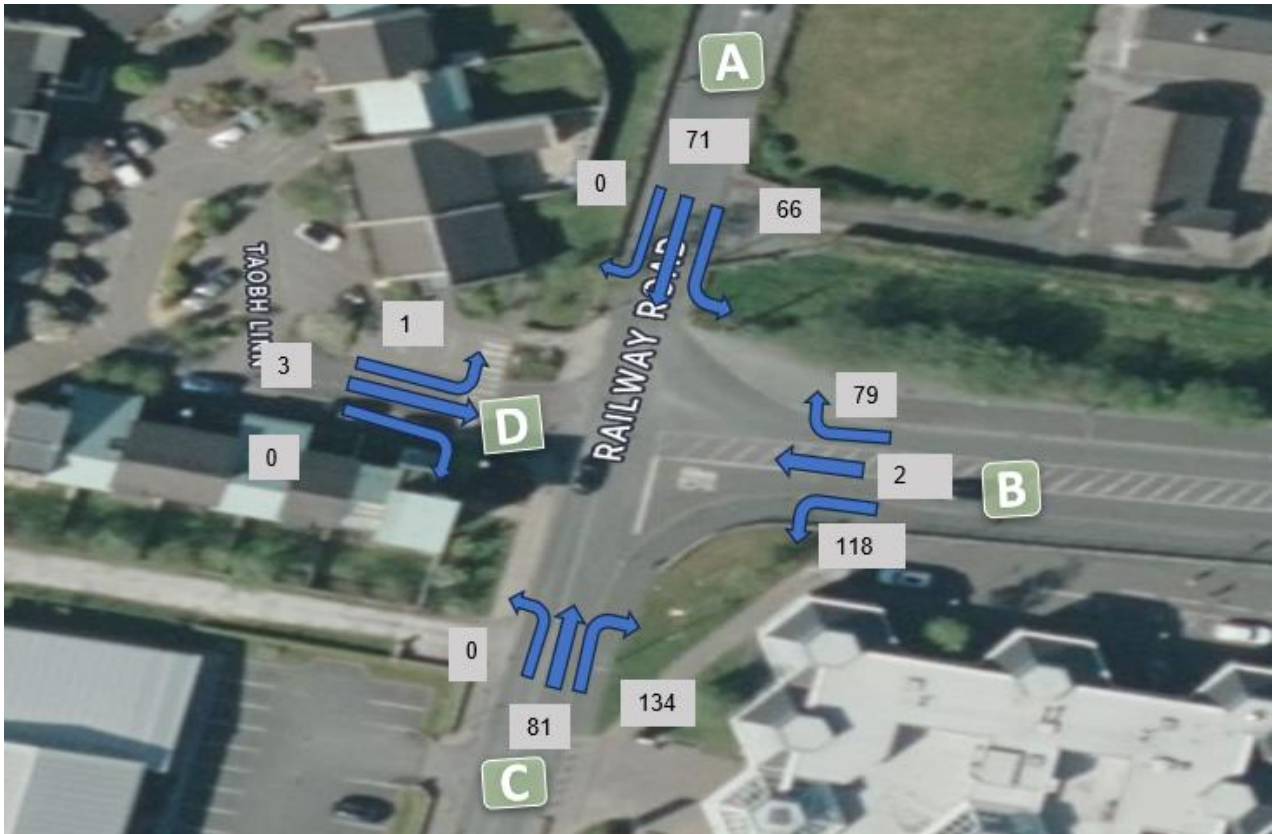


Figure 4.6:16:45-17:45PM Turning Counts for Junction A

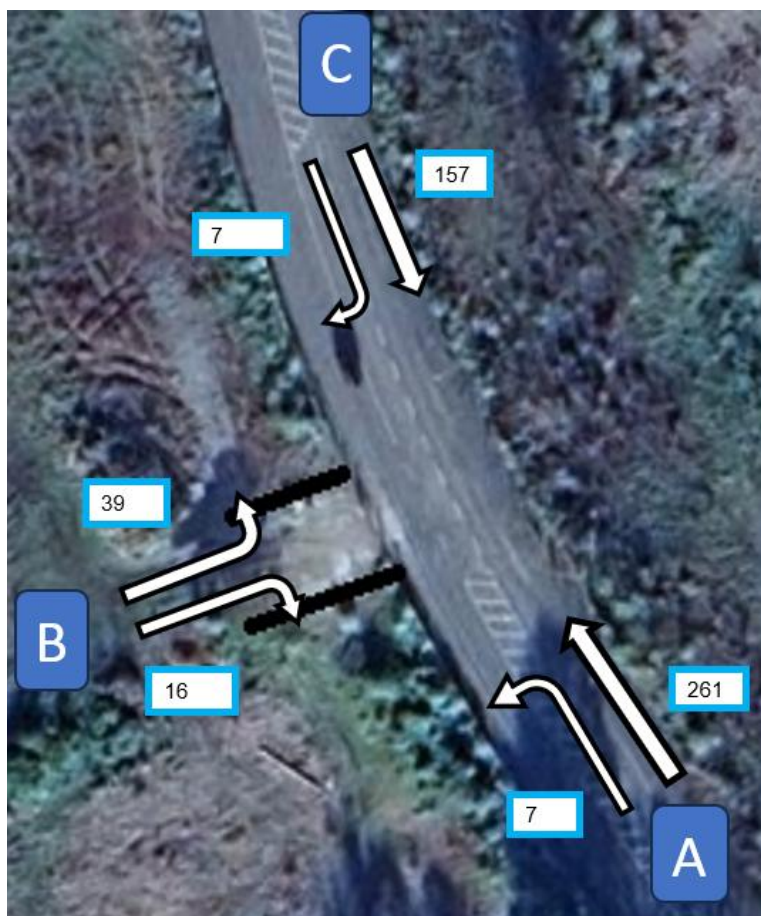


Figure 4.7: 2028 AM Turning Counts for Junction B

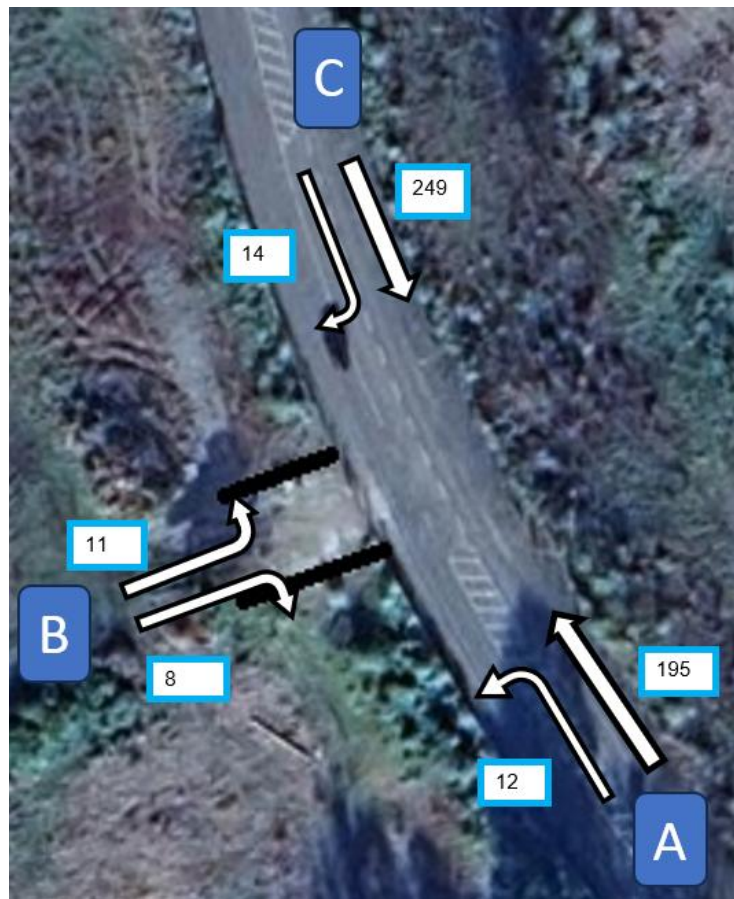


Figure 4.8: 2028 15:15-16:15PM Turning Counts for Junction B

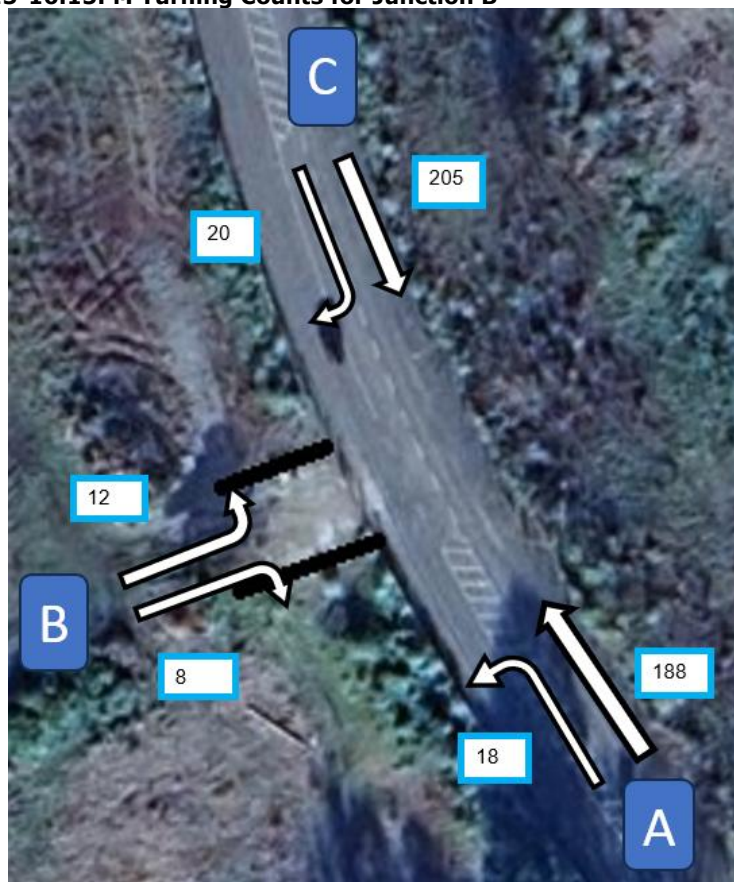


Figure 4.9: 2028 16:45-17:45PM Turning Counts for Junction B

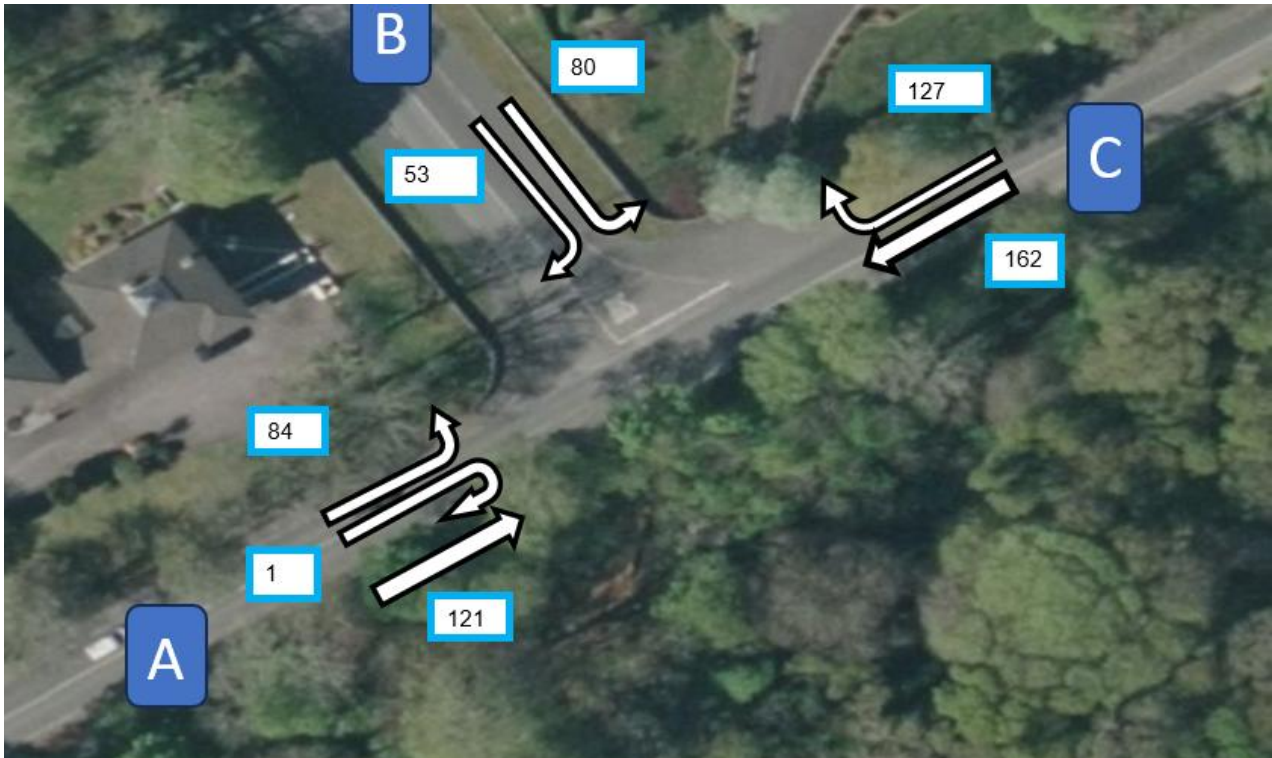


Figure 4.10: AM Turning Counts for Junction C

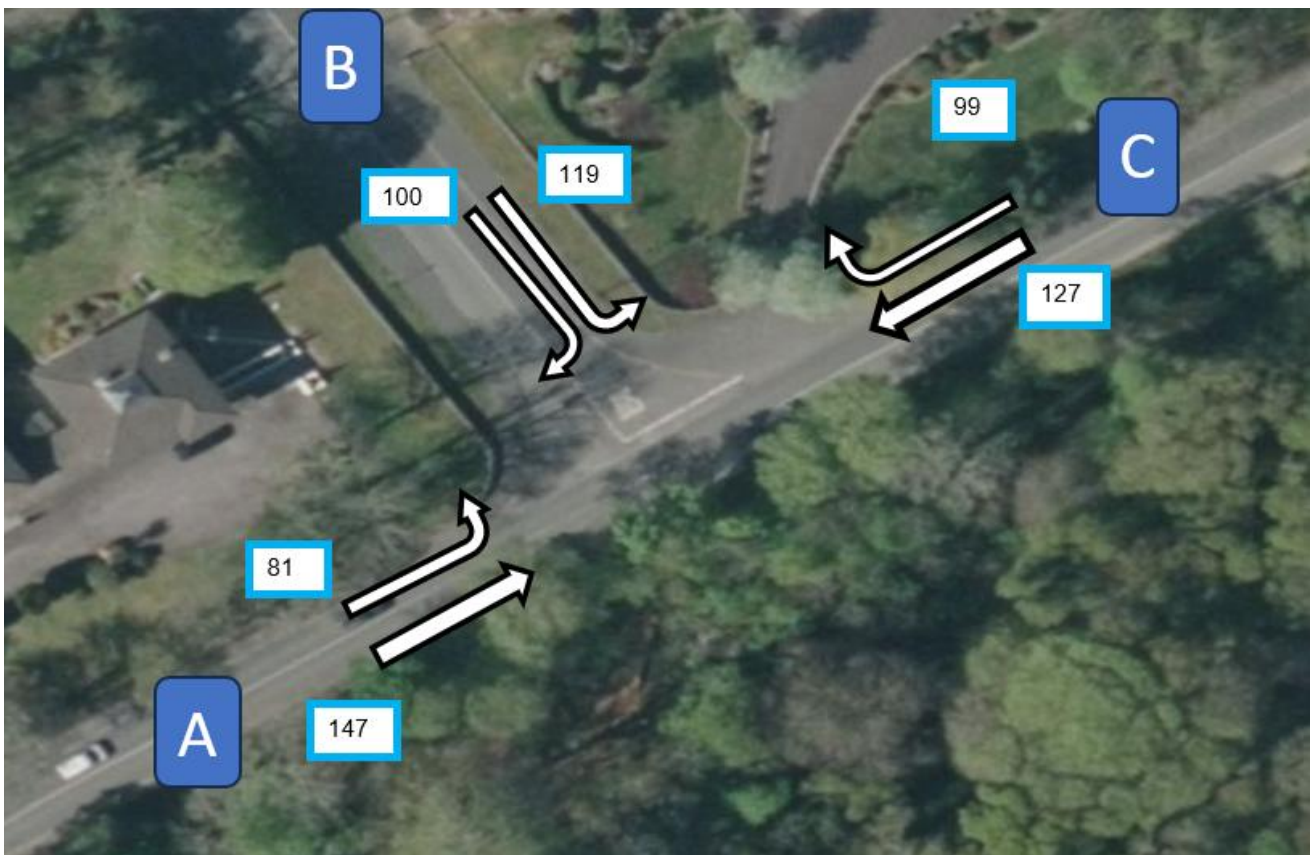


Figure 4.11: 15:15-16:15PM Turning Counts for Junction C

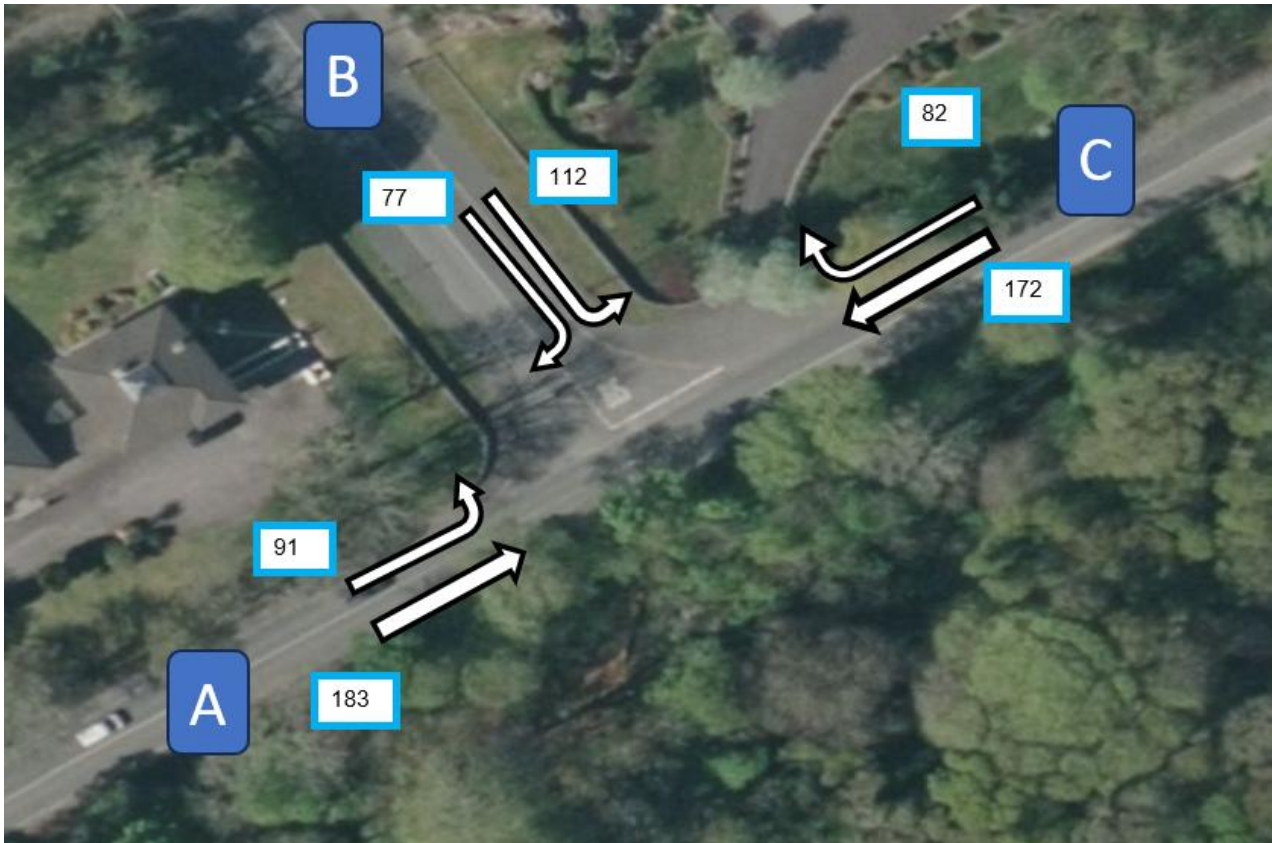


Figure 4.12: 16:45-17:45PM Turning Counts for Junction C

5 TRAFFIC ASSESSMENT

The base year is taken as 2025 the year the traffic counts were undertaken. It is anticipated that the first year of operation, subject to a positive outcome from the planning process would be 2028. In accordance with the Guidelines for Traffic and Transportation Assessments as published by the TII, a traffic analysis is required to be undertaken for the Opening Year, Opening Year plus five years and Opening Year plus fifteen years.

The TII publication "Project Appraisal Guidelines for National Routes Unit 5.3 – Travel Demand Projections" was used to calculate growth factors for the road network traffic. Table 5.1 below shows the calculated growth factors:

			Cars/LGV	HGV	Combined
Count %			96%	4%	100%
2025	to	2028	1.088	1.026	1.085
2025	to	2033	1.185	1.047	1.180
2025	to	2043	1.314	1.055	1.304
TII Project Appraisal Guidelines for National Roads Unit 5.3 Travel Demand Projections (PE-PAG-0217-02)					

Figure 5.1 Future Projected Growth Rates

The effects of traffic growth on the existing network plus the additional traffic generated by the proposed development, have been compiled to build junction diagrams of the junctions.

6 TRAFFIC MODELLING

6.1 Junctions 9 Analysis of Junction A, B & C

The purpose of this Traffic and Transport Assessment is to determine if the capacity of the existing road network is sufficient to cater for the traffic generated by the proposed development.

In order to assess the capacity of the proposed development and the adjoining network, traffic models for the priority junctions were produced using the PICADY traffic modelling software.

The output movements from the models are based on the assigned junction arms. The arms are designated A to C for the development access T-junction as well as the T-junction of Pat Scarteen Road and R569.

The arms are designated A to D for the 4 arm Crossroads Junction of Pat Scarteen Road and Railway.

The output result sheets from the traffic modelling software consist of tables of demand flow, capacities, queues, and delays for each 15-minute time segment of the peak hour analysis.

The PICADY output table contains information on maximum queue length, delay, and Ratio of Flow to Capacity (RFC). The RFC provides the basis for judging the acceptability of junction design and the capacity of existing junctions. Generally, an RFC of 0.85 or less is considered acceptable during the peak period. An RFC of this value indicates that at peak times the junction is at 85% of its operational capacity and therefore has a practical reserve capacity at a junction required to cater for periods of unusually high traffic flow, such as bank holiday weekends, etc. The degree of saturation of a junction is a measure of the capacity of the junction. A junction with an RFC of 0.85 would be considered to be operating at a degree of saturation of 100%.

The following summary junction performance tables for describes each of the junctions RFC's, Delay and Queue values for both morning and evening peaks for all design scenarios as well as the Level of Service for the junction.

	AM						PM-1						PM-2					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2025 - Base Year																		
Junction 1 - Stream B-ACD	D1	0.6	9.84	0.35	A	89%	D2	0.8	10.74	0.41	B	73%	D15	0.6	9.91	0.35	A	65%
Junction 1 - Stream A-BCD		0	6.17	0	A			0	0	0	A			0	0	0	A	
Junction 1 - Stream D-ABC		0	9.28	0.02	A			0	10.58	0.02	B			0	0	0	A	
Junction 1 - Stream C-ABD		0.4	7.59	0.26	A			0.6	7.97	0.32	A			0.4	7.02	0.23	A	
Junction 2 - Stream B-AC		0	0	0	A			0	0	0	A			0	0	0	A	
Junction 2 - Stream C-B		0	0	0	A			0	0	0	A			0	0	0	A	
Junction 3 - Stream B-AC		0.4	8.98	0.25	A			0.6	10.78	0.36	B			0.8	11.77	0.42	B	
Junction 3 - Stream C-AB		0.5	7.4	0.26	A			0.3	6.73	0.17	A			0.3	7.16	0.2	A	
2028 - Opening Year without Dev																		
Junction 1 - Stream B-ACD	D3	0.7	10.57	0.39	B	75%	D4	0.9	11.67	0.45	B	60%	D16	0.7	10.58	0.39	B	52%
Junction 1 - Stream A-BCD		0	6.12	0	A			0	0	0	A			0	0	0	A	
Junction 1 - Stream D-ABC		0	9.41	0.02	A			0	10.8	0.02	B			0	0	0	A	
Junction 1 - Stream C-ABD		0.5	7.89	0.29	A			0.7	8.33	0.35	A			0.4	7.21	0.25	A	
Junction 2 - Stream B-AC		0	0	0	A			0	0	0	A			0	0	0	A	
Junction 2 - Stream C-B		0	0	0	A			0	0	0	A			0	0	0	A	
Junction 3 - Stream B-AC		0.4	9.46	0.28	A			0.7	11.69	0.4	B			0.9	12.93	0.46	B	
Junction 3 - Stream C-AB		0.6	7.62	0.29	A			0.3	6.84	0.19	A			0.4	7.31	0.22	A	
2028 - Opening Year with Dev																		
Junction 1 - Stream B-ACD	D5	0.8	11.43	0.43	B	62%	D6	1	12.25	0.47	B	48%	D17	0.8	11.07	0.41	B	59%
Junction 1 - Stream A-BCD		0	6.11	0	A			0	0	0	A			0	0	0	A	
Junction 1 - Stream D-ABC		0	9.43	0.02	A			0	11.01	0.03	B			0	0	0	A	
Junction 1 - Stream C-ABD		0.5	7.98	0.3	A			0.7	8.59	0.37	A			0.5	7.46	0.27	A	
Junction 2 - Stream B-AC		0.1	7.02	0.07	A			0	6.78	0.03	A			0	6.69	0.04	A	
Junction 2 - Stream C-B		0	7.33	0.01	A			0	7.32	0.03	A			0	7.4	0.04	A	
Junction 3 - Stream B-AC		0.5	9.89	0.31	A			1	13.43	0.48	B			0.8	12.11	0.42	B	
Junction 3 - Stream C-AB		0.6	7.73	0.29	A			0.4	7.49	0.24	A			0.4	7.06	0.21	A	
2033 - Without Dev																		
Junction 1 - Stream B-ACD	D7	0.8	11.5	0.43	B	60%	D8	1.1	13	0.5	B	46%	D18	0.8	11.44	0.43	B	40%
Junction 1 - Stream A-BCD		0	6.05	0	A			0	0	0	A			0	0	0	A	
Junction 1 - Stream D-ABC		0	9.61	0.02	A			0	11.16	0.03	B			0	10.39	0.01	B	
Junction 1 - Stream C-ABD		0.6	8.25	0.32	A			0.8	8.8	0.39	A			0.5	7.44	0.28	A	
Junction 2 - Stream B-AC		0	0	0	A			0	0	0	A			0	0	0	A	
Junction 2 - Stream C-B		0	0	0	A			0	0	0	A			0	0	0	A	
Junction 3 - Stream B-AC		0.5	10.04	0.3	B			0.9	12.81	0.44	B			1.1	14.42	0.51	B	
Junction 3 - Stream C-AB		0.6	7.91	0.32	A			0.4	6.98	0.21	A			0.4	7.51	0.24	A	
2033 - With Dev																		
Junction 1 - Stream B-ACD	D9	1	12.58	0.48	B	49%	D10	1.2	13.67	0.52	B	37%	D19	0.9	12.09	0.45	B	47%
Junction 1 - Stream A-BCD		0	6.04	0	A			0	0	0	A			0	0	0	A	
Junction 1 - Stream D-ABC		0	9.63	0.02	A			0	11.26	0.03	B			0	10.48	0.01	B	
Junction 1 - Stream C-ABD		0.6	8.36	0.33	A			0.8	9.06	0.41	A			0.5	7.71	0.3	A	
Junction 2 - Stream B-AC		0.1	7.11	0.07	A			0	6.86	0.03	A			0	6.76	0.04	A	
Junction 2 - Stream C-B		0	7.4	0.01	A			0	7.37	0.03	A			0	7.45	0.04	A	
Junction 3 - Stream B-AC		0.5	10.51	0.33	B			1.2	15.02	0.53	C			0.9	13.35	0.46	B	
Junction 3 - Stream C-AB		0.7	7.99	0.32	A			0.5	7.69	0.26	A			0.5	7.22	0.24	A	
2043 - Without Dev																		
Junction 1 - Stream B-ACD	D11	1	13.01	0.49	B	45%	D12	1.4	15.11	0.56	C	33%	D20	1	12.9	0.48	B	27%
Junction 1 - Stream A-BCD		0	5.97	0	A			0	0	0	A			0	0	0	A	
Junction 1 - Stream D-ABC		0	9.82	0.02	A			0	11.46	0.03	B			0	10.61	0.01	B	
Junction 1 - Stream C-ABD		0.7	8.77	0.36	A			0.9	9.49	0.44	A			0.6	7.79	0.31	A	
Junction 2 - Stream B-AC		0	0	0	A			0	0	0	A			0	0	0	A	
Junction 2 - Stream C-B		0	0	0	A			0	0	0	A			0	0	0	A	
Junction 3 - Stream B-AC		0.6	10.88	0.34	B			1.1	14.69	0.5	B			1.5	17.07	0.58	C	
Junction 3 - Stream C-AB		0.8	8.35	0.36	A			0.5	7.19	0.24	A			0.5	7.8	0.27	A	
2043 - With Dev																		
Junction 1 - Stream B-ACD	D13	1.2	14.46	0.54	B	36%	D14	1.5	16.08	0.59	C	23%	D21 *	1.1	13.61	0.51	B	33%
Junction 1 - Stream A-BCD		0	5.96	0	A			0	0	0	A			0	0	0	A	
Junction 1 - Stream D-ABC		0	9.85	0.02	A			0	11.57	0.03	B			0	10.71	0.01	B	
Junction 1 - Stream C-ABD		0.7	8.92	0.37	A			1	9.83	0.45	A			0.6	8.07	0.33	A	
Junction 2 - Stream B-AC		0.1	7.23	0.07	A			0	6.98	0.04	A			0	6.86	0.04	A	
Junction 2 - Stream C-B		0	7.48	0.01	A			0	7.44	0.03	A			0	7.52	0.04	A	
Junction 3 - Stream B-AC		0.7	11.45	0.37	B			1.6	18.04	0.6	C			1.2	15.51	0.52	C	
Junction 3 - Stream C-AB		0.8	8.45	0.37	A			0.6	7.98	0.29	A			0.6	7.45	0.27	A	

Figure 6.1: Junction A, B & C – Summary Table

Junction A – The Crossroads of Pat Scardeen Road and Railway Road.

Junction A has a maximum RFC of 59% occurs in the PM-1 peak (3:15 to 4:15) for the 2043 With Development scenario. This occurs on Arm B. A delay of approximately 16 seconds will be experienced along all arms of the Junction. The analysis shows that the junction is operating well below capacity for all scenarios up to and including the 2043 with development scenarios and any delays are minimal.

Junction B – The Development Entrance to Pat Scardeen Road.

A maximum RFC of 7% occurs in the AM peak for the 2043 With Development scenario. This occurs on Arm B. A delay of approximately 8 seconds will be experienced along all arms of the Junction. The analysis shows that the junction is operating well below capacity for all scenarios up to and including the 2043 with development scenarios and any delays are minimal.

Junction C – The T-Junction of Pat Scardeen Road and R569

A maximum RFC of 60% occurs in the PM-1 peak for the 2043 With Development scenario. This occurs on Arm B. A delay of approximately 18 seconds will be experienced along all arms of the Junction. The analysis shows that the junction is operating well below capacity for all scenarios up to and including the 2043 with development scenarios and any delays are minimal.

6.2 Cumulative Impact

The cumulative impact of the scheme on the surrounding roads network for future years is determined by modelling future scenarios on existing traffic data and allowing for committed infrastructure projects in the proximity of the scheme as well. In this instance, the network was tested to 2043 by adding development trip generated traffic to the analysed scenarios along the surrounding road network, and growth rates on existing traffic flows to 2043. No allowance has been made for modal shift in the presented analysis, thus providing a worst-case scenario.

The overall impact of this proposed development on Pat Scarteen Rd and the assessed junctions is to increase traffic %RFC by a maximum of 3% at Junction A, 7% at Junction B (New Junction), and 10% at Junction C.

The proposed development causes a negligible impact on these analysed junctions and road network.

7 ROAD SAFETY

Please refer to the Stage 1 Road Safety Report (RSA) submitted as part of this planning submission.

8 INTERNAL LAYOUT & PARKING PROVISION

The site is to have a hard tarmac or concrete surface with adequate foundation to withstand the wheel loads involved. The overall drainage of the site should be adequate to cope with storm water. The whole site is to be well lit to ensure the safe execution of manoeuvres, the safety of passengers and the security of vehicles and their contents. The lighting should be from a high level to prevent glare during manoeuvres and reduce the potential for vandalism. The layout of the site is to be designed to reduce the need for reversing manoeuvres. Where these are unavoidable, there should be an adequate area to safely execute the reversing or turning manoeuvres necessary. All parking spaces provided are required to be a minimum 2.4m x 4.9m in size.

It is proposed to provide a total of 112 no. surface car parking spaces for the residential development. In addition, it is also proposed to provide 6 no. accessible parking spaces.

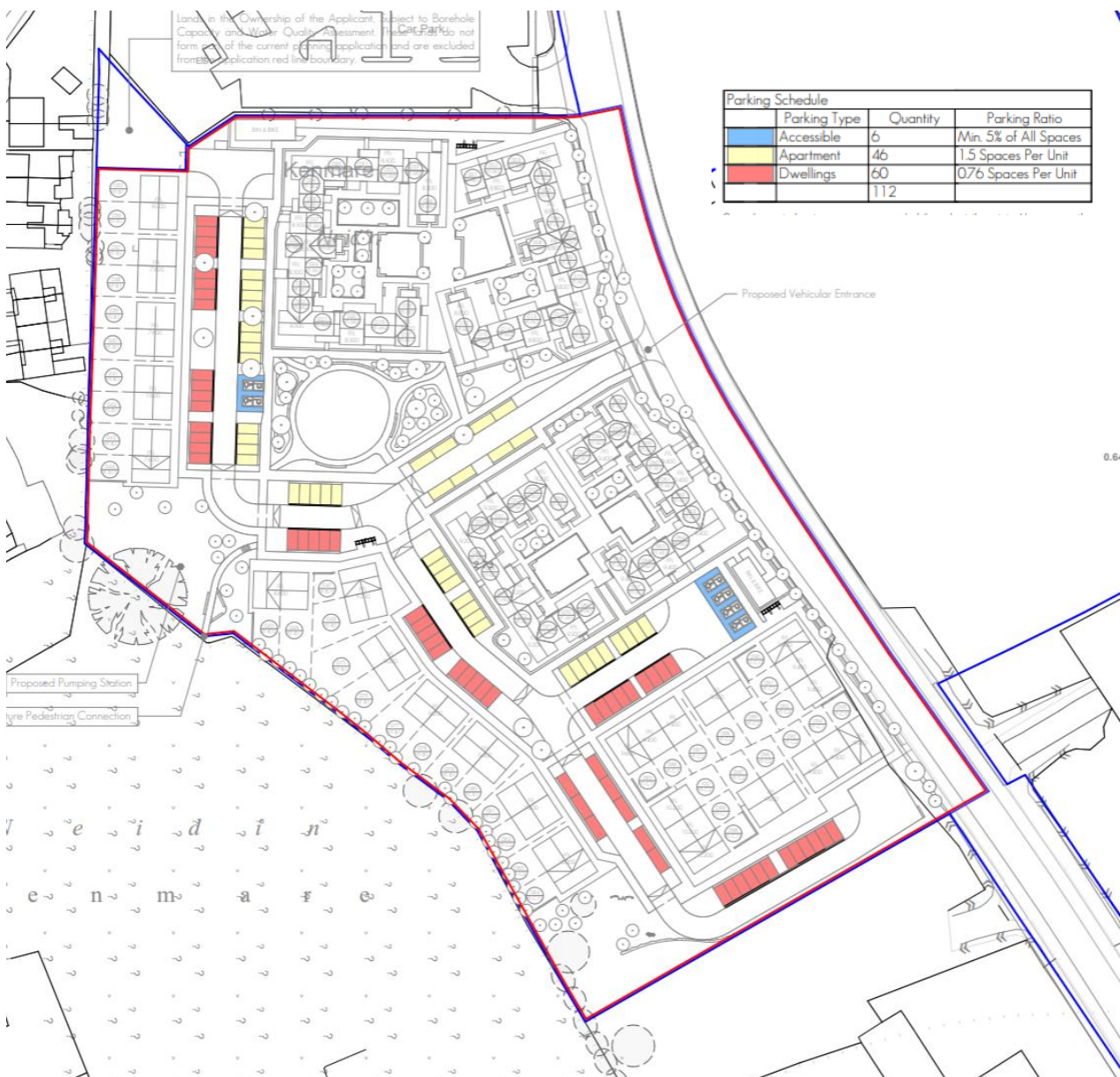


Figure 8.1 Site layout showing parking proposals (Credit: Meitheal Architects)

It is also proposed to provide 138 no bike storage spaces to serve the apartments and visitors, comprising 42 no. spaces within the open space and 96 no. spaces within secure sheltered structures and designated secure bicycle parking areas. In addition to this, all the dwellings will store their bikes in rear gardens of each unit.

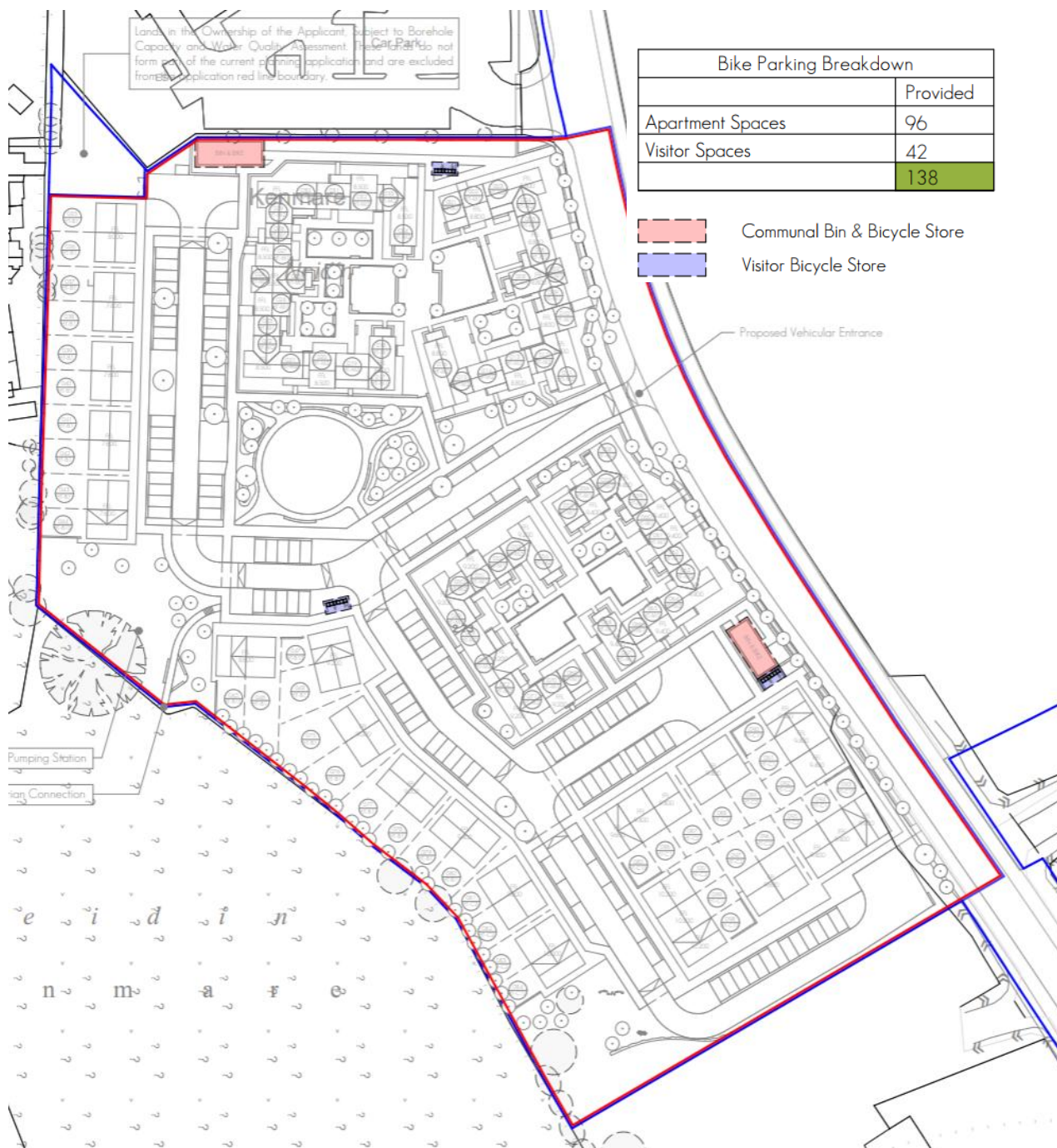


Figure 8.2 Site layout showing Bin & Bike Storage proposals (Credit: Meitheal Architects)

9 PEDESTRIAN / CYCLIST / DISABILITY

All internal footpaths should be dished at all entrances and crossings with tapered/dropped kerbs and tactile paving used on approaches in accordance with the design guidelines for use with tactile paving. This is to accommodate wheelchair access and guide the visually impaired users safely through the development.

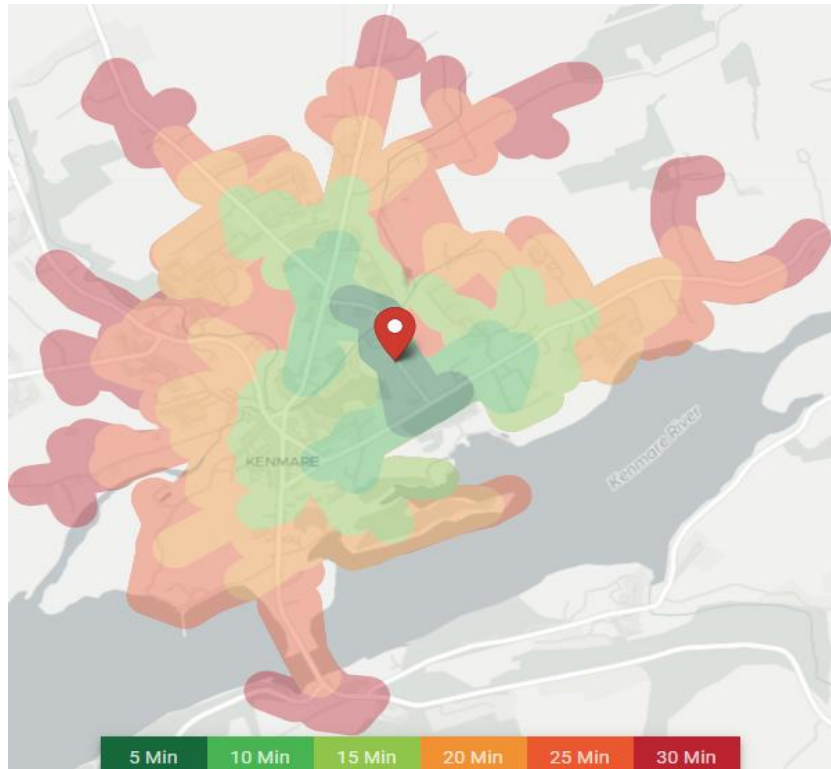


Figure 9.1: 30min Walking Distance from Site

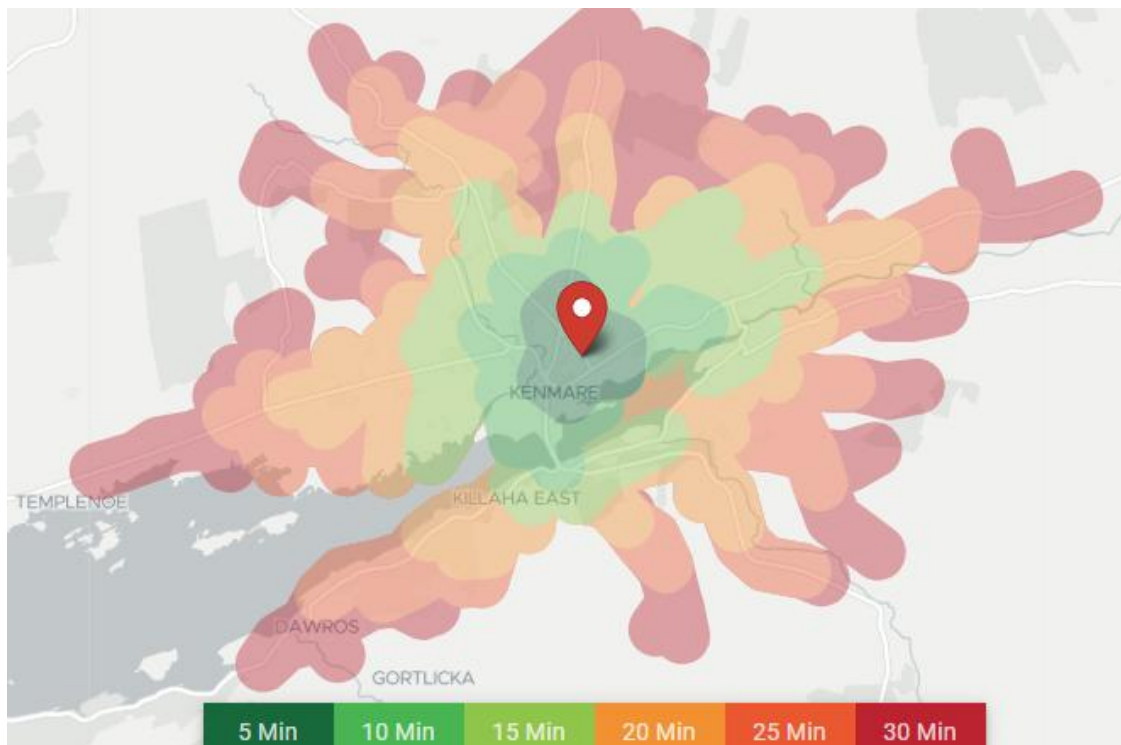


Figure 9.2: 30min Cycle Distance from Site

10 SUMMARY CONCLUSION

In accordance with the TII's "Traffic and Transport Assessment Guidelines", the traffic analysis was undertaken for the **Opening Year (2028)**, **Opening Year +5 (2033)** and fifteen years from this date i.e., the **Opening Year+15 (2043)**.

In summary, the TTA assessment focused on the 3 no. nearby traffic junction for this application. The 4 arm Crossroads Junction of Pat Scarteen Road and Railway was assessed, the development access T-junction as well as the T-junction of Pat Scarteen Road and R569.

The traffic modelling analysis carried out for these design year scenarios shows that:

- Junctions A operating below capacity for all design years up to 2043 for both morning and evening peaks respectively.
- Junctions B is operating below capacity for all design years up to 2043 for both morning and evening peaks respectively.
- Junctions C operating below capacity for all design years up to 2043 for both morning and evening peaks respectively.

Comparing the analysis of the traffic models, the development will not have a significant negative impact on the operation of these junctions from a capacity point-of-view.

11 REFERENCES

- TII. Traffic and Transport Assessment Guidelines, PE-PDV-02045
- National Roads Authority (2014) Traffic and Transport Assessment Guidelines
- Institution of Highways & Transportation (1994) Guidelines for Traffic Impact Assessment IHT, London
- National Roads Authority (2000) Road Geometry Handbook NRA, Dublin
- National Roads Authority Design Manual for Roads and Bridges NRA, Dublin
- Design Manual for Urban Roads and Streets
- Transport for Ireland (Oct 2016) Project Appraisal Guidelines for National Roads Unit 16.1 – Expansion Factors for Short Period Traffic Counts
- Transport for Ireland 2017. Geometric Design of Junctions, DN-GEO-03060
- Transport for Ireland 2017. Rural Road Link Design, DN-GEO-03031
- National Disability Authority (NDA) guidelines – Towards Best Practice in Provision of Transport Services
- TII approved junction simulation modelling program, Junctions 9
- Trip Rate Information Computer System (TRICS)
- Traffic Surveys: Traffinomics
- PCU (passenger carrying units) factors, Transport in The Urban Environment, The Institution of highways and Transportation.
- Google Maps
- Openstreetmaps

12 APPENDIX

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13 TRAFFIC COUNT DATA

(Traffic Count Data Available Upon Request)

14 TRICS

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Audit Code: 4c13bf10-c6d2-47a6-b6c7-3fd45e81fe95

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

Total Vehicles

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 100 DWELLS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.138	0.385	0.523
17:00-18:00	0.367	0.196	0.563
15:00-16:00	0.257	0.190	0.447

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
Data before 06:00 deselected by time slice								
06:00-07:00	37	182	0.025	2.471	0.067	6.653	0.092	9.124
07:00-08:00	340	152	0.066	6.577	0.261	26.143	0.327	32.720
08:00-09:00	343	151	0.138	13.795	0.385	38.513	0.523	52.308
09:00-10:00	343	151	0.143	14.266	0.195	19.461	0.338	33.727
10:00-11:00	343	151	0.133	13.263	0.167	16.677	0.300	29.940
11:00-12:00	343	151	0.153	15.343	0.167	16.675	0.320	32.018
12:00-13:00	343	151	0.190	18.980	0.171	17.103	0.361	36.083
13:00-14:00	343	151	0.181	18.149	0.180	18.000	0.361	36.149
14:00-15:00	343	151	0.180	17.961	0.186	18.574	0.366	36.535
15:00-16:00	343	151	0.257	25.696	0.190	19.013	0.447	44.709
16:00-17:00	343	151	0.292	29.192	0.181	18.120	0.473	47.312
17:00-18:00	343	151	0.367	36.750	0.196	19.618	0.563	56.368
18:00-19:00	343	151	0.291	29.101	0.200	19.962	0.491	49.063
19:00-20:00	41	181	0.301	30.111	0.242	24.150	0.543	54.261
Data after 20:00 deselected by time slice								
Total Rates:			2.717	271.654	2.788	278.662	5.505	550.316

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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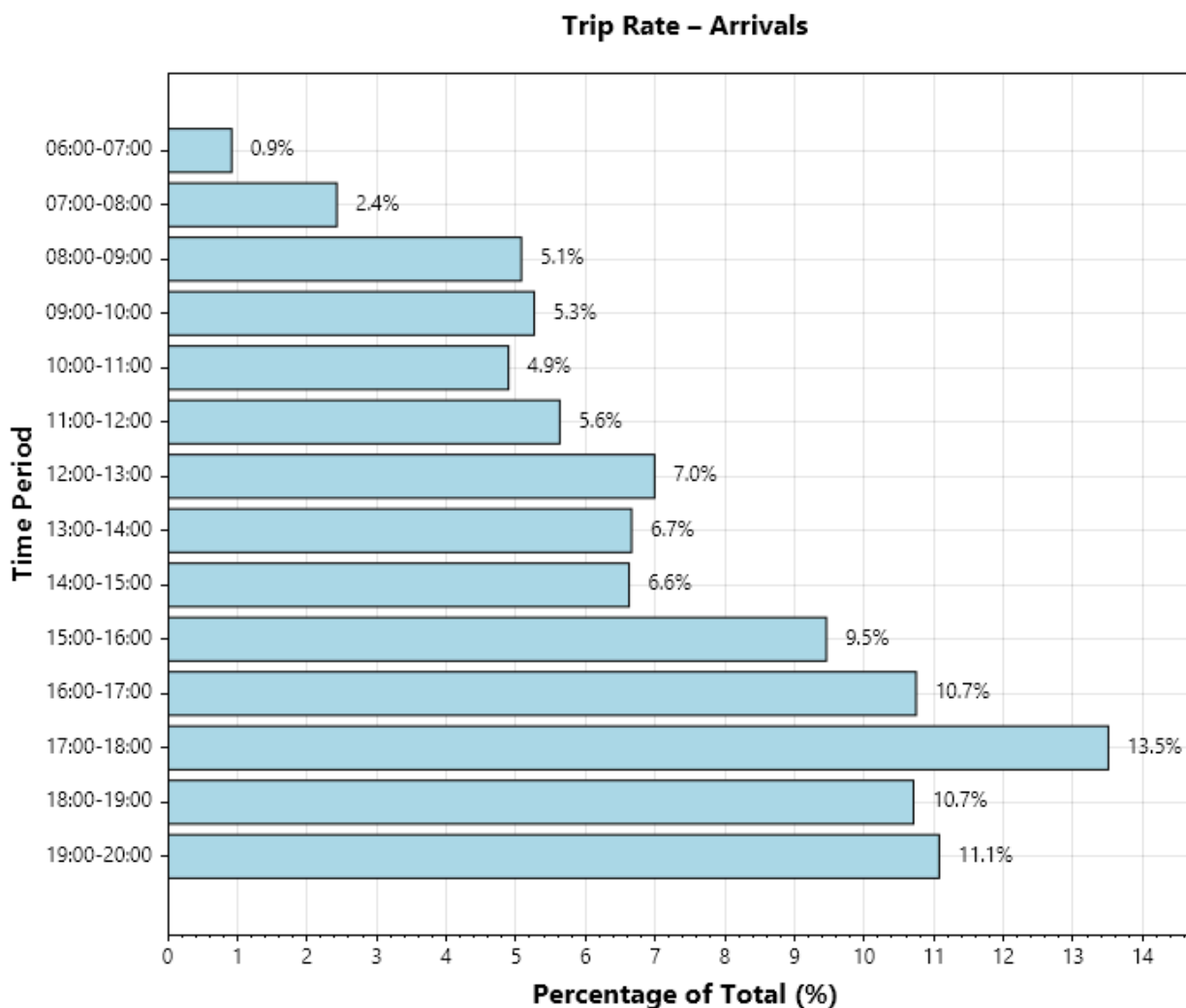
Audit Code: 4c13bf10-c6d2-47a6-b6c7-3fd45e81fe95

Parameter Summary:

Trip rate parameter range selected:	30 - 1000 (units: DWELLS)
Survey date date range:	20/08/1987 - 30/06/2025
Number of weekdays (Monday-Friday):	310
Number of Saturdays:	7
Number of Sundays:	26
Surveys automatically removed from selection:	285
Surveys manually removed from selection:	0

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

Trip Rate Total Vehicles – Arrivals

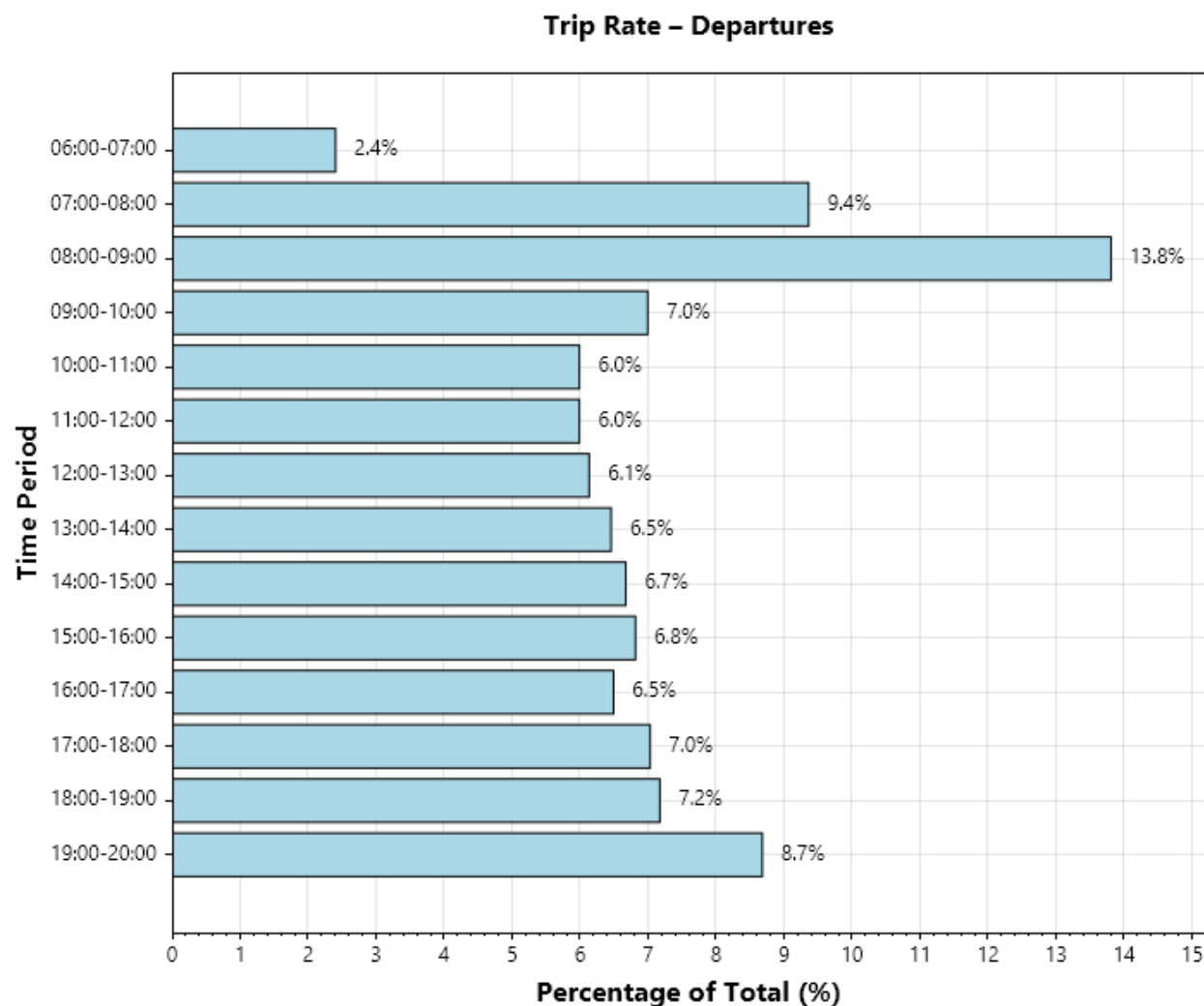


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2026-03-04 17:27

Audit Code: 4c13bf10-c6d2-47a6-b6c7-3fd45e81fe95

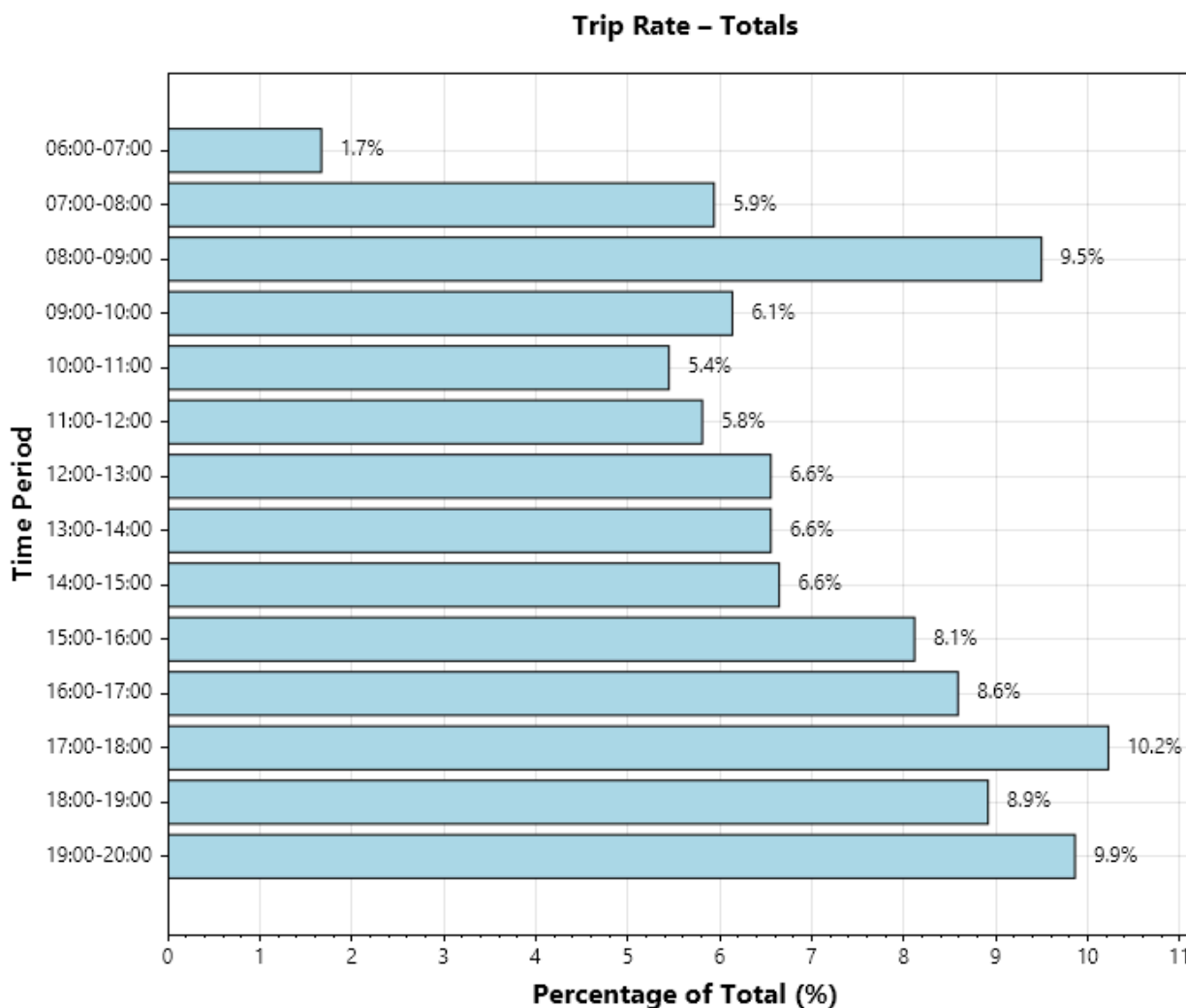
Trip Rate Total Vehicles - Departures



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2026-03-04 17:27

Trip Rate Total Vehicles - Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2026-03-04 17:27

15 JUNCTION 11 MODELLING RESULTS

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Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Traffic Modellings.j11
Path: N:\TIA\25067TT_Killowen Kenmare LRD_KPH\TTA\Traffic Modelling
Report generation date: 01/04/2026 09:37:55

- »D1 - 2025 | Base Year | AM
- »D2 - 2025 | Base Year | PM-1
- »D3 - 2028 | Opening Year without Dev | AM
- »D4 - 2028 | Opening Year without Dev | PM-1
- »D5 - 2028 | Opening Year with Dev | AM
- »D6 - 2028 | Opening Year with Dev | PM-1
- »D7 - 2033 | Without Dev | AM
- »D8 - 2033 | Without Dev | PM-1
- »D9 - 2033 | With Dev | AM
- »D10 - 2033 | With Dev | PM-1
- »D11 - 2043 | Without Dev | AM
- »D12 - 2043 | Without Dev | PM-1
- »D13 - 2043 | With Dev | AM
- »D14 - 2043 | With Dev | PM
- »D15 - 2025 | Base Year | PM-2
- »D16 - 2028 | Opening Year without Dev | PM-2
- »D17 - 2028 | Opening Year with Dev | PM-2
- »D18 - 2033 | Without Dev | PM-2
- »D19 - 2033 | With Dev | PM-2
- »D20 - 2043 | Without Dev | PM-2
- »D21 - 2043 | With Dev | PM-2

Summary of junction performance

	AM						PM						PM-1						PM-2						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	
	2025 - Base Year																								
Junction 1 - Stream B-ACD	D1	0.6	9.84	0.35	A	89 % [Junction 1 - Stream B-ACD]							D2	0.8	10.74	0.41	B	73 % [Junction 1 - Stream B-ACD]	D15	0.6	9.91	0.35	A	65 % [Junction 3 - Stream B-AC]	
Junction 1 - Stream A-BCD		0.0	6.17	0.00	A									0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Junction 1 - Stream D-ABC		0.0	9.28	0.02	A									0.0	10.58	0.02	B			0.0	0.00	0.00	A		
Junction 1 - Stream C-ABD		0.4	7.59	0.26	A									0.6	7.97	0.32	A			0.4	7.02	0.23	A		
Junction 2 - Stream B-AC		0.0	0.00	0.00	A									0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Junction 2 - Stream C-B		0.0	0.00	0.00	A									0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Junction 3 - Stream B-AC		0.4	8.98	0.25	A									0.6	10.78	0.36	B			0.8	11.77	0.42	B		
Junction 3 - Stream C-AB		0.5	7.40	0.26	A									0.3	6.73	0.17	A			0.3	7.16	0.20	A		
	2028 - Opening Year without Dev																								
Junction 1 - Stream B-ACD	D3	0.7	10.57	0.39	B	75 % [Junction 1 - Stream B-ACD]							D4	0.9	11.67	0.45	B	60 % [Junction 1 - Stream B-ACD]	D16	0.7	10.58	0.39	B	52 % [Junction 3 - Stream B-AC]	
Junction 1 - Stream A-BCD		0.0	6.12	0.00	A									0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Junction 1 - Stream D-ABC		0.0	9.41	0.02	A									0.0	10.80	0.02	B			0.0	0.00	0.00	A		
Junction 1 - Stream C-ABD		0.5	7.89	0.29	A									0.7	8.33	0.35	A			0.4	7.21	0.25	A		
Junction 2 - Stream B-AC		0.0	0.00	0.00	A									0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Junction 2 - Stream C-B		0.0	0.00	0.00	A									0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Junction 3 - Stream B-AC		0.4	9.46	0.28	A									0.7	11.69	0.40	B			0.9	12.93	0.46	B		
Junction 3 - Stream C-AB		0.6	7.62	0.29	A									0.3	6.84	0.19	A			0.4	7.31	0.22	A		
	2028 - Opening Year with Dev																								
Junction 1 - Stream B-ACD	D5	0.8	11.43	0.43	B	62 % [Junction 1 - Stream B-ACD]							D6	1.0	12.25	0.47	B	48 % [Junction 3 - Stream B-AC]	D17	0.8	11.07	0.41	B	59 % [Junction 3 - Stream B-AC]	
Junction 1 - Stream A-BCD		0.0	6.11	0.00	A									0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Junction 1 - Stream D-ABC		0.0	9.43	0.02	A									0.0	11.01	0.03	B			0.0	0.00	0.00	A		
Junction 1 - Stream C-ABD		0.5	7.98	0.30	A									0.7	8.59	0.37	A			0.5	7.46	0.27	A		
Junction 2 - Stream B-AC		0.1	7.02	0.07	A									0.0	6.78	0.03	A			0.0	6.69	0.04	A		
Junction 2 - Stream C-B		0.0	7.33	0.01	A									0.0	7.32	0.03	A			0.0	7.40	0.04	A		
Junction 3 - Stream B-AC		0.5	9.89	0.31	A									1.0	13.43	0.48	B			0.8	12.11	0.42	B		
Junction 3 - Stream C-AB		0.6	7.73	0.29	A									0.4	7.49	0.24	A			0.4	7.06	0.21	A		
	2033 - Without Dev																								
Junction 1 - Stream B-ACD	D7	0.8	11.50	0.43	B	60 % [Junction 1 - Stream B-ACD]							D8	1.1	13.00	0.50	B	46 % [Junction 1 - Stream B-ACD]	D18	0.8	11.44	0.43	B	40 % [Junction 3 - Stream B-AC]	
Junction 1 - Stream A-BCD		0.0	6.05	0.00	A									0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Junction 1 - Stream D-ABC		0.0	9.61	0.02	A									0.0	11.16	0.03	B			0.0	10.39	0.01	B		
Junction 1 - Stream C-ABD		0.6	8.25	0.32	A									0.8	8.80	0.39	A			0.5	7.44	0.28	A		
Junction 2 - Stream B-AC		0.0	0.00	0.00	A									0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Junction 2 - Stream C-B		0.0	0.00	0.00	A									0.0	0.00	0.00	A			0.0	0.00	0.00	A		
Junction 3 - Stream B-AC		0.5	10.04	0.30	B									0.9	12.81	0.44	B			1.1	14.42	0.51	B		
Junction 3 - Stream C-AB		0.6	7.91	0.32	A									0.4	6.98	0.21	A			0.4	7.51	0.24	A		
	2033 - With Dev																								
Junction 1 - Stream B-ACD	D9	1.0	12.58	0.48	B	49 %							D10	1.2	13.67	0.52	B	37 %	D19	0.9	12.09	0.45	B	47 %	

Junction 1 - Stream A-BCD		0.0	6.04	0.00	A	[Junction 1 - Stream B-ACD]							0.0	0.00	0.00	A	[Junction 3 - Stream B-AC]		0.0	0.00	0.00	A	[Junction 3 - Stream B-AC]
Junction 1 - Stream D-ABC		0.0	9.63	0.02	A								0.0	11.26	0.03	B			0.0	10.48	0.01	B	
Junction 1 - Stream C-ABD		0.6	8.36	0.33	A								0.8	9.06	0.41	A			0.5	7.71	0.30	A	
Junction 2 - Stream B-AC		0.1	7.11	0.07	A								0.0	6.86	0.03	A			0.0	6.76	0.04	A	
Junction 2 - Stream C-B		0.0	7.40	0.01	A								0.0	7.37	0.03	A			0.0	7.45	0.04	A	
Junction 3 - Stream B-AC		0.5	10.51	0.33	B								1.2	15.02	0.53	C			0.9	13.35	0.46	B	
Junction 3 - Stream C-AB		0.7	7.99	0.32	A								0.5	7.69	0.26	A			0.5	7.22	0.24	A	
	2043 - Without Dev																						
Junction 1 - Stream B-ACD	D11	1.0	13.01	0.49	B	45 % [Junction 1 - Stream B-ACD]						D12	1.4	15.11	0.56	C	33 % [Junction 1 - Stream B-ACD]	D20	1.0	12.90	0.48	B	27 % [Junction 3 - Stream B-AC]
Junction 1 - Stream A-BCD		0.0	5.97	0.00	A								0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Junction 1 - Stream D-ABC		0.0	9.82	0.02	A								0.0	11.46	0.03	B			0.0	10.61	0.01	B	
Junction 1 - Stream C-ABD		0.7	8.77	0.36	A								0.9	9.49	0.44	A			0.6	7.79	0.31	A	
Junction 2 - Stream B-AC		0.0	0.00	0.00	A								0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Junction 2 - Stream C-B		0.0	0.00	0.00	A								0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Junction 3 - Stream B-AC		0.6	10.88	0.34	B								1.1	14.69	0.50	B			1.5	17.07	0.58	C	
Junction 3 - Stream C-AB	0.8	8.35	0.36	A						0.5	7.19	0.24	A	0.5	7.80	0.27	A						
	2043 - With Dev																						
Junction 1 - Stream B-ACD	D13	1.2	14.46	0.54	B	36 % [Junction 1 - Stream B-ACD]	D14	1.5	16.08	0.59	C	23 % [Junction 3 - Stream B-AC]						D21	1.1	13.61	0.51	B	33 % [Junction 3 - Stream B-AC]
Junction 1 - Stream A-BCD		0.0	5.96	0.00	A			0.0	0.00	0.00	A								0.0	0.00	0.00	A	
Junction 1 - Stream D-ABC		0.0	9.85	0.02	A			0.0	11.57	0.03	B								0.0	10.71	0.01	B	
Junction 1 - Stream C-ABD		0.7	8.92	0.37	A			1.0	9.83	0.45	A								0.6	8.07	0.33	A	
Junction 2 - Stream B-AC		0.1	7.23	0.07	A			0.0	6.98	0.04	A								0.0	6.86	0.04	A	
Junction 2 - Stream C-B		0.0	7.48	0.01	A			0.0	7.44	0.03	A								0.0	7.52	0.04	A	
Junction 3 - Stream B-AC		0.7	11.45	0.37	B			1.6	18.04	0.60	C								1.2	15.51	0.52	C	
Junction 3 - Stream C-AB	0.8	8.45	0.37	A	0.6	7.98		0.29	A						0.6	7.45	0.27		A				

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	31/03/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MHL\bhill
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base Year	AM	ONE HOUR	00:00	01:30	15	✓
D2	2025	Base Year	PM-1	ONE HOUR	15:15	16:45	15	✓
D3	2028	Opening Year without Dev	AM	ONE HOUR	00:00	01:30	15	✓
D4	2028	Opening Year without Dev	PM-1	ONE HOUR	15:15	16:45	15	✓
D5	2028	Opening Year with Dev	AM	ONE HOUR	00:00	01:30	15	✓
D6	2028	Opening Year with Dev	PM-1	ONE HOUR	15:15	16:45	15	✓
D7	2033	Without Dev	AM	ONE HOUR	00:00	01:30	15	✓
D8	2033	Without Dev	PM-1	ONE HOUR	15:15	16:45	15	✓
D9	2033	With Dev	AM	ONE HOUR	00:00	01:30	15	✓
D10	2033	With Dev	PM-1	ONE HOUR	15:15	16:45	15	✓
D11	2043	Without Dev	AM	ONE HOUR	00:00	01:30	15	✓
D12	2043	Without Dev	PM-1	ONE HOUR	15:15	16:45	15	✓
D13	2043	With Dev	AM	ONE HOUR	00:00	01:30	15	✓
D14	2043	With Dev	PM	ONE HOUR	15:15	16:45	15	✓
D15	2025	Base Year	PM-2	ONE HOUR	17:00	18:30	15	✓
D16	2028	Opening Year without Dev	PM-2	ONE HOUR	17:00	18:30	15	✓
D17	2028	Opening Year with Dev	PM-2	ONE HOUR	17:00	18:30	15	✓
D18	2033	Without Dev	PM-2	ONE HOUR	17:00	18:30	15	✓
D19	2033	With Dev	PM-2	ONE HOUR	17:00	18:30	15	✓
D20	2043	Without Dev	PM-2	ONE HOUR	17:00	18:30	15	✓
D21	2043	With Dev	PM-2	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2025 | Base Year | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		5.00	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.00	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			3.82	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	89	Junction 1 - Stream B-ACD	3.47	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1	A	untitled		Major
	B	untitled		Minor
	C	untitled		Major
	D	untitled		Minor
2	A	untitled		Major
	B	untitled		Minor
	C	untitled		Major
3	A	untitled		Major
	B	untitled		Minor
	C	untitled		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1	A	6.00				0.0	✓	0.00
	C	6.00				250.0	✓	0.00
2	C	9.00		✓	2.20	50.0		-
3	C	6.00				150.0	✓	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

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1	B	One lane	5.00	20	35
	D	One lane	2.20	0	0
2	B	One lane	5.00	35	25
3	B	One lane	5.00	15	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	574	-	-	-	-	-	-	0.222	0.318	0.222	-	-	-
	B-A	602	0.110	0.277	0.277	-	-	-	0.174	0.396	-	0.277	0.277	0.138
	B-C	775	0.119	0.300	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	602	0.110	0.277	0.277	-	-	-	0.174	0.396	0.174	-	-	-
	B-D, offside lane	602	0.110	0.277	0.277	-	-	-	0.174	0.396	0.174	-	-	-
	C-B	719	0.278	0.278	0.398	-	-	-	-	-	-	-	-	-
	D-A	574	-	-	-	-	-	-	0.222	-	0.088	-	-	-
	D-B, nearside lane	440	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
	D-B, offside lane	440	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
	D-C	440	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	602	0.095	0.241	0.151	0.344
	B-C	768	0.102	0.259	-	-
	C-B	603	0.203	0.203	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	594	0.108	0.273	0.172	0.391
	B-C	768	0.118	0.297	-	-
	C-B	661	0.256	0.256	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base Year	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	223	100.000
	B		ONE HOUR	✓	201	100.000
	C		ONE HOUR	✓	232	100.000
	D		ONE HOUR	✓	6	100.000
2	A		ONE HOUR	✓	221	100.000
	B		ONE HOUR	✓	0	100.000
	C		ONE HOUR	✓	133	100.000
3	A		ONE HOUR	✓	205	100.000
	B		ONE HOUR	✓	133	100.000
	C		ONE HOUR	✓	289	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	80	142	1
	B	54	0	145	2
	C	84	148	0	0
	D	3	3	0	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	0	221
	B	0	0	0
	C	133	0	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	84	121
	B	53	0	80
	C	162	127	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.35	9.84	0.6	A	184	277
	A-BCD	0.00	6.17	0.0	A	1	2
	A-B					73	110
	A-C					130	195
	D-ABC	0.02	9.28	0.0	A	6	8
	C-ABD	0.26	7.59	0.4	A	153	229
	C-D					0	0
	C-A					60	90
2	B-AC	0.00	0.00	0.0	A	0	0
	C-A					122	183
	C-B	0.00	0.00	0.0	A	0	0
	A-B					0	0
	A-C					203	304
3	B-AC	0.25	8.98	0.4	A	122	183
	C-AB	0.26	7.40	0.5	A	149	223
	C-A					117	175
	A-B					77	116
	A-C					111	167

Main Results for each time segment

00:00 - 00:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	151	38	0.00	655	0.231	150	0.0	0.3	7.827	A
	A-BCD	1	0.25	0.00	643	0.002	1	0.0	0.0	6.168	A
	A-B	60	15	0.00			60				
	A-C	107	27	0.00			107				
	D-ABC	5	1	0.00	455	0.010	4	0.0	0.0	8.796	A
	C-ABD	122	31	0.00	712	0.172	121	0.0	0.2	6.701	A
	C-D	0	0	0.00			0				
	C-A	52	13	0.00			52				
2	B-AC	0	0	0.00	623	0.000	0	0.0	0.0	0.000	A
	C-A	100	25	0.00			100				
	C-B	0	0	0.00	569	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
	A-C	166	42	0.00			166				
3	B-AC	100	25	0.00	621	0.161	99	0.0	0.2	7.584	A
	C-AB	116	29	0.00	701	0.165	115	0.0	0.3	6.744	A
	C-A	102	25	0.00			102				
	A-B	63	16	0.00			63				
	A-C	91	23	0.00			91				

00:15 - 00:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	181	45	0.00	642	0.282	180	0.3	0.4	8.574	A
	A-BCD	1	0.32	0.00	657	0.002	1	0.0	0.0	6.037	A
	A-B	72	18	0.00			72				
	A-C	127	32	0.00			127				
	D-ABC	5	1	0.00	446	0.012	5	0.0	0.0	8.991	A
	C-ABD	149	37	0.00	711	0.210	149	0.2	0.3	7.047	A
	C-D	0	0	0.00			0				
	C-A	60	15	0.00			60				
2	B-AC	0	0	0.00	613	0.000	0	0.0	0.0	0.000	A
	C-A	120	30	0.00			120				
	C-B	0	0	0.00	563	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
	A-C	199	50	0.00			199				
3	B-AC	120	30	0.00	607	0.197	119	0.2	0.3	8.121	A
	C-AB	144	36	0.00	710	0.203	144	0.3	0.3	6.997	A
	C-A	116	29	0.00			116				
	A-B	76	19	0.00			76				
	A-C	109	27	0.00			109				

00:30 - 00:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	221	55	0.00	624	0.355	221	0.4	0.6	9.808	A
	A-BCD	2	0.43	0.00	678	0.003	2	0.0	0.0	5.858	A
	A-B	88	22	0.00			88				
	A-C	156	39	0.00			156				
	D-ABC	7	2	0.00	433	0.015	7	0.0	0.0	9.277	A
	C-ABD	188	47	0.00	709	0.264	187	0.3	0.4	7.578	A
	C-D	0	0	0.00			0				
2	C-A	68	17	0.00			68				
	B-AC	0	0	0.00	599	0.000	0	0.0	0.0	0.000	A
	C-A	146	37	0.00			146				
	C-B	0	0	0.00	553	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	243	61	0.00			243				
	B-AC	146	37	0.00	588	0.249	146	0.3	0.4	8.961	A
	C-AB	186	47	0.00	722	0.258	186	0.3	0.5	7.387	A
	C-A	132	33	0.00			132				
	A-B	92	23	0.00			92				
3	A-C	133	33	0.00			133				

00:45 - 01:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	221	55	0.00	624	0.355	221	0.6	0.6	9.843	A
	A-BCD	2	0.43	0.00	677	0.003	2	0.0	0.0	5.859	A
	A-B	88	22	0.00			88				
	A-C	156	39	0.00			156				
	D-ABC	7	2	0.00	433	0.015	7	0.0	0.0	9.279	A
	C-ABD	188	47	0.00	709	0.264	188	0.4	0.4	7.591	A
	C-D	0	0	0.00			0				
2	C-A	68	17	0.00			68				
	B-AC	0	0	0.00	599	0.000	0	0.0	0.0	0.000	A
	C-A	146	37	0.00			146				
	C-B	0	0	0.00	553	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	243	61	0.00			243				
	B-AC	146	37	0.00	587	0.249	146	0.4	0.4	8.978	A
	C-AB	186	47	0.00	722	0.258	186	0.5	0.5	7.403	A
	C-A	132	33	0.00			132				
	A-B	92	23	0.00			92				
3	A-C	133	33	0.00			133				

01:00 - 01:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	181	45	0.00	642	0.282	181	0.6	0.4	8.618	A
	A-BCD	1	0.32	0.00	657	0.002	1	0.0	0.0	6.041	A
	A-B	72	18	0.00			72				
	A-C	127	32	0.00			127				
	D-ABC	5	1	0.00	446	0.012	5	0.0	0.0	8.994	A
	C-ABD	149	37	0.00	711	0.210	150	0.4	0.3	7.064	A
	C-D	0	0	0.00			0				
2	C-A	60	15	0.00			60				
	B-AC	0	0	0.00	613	0.000	0	0.0	0.0	0.000	A
	C-A	120	30	0.00			120				
	C-B	0	0	0.00	563	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	199	50	0.00			199				
	B-AC	120	30	0.00	607	0.197	120	0.4	0.3	8.143	A
	C-AB	144	36	0.00	710	0.203	145	0.5	0.3	7.018	A
	C-A	116	29	0.00			116				
	A-B	76	19	0.00			76				
3	A-C	109	27	0.00			109				

01:15 - 01:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	151	38	0.00	654	0.231	152	0.4	0.3	7.884	A
	A-BCD	1	0.25	0.00	643	0.002	1	0.0	0.0	6.171	A
	A-B	60	15	0.00			60				
	A-C	107	27	0.00			107				
	D-ABC	5	1	0.00	454	0.010	5	0.0	0.0	8.802	A
	C-ABD	122	31	0.00	712	0.172	123	0.3	0.3	6.728	A
	C-D	0	0	0.00			0				
2	C-A	52	13	0.00			52				
	B-AC	0	0	0.00	623	0.000	0	0.0	0.0	0.000	A
	C-A	100	25	0.00			100				
	C-B	0	0	0.00	569	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	166	42	0.00			166				
	B-AC	100	25	0.00	620	0.161	100	0.3	0.2	7.622	A
	C-AB	116	29	0.00	701	0.165	116	0.3	0.3	6.778	A
	C-A	102	25	0.00			102				
	A-B	63	16	0.00			63				
3	A-C	91	23	0.00			91				

D2 - 2025 | Base Year | PM-1

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		6.64	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.00	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			3.84	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	73	Junction 1 - Stream B-ACD	3.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base Year	PM-1	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	132	100.000
	B		ONE HOUR	✓	234	100.000
	C		ONE HOUR	✓	271	100.000
	D		ONE HOUR	✓	8	100.000
2	A		ONE HOUR	✓	180	100.000
	B		ONE HOUR	✓	0	100.000
	C		ONE HOUR	✓	229	100.000
3	A		ONE HOUR	✓	274	100.000
	B		ONE HOUR	✓	189	100.000
	C		ONE HOUR	✓	254	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	52	80	0
	B	72	0	159	3
	C	80	189	0	2
	D	2	4	2	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	0	180
	B	0	0	0
	C	229	0	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	91	183
	B	77	0	112
	C	172	82	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Junction 2

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Junction 3

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.41	10.74	0.8	B	215	322
	A-BCD	0.00	0.00	0.0	A	0	0
	A-B					48	72
	A-C					73	110
	D-ABC	0.02	10.58	0.0	B	7	11
	C-ABD	0.32	7.97	0.6	A	194	291
	C-D					1	2
	C-A					53	80
2	B-AC	0.00	0.00	0.0	A	0	0
	C-A					210	315
	C-B	0.00	0.00	0.0	A	0	0
	A-B					0	0
	A-C					165	248
3	B-AC	0.36	10.78	0.6	B	173	260
	C-AB	0.17	6.73	0.3	A	98	147
	C-A					135	203
	A-B					84	125
	A-C					168	252

Main Results for each time segment

15:15 - 15:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	176	44	0.00	654	0.269	175	0.0	0.4	8.228	A
	A-BCD	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
	A-B	39	10	0.00			39				
	A-C	60	15	0.00			60				
	D-ABC	6	2	0.00	411	0.015	6	0.0	0.0	9.784	A
	C-ABD	155	39	0.00	729	0.213	154	0.0	0.3	6.875	A
	C-D	1	0.30	0.00			1				
2	C-A	47	12	0.00			47				
	B-AC	0	0	0.00	624	0.000	0	0.0	0.0	0.000	A
	C-A	172	43	0.00			172				
	C-B	0	0	0.00	575	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	136	34	0.00			136				
	B-AC	142	36	0.00	611	0.233	141	0.0	0.3	8.394	A
	C-AB	76	19	0.00	694	0.109	75	0.0	0.2	6.398	A
	C-A	115	29	0.00			115				
	A-B	69	17	0.00			69				
3	A-C	138	34	0.00			138				

15:30 - 15:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	210	53	0.00	643	0.327	210	0.4	0.5	9.139	A
	A-BCD	0	0	0.00	503	0.000	0	0.0	0.0	0.000	A
	A-B	47	12	0.00			47				
	A-C	72	18	0.00			72				
	D-ABC	7	2	0.00	399	0.018	7	0.0	0.0	10.105	B
	C-ABD	189	47	0.00	731	0.259	189	0.3	0.4	7.295	A
	C-D	1	0.33	0.00			1				
2	C-A	53	13	0.00			53				
	B-AC	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
	C-A	206	51	0.00			206				
	C-B	0	0	0.00	570	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	162	40	0.00			162				
	B-AC	170	42	0.00	596	0.285	169	0.3	0.4	9.266	A
	C-AB	95	24	0.00	701	0.135	95	0.2	0.2	6.529	A
	C-A	134	33	0.00			134				
	A-B	82	20	0.00			82				
3	A-C	165	41	0.00			165				

15:45 - 16:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	258	64	0.00	626	0.411	257	0.5	0.8	10.689	B
	A-BCD	0	0	0.00	487	0.000	0	0.0	0.0	0.000	A
	A-B	57	14	0.00			57				
	A-C	88	22	0.00			88				
	D-ABC	9	2	0.00	383	0.023	9	0.0	0.0	10.580	B
	C-ABD	237	59	0.00	735	0.323	237	0.4	0.6	7.950	A
	C-D	1	0.37	0.00			1				
2	C-A	59	15	0.00			59				
	B-AC	0	0	0.00	600	0.000	0	0.0	0.0	0.000	A
	C-A	252	63	0.00			252				
	C-B	0	0	0.00	563	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	198	50	0.00			198				
	B-AC	208	52	0.00	576	0.362	207	0.4	0.6	10.734	B
	C-AB	123	31	0.00	712	0.173	123	0.2	0.3	6.729	A
	C-A	156	39	0.00			156				
	A-B	100	25	0.00			100				
3	A-C	201	50	0.00			201				

16:00 - 16:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	258	64	0.00	626	0.411	258	0.8	0.8	10.744	B
	A-BCD	0	0	0.00	487	0.000	0	0.0	0.0	0.000	A
	A-B	57	14	0.00			57				
	A-C	88	22	0.00			88				
	D-ABC	9	2	0.00	383	0.023	9	0.0	0.0	10.585	B
	C-ABD	238	59	0.00	735	0.323	238	0.6	0.6	7.971	A
	C-D	1	0.37	0.00			1				
2	C-A	59	15	0.00			59				
	B-AC	0	0	0.00	600	0.000	0	0.0	0.0	0.000	A
	C-A	252	63	0.00			252				
	C-B	0	0	0.00	563	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	198	50	0.00			198				
	B-AC	208	52	0.00	575	0.362	208	0.6	0.6	10.776	B
	C-AB	123	31	0.00	712	0.173	123	0.3	0.3	6.735	A
	C-A	156	39	0.00			156				
	A-B	100	25	0.00			100				
3	A-C	201	50	0.00			201				

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	210	53	0.00	642	0.327	211	0.8	0.5	9.202	A
	A-BCD	0	0	0.00	503	0.000	0	0.0	0.0	0.000	A
	A-B	47	12	0.00			47				
	A-C	72	18	0.00			72				
	D-ABC	7	2	0.00	399	0.018	7	0.0	0.0	10.116	B
	C-ABD	189	47	0.00	732	0.259	190	0.6	0.4	7.323	A
	C-D	1	0.33	0.00			1				
2	C-A	53	13	0.00			53				
	B-AC	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
	C-A	206	51	0.00			206				
	C-B	0	0	0.00	570	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	162	40	0.00			162				
	B-AC	170	42	0.00	596	0.285	171	0.6	0.4	9.316	A
	C-AB	95	24	0.00	701	0.135	95	0.3	0.2	6.540	A
	C-A	134	33	0.00			134				
	A-B	82	20	0.00			82				
3	A-C	165	41	0.00			165				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	176	44	0.00	654	0.269	177	0.5	0.4	8.308	A
	A-BCD	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
	A-B	39	10	0.00			39				
	A-C	60	15	0.00			60				
	D-ABC	6	2	0.00	410	0.015	6	0.0	0.0	9.797	A
	C-ABD	156	39	0.00	729	0.213	156	0.4	0.3	6.917	A
	C-D	1	0.30	0.00			1				
2	C-A	47	12	0.00			47				
	B-AC	0	0	0.00	624	0.000	0	0.0	0.0	0.000	A
	C-A	172	43	0.00			172				
	C-B	0	0	0.00	575	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	136	34	0.00			136				
	B-AC	142	36	0.00	611	0.233	143	0.4	0.3	8.461	A
	C-AB	76	19	0.00	694	0.110	76	0.2	0.2	6.415	A
	C-A	115	29	0.00			115				
	A-B	69	17	0.00			69				
3	A-C	138	34	0.00			138				

D3 - 2028 | Opening Year without Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		5.31	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.00	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			4.03	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	75	Junction 1 - Stream B-ACD	3.68	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	Opening Year without Dev	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	242	100.000
	B		ONE HOUR	✓	218	100.000
	C		ONE HOUR	✓	253	100.000
	D		ONE HOUR	✓	6	100.000
2	A		ONE HOUR	✓	240	100.000
	B		ONE HOUR	✓	0	100.000
	C		ONE HOUR	✓	144	100.000
3	A		ONE HOUR	✓	222	100.000
	B		ONE HOUR	✓	145	100.000
	C		ONE HOUR	✓	314	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To				
From		A	B	C	D
	A	0	87	154	1
	B	59	0	157	2
	C	91	161	0	1
	D	3	3	0	0

Demand (PCU/hr)

Junction 2

	To			
From		A	B	C
	A	0	0	240
	B	0	0	0
	C	144	0	0

Demand (PCU/hr)

Junction 3

	To			
From		A	B	C
	A	0	91	131
	B	58	0	87
	C	176	138	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

	To				
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Junction 2

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Junction 3

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.39	10.57	0.7	B	200	300
	A-BCD	0.00	6.12	0.0	A	1	2
	A-B					80	119
	A-C					141	212
	D-ABC	0.02	9.41	0.0	A	6	8
	C-ABD	0.29	7.89	0.5	A	168	253
	C-D					0.69	1
	C-A					63	95
2	B-AC	0.00	0.00	0.0	A	0	0
	C-A					132	198
	C-B	0.00	0.00	0.0	A	0	0
	A-B					0	0
	A-C					220	330
3	B-AC	0.28	9.46	0.4	A	133	200
	C-AB	0.29	7.62	0.6	A	165	248
	C-A					123	184
	A-B					84	125
	A-C					120	180

Main Results for each time segment

00:00 - 00:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	164	41	0.00	649	0.253	163	0.0	0.4	8.122	A
	A-BCD	1	0.26	0.00	649	0.002	1	0.0	0.0	6.110	A
	A-B	65	16	0.00			65				
	A-C	116	29	0.00			116				
	D-ABC	5	1	0.00	451	0.010	4	0.0	0.0	8.871	A
	C-ABD	134	34	0.00	711	0.189	133	0.0	0.3	6.838	A
	C-D	0.61	0.15	0.00			0.61				
2	C-A	56	14	0.00			56				
	B-AC	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
	C-A	108	27	0.00			108				
	C-B	0	0	0.00	566	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	181	45	0.00			181				
	B-AC	109	27	0.00	614	0.178	108	0.0	0.2	7.811	A
	C-AB	128	32	0.00	705	0.181	127	0.0	0.3	6.839	A
	C-A	108	27	0.00			108				
	A-B	69	17	0.00			69				
3	A-C	99	25	0.00			99				

00:15 - 00:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	196	49	0.00	635	0.309	196	0.4	0.5	9.008	A
	A-BCD	1	0.33	0.00	665	0.002	1	0.0	0.0	5.969	A
	A-B	78	20	0.00			78				
	A-C	138	35	0.00			138				
	D-ABC	5	1	0.00	441	0.012	5	0.0	0.0	9.089	A
	C-ABD	164	41	0.00	711	0.231	164	0.3	0.4	7.240	A
	C-D	0.69	0.17	0.00			0.69				
2	C-A	63	16	0.00			63				
	B-AC	0	0	0.00	608	0.000	0	0.0	0.0	0.000	A
	C-A	129	32	0.00			129				
	C-B	0	0	0.00	559	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	216	54	0.00			216				
	B-AC	130	33	0.00	599	0.218	130	0.2	0.3	8.434	A
	C-AB	160	40	0.00	715	0.223	159	0.3	0.4	7.135	A
	C-A	123	31	0.00			123				
	A-B	82	20	0.00			82				
3	A-C	118	29	0.00			118				

00:30 - 00:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	240	60	0.00	615	0.390	239	0.5	0.7	10.517	B
	A-BCD	2	0.45	0.00	687	0.003	2	0.0	0.0	5.777	A
	A-B	96	24	0.00			96				
	A-C	169	42	0.00			169				
	D-ABC	7	2	0.00	427	0.015	7	0.0	0.0	9.409	A
	C-ABD	207	52	0.00	710	0.292	206	0.4	0.5	7.868	A
	C-D	0.78	0.19	0.00			0.78				
2	C-A	71	18	0.00			71				
	B-AC	0	0	0.00	592	0.000	0	0.0	0.0	0.000	A
	C-A	159	40	0.00			159				
	C-B	0	0	0.00	549	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	264	66	0.00			264				
	B-AC	160	40	0.00	578	0.276	159	0.3	0.4	9.441	A
	C-AB	208	52	0.00	728	0.285	207	0.4	0.5	7.603	A
	C-A	138	35	0.00			138				
	A-B	100	25	0.00			100				
3	A-C	144	36	0.00			144				

00:45 - 01:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	240	60	0.00	615	0.390	240	0.7	0.7	10.566	B
	A-BCD	2	0.45	0.00	687	0.003	2	0.0	0.0	5.781	A
	A-B	96	24	0.00			96				
	A-C	169	42	0.00			169				
	D-ABC	7	2	0.00	427	0.015	7	0.0	0.0	9.411	A
	C-ABD	207	52	0.00	710	0.292	207	0.5	0.5	7.885	A
	C-D	0.78	0.19	0.00			0.78				
2	C-A	71	18	0.00			71				
	B-AC	0	0	0.00	592	0.000	0	0.0	0.0	0.000	A
	C-A	159	40	0.00			159				
	C-B	0	0	0.00	549	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	264	66	0.00			264				
	B-AC	160	40	0.00	578	0.276	160	0.4	0.4	9.464	A
	C-AB	208	52	0.00	728	0.285	208	0.5	0.6	7.624	A
	C-A	138	35	0.00			138				
	A-B	100	25	0.00			100				
3	A-C	144	36	0.00			144				

01:00 - 01:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	196	49	0.00	634	0.309	197	0.7	0.5	9.066	A
	A-BCD	1	0.33	0.00	664	0.002	1	0.0	0.0	5.971	A
	A-B	78	20	0.00			78				
	A-C	138	35	0.00			138				
	D-ABC	5	1	0.00	441	0.012	5	0.0	0.0	9.093	A
	C-ABD	164	41	0.00	711	0.231	165	0.5	0.4	7.261	A
	C-D	0.69	0.17	0.00			0.69				
2	C-A	63	16	0.00			63				
	B-AC	0	0	0.00	608	0.000	0	0.0	0.0	0.000	A
	C-A	129	32	0.00			129				
	C-B	0	0	0.00	559	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	216	54	0.00			216				
	B-AC	130	33	0.00	599	0.218	131	0.4	0.3	8.466	A
	C-AB	160	40	0.00	715	0.224	160	0.6	0.4	7.161	A
	C-A	122	31	0.00			122				
	A-B	82	20	0.00			82				
3	A-C	118	29	0.00			118				

01:15 - 01:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	164	41	0.00	648	0.253	165	0.5	0.4	8.193	A
	A-BCD	1	0.26	0.00	649	0.002	1	0.0	0.0	6.116	A
	A-B	65	16	0.00			65				
	A-C	116	29	0.00			116				
	D-ABC	5	1	0.00	451	0.010	5	0.0	0.0	8.880	A
	C-ABD	134	34	0.00	712	0.189	135	0.4	0.3	6.873	A
	C-D	0.61	0.15	0.00			0.61				
2	C-A	55	14	0.00			55				
	B-AC	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
	C-A	108	27	0.00			108				
	C-B	0	0	0.00	566	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	181	45	0.00			181				
	B-AC	109	27	0.00	614	0.178	109	0.3	0.2	7.852	A
	C-AB	128	32	0.00	705	0.182	129	0.4	0.3	6.875	A
	C-A	108	27	0.00			108				
	A-B	69	17	0.00			69				
3	A-C	99	25	0.00			99				

D4 - 2028 | Opening Year without Dev | PM-1

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		7.12	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.00	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			4.13	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	60	Junction 1 - Stream B-ACD	4.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	Opening Year without Dev	PM-1	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	143	100.000
	B		ONE HOUR	✓	254	100.000
	C		ONE HOUR	✓	294	100.000
	D		ONE HOUR	✓	8	100.000
2	A		ONE HOUR	✓	195	100.000
	B		ONE HOUR	✓	0	100.000
	C		ONE HOUR	✓	249	100.000
3	A		ONE HOUR	✓	298	100.000
	B		ONE HOUR	✓	206	100.000
	C		ONE HOUR	✓	276	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	56	87	0
	B	78	0	173	3
	C	87	205	0	2
	D	2	4	2	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	0	195
	B	0	0	0
	C	249	0	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	99	199
	B	84	0	122
	C	187	89	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Junction 2

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Junction 3

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.45	11.67	0.9	B	233	350
	A-BCD	0.00	0.00	0.0	A	0	0
	A-B					51	77
	A-C					80	120
	D-ABC	0.02	10.80	0.0	B	7	11
	C-ABD	0.35	8.33	0.7	A	213	319
	C-D					1	2
	C-A					56	84
2	B-AC	0.00	0.00	0.0	A	0	0
	C-A					228	343
	C-B	0.00	0.00	0.0	A	0	0
	A-B					0	0
	A-C					179	268
3	B-AC	0.40	11.69	0.7	B	189	284
	C-AB	0.19	6.84	0.3	A	109	164
	C-A					144	216
	A-B					91	136
	A-C					183	274

Main Results for each time segment

15:15 - 15:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	191	48	0.00	650	0.294	189	0.0	0.5	8.569	A
	A-BCD	0	0	0.00	510	0.000	0	0.0	0.0	0.000	A
	A-B	42	11	0.00			42				
	A-C	65	16	0.00			65				
	D-ABC	6	2	0.00	406	0.015	6	0.0	0.0	9.905	A
	C-ABD	170	42	0.00	730	0.233	169	0.0	0.4	7.037	A
	C-D	1	0.29	0.00			1				
2	C-A	50	13	0.00			50				
	B-AC	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
	C-A	187	47	0.00			187				
	C-B	0	0	0.00	573	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	147	37	0.00			147				
	B-AC	155	39	0.00	605	0.256	154	0.0	0.4	8.750	A
	C-AB	84	21	0.00	697	0.120	83	0.0	0.2	6.449	A
	C-A	124	31	0.00			124				
	A-B	75	19	0.00			75				
3	A-C	150	37	0.00			150				

15:30 - 15:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	228	57	0.00	637	0.358	228	0.5	0.6	9.661	A
	A-BCD	0	0	0.00	497	0.000	0	0.0	0.0	0.000	A
	A-B	50	13	0.00			50				
	A-C	78	20	0.00			78				
	D-ABC	7	2	0.00	393	0.018	7	0.0	0.0	10.263	B
	C-ABD	207	52	0.00	733	0.283	207	0.4	0.5	7.526	A
	C-D	1	0.32	0.00			1				
2	C-A	56	14	0.00			56				
	B-AC	0	0	0.00	608	0.000	0	0.0	0.0	0.000	A
	C-A	224	56	0.00			224				
	C-B	0	0	0.00	567	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	175	44	0.00			175				
	B-AC	185	46	0.00	588	0.315	185	0.4	0.5	9.800	A
	C-AB	105	26	0.00	705	0.149	105	0.2	0.2	6.600	A
	C-A	143	36	0.00			143				
	A-B	89	22	0.00			89				
3	A-C	179	45	0.00			179				

15:45 - 16:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	280	70	0.00	619	0.452	279	0.6	0.9	11.589	B
	A-BCD	0	0	0.00	480	0.000	0	0.0	0.0	0.000	A
	A-B	62	15	0.00			62				
	A-C	96	24	0.00			96				
	D-ABC	9	2	0.00	376	0.023	9	0.0	0.0	10.797	B
	C-ABD	261	65	0.00	736	0.354	260	0.5	0.7	8.307	A
	C-D	1	0.35	0.00			1				
	C-A	62	15	0.00			62				
2	B-AC	0	0	0.00	593	0.000	0	0.0	0.0	0.000	A
	C-A	274	69	0.00			274				
	C-B	0	0	0.00	559	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
	A-C	215	54	0.00			215				
3	B-AC	227	57	0.00	565	0.401	226	0.5	0.7	11.632	B
	C-AB	138	34	0.00	717	0.192	137	0.2	0.3	6.837	A
	C-A	166	42	0.00			166				
	A-B	109	27	0.00			109				
	A-C	219	55	0.00			219				

16:00 - 16:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	280	70	0.00	619	0.452	280	0.9	0.9	11.667	B
	A-BCD	0	0	0.00	480	0.000	0	0.0	0.0	0.000	A
	A-B	62	15	0.00			62				
	A-C	96	24	0.00			96				
	D-ABC	9	2	0.00	375	0.023	9	0.0	0.0	10.803	B
	C-ABD	261	65	0.00	736	0.354	261	0.7	0.7	8.332	A
	C-D	1	0.35	0.00			1				
	C-A	62	15	0.00			62				
2	B-AC	0	0	0.00	593	0.000	0	0.0	0.0	0.000	A
	C-A	274	69	0.00			274				
	C-B	0	0	0.00	559	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
	A-C	215	54	0.00			215				
3	B-AC	227	57	0.00	565	0.401	227	0.7	0.7	11.694	B
	C-AB	138	34	0.00	717	0.192	138	0.3	0.3	6.845	A
	C-A	166	41	0.00			166				
	A-B	109	27	0.00			109				
	A-C	219	55	0.00			219				

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	228	57	0.00	637	0.359	229	0.9	0.6	9.749	A
	A-BCD	0	0	0.00	497	0.000	0	0.0	0.0	0.000	A
	A-B	50	13	0.00			50				
	A-C	78	20	0.00			78				
	D-ABC	7	2	0.00	393	0.018	7	0.0	0.0	10.275	B
	C-ABD	207	52	0.00	733	0.283	208	0.7	0.5	7.560	A
	C-D	1	0.32	0.00			1				
2	C-A	56	14	0.00			56				
	B-AC	0	0	0.00	608	0.000	0	0.0	0.0	0.000	A
	C-A	224	56	0.00			224				
	C-B	0	0	0.00	567	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	175	44	0.00			175				
	B-AC	185	46	0.00	588	0.315	186	0.7	0.5	9.870	A
	C-AB	105	26	0.00	705	0.149	106	0.3	0.3	6.616	A
	C-A	143	36	0.00			143				
	A-B	89	22	0.00			89				
3	A-C	179	45	0.00			179				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	191	48	0.00	649	0.294	192	0.6	0.5	8.666	A
	A-BCD	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
	A-B	42	11	0.00			42				
	A-C	65	16	0.00			65				
	D-ABC	6	2	0.00	405	0.015	6	0.0	0.0	9.920	A
	C-ABD	170	43	0.00	730	0.233	171	0.5	0.4	7.085	A
	C-D	1	0.29	0.00			1				
2	C-A	50	13	0.00			50				
	B-AC	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
	C-A	187	47	0.00			187				
	C-B	0	0	0.00	573	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	147	37	0.00			147				
	B-AC	155	39	0.00	604	0.257	156	0.5	0.4	8.831	A
	C-AB	84	21	0.00	697	0.121	84	0.3	0.2	6.470	A
	C-A	124	31	0.00			124				
	A-B	75	19	0.00			75				
3	A-C	150	37	0.00			150				

D5 - 2028 | Opening Year with Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		5.78	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.74	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			4.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	62	Junction 1 - Stream B-ACD	4.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	Opening Year with Dev	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	244	100.000
	B		ONE HOUR	✓	241	100.000
	C		ONE HOUR	✓	257	100.000
	D		ONE HOUR	✓	6	100.000
2	A		ONE HOUR	✓	247	100.000
	B		ONE HOUR	✓	39	100.000
	C		ONE HOUR	✓	151	100.000
3	A		ONE HOUR	✓	226	100.000
	B		ONE HOUR	✓	160	100.000
	C		ONE HOUR	✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	89	154	1
	B	67	0	172	2
	C	91	165	0	1
	D	3	3	0	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	7	240
	B	16	0	23
	C	144	7	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	95	131
	B	64	0	96
	C	176	142	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2

From	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3

From	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.43	11.43	0.8	B	221	332
	A-BCD	0.00	6.11	0.0	A	1	2
	A-B					81	122
	A-C					141	212
	D-ABC	0.02	9.43	0.0	A	6	8
	C-ABD	0.30	7.98	0.5	A	173	259
	C-D					0.69	1
	C-A					62	94
2	B-AC	0.07	7.02	0.1	A	36	54
	C-A					132	198
	C-B	0.01	7.33	0.0	A	6	10
	A-B					6	10
	A-C					220	330
3	B-AC	0.31	9.89	0.5	A	147	220
	C-AB	0.29	7.73	0.6	A	170	255
	C-A					122	183
	A-B					87	131
	A-C					120	180

Main Results for each time segment

00:00 - 00:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	181	45	0.00	646	0.281	180	0.0	0.4	8.458	A
	A-BCD	1	0.26	0.00	649	0.002	1	0.0	0.0	6.108	A
	A-B	67	17	0.00			67				
	A-C	116	29	0.00			116				
	D-ABC	5	1	0.00	450	0.010	4	0.0	0.0	8.883	A
	C-ABD	138	34	0.00	711	0.194	136	0.0	0.3	6.880	A
	C-D	0.61	0.15	0.00			0.61				
2	C-A	55	14	0.00			55				
	B-AC	29	7	0.00	633	0.046	29	0.0	0.1	6.554	A
	C-A	108	27	0.00			108				
	C-B	5	1	0.00	565	0.009	5	0.0	0.0	7.072	A
	A-B	5	1	0.00			5				
3	A-C	181	45	0.00			181				
	B-AC	120	30	0.00	613	0.196	119	0.0	0.3	8.002	A
	C-AB	132	33	0.00	704	0.187	130	0.0	0.3	6.892	A
	C-A	108	27	0.00			108				
	A-B	72	18	0.00			72				
3	A-C	99	25	0.00			99				

00:15 - 00:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	217	54	0.00	632	0.343	216	0.4	0.6	9.511	A
	A-BCD	1	0.34	0.00	665	0.002	1	0.0	0.0	5.967	A
	A-B	80	20	0.00			80				
	A-C	138	35	0.00			138				
	D-ABC	5	1	0.00	440	0.012	5	0.0	0.0	9.104	A
	C-ABD	168	42	0.00	710	0.237	168	0.3	0.4	7.298	A
	C-D	0.68	0.17	0.00			0.68				
2	C-A	62	16	0.00			62				
	B-AC	35	9	0.00	622	0.056	35	0.1	0.1	6.743	A
	C-A	129	32	0.00			129				
	C-B	6	2	0.00	558	0.011	6	0.0	0.0	7.179	A
	A-B	6	2	0.00			6				
3	A-C	216	54	0.00			216				
	B-AC	144	36	0.00	598	0.241	144	0.3	0.3	8.709	A
	C-AB	164	41	0.00	714	0.230	164	0.3	0.4	7.204	A
	C-A	122	30	0.00			122				
	A-B	85	21	0.00			85				
3	A-C	118	29	0.00			118				

00:30 - 00:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	265	66	0.00	612	0.434	264	0.6	0.8	11.364	B
	A-BCD	2	0.45	0.00	687	0.003	2	0.0	0.0	5.774	A
	A-B	98	24	0.00			98				
	A-C	169	42	0.00			169				
	D-ABC	7	2	0.00	427	0.015	7	0.0	0.0	9.428	A
	C-ABD	212	53	0.00	709	0.299	212	0.4	0.5	7.959	A
	C-D	0.77	0.19	0.00			0.77				
2	C-A	70	18	0.00			70				
	B-AC	43	11	0.00	607	0.071	43	0.1	0.1	7.021	A
	C-A	159	40	0.00			159				
	C-B	8	2	0.00	548	0.014	8	0.0	0.0	7.332	A
	A-B	8	2	0.00			8				
3	A-C	264	66	0.00			264				
	B-AC	176	44	0.00	576	0.306	176	0.3	0.5	9.866	A
	C-AB	214	53	0.00	727	0.294	213	0.4	0.6	7.710	A
	C-A	136	34	0.00			136				
	A-B	105	26	0.00			105				
3	A-C	144	36	0.00			144				

00:45 - 01:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	265	66	0.00	612	0.434	265	0.8	0.8	11.431	B
	A-BCD	2	0.45	0.00	687	0.003	2	0.0	0.0	5.775	A
	A-B	98	24	0.00			98				
	A-C	169	42	0.00			169				
	D-ABC	7	2	0.00	426	0.015	7	0.0	0.0	9.431	A
	C-ABD	212	53	0.00	709	0.299	212	0.5	0.5	7.978	A
	C-D	0.77	0.19	0.00			0.77				
2	C-A	70	17	0.00			70				
	B-AC	43	11	0.00	607	0.071	43	0.1	0.1	7.021	A
	C-A	159	40	0.00			159				
	C-B	8	2	0.00	548	0.014	8	0.0	0.0	7.332	A
	A-B	8	2	0.00			8				
3	A-C	264	66	0.00			264				
	B-AC	176	44	0.00	576	0.306	176	0.5	0.5	9.894	A
	C-AB	214	53	0.00	727	0.294	214	0.6	0.6	7.730	A
	C-A	136	34	0.00			136				
	A-B	105	26	0.00			105				
3	A-C	144	36	0.00			144				

01:00 - 01:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	217	54	0.00	632	0.343	218	0.8	0.6	9.589	A
	A-BCD	1	0.34	0.00	665	0.002	1	0.0	0.0	5.971	A
	A-B	80	20	0.00			80				
	A-C	138	35	0.00			138				
	D-ABC	5	1	0.00	440	0.012	5	0.0	0.0	9.110	A
	C-ABD	168	42	0.00	710	0.237	169	0.5	0.4	7.323	A
	C-D	0.68	0.17	0.00			0.68				
2	C-A	62	16	0.00			62				
	B-AC	35	9	0.00	622	0.056	35	0.1	0.1	6.745	A
	C-A	129	32	0.00			129				
	C-B	6	2	0.00	558	0.011	6	0.0	0.0	7.179	A
	A-B	6	2	0.00			6				
3	A-C	216	54	0.00			216				
	B-AC	144	36	0.00	598	0.241	144	0.5	0.4	8.746	A
	C-AB	165	41	0.00	714	0.230	165	0.6	0.4	7.232	A
	C-A	121	30	0.00			121				
	A-B	85	21	0.00			85				
3	A-C	118	29	0.00			118				

01:15 - 01:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	181	45	0.00	646	0.281	182	0.6	0.4	8.545	A
	A-BCD	1	0.26	0.00	649	0.002	1	0.0	0.0	6.112	A
	A-B	67	17	0.00			67				
	A-C	116	29	0.00			116				
	D-ABC	5	1	0.00	450	0.010	5	0.0	0.0	8.889	A
	C-ABD	138	34	0.00	711	0.194	138	0.4	0.3	6.918	A
	C-D	0.61	0.15	0.00			0.61				
2	C-A	55	14	0.00			55				
	B-AC	29	7	0.00	633	0.046	29	0.1	0.1	6.558	A
	C-A	108	27	0.00			108				
	C-B	5	1	0.00	565	0.009	5	0.0	0.0	7.075	A
	A-B	5	1	0.00			5				
3	A-C	181	45	0.00			181				
	B-AC	120	30	0.00	613	0.197	121	0.4	0.3	8.053	A
	C-AB	132	33	0.00	705	0.187	132	0.4	0.3	6.929	A
	C-A	107	27	0.00			107				
	A-B	72	18	0.00			72				
3	A-C	99	25	0.00			99				

D6 - 2028 | Opening Year with Dev | PM-1

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		7.48	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.47	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			5.80	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	48	Junction 3 - Stream B-AC	5.10	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	Opening Year with Dev	PM-1	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	148	100.000
	B		ONE HOUR	✓	265	100.000
	C		ONE HOUR	✓	304	100.000
	D		ONE HOUR	✓	9	100.000
2	A		ONE HOUR	✓	207	100.000
	B		ONE HOUR	✓	19	100.000
	C		ONE HOUR	✓	263	100.000
3	A		ONE HOUR	✓	254	100.000
	B		ONE HOUR	✓	246	100.000
	C		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	61	87	0
	B	82	0	180	3
	C	87	215	0	2
	D	2	5	2	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	12	195
	B	8	0	11
	C	249	14	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	94	160
	B	112	0	134
	C	138	115	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.47	12.25	1.0	B	243	365
	A-BCD	0.00	0.00	0.0	A	0	0
	A-B					56	84
	A-C					80	120
	D-ABC	0.03	11.01	0.0	B	8	12
	C-ABD	0.37	8.59	0.7	A	223	335
	C-D					1	2
	C-A					55	82
2	B-AC	0.03	6.78	0.0	A	17	26
	C-A					228	343
	C-B	0.03	7.32	0.0	A	13	19
	A-B					11	17
	A-C					179	268
3	B-AC	0.48	13.43	1.0	B	226	339
	C-AB	0.24	7.49	0.4	A	130	196
	C-A					102	153
	A-B					86	129
	A-C					147	220

Main Results for each time segment

15:15 - 15:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	200	50	0.00	647	0.308	198	0.0	0.5	8.771	A
	A-BCD	0	0	0.00	508	0.000	0	0.0	0.0	0.000	A
	A-B	46	11	0.00			46				
	A-C	65	16	0.00			65				
	D-ABC	7	2	0.00	401	0.017	7	0.0	0.0	10.049	B
	C-ABD	178	45	0.00	729	0.244	177	0.0	0.4	7.153	A
	C-D	1	0.28	0.00			1				
2	C-A	49	12	0.00			49				
	B-AC	14	4	0.00	631	0.023	14	0.0	0.0	6.416	A
	C-A	187	47	0.00			187				
	C-B	11	3	0.00	571	0.018	10	0.0	0.0	7.061	A
	A-B	9	2	0.00			9				
3	A-C	147	37	0.00			147				
	B-AC	185	46	0.00	602	0.308	183	0.0	0.5	9.410	A
	C-AB	102	26	0.00	680	0.150	101	0.0	0.2	6.831	A
	C-A	88	22	0.00			88				
	A-B	71	18	0.00			71				
3	A-C	120	30	0.00			120				

15:30 - 15:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	238	60	0.00	634	0.376	238	0.5	0.7	9.976	A
	A-BCD	0	0	0.00	494	0.000	0	0.0	0.0	0.000	A
	A-B	55	14	0.00			55				
	A-C	78	20	0.00			78				
	D-ABC	8	2	0.00	388	0.021	8	0.0	0.0	10.430	B
	C-ABD	217	54	0.00	731	0.297	217	0.4	0.5	7.690	A
	C-D	1	0.32	0.00			1				
2	C-A	55	14	0.00			55				
	B-AC	17	4	0.00	620	0.028	17	0.0	0.0	6.564	A
	C-A	224	56	0.00			224				
	C-B	13	3	0.00	565	0.022	13	0.0	0.0	7.166	A
	A-B	11	3	0.00			11				
3	A-C	175	44	0.00			175				
	B-AC	221	55	0.00	587	0.377	220	0.5	0.7	10.785	B
	C-AB	126	32	0.00	685	0.185	126	0.2	0.3	7.088	A
	C-A	101	25	0.00			101				
	A-B	85	21	0.00			85				
3	A-C	144	36	0.00			144				

15:45 - 16:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	292	73	0.00	615	0.474	291	0.7	1.0	12.152	B
	A-BCD	0	0	0.00	476	0.000	0	0.0	0.0	0.000	A
	A-B	67	17	0.00			67				
	A-C	96	24	0.00			96				
	D-ABC	10	2	0.00	370	0.027	10	0.0	0.0	11.002	B
	C-ABD	273	68	0.00	735	0.372	273	0.5	0.7	8.560	A
	C-D	1	0.34	0.00			1				
2	C-A	60	15	0.00			60				
	B-AC	21	5	0.00	605	0.035	21	0.0	0.0	6.782	A
	C-A	274	69	0.00			274				
	C-B	15	4	0.00	557	0.028	15	0.0	0.0	7.315	A
	A-B	13	3	0.00			13				
3	A-C	215	54	0.00			215				
	B-AC	271	68	0.00	566	0.479	270	0.7	1.0	13.308	B
	C-AB	163	41	0.00	692	0.235	162	0.3	0.4	7.481	A
	C-A	116	29	0.00			116				
	A-B	103	26	0.00			103				
3	A-C	176	44	0.00			176				

16:00 - 16:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	292	73	0.00	615	0.475	292	1.0	1.0	12.249	B
	A-BCD	0	0	0.00	476	0.000	0	0.0	0.0	0.000	A
	A-B	67	17	0.00			67				
	A-C	96	24	0.00			96				
	D-ABC	10	2	0.00	370	0.027	10	0.0	0.0	11.009	B
	C-ABD	274	68	0.00	735	0.372	274	0.7	0.7	8.589	A
	C-D	1	0.34	0.00			1				
2	C-A	60	15	0.00			60				
	B-AC	21	5	0.00	605	0.035	21	0.0	0.0	6.782	A
	C-A	274	69	0.00			274				
	C-B	15	4	0.00	557	0.028	15	0.0	0.0	7.315	A
	A-B	13	3	0.00			13				
3	A-C	215	54	0.00			215				
	B-AC	271	68	0.00	566	0.479	271	1.0	1.0	13.426	B
	C-AB	163	41	0.00	692	0.235	163	0.4	0.4	7.495	A
	C-A	116	29	0.00			116				
	A-B	103	26	0.00			103				
3	A-C	176	44	0.00			176				

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	238	60	0.00	634	0.376	239	1.0	0.7	10.081	B
	A-BCD	0	0	0.00	494	0.000	0	0.0	0.0	0.000	A
	A-B	55	14	0.00			55				
	A-C	78	20	0.00			78				
	D-ABC	8	2	0.00	387	0.021	8	0.0	0.0	10.444	B
	C-ABD	217	54	0.00	732	0.297	218	0.7	0.5	7.728	A
	C-D	1	0.31	0.00			1				
2	C-A	55	14	0.00			55				
	B-AC	17	4	0.00	620	0.028	17	0.0	0.0	6.567	A
	C-A	224	56	0.00			224				
	C-B	13	3	0.00	565	0.022	13	0.0	0.0	7.169	A
	A-B	11	3	0.00			11				
3	A-C	175	44	0.00			175				
	B-AC	221	55	0.00	587	0.377	222	1.0	0.7	10.908	B
	C-AB	127	32	0.00	685	0.185	127	0.4	0.3	7.104	A
	C-A	101	25	0.00			101				
	A-B	85	21	0.00			85				
3	A-C	144	36	0.00			144				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	200	50	0.00	647	0.308	200	0.7	0.5	8.882	A
	A-BCD	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
	A-B	46	11	0.00			46				
	A-C	65	16	0.00			65				
	D-ABC	7	2	0.00	400	0.017	7	0.0	0.0	10.065	B
	C-ABD	178	45	0.00	729	0.245	179	0.5	0.4	7.207	A
	C-D	1	0.28	0.00			1				
2	C-A	49	12	0.00			49				
	B-AC	14	4	0.00	631	0.023	14	0.0	0.0	6.417	A
	C-A	187	47	0.00			187				
	C-B	11	3	0.00	571	0.018	11	0.0	0.0	7.061	A
	A-B	9	2	0.00			9				
3	A-C	147	37	0.00			147				
	B-AC	185	46	0.00	602	0.308	186	0.7	0.5	9.535	A
	C-AB	102	26	0.00	681	0.150	103	0.3	0.2	6.857	A
	C-A	88	22	0.00			88				
	A-B	71	18	0.00			71				
3	A-C	120	30	0.00			120				

D7 - 2033 | Without Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		5.72	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.00	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			4.27	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	60	Junction 1 - Stream B-ACD	3.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033	Without Dev	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	263	100.000
	B		ONE HOUR	✓	237	100.000
	C		ONE HOUR	✓	274	100.000
	D		ONE HOUR	✓	8	100.000
2	A		ONE HOUR	✓	261	100.000
	B		ONE HOUR	✓	0	100.000
	C		ONE HOUR	✓	157	100.000
3	A		ONE HOUR	✓	242	100.000
	B		ONE HOUR	✓	157	100.000
	C		ONE HOUR	✓	341	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	94	168	1
	B	64	0	171	2
	C	99	175	0	0
	D	4	4	0	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	0	261
	B	0	0	0
	C	157	0	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	99	143
	B	63	0	94
	C	191	150	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2

From	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3

From	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.43	11.50	0.8	B	217	326
	A-BCD	0.00	6.05	0.0	A	1	2
	A-B					86	129
	A-C					154	231
	D-ABC	0.02	9.61	0.0	A	7	11
	C-ABD	0.32	8.25	0.6	A	185	278
	C-D					0	0
	C-A					66	99
2	B-AC	0.00	0.00	0.0	A	0	0
	C-A					144	216
	C-B	0.00	0.00	0.0	A	0	0
	A-B					0	0
	A-C					239	359
3	B-AC	0.30	10.04	0.5	B	144	216
	C-AB	0.32	7.91	0.6	A	184	276
	C-A					129	194
	A-B					91	136
	A-C					131	197

Main Results for each time segment

00:00 - 00:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	178	45	0.00	643	0.278	177	0.0	0.4	8.469	A
	A-BCD	1	0.27	0.00	656	0.002	1	0.0	0.0	6.043	A
	A-B	71	18	0.00			71				
	A-C	126	32	0.00			126				
	D-ABC	6	2	0.00	447	0.013	6	0.0	0.0	8.986	A
	C-ABD	147	37	0.00	711	0.207	146	0.0	0.3	7.000	A
	C-D	0	0	0.00			0				
2	C-A	59	15	0.00			59				
	B-AC	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
	C-A	118	30	0.00			118				
	C-B	0	0	0.00	563	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	196	49	0.00			196				
	B-AC	118	30	0.00	607	0.195	117	0.0	0.3	8.063	A
	C-AB	142	35	0.00	709	0.200	140	0.0	0.3	6.955	A
	C-A	115	29	0.00			115				
	A-B	75	19	0.00			75				
3	A-C	108	27	0.00			108				

00:15 - 00:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	213	53	0.00	627	0.340	212	0.4	0.6	9.537	A
	A-BCD	1	0.35	0.00	673	0.002	1	0.0	0.0	5.891	A
	A-B	84	21	0.00			84				
	A-C	151	38	0.00			151				
	D-ABC	7	2	0.00	436	0.017	7	0.0	0.0	9.236	A
	C-ABD	180	45	0.00	710	0.254	180	0.3	0.4	7.471	A
	C-D	0	0	0.00			0				
2	C-A	66	17	0.00			66				
	B-AC	0	0	0.00	602	0.000	0	0.0	0.0	0.000	A
	C-A	141	35	0.00			141				
	C-B	0	0	0.00	555	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	235	59	0.00			235				
	B-AC	141	35	0.00	591	0.239	141	0.3	0.3	8.797	A
	C-AB	177	44	0.00	719	0.247	177	0.3	0.4	7.305	A
	C-A	129	32	0.00			129				
	A-B	89	22	0.00			89				
3	A-C	129	32	0.00			129				

00:30 - 00:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	261	65	0.00	605	0.431	260	0.6	0.8	11.429	B
	A-BCD	2	0.47	0.00	698	0.003	2	0.0	0.0	5.685	A
	A-B	103	26	0.00			103				
	A-C	184	46	0.00			184				
	D-ABC	9	2	0.00	421	0.021	9	0.0	0.0	9.606	A
	C-ABD	228	57	0.00	708	0.322	227	0.4	0.6	8.226	A
	C-D	0	0	0.00			0				
2	C-A	74	18	0.00			74				
	B-AC	0	0	0.00	585	0.000	0	0.0	0.0	0.000	A
	C-A	173	43	0.00			173				
	C-B	0	0	0.00	545	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	287	72	0.00			287				
	B-AC	173	43	0.00	567	0.305	172	0.3	0.5	10.007	B
	C-AB	232	58	0.00	734	0.316	231	0.4	0.6	7.882	A
	C-A	143	36	0.00			143				
	A-B	109	27	0.00			109				
3	A-C	157	39	0.00			157				

00:45 - 01:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	261	65	0.00	605	0.431	261	0.8	0.8	11.497	B
	A-BCD	2	0.47	0.00	698	0.003	2	0.0	0.0	5.689	A
	A-B	103	26	0.00			103				
	A-C	184	46	0.00			184				
	D-ABC	9	2	0.00	421	0.021	9	0.0	0.0	9.609	A
	C-ABD	228	57	0.00	709	0.322	228	0.6	0.6	8.250	A
	C-D	0	0	0.00			0				
2	C-A	74	18	0.00			74				
	B-AC	0	0	0.00	585	0.000	0	0.0	0.0	0.000	A
	C-A	173	43	0.00			173				
	C-B	0	0	0.00	545	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	287	72	0.00			287				
	B-AC	173	43	0.00	567	0.305	173	0.5	0.5	10.039	B
	C-AB	232	58	0.00	734	0.316	232	0.6	0.6	7.907	A
	C-A	143	36	0.00			143				
	A-B	109	27	0.00			109				
3	A-C	157	39	0.00			157				

01:00 - 01:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	213	53	0.00	627	0.340	214	0.8	0.6	9.616	A
	A-BCD	1	0.35	0.00	673	0.002	1	0.0	0.0	5.894	A
	A-B	84	21	0.00			84				
	A-C	151	38	0.00			151				
	D-ABC	7	2	0.00	436	0.017	7	0.0	0.0	9.243	A
	C-ABD	180	45	0.00	710	0.254	181	0.6	0.4	7.500	A
	C-D	0	0	0.00			0				
2	C-A	66	17	0.00			66				
	B-AC	0	0	0.00	602	0.000	0	0.0	0.0	0.000	A
	C-A	141	35	0.00			141				
	C-B	0	0	0.00	555	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	235	59	0.00			235				
	B-AC	141	35	0.00	590	0.239	142	0.5	0.3	8.834	A
	C-AB	178	44	0.00	720	0.247	179	0.6	0.5	7.340	A
	C-A	129	32	0.00			129				
	A-B	89	22	0.00			89				
	A-C	129	32	0.00			129				

01:15 - 01:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	178	45	0.00	642	0.278	179	0.6	0.4	8.558	A
	A-BCD	1	0.27	0.00	656	0.002	1	0.0	0.0	6.049	A
	A-B	71	18	0.00			71				
	A-C	126	32	0.00			126				
	D-ABC	6	2	0.00	446	0.013	6	0.0	0.0	8.994	A
	C-ABD	147	37	0.00	711	0.207	148	0.4	0.3	7.044	A
	C-D	0	0	0.00			0				
2	C-A	59	15	0.00			59				
	B-AC	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
	C-A	118	30	0.00			118				
	C-B	0	0	0.00	563	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	196	49	0.00			196				
	B-AC	118	30	0.00	607	0.195	119	0.3	0.3	8.114	A
	C-AB	142	36	0.00	709	0.200	142	0.5	0.3	6.998	A
	C-A	115	29	0.00			115				
	A-B	75	19	0.00			75				
	A-C	108	27	0.00			108				

D8 - 2033 | Without Dev | PM-1

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		7.82	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.00	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			4.48	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	46	Junction 1 - Stream B-ACD	4.66	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033	Without Dev	PM-1	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	155	100.000
	B		ONE HOUR	✓	277	100.000
	C		ONE HOUR	✓	319	100.000
	D		ONE HOUR	✓	9	100.000
2	A		ONE HOUR	✓	212	100.000
	B		ONE HOUR	✓	0	100.000
	C		ONE HOUR	✓	270	100.000
3	A		ONE HOUR	✓	323	100.000
	B		ONE HOUR	✓	223	100.000
	C		ONE HOUR	✓	300	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	61	94	0
	B	85	0	188	4
	C	94	223	0	2
	D	2	5	2	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	0	212
	B	0	0	0
	C	270	0	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	107	216
	B	91	0	132
	C	203	97	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.50	13.00	1.1	B	254	381
	A-BCD	0.00	0.00	0.0	A	0	0
	A-B					56	84
	A-C					86	129
	D-ABC	0.03	11.16	0.0	B	8	12
	C-ABD	0.39	8.80	0.8	A	234	350
	C-D					1	2
	C-A					58	87
2	B-AC	0.00	0.00	0.0	A	0	0
	C-A					248	372
	C-B	0.00	0.00	0.0	A	0	0
	A-B					0	0
	A-C					195	292
3	B-AC	0.44	12.81	0.9	B	205	307
	C-AB	0.21	6.98	0.4	A	122	183
	C-A					153	230
	A-B					98	147
	A-C					198	297

Main Results for each time segment

15:15 - 15:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	209	52	0.00	644	0.324	206	0.0	0.5	9.016	A
	A-BCD	0	0	0.00	505	0.000	0	0.0	0.0	0.000	A
	A-B	46	11	0.00			46				
	A-C	71	18	0.00			71				
	D-ABC	7	2	0.00	397	0.017	7	0.0	0.0	10.134	B
	C-ABD	186	47	0.00	731	0.255	185	0.0	0.4	7.232	A
	C-D	1	0.28	0.00			1				
2	C-A	53	13	0.00			53				
	B-AC	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
	C-A	203	51	0.00			203				
	C-B	0	0	0.00	571	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	160	40	0.00			160				
	B-AC	168	42	0.00	597	0.281	166	0.0	0.4	9.147	A
	C-AB	93	23	0.00	701	0.133	93	0.0	0.2	6.508	A
	C-A	132	33	0.00			132				
	A-B	81	20	0.00			81				
3	A-C	163	41	0.00			163				

15:30 - 15:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	249	62	0.00	630	0.396	248	0.5	0.7	10.365	B
	A-BCD	0	0	0.00	491	0.000	0	0.0	0.0	0.000	A
	A-B	55	14	0.00			55				
	A-C	85	21	0.00			85				
	D-ABC	8	2	0.00	384	0.021	8	0.0	0.0	10.542	B
	C-ABD	227	57	0.00	734	0.310	227	0.4	0.5	7.809	A
	C-D	1	0.31	0.00			1				
2	C-A	58	15	0.00			58				
	B-AC	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
	C-A	243	61	0.00			243				
	C-B	0	0	0.00	564	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	191	48	0.00			191				
	B-AC	200	50	0.00	580	0.346	200	0.4	0.6	10.413	B
	C-AB	118	29	0.00	710	0.166	117	0.2	0.3	6.688	A
	C-A	152	38	0.00			152				
	A-B	96	24	0.00			96				
3	A-C	194	49	0.00			194				

15:45 - 16:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	305	76	0.00	610	0.500	304	0.7	1.1	12.871	B
	A-BCD	0	0	0.00	472	0.000	0	0.0	0.0	0.000	A
	A-B	67	17	0.00			67				
	A-C	103	26	0.00			103				
	D-ABC	10	2	0.00	365	0.027	10	0.0	0.0	11.157	B
	C-ABD	287	72	0.00	738	0.389	286	0.5	0.8	8.761	A
	C-D	1	0.33	0.00			1				
2	C-A	63	16	0.00			63				
	B-AC	0	0	0.00	586	0.000	0	0.0	0.0	0.000	A
	C-A	297	74	0.00			297				
	C-B	0	0	0.00	556	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	233	58	0.00			233				
	B-AC	246	61	0.00	555	0.443	244	0.6	0.9	12.723	B
	C-AB	155	39	0.00	723	0.214	155	0.3	0.4	6.974	A
	C-A	175	44	0.00			175				
	A-B	118	29	0.00			118				
3	A-C	238	59	0.00			238				

16:00 - 16:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	305	76	0.00	609	0.500	305	1.1	1.1	12.996	B
	A-BCD	0	0	0.00	472	0.000	0	0.0	0.0	0.000	A
	A-B	67	17	0.00			67				
	A-C	103	26	0.00			103				
	D-ABC	10	2	0.00	365	0.027	10	0.0	0.0	11.165	B
	C-ABD	287	72	0.00	738	0.389	287	0.8	0.8	8.796	A
	C-D	1	0.33	0.00			1				
2	C-A	63	16	0.00			63				
	B-AC	0	0	0.00	586	0.000	0	0.0	0.0	0.000	A
	C-A	297	74	0.00			297				
	C-B	0	0	0.00	556	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	233	58	0.00			233				
	B-AC	246	61	0.00	554	0.443	245	0.9	0.9	12.814	B
	C-AB	155	39	0.00	723	0.215	155	0.4	0.4	6.984	A
	C-A	175	44	0.00			175				
	A-B	118	29	0.00			118				
3	A-C	238	59	0.00			238				

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	249	62	0.00	629	0.396	250	1.1	0.7	10.492	B
	A-BCD	0	0	0.00	490	0.000	0	0.0	0.0	0.000	A
	A-B	55	14	0.00			55				
	A-C	85	21	0.00			85				
	D-ABC	8	2	0.00	383	0.021	8	0.0	0.0	10.554	B
	C-ABD	228	57	0.00	734	0.310	228	0.8	0.5	7.853	A
	C-D	1	0.31	0.00			1				
2	C-A	58	14	0.00			58				
	B-AC	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
	C-A	243	61	0.00			243				
	C-B	0	0	0.00	564	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	191	48	0.00			191				
	B-AC	200	50	0.00	579	0.346	202	0.9	0.6	10.513	B
	C-AB	118	29	0.00	710	0.166	118	0.4	0.3	6.704	A
	C-A	152	38	0.00			152				
	A-B	96	24	0.00			96				
3	A-C	194	49	0.00			194				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	209	52	0.00	643	0.324	209	0.7	0.5	9.145	A
	A-BCD	0	0	0.00	504	0.000	0	0.0	0.0	0.000	A
	A-B	46	11	0.00			46				
	A-C	71	18	0.00			71				
	D-ABC	7	2	0.00	397	0.017	7	0.0	0.0	10.151	B
	C-ABD	187	47	0.00	731	0.255	187	0.5	0.4	7.291	A
	C-D	1	0.28	0.00			1				
2	C-A	53	13	0.00			53				
	B-AC	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
	C-A	203	51	0.00			203				
	C-B	0	0	0.00	571	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	160	40	0.00			160				
	B-AC	168	42	0.00	597	0.281	169	0.6	0.4	9.251	A
	C-AB	94	23	0.00	701	0.134	94	0.3	0.2	6.532	A
	C-A	132	33	0.00			132				
	A-B	81	20	0.00			81				
3	A-C	163	41	0.00			163				

D9 - 2033 | With Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		6.26	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.70	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			4.52	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	49	Junction 1 - Stream B-ACD	4.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2033	With Dev	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	266	100.000
	B		ONE HOUR	✓	260	100.000
	C		ONE HOUR	✓	278	100.000
	D		ONE HOUR	✓	8	100.000
2	A		ONE HOUR	✓	268	100.000
	B		ONE HOUR	✓	39	100.000
	C		ONE HOUR	✓	164	100.000
3	A		ONE HOUR	✓	245	100.000
	B		ONE HOUR	✓	172	100.000
	C		ONE HOUR	✓	344	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	97	168	1
	B	72	0	185	3
	C	99	179	0	0
	D	4	4	0	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	7	261
	B	16	0	23
	C	157	7	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	102	143
	B	69	0	103
	C	191	153	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2

From	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3

From	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.48	12.58	1.0	B	239	358
	A-BCD	0.00	6.04	0.0	A	1	2
	A-B					89	133
	A-C					154	231
	D-ABC	0.02	9.63	0.0	A	7	11
	C-ABD	0.33	8.36	0.6	A	189	284
	C-D					0	0
	C-A					66	99
2	B-AC	0.07	7.11	0.1	A	36	54
	C-A					144	216
	C-B	0.01	7.40	0.0	A	6	10
	A-B					6	10
	A-C					239	359
3	B-AC	0.33	10.51	0.5	B	158	237
	C-AB	0.32	7.99	0.7	A	188	281
	C-A					128	192
	A-B					94	140
	A-C					131	197

Main Results for each time segment

00:00 - 00:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	196	49	0.00	639	0.306	194	0.0	0.5	8.856	A
	A-BCD	1	0.27	0.00	657	0.002	1	0.0	0.0	6.036	A
	A-B	73	18	0.00			73				
	A-C	126	32	0.00			126				
	D-ABC	6	2	0.00	446	0.014	6	0.0	0.0	8.999	A
	C-ABD	151	38	0.00	710	0.212	149	0.0	0.3	7.050	A
	C-D	0	0	0.00			0				
	C-A	59	15	0.00			59				
2	B-AC	29	7	0.00	628	0.047	29	0.0	0.1	6.607	A
	C-A	118	30	0.00			118				
	C-B	5	1	0.00	562	0.009	5	0.0	0.0	7.112	A
	A-B	5	1	0.00			5				
	A-C	196	49	0.00			196				
3	B-AC	129	32	0.00	606	0.214	128	0.0	0.3	8.262	A
	C-AB	145	36	0.00	708	0.204	143	0.0	0.3	6.993	A
	C-A	114	29	0.00			114				
	A-B	77	19	0.00			77				
	A-C	108	27	0.00			108				

00:15 - 00:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	234	58	0.00	623	0.375	233	0.5	0.6	10.132	B
	A-BCD	1	0.35	0.00	674	0.002	1	0.0	0.0	5.883	A
	A-B	87	22	0.00			87				
	A-C	151	38	0.00			151				
	D-ABC	7	2	0.00	435	0.017	7	0.0	0.0	9.254	A
	C-ABD	184	46	0.00	709	0.260	184	0.3	0.4	7.540	A
	C-D	0	0	0.00			0				
	C-A	66	16	0.00			66				
2	B-AC	35	9	0.00	616	0.057	35	0.1	0.1	6.811	A
	C-A	141	35	0.00			141				
	C-B	6	2	0.00	554	0.011	6	0.0	0.0	7.229	A
	A-B	6	2	0.00			6				
	A-C	235	59	0.00			235				
3	B-AC	155	39	0.00	590	0.262	154	0.3	0.4	9.087	A
	C-AB	181	45	0.00	719	0.252	181	0.3	0.5	7.362	A
	C-A	128	32	0.00			128				
	A-B	92	23	0.00			92				
	A-C	129	32	0.00			129				

00:30 - 00:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	286	72	0.00	601	0.476	285	0.6	1.0	12.481	B
	A-BCD	2	0.47	0.00	699	0.003	2	0.0	0.0	5.676	A
	A-B	107	27	0.00			107				
	A-C	184	46	0.00			184				
	D-ABC	9	2	0.00	420	0.021	9	0.0	0.0	9.630	A
	C-ABD	233	58	0.00	708	0.330	233	0.4	0.6	8.333	A
	C-D	0	0	0.00			0				
2	C-A	73	18	0.00			73				
	B-AC	43	11	0.00	600	0.072	43	0.1	0.1	7.111	A
	C-A	173	43	0.00			173				
	C-B	8	2	0.00	543	0.014	8	0.0	0.0	7.397	A
	A-B	8	2	0.00			8				
3	A-C	287	72	0.00			287				
	B-AC	189	47	0.00	566	0.334	189	0.4	0.5	10.473	B
	C-AB	237	59	0.00	733	0.323	236	0.5	0.7	7.969	A
	C-A	142	35	0.00			142				
	A-B	112	28	0.00			112				
3	A-C	157	39	0.00			157				

00:45 - 01:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	286	72	0.00	601	0.477	286	1.0	1.0	12.585	B
	A-BCD	2	0.47	0.00	699	0.003	2	0.0	0.0	5.677	A
	A-B	107	27	0.00			107				
	A-C	184	46	0.00			184				
	D-ABC	9	2	0.00	420	0.021	9	0.0	0.0	9.632	A
	C-ABD	233	58	0.00	708	0.330	233	0.6	0.6	8.355	A
	C-D	0	0	0.00			0				
2	C-A	73	18	0.00			73				
	B-AC	43	11	0.00	600	0.072	43	0.1	0.1	7.111	A
	C-A	173	43	0.00			173				
	C-B	8	2	0.00	543	0.014	8	0.0	0.0	7.397	A
	A-B	8	2	0.00			8				
3	A-C	287	72	0.00			287				
	B-AC	189	47	0.00	566	0.335	189	0.5	0.5	10.512	B
	C-AB	237	59	0.00	733	0.323	237	0.7	0.7	7.995	A
	C-A	142	35	0.00			142				
	A-B	112	28	0.00			112				
3	A-C	157	39	0.00			157				

01:00 - 01:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	234	58	0.00	623	0.375	235	1.0	0.7	10.239	B
	A-BCD	1	0.35	0.00	674	0.002	1	0.0	0.0	5.886	A
	A-B	87	22	0.00			87				
	A-C	151	38	0.00			151				
	D-ABC	7	2	0.00	435	0.017	7	0.0	0.0	9.258	A
	C-ABD	184	46	0.00	709	0.260	185	0.6	0.4	7.573	A
	C-D	0	0	0.00			0				
	C-A	66	16	0.00			66				
2	B-AC	35	9	0.00	616	0.057	35	0.1	0.1	6.813	A
	C-A	141	35	0.00			141				
	C-B	6	2	0.00	554	0.011	6	0.0	0.0	7.232	A
	A-B	6	2	0.00			6				
	A-C	235	59	0.00			235				
3	B-AC	155	39	0.00	589	0.262	155	0.5	0.4	9.134	A
	C-AB	181	45	0.00	719	0.252	182	0.7	0.5	7.396	A
	C-A	128	32	0.00			128				
	A-B	92	23	0.00			92				
	A-C	129	32	0.00			129				

01:15 - 01:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	196	49	0.00	639	0.306	196	0.7	0.5	8.968	A
	A-BCD	1	0.27	0.00	657	0.002	1	0.0	0.0	6.040	A
	A-B	73	18	0.00			73				
	A-C	126	32	0.00			126				
	D-ABC	6	2	0.00	446	0.014	6	0.0	0.0	9.009	A
	C-ABD	151	38	0.00	710	0.212	151	0.4	0.3	7.095	A
	C-D	0	0	0.00			0				
	C-A	59	15	0.00			59				
2	B-AC	29	7	0.00	628	0.047	29	0.1	0.1	6.613	A
	C-A	118	30	0.00			118				
	C-B	5	1	0.00	562	0.009	5	0.0	0.0	7.113	A
	A-B	5	1	0.00			5				
	A-C	196	49	0.00			196				
3	B-AC	129	32	0.00	606	0.214	130	0.4	0.3	8.322	A
	C-AB	145	36	0.00	709	0.204	145	0.5	0.3	7.041	A
	C-A	114	29	0.00			114				
	A-B	77	19	0.00			77				
	A-C	108	27	0.00			108				

D10 - 2033 | With Dev | PM-1

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		8.19	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.44	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			6.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	37	Junction 3 - Stream B-AC	5.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2033	With Dev	PM-1	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	160	100.000
	B		ONE HOUR	✓	287	100.000
	C		ONE HOUR	✓	328	100.000
	D		ONE HOUR	✓	9	100.000
2	A		ONE HOUR	✓	224	100.000
	B		ONE HOUR	✓	19	100.000
	C		ONE HOUR	✓	284	100.000
3	A		ONE HOUR	✓	274	100.000
	B		ONE HOUR	✓	266	100.000
	C		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	66	94	0
	B	89	0	194	4
	C	94	232	0	2
	D	2	5	2	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	12	212
	B	8	0	11
	C	270	14	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	101	173
	B	121	0	145
	C	150	124	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.52	13.67	1.2	B	263	395
	A-BCD	0.00	0.00	0.0	A	0	0
	A-B					61	91
	A-C					86	129
	D-ABC	0.03	11.26	0.0	B	8	12
	C-ABD	0.41	9.06	0.8	A	243	365
	C-D					1	2
	C-A					57	85
2	B-AC	0.03	6.86	0.0	A	17	26
	C-A					248	372
	C-B	0.03	7.37	0.0	A	13	19
	A-B					11	17
	A-C					195	292
3	B-AC	0.53	15.02	1.2	C	244	366
	C-AB	0.26	7.69	0.5	A	143	215
	C-A					108	162
	A-B					93	139
	A-C					159	238

Main Results for each time segment

15:15 - 15:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	216	54	0.00	641	0.337	214	0.0	0.6	9.226	A
	A-BCD	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
	A-B	50	12	0.00			50				
	A-C	71	18	0.00			71				
	D-ABC	7	2	0.00	396	0.017	7	0.0	0.0	10.184	B
	C-ABD	194	48	0.00	730	0.266	192	0.0	0.4	7.345	A
	C-D	1	0.28	0.00			1				
2	C-A	52	13	0.00			52				
	B-AC	14	4	0.00	627	0.023	14	0.0	0.0	6.465	A
	C-A	203	51	0.00			203				
	C-B	11	3	0.00	569	0.019	10	0.0	0.0	7.094	A
	A-B	9	2	0.00			9				
3	A-C	160	40	0.00			160				
	B-AC	200	50	0.00	596	0.336	198	0.0	0.5	9.896	A
	C-AB	112	28	0.00	683	0.164	111	0.0	0.3	6.916	A
	C-A	94	24	0.00			94				
	A-B	76	19	0.00			76				
3	A-C	130	33	0.00			130				

15:30 - 15:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	258	65	0.00	626	0.412	257	0.6	0.8	10.702	B
	A-BCD	0	0	0.00	488	0.000	0	0.0	0.0	0.000	A
	A-B	59	15	0.00			59				
	A-C	85	21	0.00			85				
	D-ABC	8	2	0.00	381	0.021	8	0.0	0.0	10.608	B
	C-ABD	237	59	0.00	733	0.323	236	0.4	0.6	7.966	A
	C-D	1	0.30	0.00			1				
2	C-A	57	14	0.00			57				
	B-AC	17	4	0.00	615	0.028	17	0.0	0.0	6.626	A
	C-A	243	61	0.00			243				
	C-B	13	3	0.00	562	0.022	13	0.0	0.0	7.206	A
	A-B	11	3	0.00			11				
3	A-C	191	48	0.00			191				
	B-AC	239	60	0.00	579	0.413	238	0.5	0.8	11.578	B
	C-AB	139	35	0.00	688	0.202	139	0.3	0.3	7.211	A
	C-A	107	27	0.00			107				
	A-B	91	23	0.00			91				
3	A-C	156	39	0.00			156				

15:45 - 16:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	316	79	0.00	606	0.522	314	0.8	1.2	13.512	B
	A-BCD	0	0	0.00	469	0.000	0	0.0	0.0	0.000	A
	A-B	73	18	0.00			73				
	A-C	103	26	0.00			103				
	D-ABC	10	2	0.00	362	0.027	10	0.0	0.0	11.250	B
	C-ABD	299	75	0.00	736	0.406	298	0.6	0.8	9.020	A
	C-D	1	0.33	0.00			1				
2	C-A	61	15	0.00			61				
	B-AC	21	5	0.00	598	0.035	21	0.0	0.0	6.863	A
	C-A	297	74	0.00			297				
	C-B	15	4	0.00	553	0.028	15	0.0	0.0	7.367	A
	A-B	13	3	0.00			13				
3	A-C	233	58	0.00			233				
	B-AC	293	73	0.00	556	0.526	291	0.8	1.2	14.834	B
	C-AB	179	45	0.00	695	0.258	179	0.3	0.5	7.672	A
	C-A	122	31	0.00			122				
	A-B	111	28	0.00			111				
3	A-C	190	48	0.00			190				

16:00 - 16:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	316	79	0.00	606	0.522	316	1.2	1.2	13.666	B
	A-BCD	0	0	0.00	468	0.000	0	0.0	0.0	0.000	A
	A-B	73	18	0.00			73				
	A-C	103	26	0.00			103				
	D-ABC	10	2	0.00	362	0.027	10	0.0	0.0	11.259	B
	C-ABD	299	75	0.00	736	0.406	299	0.8	0.8	9.059	A
	C-D	1	0.32	0.00			1				
2	C-A	61	15	0.00			61				
	B-AC	21	5	0.00	598	0.035	21	0.0	0.0	6.863	A
	C-A	297	74	0.00			297				
	C-B	15	4	0.00	553	0.028	15	0.0	0.0	7.367	A
	A-B	13	3	0.00			13				
3	A-C	233	58	0.00			233				
	B-AC	293	73	0.00	556	0.527	293	1.2	1.2	15.020	C
	C-AB	180	45	0.00	695	0.258	180	0.5	0.5	7.685	A
	C-A	122	31	0.00			122				
	A-B	111	28	0.00			111				
3	A-C	190	48	0.00			190				

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	258	65	0.00	626	0.412	260	1.2	0.8	10.853	B
	A-BCD	0	0	0.00	488	0.000	0	0.0	0.0	0.000	A
	A-B	59	15	0.00			59				
	A-C	85	21	0.00			85				
	D-ABC	8	2	0.00	381	0.021	8	0.0	0.0	10.621	B
	C-ABD	237	59	0.00	733	0.323	238	0.8	0.6	8.021	A
	C-D	1	0.30	0.00			1				
2	C-A	57	14	0.00			57				
	B-AC	17	4	0.00	615	0.028	17	0.0	0.0	6.627	A
	C-A	243	61	0.00			243				
	C-B	13	3	0.00	562	0.022	13	0.0	0.0	7.210	A
	A-B	11	3	0.00			11				
3	A-C	191	48	0.00			191				
	B-AC	239	60	0.00	579	0.413	241	1.2	0.8	11.757	B
	C-AB	139	35	0.00	688	0.202	140	0.5	0.3	7.233	A
	C-A	107	27	0.00			107				
	A-B	91	23	0.00			91				
3	A-C	156	39	0.00			156				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	216	54	0.00	641	0.337	217	0.8	0.6	9.370	A
	A-BCD	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
	A-B	50	12	0.00			50				
	A-C	71	18	0.00			71				
	D-ABC	7	2	0.00	395	0.017	7	0.0	0.0	10.203	B
	C-ABD	194	49	0.00	730	0.266	195	0.6	0.4	7.409	A
	C-D	1	0.28	0.00			1				
2	C-A	52	13	0.00			52				
	B-AC	14	4	0.00	627	0.023	14	0.0	0.0	6.468	A
	C-A	203	51	0.00			203				
	C-B	11	3	0.00	569	0.019	11	0.0	0.0	7.097	A
	A-B	9	2	0.00			9				
3	A-C	160	40	0.00			160				
	B-AC	200	50	0.00	596	0.336	201	0.8	0.6	10.059	B
	C-AB	112	28	0.00	683	0.164	112	0.3	0.3	6.950	A
	C-A	94	24	0.00			94				
	A-B	76	19	0.00			76				
3	A-C	130	33	0.00			130				

D11 - 2043 | Without Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		6.35	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.00	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			4.64	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	45	Junction 1 - Stream B-ACD	4.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2043	Without Dev	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	290	100.000
	B		ONE HOUR	✓	262	100.000
	C		ONE HOUR	✓	303	100.000
	D		ONE HOUR	✓	8	100.000
2	A		ONE HOUR	✓	288	100.000
	B		ONE HOUR	✓	0	100.000
	C		ONE HOUR	✓	173	100.000
3	A		ONE HOUR	✓	268	100.000
	B		ONE HOUR	✓	173	100.000
	C		ONE HOUR	✓	377	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	104	185	1
	B	70	0	189	3
	C	110	193	0	0
	D	4	4	0	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	0	288
	B	0	0	0
	C	173	0	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	110	158
	B	69	0	104
	C	211	166	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2

From	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3

From	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.49	13.01	1.0	B	240	361
	A-BCD	0.00	5.97	0.0	A	2	2
	A-B					95	143
	A-C					169	254
	D-ABC	0.02	9.82	0.0	A	7	11
	C-ABD	0.36	8.77	0.7	A	208	312
	C-D					0	0
	C-A					70	105
2	B-AC	0.00	0.00	0.0	A	0	0
	C-A					159	238
	C-B	0.00	0.00	0.0	A	0	0
	A-B					0	0
	A-C					264	396
3	B-AC	0.34	10.88	0.6	B	159	238
	C-AB	0.36	8.35	0.8	A	210	315
	C-A					136	204
	A-B					101	151
	A-C					145	217

Main Results for each time segment

00:00 - 00:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	197	49	0.00	635	0.311	195	0.0	0.5	8.975	A
	A-BCD	1	0.28	0.00	665	0.002	1	0.0	0.0	5.960	A
	A-B	78	20	0.00			78				
	A-C	139	35	0.00			139				
	D-ABC	6	2	0.00	441	0.014	6	0.0	0.0	9.103	A
	C-ABD	164	41	0.00	710	0.232	163	0.0	0.4	7.218	A
	C-D	0	0	0.00			0				
2	C-A	64	16	0.00			64				
	B-AC	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
	C-A	130	33	0.00			130				
	C-B	0	0	0.00	559	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	217	54	0.00			217				
	B-AC	130	33	0.00	599	0.217	129	0.0	0.3	8.407	A
	C-AB	161	40	0.00	714	0.225	159	0.0	0.4	7.122	A
	C-A	123	31	0.00			123				
	A-B	83	21	0.00			83				
3	A-C	119	30	0.00			119				

00:15 - 00:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	236	59	0.00	617	0.382	235	0.5	0.7	10.334	B
	A-BCD	1	0.36	0.00	685	0.002	1	0.0	0.0	5.796	A
	A-B	93	23	0.00			93				
	A-C	166	41	0.00			166				
	D-ABC	7	2	0.00	429	0.017	7	0.0	0.0	9.388	A
	C-ABD	202	50	0.00	710	0.284	201	0.4	0.5	7.792	A
	C-D	0	0	0.00			0				
2	C-A	71	18	0.00			71				
	B-AC	0	0	0.00	594	0.000	0	0.0	0.0	0.000	A
	C-A	156	39	0.00			156				
	C-B	0	0	0.00	550	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	259	65	0.00			259				
	B-AC	156	39	0.00	580	0.268	155	0.3	0.4	9.302	A
	C-AB	202	51	0.00	726	0.279	202	0.4	0.5	7.561	A
	C-A	136	34	0.00			136				
	A-B	99	25	0.00			99				
3	A-C	142	36	0.00			142				

00:30 - 00:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	288	72	0.00	593	0.487	287	0.7	1.0	12.889	B
	A-BCD	2	0.50	0.00	712	0.003	2	0.0	0.0	5.573	A
	A-B	114	29	0.00			114				
	A-C	203	51	0.00			203				
	D-ABC	9	2	0.00	412	0.021	9	0.0	0.0	9.813	A
	C-ABD	257	64	0.00	709	0.362	256	0.5	0.7	8.741	A
	C-D	0	0	0.00			0				
2	C-A	77	19	0.00			77				
	B-AC	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
	C-A	190	48	0.00			190				
	C-B	0	0	0.00	539	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	317	79	0.00			317				
	B-AC	190	48	0.00	554	0.344	190	0.4	0.6	10.840	B
	C-AB	267	67	0.00	742	0.359	266	0.5	0.8	8.314	A
	C-A	148	37	0.00			148				
	A-B	121	30	0.00			121				
3	A-C	174	43	0.00			174				

00:45 - 01:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	288	72	0.00	593	0.487	288	1.0	1.0	13.008	B
	A-BCD	2	0.50	0.00	712	0.003	2	0.0	0.0	5.574	A
	A-B	114	29	0.00			114				
	A-C	203	51	0.00			203				
	D-ABC	9	2	0.00	412	0.021	9	0.0	0.0	9.817	A
	C-ABD	257	64	0.00	709	0.362	257	0.7	0.7	8.774	A
	C-D	0	0	0.00			0				
2	C-A	77	19	0.00			77				
	B-AC	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
	C-A	190	48	0.00			190				
	C-B	0	0	0.00	539	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	317	79	0.00			317				
	B-AC	190	48	0.00	554	0.344	190	0.6	0.6	10.884	B
	C-AB	267	67	0.00	743	0.360	267	0.8	0.8	8.348	A
	C-A	148	37	0.00			148				
	A-B	121	30	0.00			121				
3	A-C	174	43	0.00			174				

01:00 - 01:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	236	59	0.00	617	0.382	237	1.0	0.7	10.455	B
	A-BCD	1	0.36	0.00	684	0.002	1	0.0	0.0	5.801	A
	A-B	93	23	0.00			93				
	A-C	166	41	0.00			166				
	D-ABC	7	2	0.00	429	0.017	7	0.0	0.0	9.394	A
	C-ABD	202	50	0.00	710	0.285	203	0.7	0.5	7.832	A
	C-D	0	0	0.00			0				
	C-A	70	18	0.00			70				
2	B-AC	0	0	0.00	594	0.000	0	0.0	0.0	0.000	A
	C-A	156	39	0.00			156				
	C-B	0	0	0.00	550	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
	A-C	259	65	0.00			259				
3	B-AC	156	39	0.00	580	0.268	156	0.6	0.4	9.354	A
	C-AB	203	51	0.00	726	0.279	204	0.8	0.5	7.608	A
	C-A	136	34	0.00			136				
	A-B	99	25	0.00			99				
	A-C	142	36	0.00			142				

01:15 - 01:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	197	49	0.00	634	0.311	198	0.7	0.5	9.094	A
	A-BCD	1	0.28	0.00	665	0.002	1	0.0	0.0	5.967	A
	A-B	78	20	0.00			78				
	A-C	139	35	0.00			139				
	D-ABC	6	2	0.00	441	0.014	6	0.0	0.0	9.112	A
	C-ABD	165	41	0.00	711	0.232	165	0.5	0.4	7.273	A
	C-D	0	0	0.00			0				
	C-A	63	16	0.00			63				
2	B-AC	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
	C-A	130	33	0.00			130				
	C-B	0	0	0.00	559	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
	A-C	217	54	0.00			217				
3	B-AC	130	33	0.00	599	0.218	131	0.4	0.3	8.470	A
	C-AB	161	40	0.00	715	0.226	162	0.5	0.4	7.179	A
	C-A	123	31	0.00			123				
	A-B	83	21	0.00			83				
	A-C	119	30	0.00			119				

D12 - 2043 | Without Dev | PM-1

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		8.85	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.00	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			5.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	33	Junction 1 - Stream B-ACD	5.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2043	Without Dev	PM-1	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	172	100.000
	B		ONE HOUR	✓	305	100.000
	C		ONE HOUR	✓	353	100.000
	D		ONE HOUR	✓	11	100.000
2	A		ONE HOUR	✓	235	100.000
	B		ONE HOUR	✓	0	100.000
	C		ONE HOUR	✓	299	100.000
3	A		ONE HOUR	✓	358	100.000
	B		ONE HOUR	✓	246	100.000
	C		ONE HOUR	✓	331	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	68	104	0
	B	94	0	207	4
	C	104	246	0	3
	D	3	5	3	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	0	235
	B	0	0	0
	C	299	0	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	119	239
	B	100	0	146
	C	224	107	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.56	15.11	1.4	C	280	420
	A-BCD	0.00	0.00	0.0	A	0	0
	A-B					62	94
	A-C					95	143
	D-ABC	0.03	11.46	0.0	B	10	15
	C-ABD	0.44	9.49	0.9	A	262	393
	C-D					2	3
	C-A					60	90
2	B-AC	0.00	0.00	0.0	A	0	0
	C-A					274	412
	C-B	0.00	0.00	0.0	A	0	0
	A-B					0	0
	A-C					216	323
3	B-AC	0.50	14.69	1.1	B	226	339
	C-AB	0.24	7.19	0.5	A	140	209
	C-A					164	246
	A-B					109	164
	A-C					219	329

Main Results for each time segment

15:15 - 15:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	230	57	0.00	636	0.361	227	0.0	0.6	9.628	A
	A-BCD	0	0	0.00	497	0.000	0	0.0	0.0	0.000	A
	A-B	51	13	0.00			51				
	A-C	78	20	0.00			78				
	D-ABC	8	2	0.00	395	0.021	8	0.0	0.0	10.228	B
	C-ABD	208	52	0.00	733	0.284	206	0.0	0.5	7.500	A
	C-D	2	0.40	0.00			2				
2	C-A	56	14	0.00			56				
	B-AC	0	0	0.00	608	0.000	0	0.0	0.0	0.000	A
	C-A	225	56	0.00			225				
	C-B	0	0	0.00	567	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	177	44	0.00			177				
	B-AC	185	46	0.00	588	0.315	183	0.0	0.5	9.732	A
	C-AB	106	26	0.00	705	0.150	105	0.0	0.3	6.593	A
	C-A	143	36	0.00			143				
	A-B	90	22	0.00			90				
3	A-C	180	45	0.00			180				

15:30 - 15:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	274	69	0.00	620	0.442	273	0.6	0.9	11.378	B
	A-BCD	0	0	0.00	482	0.000	0	0.0	0.0	0.000	A
	A-B	61	15	0.00			61				
	A-C	93	23	0.00			93				
	D-ABC	10	2	0.00	380	0.026	10	0.0	0.0	10.710	B
	C-ABD	255	64	0.00	736	0.346	254	0.5	0.6	8.214	A
	C-D	2	0.44	0.00			2				
2	C-A	61	15	0.00			61				
	B-AC	0	0	0.00	595	0.000	0	0.0	0.0	0.000	A
	C-A	269	67	0.00			269				
	C-B	0	0	0.00	560	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	211	53	0.00			211				
	B-AC	221	55	0.00	568	0.389	220	0.5	0.7	11.361	B
	C-AB	134	34	0.00	715	0.188	134	0.3	0.3	6.814	A
	C-A	163	41	0.00			163				
	A-B	107	27	0.00			107				
3	A-C	215	54	0.00			215				

15:45 - 16:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	336	84	0.00	598	0.562	334	0.9	1.4	14.883	B
	A-BCD	0	0	0.00	461	0.000	0	0.0	0.0	0.000	A
	A-B	75	19	0.00			75				
	A-C	115	29	0.00			115				
	D-ABC	12	3	0.00	358	0.034	12	0.0	0.0	11.448	B
	C-ABD	323	81	0.00	740	0.436	321	0.6	0.9	9.438	A
	C-D	2	0.46	0.00			2				
2	C-A	64	16	0.00			64				
	B-AC	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
	C-A	329	82	0.00			329				
	C-B	0	0	0.00	550	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	259	65	0.00			259				
	B-AC	271	68	0.00	540	0.501	269	0.7	1.1	14.529	B
	C-AB	178	45	0.00	730	0.244	178	0.3	0.5	7.177	A
	C-A	186	46	0.00			186				
	A-B	131	33	0.00			131				
3	A-C	263	66	0.00			263				

16:00 - 16:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	336	84	0.00	597	0.562	336	1.4	1.4	15.111	C
	A-BCD	0	0	0.00	461	0.000	0	0.0	0.0	0.000	A
	A-B	75	19	0.00			75				
	A-C	115	29	0.00			115				
	D-ABC	12	3	0.00	358	0.034	12	0.0	0.0	11.463	B
	C-ABD	323	81	0.00	741	0.436	323	0.9	0.9	9.489	A
	C-D	2	0.46	0.00			2				
2	C-A	64	16	0.00			64				
	B-AC	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
	C-A	329	82	0.00			329				
	C-B	0	0	0.00	550	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	259	65	0.00			259				
	B-AC	271	68	0.00	540	0.501	271	1.1	1.1	14.693	B
	C-AB	179	45	0.00	730	0.245	179	0.5	0.5	7.190	A
	C-A	186	46	0.00			186				
	A-B	131	33	0.00			131				
3	A-C	263	66	0.00			263				

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	274	69	0.00	620	0.442	276	1.4	0.9	11.587	B
	A-BCD	0	0	0.00	481	0.000	0	0.0	0.0	0.000	A
	A-B	61	15	0.00			61				
	A-C	93	23	0.00			93				
	D-ABC	10	2	0.00	379	0.026	10	0.0	0.0	10.731	B
	C-ABD	255	64	0.00	736	0.346	256	0.9	0.7	8.275	A
	C-D	2	0.44	0.00			2				
2	C-A	61	15	0.00			61				
	B-AC	0	0	0.00	595	0.000	0	0.0	0.0	0.000	A
	C-A	269	67	0.00			269				
	C-B	0	0	0.00	560	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	211	53	0.00			211				
	B-AC	221	55	0.00	568	0.389	223	1.1	0.7	11.514	B
	C-AB	134	34	0.00	716	0.188	135	0.5	0.3	6.838	A
	C-A	163	41	0.00			163				
	A-B	107	27	0.00			107				
3	A-C	215	54	0.00			215				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	230	57	0.00	636	0.361	231	0.9	0.6	9.803	A
	A-BCD	0	0	0.00	496	0.000	0	0.0	0.0	0.000	A
	A-B	51	13	0.00			51				
	A-C	78	20	0.00			78				
	D-ABC	8	2	0.00	395	0.021	8	0.0	0.0	10.252	B
	C-ABD	208	52	0.00	733	0.284	209	0.7	0.5	7.575	A
	C-D	2	0.40	0.00			2				
2	C-A	56	14	0.00			56				
	B-AC	0	0	0.00	608	0.000	0	0.0	0.0	0.000	A
	C-A	225	56	0.00			225				
	C-B	0	0	0.00	567	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	177	44	0.00			177				
	B-AC	185	46	0.00	588	0.315	186	0.7	0.5	9.872	A
	C-AB	106	27	0.00	705	0.151	107	0.3	0.3	6.625	A
	C-A	143	36	0.00			143				
	A-B	90	22	0.00			90				
3	A-C	180	45	0.00			180				

D13 - 2043 | With Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		7.04	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.65	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			4.91	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	36	Junction 1 - Stream B-ACD	4.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2043	With Dev	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	293	100.000
	B		ONE HOUR	✓	286	100.000
	C		ONE HOUR	✓	308	100.000
	D		ONE HOUR	✓	8	100.000
2	A		ONE HOUR	✓	295	100.000
	B		ONE HOUR	✓	39	100.000
	C		ONE HOUR	✓	180	100.000
3	A		ONE HOUR	✓	271	100.000
	B		ONE HOUR	✓	188	100.000
	C		ONE HOUR	✓	380	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	107	185	1
	B	79	0	204	3
	C	110	198	0	0
	D	4	4	0	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	7	288
	B	16	0	23
	C	173	7	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	113	158
	B	75	0	113
	C	211	169	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.54	14.46	1.2	B	262	394
	A-BCD	0.00	5.96	0.0	A	2	2
	A-B					98	147
	A-C					169	254
	D-ABC	0.02	9.85	0.0	A	7	11
	C-ABD	0.37	8.92	0.7	A	213	320
	C-D					0	0
	C-A					69	104
2	B-AC	0.07	7.23	0.1	A	36	54
	C-A					159	238
	C-B	0.01	7.48	0.0	A	6	10
	A-B					6	10
	A-C					264	396
3	B-AC	0.37	11.45	0.7	B	173	259
	C-AB	0.37	8.45	0.8	A	214	321
	C-A					135	202
	A-B					104	156
	A-C					145	217

Main Results for each time segment

00:00 - 00:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	215	54	0.00	631	0.341	213	0.0	0.6	9.419	A
	A-BCD	1	0.28	0.00	666	0.002	1	0.0	0.0	5.955	A
	A-B	80	20	0.00			80				
	A-C	139	35	0.00			139				
	D-ABC	6	2	0.00	440	0.014	6	0.0	0.0	9.119	A
	C-ABD	169	42	0.00	710	0.238	167	0.0	0.4	7.283	A
	C-D	0	0	0.00			0				
	C-A	63	16	0.00			63				
2	B-AC	29	7	0.00	622	0.047	29	0.0	0.1	6.676	A
	C-A	130	33	0.00			130				
	C-B	5	1	0.00	558	0.009	5	0.0	0.0	7.166	A
	A-B	5	1	0.00			5				
	A-C	217	54	0.00			217				
3	B-AC	142	35	0.00	598	0.237	140	0.0	0.3	8.622	A
	C-AB	164	41	0.00	714	0.229	162	0.0	0.4	7.167	A
	C-A	122	31	0.00			122				
	A-B	85	21	0.00			85				
	A-C	119	30	0.00			119				

00:15 - 00:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	257	64	0.00	614	0.419	256	0.6	0.8	11.054	B
	A-BCD	1	0.37	0.00	685	0.002	1	0.0	0.0	5.790	A
	A-B	96	24	0.00			96				
	A-C	166	41	0.00			166				
	D-ABC	7	2	0.00	428	0.017	7	0.0	0.0	9.409	A
	C-ABD	207	52	0.00	709	0.292	207	0.4	0.5	7.882	A
	C-D	0	0	0.00			0				
	C-A	70	17	0.00			70				
2	B-AC	35	9	0.00	609	0.058	35	0.1	0.1	6.899	A
	C-A	156	39	0.00			156				
	C-B	6	2	0.00	549	0.011	6	0.0	0.0	7.295	A
	A-B	6	2	0.00			6				
	A-C	259	65	0.00			259				
3	B-AC	169	42	0.00	579	0.292	169	0.3	0.4	9.628	A
	C-AB	206	52	0.00	725	0.284	206	0.4	0.5	7.624	A
	C-A	135	34	0.00			135				
	A-B	102	25	0.00			102				
	A-C	142	36	0.00			142				

00:30 - 00:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	315	79	0.00	589	0.535	313	0.8	1.2	14.278	B
	A-BCD	2	0.50	0.00	713	0.003	2	0.0	0.0	5.565	A
	A-B	117	29	0.00			117				
	A-C	203	51	0.00			203				
	D-ABC	9	2	0.00	411	0.021	9	0.0	0.0	9.843	A
	C-ABD	263	66	0.00	708	0.372	262	0.5	0.7	8.888	A
	C-D	0	0	0.00			0				
2	C-A	76	19	0.00			76				
	B-AC	43	11	0.00	591	0.073	43	0.1	0.1	7.230	A
	C-A	190	48	0.00			190				
	C-B	8	2	0.00	537	0.014	8	0.0	0.0	7.481	A
	A-B	8	2	0.00			8				
3	A-C	317	79	0.00			317				
	B-AC	207	52	0.00	553	0.374	206	0.4	0.6	11.397	B
	C-AB	272	68	0.00	742	0.366	271	0.5	0.8	8.407	A
	C-A	147	37	0.00			147				
	A-B	124	31	0.00			124				
3	A-C	174	43	0.00			174				

00:45 - 01:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	315	79	0.00	588	0.535	315	1.2	1.2	14.462	B
	A-BCD	2	0.50	0.00	713	0.003	2	0.0	0.0	5.567	A
	A-B	117	29	0.00			117				
	A-C	203	51	0.00			203				
	D-ABC	9	2	0.00	411	0.021	9	0.0	0.0	9.847	A
	C-ABD	264	66	0.00	708	0.372	264	0.7	0.7	8.924	A
	C-D	0	0	0.00			0				
2	C-A	76	19	0.00			76				
	B-AC	43	11	0.00	591	0.073	43	0.1	0.1	7.230	A
	C-A	190	48	0.00			190				
	C-B	8	2	0.00	537	0.014	8	0.0	0.0	7.481	A
	A-B	8	2	0.00			8				
3	A-C	317	79	0.00			317				
	B-AC	207	52	0.00	553	0.374	207	0.6	0.7	11.446	B
	C-AB	272	68	0.00	742	0.367	272	0.8	0.8	8.450	A
	C-A	146	37	0.00			146				
	A-B	124	31	0.00			124				
3	A-C	174	43	0.00			174				

01:00 - 01:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	257	64	0.00	613	0.419	259	1.2	0.8	11.225	B
	A-BCD	1	0.37	0.00	685	0.002	1	0.0	0.0	5.795	A
	A-B	96	24	0.00			96				
	A-C	166	41	0.00			166				
	D-ABC	7	2	0.00	428	0.017	7	0.0	0.0	9.417	A
	C-ABD	207	52	0.00	709	0.292	208	0.7	0.5	7.927	A
	C-D	0	0	0.00			0				
	C-A	70	17	0.00			70				
2	B-AC	35	9	0.00	609	0.058	35	0.1	0.1	6.901	A
	C-A	156	39	0.00			156				
	C-B	6	2	0.00	549	0.011	6	0.0	0.0	7.298	A
	A-B	6	2	0.00			6				
	A-C	259	65	0.00			259				
3	B-AC	169	42	0.00	579	0.292	170	0.7	0.5	9.695	A
	C-AB	207	52	0.00	726	0.285	208	0.8	0.6	7.673	A
	C-A	135	34	0.00			135				
	A-B	102	25	0.00			102				
	A-C	142	36	0.00			142				

01:15 - 01:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	215	54	0.00	631	0.341	216	0.8	0.6	9.569	A
	A-BCD	1	0.28	0.00	665	0.002	1	0.0	0.0	5.960	A
	A-B	80	20	0.00			80				
	A-C	139	35	0.00			139				
	D-ABC	6	2	0.00	440	0.014	6	0.0	0.0	9.128	A
	C-ABD	169	42	0.00	710	0.238	170	0.5	0.4	7.340	A
	C-D	0	0	0.00			0				
	C-A	63	16	0.00			63				
2	B-AC	29	7	0.00	622	0.047	29	0.1	0.1	6.683	A
	C-A	130	33	0.00			130				
	C-B	5	1	0.00	558	0.009	5	0.0	0.0	7.166	A
	A-B	5	1	0.00			5				
	A-C	217	54	0.00			217				
3	B-AC	142	35	0.00	598	0.237	142	0.5	0.3	8.698	A
	C-AB	164	41	0.00	714	0.230	165	0.6	0.4	7.223	A
	C-A	122	30	0.00			122				
	A-B	85	21	0.00			85				
	A-C	119	30	0.00			119				

D14 - 2043 | With Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		9.39	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.41	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			7.46	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	23	Junction 3 - Stream B-AC	6.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2043	With Dev	PM	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	176	100.000
	B		ONE HOUR	✓	316	100.000
	C		ONE HOUR	✓	363	100.000
	D		ONE HOUR	✓	11	100.000
2	A		ONE HOUR	✓	247	100.000
	B		ONE HOUR	✓	19	100.000
	C		ONE HOUR	✓	313	100.000
3	A		ONE HOUR	✓	303	100.000
	B		ONE HOUR	✓	294	100.000
	C		ONE HOUR	✓	302	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To				
From		A	B	C	D
	A	0	72	104	0
	B	98	0	214	4
	C	104	256	0	3
	D	3	5	3	0

Demand (PCU/hr)

Junction 2

	To			
From		A	B	C
	A	0	12	235
	B	8	0	11
	C	299	14	0

Demand (PCU/hr)

Junction 3

	To			
From		A	B	C
	A	0	111	192
	B	134	0	160
	C	166	136	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

	To				
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Junction 2

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Junction 3

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.59	16.08	1.5	C	290	435
	A-BCD	0.00	0.00	0.0	A	0	0
	A-B					66	99
	A-C					95	143
	D-ABC	0.03	11.57	0.0	B	10	15
	C-ABD	0.45	9.83	1.0	A	273	409
	C-D					2	3
	C-A					59	88
2	B-AC	0.04	6.98	0.0	A	17	26
	C-A					274	412
	C-B	0.03	7.44	0.0	A	13	19
	A-B					11	17
	A-C					216	323
3	B-AC	0.60	18.04	1.6	C	270	405
	C-AB	0.29	7.98	0.6	A	162	242
	C-A					116	173
	A-B					102	153
	A-C					176	264

Main Results for each time segment

15:15 - 15:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	238	59	0.00	634	0.375	235	0.0	0.6	9.877	A
	A-BCD	0	0	0.00	495	0.000	0	0.0	0.0	0.000	A
	A-B	54	14	0.00			54				
	A-C	78	20	0.00			78				
	D-ABC	8	2	0.00	393	0.021	8	0.0	0.0	10.283	B
	C-ABD	217	54	0.00	732	0.296	215	0.0	0.5	7.631	A
	C-D	2	0.40	0.00			2				
2	C-A	55	14	0.00			55				
	B-AC	14	4	0.00	620	0.023	14	0.0	0.0	6.533	A
	C-A	225	56	0.00			225				
	C-B	11	3	0.00	565	0.019	10	0.0	0.0	7.139	A
	A-B	9	2	0.00			9				
3	A-C	177	44	0.00			177				
	B-AC	221	55	0.00	587	0.377	219	0.0	0.7	10.678	B
	C-AB	125	31	0.00	686	0.183	124	0.0	0.3	7.043	A
	C-A	102	26	0.00			102				
	A-B	84	21	0.00			84				
3	A-C	145	36	0.00			145				

15:30 - 15:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	284	71	0.00	617	0.460	283	0.6	0.9	11.809	B
	A-BCD	0	0	0.00	479	0.000	0	0.0	0.0	0.000	A
	A-B	65	16	0.00			65				
	A-C	93	23	0.00			93				
	D-ABC	10	2	0.00	377	0.026	10	0.0	0.0	10.785	B
	C-ABD	265	66	0.00	735	0.361	264	0.5	0.7	8.410	A
	C-D	2	0.43	0.00			2				
2	C-A	60	15	0.00			60				
	B-AC	17	4	0.00	607	0.028	17	0.0	0.0	6.712	A
	C-A	269	67	0.00			269				
	C-B	13	3	0.00	558	0.023	13	0.0	0.0	7.262	A
	A-B	11	3	0.00			11				
3	A-C	211	53	0.00			211				
	B-AC	264	66	0.00	569	0.465	263	0.7	0.9	12.917	B
	C-AB	156	39	0.00	691	0.226	156	0.3	0.4	7.394	A
	C-A	115	29	0.00			115				
	A-B	100	25	0.00			100				
3	A-C	173	43	0.00			173				

15:45 - 16:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	348	87	0.00	594	0.586	346	0.9	1.5	15.793	C
	A-BCD	0	0	0.00	457	0.000	0	0.0	0.0	0.000	A
	A-B	79	20	0.00			79				
	A-C	115	29	0.00			115				
	D-ABC	12	3	0.00	355	0.034	12	0.0	0.0	11.557	B
	C-ABD	336	84	0.00	739	0.454	334	0.7	1.0	9.768	A
	C-D	2	0.45	0.00			2				
2	C-A	62	16	0.00			62				
	B-AC	21	5	0.00	588	0.036	21	0.0	0.0	6.978	A
	C-A	329	82	0.00			329				
	C-B	15	4	0.00	548	0.028	15	0.0	0.0	7.438	A
	A-B	13	3	0.00			13				
3	A-C	259	65	0.00			259				
	B-AC	324	81	0.00	543	0.596	321	0.9	1.6	17.668	C
	C-AB	203	51	0.00	700	0.290	202	0.4	0.6	7.961	A
	C-A	129	32	0.00			129				
	A-B	122	31	0.00			122				
3	A-C	211	53	0.00			211				

16:00 - 16:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	348	87	0.00	594	0.586	348	1.5	1.5	16.084	C
	A-BCD	0	0	0.00	457	0.000	0	0.0	0.0	0.000	A
	A-B	79	20	0.00			79				
	A-C	115	29	0.00			115				
	D-ABC	12	3	0.00	354	0.034	12	0.0	0.0	11.574	B
	C-ABD	336	84	0.00	739	0.454	336	1.0	1.0	9.830	A
	C-D	2	0.45	0.00			2				
2	C-A	62	15	0.00			62				
	B-AC	21	5	0.00	588	0.036	21	0.0	0.0	6.978	A
	C-A	329	82	0.00			329				
	C-B	15	4	0.00	548	0.028	15	0.0	0.0	7.438	A
	A-B	13	3	0.00			13				
3	A-C	259	65	0.00			259				
	B-AC	324	81	0.00	543	0.597	324	1.6	1.6	18.044	C
	C-AB	203	51	0.00	700	0.290	203	0.6	0.6	7.984	A
	C-A	129	32	0.00			129				
	A-B	122	31	0.00			122				
3	A-C	211	53	0.00			211				

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	284	71	0.00	617	0.461	286	1.5	1.0	12.062	B
	A-BCD	0	0	0.00	478	0.000	0	0.0	0.0	0.000	A
	A-B	65	16	0.00			65				
	A-C	93	23	0.00			93				
	D-ABC	10	2	0.00	376	0.026	10	0.0	0.0	10.808	B
	C-ABD	265	66	0.00	735	0.361	267	1.0	0.7	8.483	A
	C-D	2	0.43	0.00			2				
2	C-A	59	15	0.00			59				
	B-AC	17	4	0.00	607	0.028	17	0.0	0.0	6.715	A
	C-A	269	67	0.00			269				
	C-B	13	3	0.00	558	0.023	13	0.0	0.0	7.262	A
	A-B	11	3	0.00			11				
3	A-C	211	53	0.00			211				
	B-AC	264	66	0.00	568	0.465	267	1.6	1.0	13.235	B
	C-AB	156	39	0.00	692	0.226	157	0.6	0.4	7.422	A
	C-A	115	29	0.00			115				
	A-B	100	25	0.00			100				
3	A-C	173	43	0.00			173				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	238	59	0.00	633	0.376	239	1.0	0.7	10.080	B
	A-BCD	0	0	0.00	494	0.000	0	0.0	0.0	0.000	A
	A-B	54	14	0.00			54				
	A-C	78	20	0.00			78				
	D-ABC	8	2	0.00	392	0.021	8	0.0	0.0	10.311	B
	C-ABD	217	54	0.00	732	0.296	218	0.7	0.5	7.713	A
	C-D	2	0.40	0.00			2				
2	C-A	55	14	0.00			55				
	B-AC	14	4	0.00	620	0.023	14	0.0	0.0	6.536	A
	C-A	225	56	0.00			225				
	C-B	11	3	0.00	565	0.019	11	0.0	0.0	7.139	A
	A-B	9	2	0.00			9				
3	A-C	177	44	0.00			177				
	B-AC	221	55	0.00	587	0.377	223	1.0	0.7	10.912	B
	C-AB	125	31	0.00	686	0.183	126	0.4	0.3	7.084	A
	C-A	102	25	0.00			102				
	A-B	84	21	0.00			84				
3	A-C	145	36	0.00			145				

D15 - 2025 | Base Year | PM-2

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		5.49	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.00	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			5.11	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	65	Junction 3 - Stream B-AC	4.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2025	Base Year	PM-2	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	137	100.000
	B		ONE HOUR	✓	199	100.000
	C		ONE HOUR	✓	215	100.000
	D		ONE HOUR	✓	4	100.000
2	A		ONE HOUR	✓	173	100.000
	B		ONE HOUR	✓	0	100.000
	C		ONE HOUR	✓	189	100.000
3	A		ONE HOUR	✓	228	100.000
	B		ONE HOUR	✓	219	100.000
	C		ONE HOUR	✓	226	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	66	71	0
	B	79	0	118	2
	C	81	134	0	0
	D	1	3	0	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	0	173
	B	0	0	0
	C	189	0	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	81	147
	B	100	0	119
	C	127	99	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1 17:00 - 17:15

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 1 17:15 - 17:30

	To				
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 1 17:30 - 17:45

	To				
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 1 17:45 - 18:00

	To				
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 1 18:00 - 18:15

	To				
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 1 18:15 - 18:30

	To				
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2 17:00 - 17:15

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 2 17:15 - 17:30

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 2 17:30 - 17:45

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 2 17:45 - 18:00

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 2 18:00 - 18:15

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 2 18:15 - 18:30

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3 17:00 - 17:15

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3 17:15 - 17:30

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3 17:30 - 17:45

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3 17:45 - 18:00

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3 18:00 - 18:15

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3 18:15 - 18:30

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.35	9.91	0.6	A	183	274
	A-BCD	0.00	0.00	0.0	A	0	0
	A-B					61	91
	A-C					65	98
	D-ABC	0.00	0.00	0.0	A	0	0
	C-ABD	0.23	7.02	0.4	A	137	206
	C-D					0	0
	C-A					60	90
2	B-AC	0.00	0.00	0.0	A	0	0
	C-A					173	260
	C-B	0.00	0.00	0.0	A	0	0
	A-B					0	0
	A-C					159	238
3	B-AC	0.42	11.77	0.8	B	201	301
	C-AB	0.20	7.16	0.3	A	110	165
	C-A					97	146
	A-B					74	111
	A-C					135	202

Main Results for each time segment

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	150	37	0.00	644	0.233	148	0.0	0.3	7.979	A
	A-BCD	0	0	0.00	528	0.000	0	0.0	0.0	0.000	A
	A-B	50	12	0.00			50				
	A-C	53	13	0.00			53				
	D-ABC	0	0	0.00	420	0.000	0	0.0	0.0	0.000	A
	C-ABD	110	28	0.00	728	0.151	109	0.0	0.2	6.397	A
	C-D	0	0	0.00			0				
2	C-A	52	13	0.00			52				
	B-AC	0	0	0.00	628	0.000	0	0.0	0.0	0.000	A
	C-A	142	36	0.00			142				
	C-B	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	130	33	0.00			130				
	B-AC	165	41	0.00	610	0.270	163	0.0	0.4	8.835	A
	C-AB	87	22	0.00	680	0.128	86	0.0	0.2	6.664	A
	C-A	83	21	0.00			83				
	A-B	61	15	0.00			61				
3	A-C	111	28	0.00			111				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	179	45	0.00	633	0.283	179	0.3	0.4	8.700	A
	A-BCD	0	0	0.00	519	0.000	0	0.0	0.0	0.000	A
	A-B	59	15	0.00			59				
	A-C	64	16	0.00			64				
	D-ABC	0	0	0.00	410	0.000	0	0.0	0.0	0.000	A
	C-ABD	134	33	0.00	730	0.184	134	0.2	0.3	6.644	A
	C-D	0	0	0.00			0				
2	C-A	59	15	0.00			59				
	B-AC	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
	C-A	170	42	0.00			170				
	C-B	0	0	0.00	571	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	156	39	0.00			156				
	B-AC	197	49	0.00	596	0.330	196	0.4	0.5	9.888	A
	C-AB	107	27	0.00	684	0.156	107	0.2	0.2	6.861	A
	C-A	96	24	0.00			96				
	A-B	73	18	0.00			73				
3	A-C	132	33	0.00			132				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	219	55	0.00	619	0.354	218	0.4	0.6	9.871	A
	A-BCD	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
	A-B	73	18	0.00			73				
	A-C	78	20	0.00			78				
	D-ABC	0	0	0.00	397	0.000	0	0.0	0.0	0.000	A
	C-ABD	168	42	0.00	732	0.230	168	0.3	0.4	7.010	A
	C-D	0	0	0.00			0				
2	C-A	69	17	0.00			69				
	B-AC	0	0	0.00	606	0.000	0	0.0	0.0	0.000	A
	C-A	208	52	0.00			208				
	C-B	0	0	0.00	564	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	190	48	0.00			190				
	B-AC	241	60	0.00	577	0.418	240	0.5	0.8	11.706	B
	C-AB	137	34	0.00	690	0.198	137	0.2	0.3	7.154	A
	C-A	112	28	0.00			112				
	A-B	89	22	0.00			89				
3	A-C	162	40	0.00			162				

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	219	55	0.00	619	0.354	219	0.6	0.6	9.905	A
	A-BCD	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
	A-B	73	18	0.00			73				
	A-C	78	20	0.00			78				
	D-ABC	0	0	0.00	397	0.000	0	0.0	0.0	0.000	A
	C-ABD	168	42	0.00	732	0.230	168	0.4	0.4	7.022	A
	C-D	0	0	0.00			0				
2	C-A	69	17	0.00			69				
	B-AC	0	0	0.00	606	0.000	0	0.0	0.0	0.000	A
	C-A	208	52	0.00			208				
	C-B	0	0	0.00	564	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	190	48	0.00			190				
	B-AC	241	60	0.00	577	0.418	241	0.8	0.8	11.774	B
	C-AB	137	34	0.00	690	0.198	137	0.3	0.3	7.165	A
	C-A	112	28	0.00			112				
	A-B	89	22	0.00			89				
3	A-C	162	40	0.00			162				

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	179	45	0.00	633	0.283	180	0.6	0.4	8.744	A
	A-BCD	0	0	0.00	519	0.000	0	0.0	0.0	0.000	A
	A-B	59	15	0.00			59				
	A-C	64	16	0.00			64				
	D-ABC	0	0	0.00	410	0.000	0	0.0	0.0	0.000	A
	C-ABD	134	33	0.00	730	0.184	134	0.4	0.3	6.656	A
	C-D	0	0	0.00			0				
2	C-A	59	15	0.00			59				
	B-AC	0	0	0.00	619	0.000	0	0.0	0.0	0.000	A
	C-A	170	42	0.00			170				
	C-B	0	0	0.00	571	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	156	39	0.00			156				
	B-AC	197	49	0.00	596	0.330	198	0.8	0.6	9.964	A
	C-AB	107	27	0.00	684	0.156	107	0.3	0.2	6.873	A
	C-A	96	24	0.00			96				
	A-B	73	18	0.00			73				
3	A-C	132	33	0.00			132				

18:15 - 18:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	150	37	0.00	643	0.233	150	0.4	0.3	8.039	A
	A-BCD	0	0	0.00	528	0.000	0	0.0	0.0	0.000	A
	A-B	50	12	0.00			50				
	A-C	53	13	0.00			53				
	D-ABC	0	0	0.00	420	0.000	0	0.0	0.0	0.000	A
	C-ABD	110	28	0.00	728	0.151	110	0.3	0.2	6.421	A
	C-D	0	0	0.00			0				
2	C-A	52	13	0.00			52				
	B-AC	0	0	0.00	628	0.000	0	0.0	0.0	0.000	A
	C-A	142	36	0.00			142				
	C-B	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	130	33	0.00			130				
	B-AC	165	41	0.00	610	0.270	165	0.6	0.4	8.924	A
	C-AB	87	22	0.00	680	0.128	87	0.2	0.2	6.684	A
	C-A	83	21	0.00			83				
	A-B	61	15	0.00			61				
3	A-C	111	28	0.00			111				

D16 - 2028 | Opening Year without Dev | PM-2

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		5.79	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.00	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			5.53	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	52	Junction 3 - Stream B-AC	4.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2028	Opening Year without Dev	PM-2	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	149	100.000
	B		ONE HOUR	✓	216	100.000
	C		ONE HOUR	✓	233	100.000
	D		ONE HOUR	✓	4	100.000
2	A		ONE HOUR	✓	188	100.000
	B		ONE HOUR	✓	0	100.000
	C		ONE HOUR	✓	205	100.000
3	A		ONE HOUR	✓	248	100.000
	B		ONE HOUR	✓	238	100.000
	C		ONE HOUR	✓	245	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To				
		A	B	C	D
From	A	0	72	77	0
	B	86	0	128	2
	C	88	145	0	0
	D	1	3	0	0

Demand (PCU/hr)

Junction 2

	To			
		A	B	C
From	A	0	0	188
	B	0	0	0
	C	205	0	0

Demand (PCU/hr)

Junction 3

	To			
		A	B	C
From	A	0	88	160
	B	109	0	129
	C	138	107	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

	To				
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.39	10.58	0.7	B	198	297
	A-BCD	0.00	0.00	0.0	A	0	0
	A-B					66	99
	A-C					71	106
	D-ABC	0.00	0.00	0.0	A	0	0
	C-ABD	0.25	7.21	0.4	A	150	225
	C-D					0	0
	C-A					64	95
2	B-AC	0.00	0.00	0.0	A	0	0
	C-A					188	282
	C-B	0.00	0.00	0.0	A	0	0
	A-B					0	0
	A-C					173	259
3	B-AC	0.46	12.93	0.9	B	218	328
	C-AB	0.22	7.31	0.4	A	121	182
	C-A					104	155
	A-B					81	121
	A-C					147	220

Main Results for each time segment

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	163	41	0.00	639	0.254	161	0.0	0.4	8.260	A
	A-BCD	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
	A-B	54	14	0.00			54				
	A-C	58	14	0.00			58				
	D-ABC	0	0	0.00	416	0.000	0	0.0	0.0	0.000	A
	C-ABD	120	30	0.00	728	0.165	119	0.0	0.2	6.490	A
	C-D	0	0	0.00			0				
2	C-A	55	14	0.00			55				
	B-AC	0	0	0.00	624	0.000	0	0.0	0.0	0.000	A
	C-A	154	39	0.00			154				
	C-B	0	0	0.00	574	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	142	35	0.00			142				
	B-AC	179	45	0.00	604	0.297	177	0.0	0.5	9.249	A
	C-AB	95	24	0.00	682	0.139	94	0.0	0.2	6.735	A
	C-A	89	22	0.00			89				
	A-B	66	17	0.00			66				
3	A-C	120	30	0.00			120				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	194	49	0.00	628	0.309	194	0.4	0.5	9.112	A
	A-BCD	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
	A-B	65	16	0.00			65				
	A-C	69	17	0.00			69				
	D-ABC	0	0	0.00	405	0.000	0	0.0	0.0	0.000	A
	C-ABD	146	37	0.00	731	0.200	146	0.2	0.3	6.773	A
	C-D	0	0	0.00			0				
2	C-A	63	16	0.00			63				
	B-AC	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
	C-A	184	46	0.00			184				
	C-B	0	0	0.00	569	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	169	42	0.00			169				
	B-AC	214	53	0.00	589	0.363	213	0.5	0.6	10.527	B
	C-AB	118	29	0.00	686	0.171	117	0.2	0.3	6.962	A
	C-A	103	26	0.00			103				
	A-B	79	20	0.00			79				
3	A-C	144	36	0.00			144				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	238	59	0.00	612	0.388	237	0.5	0.7	10.532	B
	A-BCD	0	0	0.00	501	0.000	0	0.0	0.0	0.000	A
	A-B	79	20	0.00			79				
	A-C	85	21	0.00			85				
	D-ABC	0	0	0.00	391	0.000	0	0.0	0.0	0.000	A
	C-ABD	184	46	0.00	734	0.251	184	0.3	0.4	7.197	A
	C-D	0	0	0.00			0				
2	C-A	72	18	0.00			72				
	B-AC	0	0	0.00	600	0.000	0	0.0	0.0	0.000	A
	C-A	226	56	0.00			226				
	C-B	0	0	0.00	561	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	207	52	0.00			207				
	B-AC	262	66	0.00	568	0.461	261	0.6	0.9	12.831	B
	C-AB	151	38	0.00	693	0.218	151	0.3	0.4	7.302	A
	C-A	119	30	0.00			119				
	A-B	97	24	0.00			97				
3	A-C	176	44	0.00			176				

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	238	59	0.00	612	0.389	238	0.7	0.7	10.578	B
	A-BCD	0	0	0.00	501	0.000	0	0.0	0.0	0.000	A
	A-B	79	20	0.00			79				
	A-C	85	21	0.00			85				
	D-ABC	0	0	0.00	391	0.000	0	0.0	0.0	0.000	A
	C-ABD	184	46	0.00	734	0.251	184	0.4	0.4	7.206	A
	C-D	0	0	0.00			0				
2	C-A	72	18	0.00			72				
	B-AC	0	0	0.00	600	0.000	0	0.0	0.0	0.000	A
	C-A	226	56	0.00			226				
	C-B	0	0	0.00	561	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	207	52	0.00			207				
	B-AC	262	66	0.00	568	0.461	262	0.9	0.9	12.931	B
	C-AB	151	38	0.00	693	0.218	151	0.4	0.4	7.312	A
	C-A	119	30	0.00			119				
	A-B	97	24	0.00			97				
3	A-C	176	44	0.00			176				

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	194	49	0.00	628	0.309	195	0.7	0.5	9.169	A
	A-BCD	0	0	0.00	514	0.000	0	0.0	0.0	0.000	A
	A-B	65	16	0.00			65				
	A-C	69	17	0.00			69				
	D-ABC	0	0	0.00	405	0.000	0	0.0	0.0	0.000	A
	C-ABD	146	37	0.00	731	0.200	147	0.4	0.3	6.790	A
	C-D	0	0	0.00			0				
2	C-A	63	16	0.00			63				
	B-AC	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
	C-A	184	46	0.00			184				
	C-B	0	0	0.00	569	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	169	42	0.00			169				
	B-AC	214	53	0.00	589	0.363	215	0.9	0.6	10.633	B
	C-AB	118	29	0.00	686	0.171	118	0.4	0.3	6.976	A
	C-A	103	26	0.00			103				
	A-B	79	20	0.00			79				
3	A-C	144	36	0.00			144				

18:15 - 18:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	163	41	0.00	639	0.255	163	0.5	0.4	8.334	A
	A-BCD	0	0	0.00	524	0.000	0	0.0	0.0	0.000	A
	A-B	54	14	0.00			54				
	A-C	58	14	0.00			58				
	D-ABC	0	0	0.00	416	0.000	0	0.0	0.0	0.000	A
	C-ABD	120	30	0.00	729	0.165	120	0.3	0.2	6.518	A
	C-D	0	0	0.00			0				
2	C-A	55	14	0.00			55				
	B-AC	0	0	0.00	624	0.000	0	0.0	0.0	0.000	A
	C-A	154	39	0.00			154				
	C-B	0	0	0.00	574	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	142	35	0.00			142				
	B-AC	179	45	0.00	603	0.297	180	0.6	0.5	9.363	A
	C-AB	95	24	0.00	682	0.140	95	0.3	0.2	6.763	A
	C-A	89	22	0.00			89				
	A-B	66	17	0.00			66				
3	A-C	120	30	0.00			120				

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		6.13	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.63	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			4.37	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	59	Junction 3 - Stream B-AC	4.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2028	Opening Year with Dev	PM-2	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	155	100.000
	B		ONE HOUR	✓	228	100.000
	C		ONE HOUR	✓	246	100.000
	D		ONE HOUR	✓	4	100.000
2	A		ONE HOUR	✓	206	100.000
	B		ONE HOUR	✓	20	100.000
	C		ONE HOUR	✓	225	100.000
3	A		ONE HOUR	✓	306	100.000
	B		ONE HOUR	✓	213	100.000
	C		ONE HOUR	✓	286	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	78	77	0
	B	90	0	136	2
	C	88	158	0	0
	D	1	3	0	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	18	188
	B	8	0	12
	C	205	20	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	107	199
	B	87	0	126
	C	187	99	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2

From	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3

From	To			
		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.41	11.07	0.8	B	209	314
	A-BCD	0.00	0.00	0.0	A	0	0
	A-B					72	107
	A-C					71	106
	D-ABC	0.00	0.00	0.0	A	0	0
	C-ABD	0.27	7.46	0.5	A	164	246
	C-D					0	0
	C-A					62	93
2	B-AC	0.04	6.69	0.0	A	18	28
	C-A					188	282
	C-B	0.04	7.40	0.0	A	18	28
	A-B					17	25
	A-C					173	259
3	B-AC	0.42	12.11	0.8	B	195	293
	C-AB	0.21	7.06	0.4	A	121	182
	C-A					141	212
	A-B					98	147
	A-C					183	274

Main Results for each time segment

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	172	43	0.00	637	0.269	170	0.0	0.4	8.450	A
	A-BCD	0	0	0.00	521	0.000	0	0.0	0.0	0.000	A
	A-B	59	15	0.00			59				
	A-C	58	14	0.00			58				
	D-ABC	0	0	0.00	413	0.000	0	0.0	0.0	0.000	A
	C-ABD	131	33	0.00	727	0.180	130	0.0	0.3	6.618	A
	C-D	0	0	0.00			0				
2	C-A	54	14	0.00			54				
	B-AC	15	4	0.00	638	0.024	15	0.0	0.0	6.351	A
	C-A	154	39	0.00			154				
	C-B	15	4	0.00	571	0.026	15	0.0	0.0	7.114	A
	A-B	14	3	0.00			14				
3	A-C	142	35	0.00			142				
	B-AC	160	40	0.00	602	0.266	159	0.0	0.4	8.903	A
	C-AB	93	23	0.00	696	0.134	93	0.0	0.2	6.563	A
	C-A	122	30	0.00			122				
	A-B	81	20	0.00			81				
3	A-C	150	37	0.00			150				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	205	51	0.00	625	0.328	204	0.4	0.5	9.399	A
	A-BCD	0	0	0.00	511	0.000	0	0.0	0.0	0.000	A
	A-B	70	18	0.00			70				
	A-C	69	17	0.00			69				
	D-ABC	0	0	0.00	402	0.000	0	0.0	0.0	0.000	A
	C-ABD	159	40	0.00	729	0.219	159	0.3	0.3	6.946	A
	C-D	0	0	0.00			0				
2	C-A	62	15	0.00			62				
	B-AC	18	4	0.00	628	0.029	18	0.0	0.0	6.490	A
	C-A	184	46	0.00			184				
	C-B	18	4	0.00	565	0.032	18	0.0	0.0	7.234	A
	A-B	16	4	0.00			16				
3	A-C	169	42	0.00			169				
	B-AC	191	48	0.00	585	0.327	191	0.4	0.5	10.033	B
	C-AB	117	29	0.00	703	0.167	117	0.2	0.3	6.753	A
	C-A	140	35	0.00			140				
	A-B	96	24	0.00			96				
3	A-C	179	45	0.00			179				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	251	63	0.00	609	0.412	250	0.5	0.8	11.013	B
	A-BCD	0	0	0.00	497	0.000	0	0.0	0.0	0.000	A
	A-B	86	21	0.00			86				
	A-C	85	21	0.00			85				
	D-ABC	0	0	0.00	387	0.000	0	0.0	0.0	0.000	A
	C-ABD	201	50	0.00	732	0.274	200	0.3	0.5	7.442	A
	C-D	0	0	0.00			0				
2	C-A	70	18	0.00			70				
	B-AC	22	6	0.00	614	0.036	22	0.0	0.0	6.693	A
	C-A	226	56	0.00			226				
	C-B	22	6	0.00	557	0.040	22	0.0	0.0	7.403	A
	A-B	20	5	0.00			20				
3	A-C	207	52	0.00			207				
	B-AC	235	59	0.00	561	0.418	234	0.5	0.8	12.040	B
	C-AB	153	38	0.00	715	0.215	153	0.3	0.4	7.052	A
	C-A	161	40	0.00			161				
	A-B	118	29	0.00			118				
3	A-C	219	55	0.00			219				

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	251	63	0.00	609	0.412	251	0.8	0.8	11.070	B
	A-BCD	0	0	0.00	497	0.000	0	0.0	0.0	0.000	A
	A-B	86	21	0.00			86				
	A-C	85	21	0.00			85				
	D-ABC	0	0	0.00	387	0.000	0	0.0	0.0	0.000	A
	C-ABD	201	50	0.00	732	0.274	201	0.5	0.5	7.458	A
	C-D	0	0	0.00			0				
2	C-A	70	18	0.00			70				
	B-AC	22	6	0.00	614	0.036	22	0.0	0.0	6.693	A
	C-A	226	56	0.00			226				
	C-B	22	6	0.00	557	0.040	22	0.0	0.0	7.403	A
	A-B	20	5	0.00			20				
3	A-C	207	52	0.00			207				
	B-AC	235	59	0.00	561	0.418	234	0.8	0.8	12.112	B
	C-AB	154	38	0.00	715	0.215	154	0.4	0.4	7.061	A
	C-A	161	40	0.00			161				
	A-B	118	29	0.00			118				
3	A-C	219	55	0.00			219				

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	205	51	0.00	625	0.328	206	0.8	0.5	9.465	A
	A-BCD	0	0	0.00	511	0.000	0	0.0	0.0	0.000	A
	A-B	70	18	0.00			70				
	A-C	69	17	0.00			69				
	D-ABC	0	0	0.00	402	0.000	0	0.0	0.0	0.000	A
	C-ABD	160	40	0.00	729	0.219	160	0.5	0.3	6.966	A
	C-D	0	0	0.00			0				
2	C-A	62	15	0.00			62				
	B-AC	18	4	0.00	628	0.029	18	0.0	0.0	6.491	A
	C-A	184	46	0.00			184				
	C-B	18	4	0.00	565	0.032	18	0.0	0.0	7.235	A
	A-B	16	4	0.00			16				
3	A-C	169	42	0.00			169				
	B-AC	191	48	0.00	585	0.327	192	0.8	0.5	10.113	B
	C-AB	117	29	0.00	704	0.167	118	0.4	0.3	6.768	A
	C-A	140	35	0.00			140				
	A-B	96	24	0.00			96				
3	A-C	179	45	0.00			179				

18:15 - 18:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	172	43	0.00	637	0.270	172	0.5	0.4	8.532	A
	A-BCD	0	0	0.00	521	0.000	0	0.0	0.0	0.000	A
	A-B	59	15	0.00			59				
	A-C	58	14	0.00			58				
	D-ABC	0	0	0.00	413	0.000	0	0.0	0.0	0.000	A
	C-ABD	131	33	0.00	727	0.180	131	0.3	0.3	6.651	A
	C-D	0	0	0.00			0				
2	C-A	54	14	0.00			54				
	B-AC	15	4	0.00	638	0.024	15	0.0	0.0	6.351	A
	C-A	154	39	0.00			154				
	C-B	15	4	0.00	571	0.026	15	0.0	0.0	7.120	A
	A-B	14	3	0.00			14				
3	A-C	142	35	0.00			142				
	B-AC	160	40	0.00	602	0.266	161	0.5	0.4	8.992	A
	C-AB	94	23	0.00	696	0.135	94	0.3	0.2	6.589	A
	C-A	122	30	0.00			122				
	A-B	81	20	0.00			81				
3	A-C	150	37	0.00			150				

D18 - 2033 | Without Dev | PM-2

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		6.22	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.00	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			6.08	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	40	Junction 3 - Stream B-AC	4.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2033	Without Dev	PM-2	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	162	100.000
	B		ONE HOUR	✓	234	100.000
	C		ONE HOUR	✓	254	100.000
	D		ONE HOUR	✓	5	100.000
2	A		ONE HOUR	✓	204	100.000
	B		ONE HOUR	✓	0	100.000
	C		ONE HOUR	✓	223	100.000
3	A		ONE HOUR	✓	269	100.000
	B		ONE HOUR	✓	258	100.000
	C		ONE HOUR	✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	78	84	0
	B	93	0	139	2
	C	96	158	0	0
	D	1	4	0	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	0	204
	B	0	0	0
	C	223	0	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	96	173
	B	118	0	140
	C	150	117	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.43	11.44	0.8	B	215	322
	A-BCD	0.00	0.00	0.0	A	0	0
	A-B					72	107
	A-C					77	116
	D-ABC	0.01	10.39	0.0	B	5	7
	C-ABD	0.28	7.44	0.5	A	166	248
	C-D					0	0
	C-A					68	101
2	B-AC	0.00	0.00	0.0	A	0	0
	C-A					205	307
	C-B	0.00	0.00	0.0	A	0	0
	A-B					0	0
	A-C					187	281
3	B-AC	0.51	14.42	1.1	B	237	355
	C-AB	0.24	7.51	0.4	A	135	203
	C-A					110	165
	A-B					88	132
	A-C					159	238

Main Results for each time segment

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	176	44	0.00	634	0.278	174	0.0	0.4	8.593	A
	A-BCD	0	0	0.00	520	0.000	0	0.0	0.0	0.000	A
	A-B	59	15	0.00			59				
	A-C	63	16	0.00			63				
	D-ABC	4	0.94	0.00	411	0.009	4	0.0	0.0	9.727	A
	C-ABD	132	33	0.00	730	0.181	131	0.0	0.3	6.605	A
	C-D	0	0	0.00			0				
	C-A	59	15	0.00			59				
2	B-AC	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
	C-A	168	42	0.00			168				
	C-B	0	0	0.00	572	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
	A-C	154	38	0.00			154				
3	B-AC	194	49	0.00	597	0.325	192	0.0	0.5	9.726	A
	C-AB	106	26	0.00	684	0.154	105	0.0	0.2	6.832	A
	C-A	96	24	0.00			96				
	A-B	72	18	0.00			72				
	A-C	130	33	0.00			130				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	210	53	0.00	621	0.339	210	0.4	0.6	9.614	A
	A-BCD	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
	A-B	70	18	0.00			70				
	A-C	76	19	0.00			76				
	D-ABC	4	1	0.00	401	0.011	4	0.0	0.0	9.996	A
	C-ABD	161	40	0.00	732	0.220	161	0.3	0.3	6.933	A
	C-D	0	0	0.00			0				
	C-A	67	17	0.00			67				
2	B-AC	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
	C-A	200	50	0.00			200				
	C-B	0	0	0.00	566	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
	A-C	183	46	0.00			183				
3	B-AC	232	58	0.00	581	0.399	231	0.5	0.7	11.290	B
	C-AB	131	33	0.00	689	0.190	131	0.2	0.3	7.095	A
	C-A	109	27	0.00			109				
	A-B	86	22	0.00			86				
	A-C	156	39	0.00			156				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	258	64	0.00	604	0.427	257	0.6	0.8	11.374	B
	A-BCD	0	0	0.00	495	0.000	0	0.0	0.0	0.000	A
	A-B	86	21	0.00			86				
	A-C	92	23	0.00			92				
	D-ABC	6	1	0.00	387	0.014	5	0.0	0.0	10.386	B
	C-ABD	203	51	0.00	736	0.276	203	0.3	0.5	7.430	A
	C-D	0	0	0.00			0				
2	C-A	76	19	0.00			76				
	B-AC	0	0	0.00	594	0.000	0	0.0	0.0	0.000	A
	C-A	246	61	0.00			246				
	C-B	0	0	0.00	557	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	225	56	0.00			225				
	B-AC	284	71	0.00	559	0.509	283	0.7	1.1	14.263	B
	C-AB	169	42	0.00	697	0.243	169	0.3	0.4	7.503	A
	C-A	125	31	0.00			125				
	A-B	106	26	0.00			106				
3	A-C	190	48	0.00			190				

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	258	64	0.00	604	0.427	258	0.8	0.8	11.441	B
	A-BCD	0	0	0.00	495	0.000	0	0.0	0.0	0.000	A
	A-B	86	21	0.00			86				
	A-C	92	23	0.00			92				
	D-ABC	6	1	0.00	387	0.014	6	0.0	0.0	10.388	B
	C-ABD	203	51	0.00	736	0.277	203	0.5	0.5	7.444	A
	C-D	0	0	0.00			0				
2	C-A	76	19	0.00			76				
	B-AC	0	0	0.00	594	0.000	0	0.0	0.0	0.000	A
	C-A	246	61	0.00			246				
	C-B	0	0	0.00	557	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	225	56	0.00			225				
	B-AC	284	71	0.00	558	0.509	284	1.1	1.1	14.421	B
	C-AB	169	42	0.00	697	0.243	169	0.4	0.4	7.515	A
	C-A	125	31	0.00			125				
	A-B	106	26	0.00			106				
3	A-C	190	48	0.00			190				

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	210	53	0.00	621	0.339	211	0.8	0.6	9.687	A
	A-BCD	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
	A-B	70	18	0.00			70				
	A-C	76	19	0.00			76				
	D-ABC	4	1	0.00	400	0.011	5	0.0	0.0	10.000	B
	C-ABD	161	40	0.00	732	0.220	162	0.5	0.3	6.953	A
	C-D	0	0	0.00			0				
2	C-A	67	17	0.00			67				
	B-AC	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
	C-A	200	50	0.00			200				
	C-B	0	0	0.00	566	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	183	46	0.00			183				
	B-AC	232	58	0.00	581	0.399	233	1.1	0.7	11.447	B
	C-AB	131	33	0.00	689	0.190	132	0.4	0.3	7.115	A
	C-A	109	27	0.00			109				
	A-B	86	22	0.00			86				
3	A-C	156	39	0.00			156				

18:15 - 18:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	176	44	0.00	633	0.278	177	0.6	0.4	8.682	A
	A-BCD	0	0	0.00	520	0.000	0	0.0	0.0	0.000	A
	A-B	59	15	0.00			59				
	A-C	63	16	0.00			63				
	D-ABC	4	0.94	0.00	411	0.009	4	0.0	0.0	9.737	A
	C-ABD	132	33	0.00	730	0.181	132	0.3	0.3	6.638	A
	C-D	0	0	0.00			0				
2	C-A	59	15	0.00			59				
	B-AC	0	0	0.00	620	0.000	0	0.0	0.0	0.000	A
	C-A	168	42	0.00			168				
	C-B	0	0	0.00	572	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	154	38	0.00			154				
	B-AC	194	49	0.00	597	0.325	195	0.7	0.5	9.871	A
	C-AB	106	26	0.00	684	0.155	106	0.3	0.2	6.862	A
	C-A	95	24	0.00			95				
	A-B	72	18	0.00			72				
3	A-C	130	33	0.00			130				

D19 - 2033 | With Dev | PM-2

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		6.61	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.59	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			4.75	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	47	Junction 3 - Stream B-AC	4.39	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2033	With Dev	PM-2	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	168	100.000
	B		ONE HOUR	✓	247	100.000
	C		ONE HOUR	✓	267	100.000
	D		ONE HOUR	✓	5	100.000
2	A		ONE HOUR	✓	222	100.000
	B		ONE HOUR	✓	20	100.000
	C		ONE HOUR	✓	243	100.000
3	A		ONE HOUR	✓	331	100.000
	B		ONE HOUR	✓	231	100.000
	C		ONE HOUR	✓	310	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	84	84	0
	B	98	0	147	2
	C	96	171	0	0
	D	1	4	0	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	18	204
	B	8	0	12
	C	223	20	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	115	216
	B	94	0	137
	C	203	107	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Junction 2

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Junction 3

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.45	12.09	0.9	B	227	340
	A-BCD	0.00	0.00	0.0	A	0	0
	A-B					77	116
	A-C					77	116
	D-ABC	0.01	10.48	0.0	B	5	7
	C-ABD	0.30	7.71	0.5	A	179	269
	C-D					0	0
	C-A					66	99
2	B-AC	0.04	6.76	0.0	A	18	28
	C-A					205	307
	C-B	0.04	7.45	0.0	A	18	28
	A-B					17	25
	A-C					187	281
3	B-AC	0.46	13.35	0.9	B	212	318
	C-AB	0.24	7.22	0.5	A	135	202
	C-A					150	224
	A-B					106	158
	A-C					198	297

Main Results for each time segment

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	186	46	0.00	631	0.295	184	0.0	0.5	8.826	A
	A-BCD	0	0	0.00	517	0.000	0	0.0	0.0	0.000	A
	A-B	63	16	0.00			63				
	A-C	63	16	0.00			63				
	D-ABC	4	0.94	0.00	408	0.009	4	0.0	0.0	9.783	A
	C-ABD	143	36	0.00	728	0.196	142	0.0	0.3	6.739	A
	C-D	0	0	0.00			0				
	C-A	58	15	0.00			58				
2	B-AC	15	4	0.00	634	0.024	15	0.0	0.0	6.394	A
	C-A	168	42	0.00			168				
	C-B	15	4	0.00	569	0.026	15	0.0	0.0	7.145	A
	A-B	14	3	0.00			14				
	A-C	154	38	0.00			154				
3	B-AC	174	43	0.00	595	0.292	172	0.0	0.4	9.321	A
	C-AB	103	26	0.00	699	0.147	102	0.0	0.2	6.627	A
	C-A	130	33	0.00			130				
	A-B	87	22	0.00			87				
	A-C	163	41	0.00			163				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	222	56	0.00	618	0.359	221	0.5	0.6	9.971	A
	A-BCD	0	0	0.00	506	0.000	0	0.0	0.0	0.000	A
	A-B	76	19	0.00			76				
	A-C	76	19	0.00			76				
	D-ABC	4	1	0.00	398	0.011	4	0.0	0.0	10.067	B
	C-ABD	174	44	0.00	731	0.239	174	0.3	0.4	7.118	A
	C-D	0	0	0.00			0				
	C-A	66	16	0.00			66				
2	B-AC	18	4	0.00	623	0.029	18	0.0	0.0	6.544	A
	C-A	200	50	0.00			200				
	C-B	18	4	0.00	562	0.032	18	0.0	0.0	7.273	A
	A-B	16	4	0.00			16				
	A-C	183	46	0.00			183				
3	B-AC	208	52	0.00	577	0.360	207	0.4	0.6	10.692	B
	C-AB	130	32	0.00	708	0.183	130	0.2	0.3	6.848	A
	C-A	149	37	0.00			149				
	A-B	103	26	0.00			103				
	A-C	194	49	0.00			194				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	272	68	0.00	600	0.454	271	0.6	0.9	12.000	B
	A-BCD	0	0	0.00	490	0.000	0	0.0	0.0	0.000	A
	A-B	92	23	0.00			92				
	A-C	92	23	0.00			92				
	D-ABC	6	1	0.00	383	0.014	5	0.0	0.0	10.481	B
	C-ABD	220	55	0.00	734	0.300	220	0.4	0.5	7.698	A
	C-D	0	0	0.00			0				
	C-A	74	18	0.00			74				
2	B-AC	22	6	0.00	607	0.036	22	0.0	0.0	6.765	A
	C-A	246	61	0.00			246				
	C-B	22	6	0.00	553	0.040	22	0.0	0.0	7.453	A
	A-B	20	5	0.00			20				
	A-C	225	56	0.00			225				
3	B-AC	254	64	0.00	551	0.462	253	0.6	0.9	13.241	B
	C-AB	171	43	0.00	721	0.238	171	0.3	0.5	7.204	A
	C-A	170	43	0.00			170				
	A-B	127	32	0.00			127				
	A-C	238	59	0.00			238				

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	272	68	0.00	599	0.454	272	0.9	0.9	12.085	B
	A-BCD	0	0	0.00	490	0.000	0	0.0	0.0	0.000	A
	A-B	92	23	0.00			92				
	A-C	92	23	0.00			92				
	D-ABC	6	1	0.00	383	0.014	6	0.0	0.0	10.485	B
	C-ABD	220	55	0.00	734	0.300	220	0.5	0.5	7.714	A
	C-D	0	0	0.00			0				
	C-A	74	18	0.00			74				
2	B-AC	22	6	0.00	607	0.036	22	0.0	0.0	6.765	A
	C-A	246	61	0.00			246				
	C-B	22	6	0.00	553	0.040	22	0.0	0.0	7.453	A
	A-B	20	5	0.00			20				
	A-C	225	56	0.00			225				
3	B-AC	254	64	0.00	551	0.462	254	0.9	0.9	13.350	B
	C-AB	171	43	0.00	721	0.238	171	0.5	0.5	7.216	A
	C-A	170	42	0.00			170				
	A-B	127	32	0.00			127				
	A-C	238	59	0.00			238				

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	222	56	0.00	618	0.359	223	0.9	0.6	10.066	B
	A-BCD	0	0	0.00	505	0.000	0	0.0	0.0	0.000	A
	A-B	76	19	0.00			76				
	A-C	76	19	0.00			76				
	D-ABC	4	1	0.00	398	0.011	5	0.0	0.0	10.074	B
	C-ABD	175	44	0.00	731	0.239	175	0.5	0.4	7.137	A
	C-D	0	0	0.00			0				
2	C-A	65	16	0.00			65				
	B-AC	18	4	0.00	623	0.029	18	0.0	0.0	6.548	A
	C-A	200	50	0.00			200				
	C-B	18	4	0.00	562	0.032	18	0.0	0.0	7.276	A
	A-B	16	4	0.00			16				
3	A-C	183	46	0.00			183				
	B-AC	208	52	0.00	577	0.360	209	0.9	0.6	10.807	B
	C-AB	130	33	0.00	708	0.184	131	0.5	0.3	6.870	A
	C-A	149	37	0.00			149				
	A-B	103	26	0.00			103				
3	A-C	194	49	0.00			194				

18:15 - 18:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	186	46	0.00	631	0.295	187	0.6	0.5	8.930	A
	A-BCD	0	0	0.00	517	0.000	0	0.0	0.0	0.000	A
	A-B	63	16	0.00			63				
	A-C	63	16	0.00			63				
	D-ABC	4	0.94	0.00	408	0.009	4	0.0	0.0	9.792	A
	C-ABD	143	36	0.00	728	0.196	143	0.4	0.3	6.774	A
	C-D	0	0	0.00			0				
2	C-A	58	14	0.00			58				
	B-AC	15	4	0.00	634	0.024	15	0.0	0.0	6.395	A
	C-A	168	42	0.00			168				
	C-B	15	4	0.00	569	0.026	15	0.0	0.0	7.148	A
	A-B	14	3	0.00			14				
3	A-C	154	38	0.00			154				
	B-AC	174	43	0.00	595	0.292	175	0.6	0.5	9.435	A
	C-AB	103	26	0.00	699	0.148	104	0.3	0.2	6.657	A
	C-A	130	33	0.00			130				
	A-B	87	22	0.00			87				
3	A-C	163	41	0.00			163				

D20 - 2043 | Without Dev | PM-2

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		6.88	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.00	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			7.02	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	27	Junction 3 - Stream B-AC	5.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2043	Without Dev	PM-2	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	179	100.000
	B		ONE HOUR	✓	260	100.000
	C		ONE HOUR	✓	281	100.000
	D		ONE HOUR	✓	5	100.000
2	A		ONE HOUR	✓	226	100.000
	B		ONE HOUR	✓	0	100.000
	C		ONE HOUR	✓	246	100.000
3	A		ONE HOUR	✓	298	100.000
	B		ONE HOUR	✓	285	100.000
	C		ONE HOUR	✓	295	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	86	93	0
	B	103	0	154	3
	C	106	175	0	0
	D	1	4	0	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	0	226
	B	0	0	0
	C	246	0	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	106	192
	B	130	0	155
	C	166	129	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Heavy Vehicle %

Junction 2

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

Junction 3

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.48	12.90	1.0	B	239	358
	A-BCD	0.00	0.00	0.0	A	0	0
	A-B					79	118
	A-C					85	128
	D-ABC	0.01	10.61	0.0	B	5	7
	C-ABD	0.31	7.79	0.6	A	186	279
	C-D					0	0
	C-A					72	108
2	B-AC	0.00	0.00	0.0	A	0	0
	C-A					226	339
	C-B	0.00	0.00	0.0	A	0	0
	A-B					0	0
	A-C					207	311
3	B-AC	0.58	17.07	1.5	C	262	392
	C-AB	0.27	7.80	0.5	A	153	230
	C-A					117	176
	A-B					97	146
	A-C					176	264

Main Results for each time segment

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	196	49	0.00	627	0.312	194	0.0	0.5	9.108	A
	A-BCD	0	0	0.00	514	0.000	0	0.0	0.0	0.000	A
	A-B	65	16	0.00			65				
	A-C	70	18	0.00			70				
	D-ABC	4	0.94	0.00	405	0.009	4	0.0	0.0	9.858	A
	C-ABD	148	37	0.00	731	0.202	147	0.0	0.3	6.768	A
	C-D	0	0	0.00			0				
	C-A	64	16	0.00			64				
2	B-AC	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
	C-A	185	46	0.00			185				
	C-B	0	0	0.00	568	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
	A-C	170	43	0.00			170				
3	B-AC	215	54	0.00	589	0.364	212	0.0	0.6	10.446	B
	C-AB	119	30	0.00	686	0.173	118	0.0	0.3	6.952	A
	C-A	103	26	0.00			103				
	A-B	80	20	0.00			80				
	A-C	145	36	0.00			145				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	234	58	0.00	613	0.382	233	0.5	0.7	10.411	B
	A-BCD	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
	A-B	77	19	0.00			77				
	A-C	84	21	0.00			84				
	D-ABC	4	1	0.00	394	0.011	4	0.0	0.0	10.163	B
	C-ABD	181	45	0.00	734	0.247	181	0.3	0.4	7.157	A
	C-D	0	0	0.00			0				
	C-A	72	18	0.00			72				
2	B-AC	0	0	0.00	602	0.000	0	0.0	0.0	0.000	A
	C-A	221	55	0.00			221				
	C-B	0	0	0.00	562	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
	A-C	203	51	0.00			203				
3	B-AC	256	64	0.00	571	0.449	255	0.6	0.9	12.506	B
	C-AB	148	37	0.00	693	0.214	148	0.3	0.4	7.272	A
	C-A	117	29	0.00			117				
	A-B	95	24	0.00			95				
	A-C	173	43	0.00			173				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	286	72	0.00	593	0.483	285	0.7	1.0	12.789	B
	A-BCD	0	0	0.00	486	0.000	0	0.0	0.0	0.000	A
	A-B	95	24	0.00			95				
	A-C	102	26	0.00			102				
	D-ABC	6	1	0.00	379	0.015	5	0.0	0.0	10.610	B
	C-ABD	229	57	0.00	738	0.311	229	0.4	0.6	7.776	A
	C-D	0	0	0.00			0				
2	C-A	80	20	0.00			80				
	B-AC	0	0	0.00	585	0.000	0	0.0	0.0	0.000	A
	C-A	271	68	0.00			271				
	C-B	0	0	0.00	552	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	249	62	0.00			249				
	B-AC	314	78	0.00	546	0.575	312	0.9	1.4	16.762	C
	C-AB	193	48	0.00	701	0.275	192	0.4	0.5	7.778	A
	C-A	132	33	0.00			132				
	A-B	117	29	0.00			117				
3	A-C	211	53	0.00			211				

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	286	72	0.00	593	0.483	286	1.0	1.0	12.901	B
	A-BCD	0	0	0.00	486	0.000	0	0.0	0.0	0.000	A
	A-B	95	24	0.00			95				
	A-C	102	26	0.00			102				
	D-ABC	6	1	0.00	379	0.015	6	0.0	0.0	10.613	B
	C-ABD	229	57	0.00	738	0.311	229	0.6	0.6	7.794	A
	C-D	0	0	0.00			0				
2	C-A	80	20	0.00			80				
	B-AC	0	0	0.00	585	0.000	0	0.0	0.0	0.000	A
	C-A	271	68	0.00			271				
	C-B	0	0	0.00	552	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	249	62	0.00			249				
	B-AC	314	78	0.00	545	0.575	314	1.4	1.5	17.066	C
	C-AB	193	48	0.00	701	0.275	193	0.5	0.5	7.797	A
	C-A	132	33	0.00			132				
	A-B	117	29	0.00			117				
3	A-C	211	53	0.00			211				

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	234	58	0.00	612	0.382	235	1.0	0.7	10.530	B
	A-BCD	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
	A-B	77	19	0.00			77				
	A-C	84	21	0.00			84				
	D-ABC	4	1	0.00	394	0.011	5	0.0	0.0	10.169	B
	C-ABD	181	45	0.00	734	0.247	182	0.6	0.4	7.184	A
	C-D	0	0	0.00			0				
2	C-A	72	18	0.00			72				
	B-AC	0	0	0.00	602	0.000	0	0.0	0.0	0.000	A
	C-A	221	55	0.00			221				
	C-B	0	0	0.00	562	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	203	51	0.00			203				
	B-AC	256	64	0.00	571	0.449	258	1.5	0.9	12.772	B
	C-AB	148	37	0.00	693	0.214	149	0.5	0.4	7.298	A
	C-A	117	29	0.00			117				
	A-B	95	24	0.00			95				
3	A-C	173	43	0.00			173				

18:15 - 18:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	196	49	0.00	626	0.313	196	0.7	0.5	9.230	A
	A-BCD	0	0	0.00	514	0.000	0	0.0	0.0	0.000	A
	A-B	65	16	0.00			65				
	A-C	70	18	0.00			70				
	D-ABC	4	0.94	0.00	405	0.009	4	0.0	0.0	9.868	A
	C-ABD	148	37	0.00	731	0.203	148	0.4	0.3	6.807	A
	C-D	0	0	0.00			0				
2	C-A	63	16	0.00			63				
	B-AC	0	0	0.00	614	0.000	0	0.0	0.0	0.000	A
	C-A	185	46	0.00			185				
	C-B	0	0	0.00	568	0.000	0	0.0	0.0	0.000	A
	A-B	0	0	0.00			0				
3	A-C	170	43	0.00			170				
	B-AC	215	54	0.00	588	0.365	216	0.9	0.6	10.655	B
	C-AB	119	30	0.00	687	0.173	119	0.4	0.3	6.991	A
	C-A	103	26	0.00			103				
	A-B	80	20	0.00			80				
3	A-C	145	36	0.00			145				

D21 - 2043 | With Dev | PM-2

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pat Scarteen Rd/Railway Rd	Crossroads	Two-way	Two-way	Two-way	Two-way		7.28	A
2	New Development Junction	T-Junction	Two-way	Two-way	Two-way			0.54	A
3	R569/ Pat Scarteen Rd	T-Junction	Two-way	Two-way	Two-way			5.40	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	33	Junction 3 - Stream B-AC	4.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2043	With Dev	PM-2	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	185	100.000
	B		ONE HOUR	✓	271	100.000
	C		ONE HOUR	✓	293	100.000
	D		ONE HOUR	✓	5	100.000
2	A		ONE HOUR	✓	244	100.000
	B		ONE HOUR	✓	20	100.000
	C		ONE HOUR	✓	266	100.000
3	A		ONE HOUR	✓	366	100.000
	B		ONE HOUR	✓	255	100.000
	C		ONE HOUR	✓	341	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
From		A	B	C	D
	A	0	92	93	0
	B	107	0	161	3
	C	106	187	0	0
	D	1	4	0	0

Demand (PCU/hr)

Junction 2

		To		
From		A	B	C
	A	0	18	226
	B	8	0	12
	C	246	20	0

Demand (PCU/hr)

Junction 3

		To		
From		A	B	C
	A	0	127	239
	B	104	0	151
	C	224	117	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

Junction 1

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Junction 2

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Junction 3

Heavy Vehicle %

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	B-ACD	0.51	13.61	1.1	B	249	373
	A-BCD	0.00	0.00	0.0	A	0	0
	A-B					84	127
	A-C					85	128
	D-ABC	0.01	10.71	0.0	B	5	7
	C-ABD	0.33	8.07	0.6	A	199	298
	C-D					0	0
	C-A					70	105
2	B-AC	0.04	6.86	0.0	A	18	28
	C-A					226	339
	C-B	0.04	7.52	0.0	A	18	28
	A-B					17	25
	A-C					207	311
3	B-AC	0.52	15.51	1.2	C	234	351
	C-AB	0.27	7.45	0.6	A	153	229
	C-A					160	240
	A-B					117	175
	A-C					219	329

Main Results for each time segment

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	204	51	0.00	624	0.327	202	0.0	0.5	9.331	A
	A-BCD	0	0	0.00	511	0.000	0	0.0	0.0	0.000	A
	A-B	69	17	0.00			69				
	A-C	70	18	0.00			70				
	D-ABC	4	0.94	0.00	403	0.009	4	0.0	0.0	9.912	A
	C-ABD	158	40	0.00	730	0.217	157	0.0	0.3	6.900	A
	C-D	0	0	0.00			0				
	C-A	63	16	0.00			63				
2	B-AC	15	4	0.00	629	0.024	15	0.0	0.0	6.454	A
	C-A	185	46	0.00			185				
	C-B	15	4	0.00	566	0.027	15	0.0	0.0	7.189	A
	A-B	14	3	0.00			14				
	A-C	170	43	0.00			170				
3	B-AC	192	48	0.00	585	0.328	190	0.0	0.5	9.962	A
	C-AB	116	29	0.00	704	0.165	115	0.0	0.3	6.718	A
	C-A	141	35	0.00			141				
	A-B	96	24	0.00			96				
	A-C	180	45	0.00			180				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	244	61	0.00	610	0.400	243	0.5	0.7	10.769	B
	A-BCD	0	0	0.00	499	0.000	0	0.0	0.0	0.000	A
	A-B	83	21	0.00			83				
	A-C	84	21	0.00			84				
	D-ABC	4	1	0.00	391	0.011	4	0.0	0.0	10.233	B
	C-ABD	193	48	0.00	732	0.264	193	0.3	0.4	7.343	A
	C-D	0	0	0.00			0				
	C-A	70	17	0.00			70				
2	B-AC	18	4	0.00	616	0.029	18	0.0	0.0	6.619	A
	C-A	221	55	0.00			221				
	C-B	18	4	0.00	558	0.032	18	0.0	0.0	7.327	A
	A-B	16	4	0.00			16				
	A-C	203	51	0.00			203				
3	B-AC	229	57	0.00	565	0.406	228	0.5	0.7	11.742	B
	C-AB	147	37	0.00	714	0.206	146	0.3	0.4	6.986	A
	C-A	160	40	0.00			160				
	A-B	114	29	0.00			114				
	A-C	215	54	0.00			215				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	298	75	0.00	589	0.506	297	0.7	1.1	13.468	B
	A-BCD	0	0	0.00	482	0.000	0	0.0	0.0	0.000	A
	A-B	101	25	0.00			101				
	A-C	102	26	0.00			102				
	D-ABC	6	1	0.00	375	0.015	5	0.0	0.0	10.704	B
	C-ABD	245	61	0.00	736	0.333	244	0.4	0.6	8.051	A
	C-D	0	0	0.00			0				
2	C-A	78	19	0.00			78				
	B-AC	22	6	0.00	599	0.037	22	0.0	0.0	6.864	A
	C-A	271	68	0.00			271				
	C-B	22	6	0.00	548	0.040	22	0.0	0.0	7.522	A
	A-B	20	5	0.00			20				
3	A-C	249	62	0.00			249				
	B-AC	281	70	0.00	536	0.524	279	0.7	1.2	15.309	C
	C-AB	195	49	0.00	728	0.268	195	0.4	0.5	7.429	A
	C-A	180	45	0.00			180				
	A-B	140	35	0.00			140				
3	A-C	263	66	0.00			263				

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	298	75	0.00	589	0.506	298	1.1	1.1	13.606	B
	A-BCD	0	0	0.00	482	0.000	0	0.0	0.0	0.000	A
	A-B	101	25	0.00			101				
	A-C	102	26	0.00			102				
	D-ABC	6	1	0.00	375	0.015	6	0.0	0.0	10.708	B
	C-ABD	245	61	0.00	736	0.333	245	0.6	0.6	8.073	A
	C-D	0	0	0.00			0				
2	C-A	77	19	0.00			77				
	B-AC	22	6	0.00	599	0.037	22	0.0	0.0	6.864	A
	C-A	271	68	0.00			271				
	C-B	22	6	0.00	548	0.040	22	0.0	0.0	7.522	A
	A-B	20	5	0.00			20				
3	A-C	249	62	0.00			249				
	B-AC	281	70	0.00	536	0.524	281	1.2	1.2	15.511	C
	C-AB	196	49	0.00	728	0.269	196	0.5	0.6	7.450	A
	C-A	180	45	0.00			180				
	A-B	140	35	0.00			140				
3	A-C	263	66	0.00			263				

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	244	61	0.00	609	0.400	245	1.1	0.7	10.912	B
	A-BCD	0	0	0.00	499	0.000	0	0.0	0.0	0.000	A
	A-B	83	21	0.00			83				
	A-C	84	21	0.00			84				
	D-ABC	4	1	0.00	391	0.011	5	0.0	0.0	10.241	B
	C-ABD	194	48	0.00	732	0.264	194	0.6	0.4	7.375	A
	C-D	0	0	0.00			0				
2	C-A	70	17	0.00			70				
	B-AC	18	4	0.00	616	0.029	18	0.0	0.0	6.623	A
	C-A	221	55	0.00			221				
	C-B	18	4	0.00	558	0.032	18	0.0	0.0	7.331	A
	A-B	16	4	0.00			16				
3	A-C	203	51	0.00			203				
	B-AC	229	57	0.00	565	0.406	231	1.2	0.8	11.930	B
	C-AB	147	37	0.00	714	0.206	148	0.6	0.4	7.011	A
	C-A	159	40	0.00			159				
	A-B	114	29	0.00			114				
3	A-C	215	54	0.00			215				

18:15 - 18:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-ACD	204	51	0.00	624	0.327	205	0.7	0.5	9.469	A
	A-BCD	0	0	0.00	511	0.000	0	0.0	0.0	0.000	A
	A-B	69	17	0.00			69				
	A-C	70	18	0.00			70				
	D-ABC	4	0.94	0.00	403	0.009	4	0.0	0.0	9.925	A
	C-ABD	158	40	0.00	730	0.217	159	0.4	0.3	6.941	A
	C-D	0	0	0.00			0				
2	C-A	62	16	0.00			62				
	B-AC	15	4	0.00	629	0.024	15	0.0	0.0	6.457	A
	C-A	185	46	0.00			185				
	C-B	15	4	0.00	566	0.027	15	0.0	0.0	7.195	A
	A-B	14	3	0.00			14				
3	A-C	170	43	0.00			170				
	B-AC	192	48	0.00	585	0.328	193	0.8	0.5	10.123	B
	C-AB	116	29	0.00	704	0.165	117	0.4	0.3	6.752	A
	C-A	141	35	0.00			141				
	A-B	96	24	0.00			96				
3	A-C	180	45	0.00			180				



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