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PROPOSED RESIDENTIAL
DEVELOPMENT MAYESTON S179A,
POPPINTREE, DUBLIN 11

Traffic Impact Assessment

for

Fingal County Council

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ROADPLAN

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1 INTRODUCTION

1 Introduction

1.1 INTRODUCTION

Roadplan Consulting was commissioned by O'Briain Beary Architects on behalf of Fingal County Council to prepare a Traffic Impact Assessment for a proposed residential development at Mayeston, Poppintree, Dublin 11.

In preparing this report, Roadplan Consulting has made reference to:

- The 'Fingal Development Plan 2023 - 2029'.
- The Institute of Highways and Transportation Guidelines on the Preparation of Traffic Impact Assessments.
- The TII Transport Assessment Guidelines.
- The TII National Traffic Model.

1.2 OBJECTIVES

The objective of this report is to examine the traffic implications of the proposed residential development in terms of how it can integrate with existing traffic in the area. The report will determine and quantify the extent of additional trips generated by the residential development, and the impact of such trips on the operational performance of the local road network and junctions, in particular:

- the existing R104 / Jamestown Rd / Creston Ave signalised junction,
- the existing R104 / Mayeston Lawn priority junction,
- the existing R104 / Mayeston Rise priority junction,
- the existing R104 / R108 signalised junction.

1.3 STUDY METHODOLOGY

The methodology adopted for this report is summarised as follows:

- A traffic count was undertaken by IDASO on Thursday 16th of November 2023 during peak periods (07:00 to 10:00 & 16:00 to 18:00). Count information was obtained at the existing R104 / Jamestown Rd / Creston Ave signalised junction, the existing R104 / Mayeston Lawn priority junction, the existing R104 / Mayeston Rise priority junction and the existing R104 / R108 signalised junction.
- Existing Traffic Assessment – A spreadsheet model was created which contains the base year DO-NOTHING traffic count data described above. The traffic count data was used to develop a PICADY model of the existing R104 / Mayeston Lawn priority junction, the existing R104 / Mayeston Rise priority junction and a TRANSYT model of the existing R104 / Jamestown Rd / Creston Ave signalised junction and the existing R104 / R108 signalised junction.
- Future Year Assessment – The estimated future year traffic volumes on the study area road network, as a result of the increase in background traffic and the additional development related traffic was used to assess the future operational performance of the junctions both at the year of opening of the development, 5 and 15 years after opening.
- Parking Requirements – Car parking provision for the proposed development was assessed against the parking standards as set out in Table 14.17 and Table 14.19 of the 'Fingal Development Plan 2023 - 2029' and the Sustainable Urban Housing: Design Standards for New Apartments (2022).

1.4 STRUCTURE OF REPORT

Following this introduction, the report is set out as follows:

- Chapter 2 provides details of the proposed development;
- Chapter 3 provides an overview of the existing traffic conditions and the local road network, identifying any existing issues related to traffic flow or road infrastructure;
- Chapters 4 and 5 outline the analysis as described in the Study Methodology above. The analysis examines trip generation, distribution and resulting junction operational performance with the development in place;
- Chapter 6 establishes the parking requirements for the development using the county development plan; and
- Chapter 7 presents the conclusions of the report.

2 PROPOSED DEVELOPMENT

2 Proposed Development

2.1 SITE LOCATION

The proposed development is located to the north of the R104 St Margaret's Road and is bound by the M50 motorway to the north, Mayeston Green and Silloge Green to the east, Mayeston Downs to the south, and to the west by public open space as shown in Figure 2.1 Site Map below.



Figure 2.1 Site Location Map

2.2 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development relates to a site of c.1.35ha located within existing residential development referred to as Mayeston, Poppintree, Dublin 11.

The proposed development consists of a creche and apartment blocks, as shown in Table 1.1 “Development Schedule”.

Item	Units	Total
Creche	m ²	387 m²
Apartment blocks:		
– 1 Bed units	39	119
– 2 Bed units	68	
– 3 Bed units	12	

Table 1.1 Development Schedule

The proposed development will include for the provision of 119 no. apartment units consisting of 39 one-bedroom apartments, 68 no. two-bedroom apartments and 12 no. 3-bedroom apartments ranging from 3-6 no. storeys and will also include for car parking, cycle parking, pedestrian and cycle links, storage, services and plant areas. Landscaping will include for high quality private open space, communal amenity areas and public open space provision.

A layout of the proposed development is shown on drawings contained in *Appendix A – Drawings*.

3 EXISTING AND PROPOSED TRAFFIC CONDITIONS

3 Existing and Proposed Traffic Conditions

3.1 EXISTING TRAFFIC FLOWS

A traffic count was undertaken during a 12-hour period (07:00 to 19:00) on Thursday the 16th of November 2023. The count data is provided in Appendix B – Traffic Counts. Count information was obtained at the following junctions:

- R104 / Jamestown Rd / Creston Ave signalised junction
- R104 / Mayeston Lawn priority junction
- R104 / Mayeston Rise priority junction
- R104 / R108 signalised junction

The traffic flows during the AM and PM peak hours were abstracted from the surveyed data and are shown in the following tables:

R104 / Jamestown Rd / Creston Ave signalised junction

AM Peak Existing (07:45 – 08:45)

From / To	R104 (east)	Jamestown Rd	Creston Ave	R104 (west)	Totals
R104 (east)	0	63	543	3	609
Jamestown Rd	51	0	91	4	146
Creston Ave	318	59	0	9	386
R104 (west)	16	13	20	0	49
Totals	385	135	654	16	1190

PM Peak Existing (16:45 – 17:45)

From / To	R104 (east)	Jamestown Rd	Creston Ave	R104 (west)	Totals
R104 (east)	0	55	421	10	486
Jamestown Rd	81	0	155	12	248
Creston Ave	389	57	0	15	461
R104 (west)	12	1	11	0	24
Totals	482	113	587	37	1219

R104 / Mayeston Lawn priority junction

AM Peak Existing (07:45 – 08:45)

From / To	St Margaret's Rd (west)	Mayeston Lawn	St Margaret's Rd (east)	Totals
R104 (west)	0	13	369	382
Mayeston Lawn	39	0	13	52
R104 (east)	569	5	0	574
Totals	608	18	382	1008

PM Peak Existing (16:45 – 17:45)

From / To	St Margaret's Rd (west)	Mayeston Lawn	St Margaret's Rd (east)	Totals
R104 (west)	0	30	448	478
Mayeston Lawn	16	0	3	19
R104 (east)	469	7	0	476
Totals	485	37	451	973

R104 / Mayeston Rise priority junction AM Peak Existing

AM Peak Existing (07:45 – 08:45)

From / To	St Margaret's Rd (west)	Mayeston Rise	St Margaret's Rd (east)	Totals
R104 (west)	0	9	399	408
Mayeston Rise	33	0	35	68
R104 (east)	468	8	0	476
Totals	501	17	434	952

PM Peak Existing (16:45 – 17:45)

From / To	St Margaret's Rd (west)	Mayeston Rise	St Margaret's Rd (east)	Totals
R104 (west)	0	27	401	428
Mayeston Rise	21	0	28	49
R104 (east)	432	37	0	469
Totals	453	64	429	946

R104 / R108 signalised junction

AM Peak Existing (07:45 – 08:45)

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	1641	241	1882
R108 (south)	836	0	211	1047
R104	120	211	0	331
Totals	956	1852	452	3260

PM Peak Existing (16:45 – 17:45)

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	973	316	1289
R108 (south)	1273	0	212	1485
R104	311	215	0	526
Totals	1584	1188	528	3300

A summary of the count data for the peak hour flows is contained in Appendix C – Traffic Flow Sheets.

3.2 EXISTING ROAD NETWORK

Vehicular access to the development is via Mayeston Rise / Mayeston Drive / Mayeston Green and the R104 St Margaret's Road. The M50 motorway nearby is accessed either from the Ballymun or the Finglas junctions, each approx.1km from the development.

The speed limit on the R104 at the entrance to the site is 50km/h. Many of the side roads have a 30km/h limit, but no 30km/h sign is visible on the entrance road (Mayeston Rise) to this development.

The existing Mayeston Rise / Mayeston Drive / Mayeston Green access road has the following characteristics at the proposed access to the development:

- It is a single carriageway road that is approximately 5.5m wide.
- There are footpaths along the carriageway.
- Parallel and perpendicular parking is provided along access road.
- Street lighting is provided.

4 TRAFFIC GENERATION & TRIP DISTRIBUTION

4 Traffic Generation and Trip Distribution

4.1 DEVELOPMENT TRIP GENERATION

The TRICS database has been used to predict the trip generation to and from the proposed industrial development for the AM and PM peak periods.

The trip rates for the am peak period (07:45 – 08:45) and the pm peak period (16:45 – 17:45) were used for each of the different elements within the development as outlined below as these periods provide the peak combined trip rates for the overall development.

Full details of the TRICS information used for the assessments are provided in Appendix D - TRICS information.

4.1.1 Cost Rental Apartments

The category of “Residential – Flats” has been assessed as the most appropriate development type category for this part of the development and the trip rates for the AM and PM peak periods are shown in table below:

Trip rates per number of Units

	Trip rate to development	Trip rate from development
AM Peak	0.40	0.60
PM Peak	0.30	0.20

For the proposed 119 apartment dwellings, this would give the following trips to and from the proposed development:

Trip Generation – 119 Apartment Dwellings

	Trip rate to development	Trip rate from development
AM Peak	48	72
PM Peak	36	24

4.1.2 Crèche

The category of “Education – Nursery” has been interrogated as the most appropriate development type category for this part of the development and the trip rates for the am and pm peak periods are shown in table below:

Trip rates per 100 m²

	Trip rate to development	Trip rate from development
AM Peak	6.629	5.181
PM Peak	5.211	5.861

For the proposed 387 m² of creche this would give the following trips to and from the proposed development:

Trip Generation – 387m²

	Trip rate to development	Trip rate from development
AM Peak	26	20
PM Peak	20	23

4.1.3 Total Development Trip Generation Summary

To summarise, the trips that are predicted to be generated by the proposed development are shown in the table below:

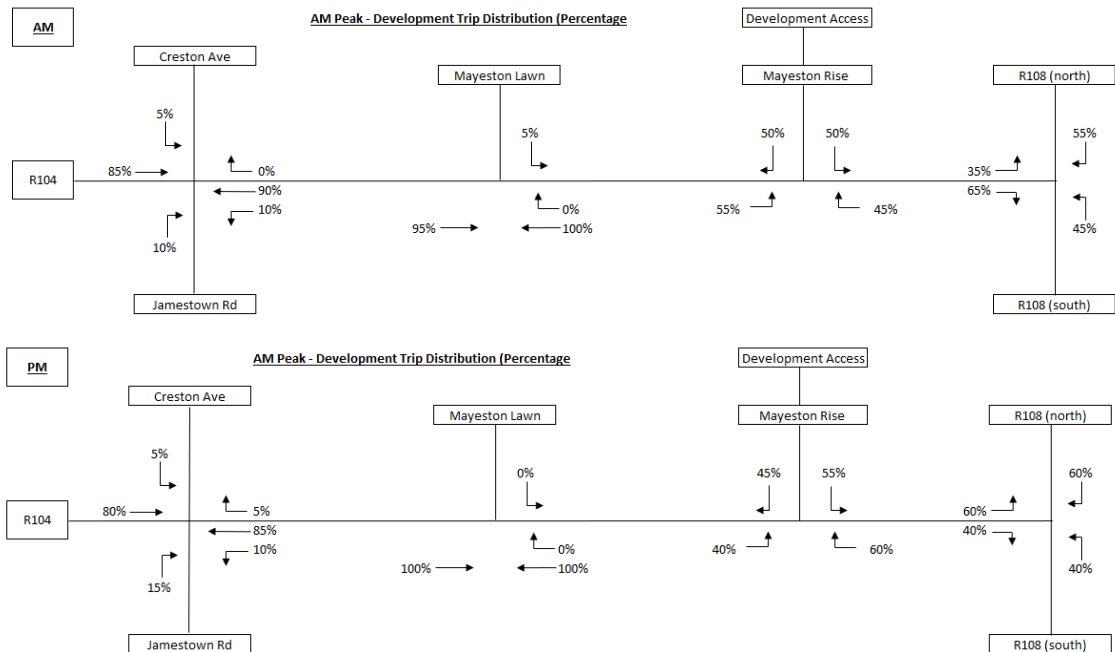
Trip Generation – Total Development

	Trip rate to development	Trip rate from development	Total
AM Peak	74	92	166
PM Peak	56	47	103

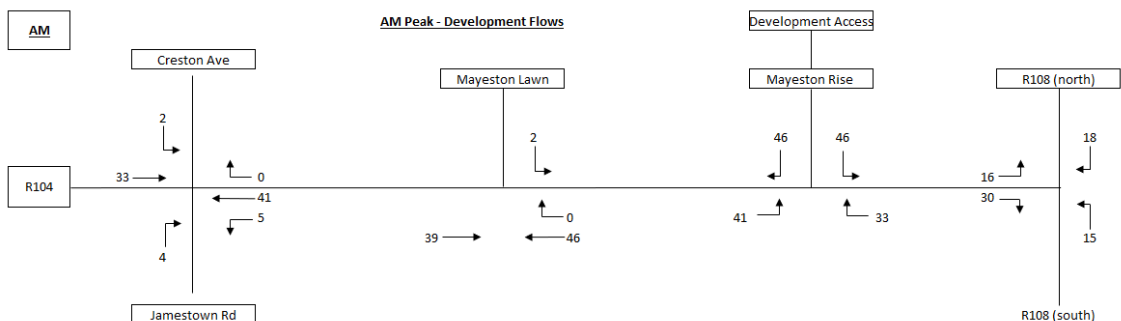
4.2 TRIP DISTRIBUTION

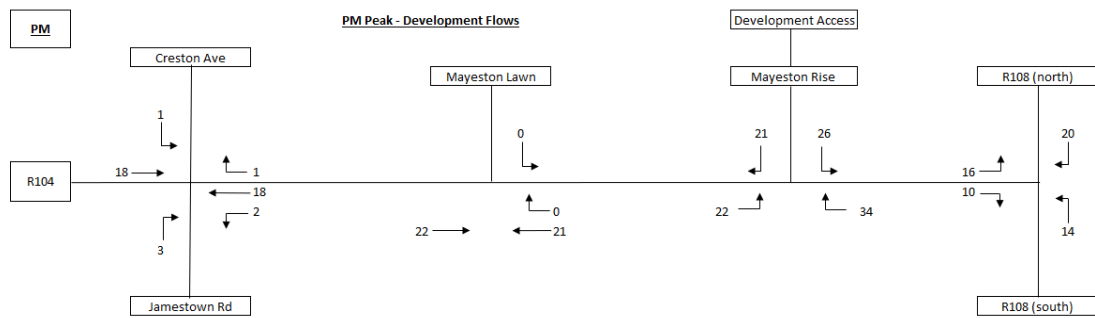
The access to the residential development will be via the existing R104 / Mayeston Rise priority junction. It is assumed that the distribution of the predicted development traffic will be similar to the distribution of existing traffic turning to / from the Mayeston Rise priority junction.

The following diagram shows the proposed traffic distribution percentage for the AM and PM peak at the existing R104 / Mayeston Rise priority junction.



Using the proposed directional splits shown above and the trips generated by the proposed development outlined in 4.1, the following diagrams show the turning movements of predicted development traffic at the existing R104 / Jamestown Rd / Creston Ave signalised junction, the existing R104 / Mayeston Lawn priority junction, the existing R104 / Mayeston Rise priority junction, the existing R104 / R108 signalised junction during the AM and PM peak hours:





4.3 FUTURE YEAR TRAFFIC GROWTH

The TII issues a range of forecasts: low growth, medium growth and high growth. Due to the location and nature of the proposed development, we have used medium growth factors in our assessment.

The zone in which the site is located is number 8321 in the TII National Traffic Model. The high growth factors for each construction phase are as follows:

Zone	2023 Existing	2025 Development Completion	2030 5 years after dev. completion	2040 15 years after dev. completion
8321	1.00	2.83%	10.30%	14.25%

These percentages have been used to predict the increase in background traffic that will occur in future years. Full summary tables and predicted future traffic flows for 2025, 2030 and 2040 future years are included in Appendix C – Traffic Flow Sheets.

5 OPERATIONAL ASSESSMENTS

5 Operational Assessments

5.1 INTRODUCTION

Traffic generated by the proposed development will have some effect on the local road network surrounding the site. The following junctions were assessed:

- R104 / Jamestown Rd / Creston Ave signalised junction
- R104 / Mayeston Lawn priority junction
- R104 / Mayeston Rise priority junction
- R104 / R108 signalised junction

The R104 / Jamestown Rd / Creston Ave signalised junction and the R104 / Mayeston Lawn priority junction have been assessed as linked junctions as they are within 100m of each other. The R104 / Mayeston Rise priority junction and the R104 / R108 signalised junction have not been included in the linked system assessment as both are over 300m from the R104 / Mayeston Lawn priority junction and it is expected that these junctions would therefore operate independently. Both junctions have been analysed as standalone junctions. For results see *Appendix F – TRANSYT Results* and *Appendix E – PICADY Results*.

5.2 R104 / JAMESTOWN RD / CRESTON AVE SIGNALISED JUNCTION – R104 / MAYESTON LAWN PRIORITY JUNCTION

Capacity assessments have been undertaken using the computer program TRANSYT for the AM and PM peak hours.

The following table summarise the existing situation and the effects that the development will have on this junction in 2025, 2030 and 2040 using the existing and predicted traffic flows shown in Appendix C – Traffic Flow Sheets. Full TRANSYT printouts are provided in Appendix F – TRANSYT Results. The parameters shown in the tables are defined as follows:

Max Degree of Saturation (DoS) is a ratio of demand to capacity on each approach to traffic signals, with a value of 100% meaning that demand and capacity are equal and no further traffic is able to progress through the signals. Values over 90% are typically regarded as suffering from traffic congestion, with queues of vehicles beginning to form.

Practical Reserve Capacity is the capacity available on the arm of a signalized junction relative to a capacity of 90%. A positive PRC indicates that a junction has spare capacity and may be able to accept more traffic. A negative PRC indicates that the junction is over capacity and is suffering from traffic congestion.

Avg. Queue in PCU's is the average number of PCU's queued over the time period on the junction approach.

Average delay is the average number of seconds delay to each vehicle in the time period.

AM		2023	2025 no dev	2025 with dev	2030 no dev	2030 with dev	2040 no dev	2040 with dev
R104 (east)	Max DoS	48	49	55	56	62	59	65
	Average Queue	8	9	11	11	15	13	16
	Average delay (s)	6	7	8	8	11	9	12
	PRC %	89	82	63	62	45	53	39
Mayeston Lawn	Max DoS	24	26	30	31	37	35	44
	Average Queue	1	1	1	1	1	1	2
	Average delay (s)	4	4	6	7	10	8	13
	PRC %	270	252	201	192	141	154	103
R104 (Link)	Max DoS	69	70	75	76	81	79	85
	Average Queue	12	12	12	12	12	12	13
	Average delay (s)	20	21	21	21	22	22	23
	PRC %	31	28	20	18	11	15	6
Creston AVE	Max DoS	63	63	67	71	74	71	74
	Average Queue	3	3	3	3	3	3	3
	Average delay (s)	75	75	76	81	83	81	83
	PRC %	42	42	34	27	21	27	21
R104 (west)	Max DoS	79	81	84	88	94	91	96
	Average Queue	9	9	9	10	11	11	13
	Average delay (s)	36	37	39	42	48	46	54
	PRC %	14	11	7	2	-4	-1	-7
Jamestown Rd	Max DoS	80	82	89	94	96	96	98
	Average Queue	7	8	8	10	10	10	11
	Average delay (s)	63	65	72	77	79	81	83
	PRC %	12	9	1	-5	-6	-6	-8

PM		2023	2025 no dev	2025 with dev	2030 no dev	2030 with dev	2040 no dev	2040 with dev
R104 (east)	Max DoS	32	34	35	38	40	40	42
	Average Queue	2	3	3	4	5	5	6
	Average delay (s)	3	3	3	4	4	4	4
	PRC %	179	169	154	135	127	124	116
Mayeston Lawn	Max DoS	5	5	5	6	6	6	6
	Average Queue	0	0	0	0	0	0	0
	Average delay (s)	0	0	0	0	0	0	0
	PRC %	1656	1646	1626	1368	1352	1355	1341
R104 (Link)	Max DoS	65	67	69	73	74	74	75
	Average Queue	3	3	3	3	3	3	3
	Average delay (s)	12	12	12	12	12	12	11
	PRC %	38	35	31	23	22	21	20
Creston AVE	Max DoS	30	30	30	30	30	33	33
	Average Queue	1	1	1	1	1	1	1
	Average delay (s)	58	58	98	58	59	59	60
	PRC %	202	202	202	202	202	169	169
R104 (west)	Max DoS	86	90	94	97	98	100	101
	Average Queue	10	10	11	12	13	15	17
	Average delay (s)	47	50	55	68	70	78	82
	PRC %	5	0	-4	-7	-9	-10	-11
Jamestown Rd	Max DoS	86	87	88	95	101	102	109
	Average Queue	10	11	11	14	17	18	24
	Average delay (s)	70	73	75	89	112	122	161
	PRC %	5	3	2	-5	-11	-12	-17

Analysis of the existing junctions as linked junctions shows that currently they operate within capacity with some queues and delays during the AM and PM peak period; however, they are approaching capacity at present and are predicted to reach capacity in the period 2025 to 2030 even in the without-development scenario. The with-development scenario is little different; the linked junctions are predicted to be out of capacity in the same timeframe. The junction approaches that are predicted to lose capacity are R104 West and Jamestown Road. However, it was observed that the queues disperse rapidly at present and that the overall delay is relatively low for the priority junction. The proposed development, and other potential developments in the area, will generate additional motor vehicle trips on the local road network; however, the proposed provision of additional public transport services and of measures in support of active travel use, may slow down or stop the growth in motor traffic or even cause it to become negative. For example, the nearby TII traffic counter *TMU R108 000.0 N* located on the R108 between Ballymun and Jn04 M50, Dublin shows AADT increasing post-Covid, but the present daily traffic volume is still less than it was in 2019. The assumption that motor traffic growth within Dublin will continue in line with the predictions of TII is uncertain.

5.3 R104 / R108 SIGNALISED JUNCTION

A capacity assessment has been undertaken using the computer program TRANSYT for the AM and PM peak hours.

The following tables summarise the effects that the development will have on this junction in 2025, 2030 and 2040 using the existing and predicted traffic flows shown in Appendix C – Traffic Flow Sheets. Full TRANSYT printouts are provided in Appendix F – TRANSYT Results.

AM		2023	2025 no dev	2025 with dev	2030 no dev	2030 with dev	2040 no dev	2040 with dev
R108 (north)	Max DoS	73	74	75	76	77	79	80
	Average Queue	16	16	17	18	19	18	19
	Average delay (s)	83	84	83	84	83	85	84
	PRC %	24	21	19	18	17	14	13
R108 (south)	Max DoS	47	48	50	53	54	55	56
	Average Queue	32	33	34	37	38	39	40
	Average delay (s)	31	31	33	33	35	34	35
	PRC %	92	86	80	70	66	64	60
R104	Max DoS	84	87	84	86	89	89	92
	Average Queue	13	14	15	15	17	16	18
	Average delay (s)	102	105	99	102	105	105	109
	PRC %	7	3	7	4	1	1	-2

PM		2023	2025 no dev	2025 with dev	2030 no dev	2030 with dev	2040 no dev	2040 with dev
R108 (north)	Max DoS	75	77	78	80	80	82	83
	Average Queue	17	18	19	19	20	20	21
	Average delay (s)	87	88	87	88	87	90	89
	PRC %	19	17	16	13	12	9	9
R108 (south)	Max DoS	69	71	72	78	79	80	79
	Average Queue	54	57	58	64	66	68	68
	Average delay (s)	36	38	39	40	42	42	41
	PRC %	31	26	25	16	13	12	14
R104	Max DoS	88	84	87	90	86	93	113
	Average Queue	14	13	14	15	15	16	35
	Average delay (s)	114	105	110	114	107	122	269
	PRC %	2	7	3	0	4	-3	-21

The summary predictions shown in the table above indicate that currently the existing signalised junction operates within capacity with queues and delays during the AM and PM peak period.

In 2025 and 2030 with the residential development operational and an increase in background flows the signalised junction will operate within capacity with queues and delays during the AM and PM peak hour.

In 2040 with the residential development operational and an increase in background flows the signalised junction will operate within capacity with queues and delays during the AM peak hour.

In 2040 with the residential development operational and an increase in background flows the signalised junction will have reached its reserve capacity which will result in queues and delays during the PM peak hour.

5.4 R104 / MAYESTON RISE PRIORITY JUNCTION

A capacity assessment has been undertaken using the computer program PICADY for the AM and PM peak hours.

The following tables summarise the effects that the development will have on this junction in 2025, 2030 and 2040 using the existing and predicted traffic flows shown in Appendix C – Traffic Flow Sheets. Full PICADY printouts are provided in Appendix E – PICADY Results.

The parameters shown in the tables are defined as follows:

Ratio of Flow to Capacity (RFC) is a factor indicating the flow on a junction arm relative to its capacity. An RFC of 1.0 means the junction has reached its ultimate capacity and an RFC of 0.85 means that the junction has reached its practical capacity.

Avg. Queue is the average number of vehicles queued over the time period on the junction approach.

Queue delay is the average number of seconds delay to each vehicle in the time period.

Total Delay is the total number of vehicle hours of delay to all vehicles at the junction over the time period.

Year	Period	Approach	Predicted RFC value	Avg Queue (vehicles)	Queue delay (secs./veh.)
2023 Base Year	AM Peak	R104 (west)	-	-	-
		Mayeston Rise	0.26	0	14
		R104 (east)	0.05	0	5
	PM Peak	R104 (west)	-	-	-
		Mayeston Rise	0.20	0	13
		R104 (east)	0.15	0	6
2025 No Dev.	AM Peak	R104 (west)	-	-	-
		Mayeston Rise	0.26	0	14
		R104 (east)	0.05	0	5
	PM Peak	R104 (west)	-	-	-
		Mayeston Rise	0.21	0	13
		R104 (east)	0.15	0	6
2025 With Dev.	AM Peak	R104 (west)	-	-	-
		Mayeston Rise	0.53	1	23
		R104 (east)	0.15	0	5
	PM Peak	R104 (west)	-	-	-
		Mayeston Rise	0.34	1	16
		R104 (east)	0.26	1	7
2030 No Dev.	AM Peak	R104 (west)	-	-	-
		Mayeston Rise	0.29	0	15
		R104 (east)	0.05	0	5
		R104 (west)	-	-	-

Year	Period	Approach	Predicted RFC value	Avg Queue (vehicles)	Queue delay (secs./veh.)
	PM Peak	Mayeston Rise	0.24	0	14
		R104 (east)	0.17	0	6
2030 With Dev.	AM Peak	R104 (west)	-	-	-
		Mayeston Rise	0.57	1	26
		R104 (east)	0.16	0	5
	PM Peak	R104 (west)	-	-	-
		Mayeston Rise	0.38	1	17
		R104 (east)	0.29	1	7
2040 No Dev.	AM Peak	R104 (west)	-	-	-
		Mayeston Rise	0.31	0	16
		R104 (east)	0.07	0	5
	PM Peak	R104 (west)	-	-	-
		Mayeston Rise	0.24	0	14
		R104 (east)	0.19	1	6
2040 With Dev.	AM Peak	R104 (west)	-	-	-
		Mayeston Rise	0.60	1	28
		R104 (east)	0.18	1	5
	PM Peak	R104 (west)	-	-	-
		Mayeston Rise	0.38	1	18
		R104 (east)	0.31	1	7

The summary predictions shown in the table above indicate that currently the existing priority junction operates within capacity with no queues and minimal delays during the AM and PM peak period.

In 2025, 2030 and 2040 with the residential development operational and an increase in background flows the junction will operate within capacity with minimal queues and delays with a maximum RFC value of 0.60 during the AM peak hour in 2040.

5.5 OPERATIONAL ASSESSMENTS – CONCLUSIONS

Junction analyses to assess the effects of traffic generated by the proposed development have been undertaken for the existing R104 / Jamestown Rd / Creston Ave signalised junction, the existing R104 / Mayeston Lawn priority junction, the existing R104 / Mayeston Rise priority junction and the existing R104 / R108 signalised junction. The analyses show that:

- Linked analysis of the existing R104 / Jamestown Rd / Creston Ave signalised junction and the existing R104 / Mayeston Lawn priority junction show that currently the signalised junction is approaching capacity with queues extending along the R104 in both the east and west direction, as a result the Mayeston Lawn priority junction is directly affected by vehicles queuing along the R104 approaching the signalised junction. However, it should be noted that these queues are dispersing rapidly and coupled with low vehicle numbers exiting from Mayeston Lawn, the overall delay is relatively low for the priority junction. Overall, the summary predictions shown in the table above indicate that currently the existing linked junctions operate within capacity with queues and delays during the AM and PM peak period.
- In 2025 with the residential development operational and an increase in background flows the linked junction will operate within capacity with long queues and delays during the AM and PM peak hour.
- In 2030 and 2040 with the residential development operational and an increase in background flows the linked junction will be at capacity with queues and delays during the AM and PM peak hour.
- The existing R104 / R108 signalised junction currently operates within capacity with queues and delays.
- The existing R104 / R108 signalised junction will operate within capacity with queues and delays when the development is operational in 2025, year of opening and 2030, five years after completion.
- The existing R104 / R108 signalised junction will operate within capacity with queues and delays during the AM Peak hour when the development is operational in 2040, fifteen years after completion.
- The existing R104 / R108 signalised junction will be out of capacity with queues and delays during the PM Peak hour when the development is operational in 2040, fifteen years after completion.
- The existing R104 / Mayeston Rise priority junction currently operates within capacity with no queues and minimal delays.
- The existing R104 / Mayeston Rise priority junction will operate within capacity with minimal queues and delays when the development is operational in 2025, year of opening, 2030, five years after completion and in 2040, fifteen years after completion.

6 PARKING

6 Parking

6.1 CAR PARKING REQUIREMENTS FROM DEVELOPMENT PLAN

The *Fingal Development Plan 2023 – 2029* distinguishes two car parking zones:

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

The proposed development is within 800m of the proposed E2 spine Bus Connect route and 1.6km east of the planned Luas Finglas stop. Therefore it is considered to be in parking Zone 1.

Development Plan list standard provision for parking and the tables below set out those requirements.

Land use	Parking Requirement (max)	Units	Total
Pre-school facilities/creche	0.5 per classroom	4	2
Residential (1–2 Bedroom)	0.5 space per unit	107	54
Residential (3–3+ Bedroom)	1 space per unit	12	12
			68

Table 3.1 Car parking requirement from *Fingal Development Plan 2023-2029*

The '*Fingal Development Plan 2023 – 2029*' sets out default policy for maximum car parking provision to be minimised for areas that are close to city centre or served by public transport system while supporting cycling and walking as a mean of transport.

Land use	Parking Requirement	Units	Total
Apartment developments	1 per 10 car parking spaces provided	73	8

Table 3.2 Motorcycle parking requirement from *Fingal Development Plan 2023-2029*

The '*Fingal Development Plan 2023 – 2029*' sets out minimum standards for EV charging points and infrastructure.

Land use	Parking Requirement	Units	Total
Multi-unit residential developments	20% of the proposed parking spaces	73	15

Table 3.3 EV charging points requirement from *Fingal Development Plan 2023-2029*

6.2 CAR PARKING PROVISION

A total of **73** parking spaces, including **15** EV charging points, will be provided to cater for the parking demand at the proposed development as shown on the architect's drawing contained in Appendix A – Drawings. There will be also **8** motorcycle parking spaces provided.

The proposed **68** spaces are provided to serve the new buildings (as requested by Development Plan). Additional **5** spaces represent relocation of existing spaces at Mayeston Green that are removed to allow access to the rear of the site. The result is a total of **73** car parking spaces.

6.3 CAR PARKING CONCLUSION

It is considered that proposed parking is in accordance with *Fingal Development Plan 2023-2029* and it will be sufficient to accommodate the need of residents and creche occupants.

7 ROAD SAFETY AND INTERNAL LAYOUT

7 Road Safety and Internal Layout

7.1 ROAD SAFETY

The Design Manual for Urban Roads and Streets indicates that for a 50km/h speed limit a sightline of 45m at a 2m set-back shall be achieved in both directions.

At the existing Mayeston Rise / R104 St Margaret's Road priority junction which provides access to the proposed development a 45m sightline at a 2m set-back can be achieved in both directions. The visibility splay to the east and west of the existing junction is measured from a 2m set-back to the nearside kerb of the road.

7.3 PEDESTRIANS

There are footpaths provided within the proposed development to cater for pedestrian movements. The proposed footpaths link to the existing footpaths in the area.

7.2 INTERNAL LAYOUT

The internal road layout is generally in accordance with the principals of the Design Manual for Urban Roads and Streets.

The overall car parking layout is made of surface parking, broken up with landscaping. The set-down is reserved for the creche use only during the creches operating hours.

The main car parking area is located to the north of the site (62 no. spaces) with a further 11 on-street parking spaces available on Mayeston Green and Mayeston Downs. In total there will be 73 car parking spaces available to serve the residents and creche occupants. The total of 73 consist of:

- **68** spaces provided to serve the new buildings (as per Development Plan), and
- additional **5** spaces that represent relocation of existing spaces at Mayeston Green being removed to allow access to the rear of the site.

Parking bays are 2.5m wide x 5m long.

HGV access to the site will be via the existing Mayeston Green Road. The types of HGV's accessing the site would be emergency vehicles and a refuse vehicle. The internal layout can facilitate these HGV movements within the site and access to each block of the development will be facilitated.

8 CONCLUSIONS

8 Conclusions

The main conclusions of this study are summarised as follows:

- Linked analysis of the existing R104 / Jamestown Rd / Creston Ave signalised junction and the existing R104 / Mayeston Lawn priority junction show that currently the signalised junction is approaching capacity with queues extending along the R104 in both the east and west direction, as a result the Mayeston Lawn priority junction is directly affected by vehicles queuing along the R104 approaching the signalised junction. However, it should be noted that these queues are dispersing rapidly and coupled with low vehicle numbers exiting from Mayeston Lawn, the overall delay is relatively low for the priority junction. Overall, the summary predictions shown in the table above indicate that currently the existing linked junctions operate within capacity with queues and delays during the AM and PM peak period.
- In 2025 with the residential development operational and an increase in background flows the linked junction will operate within capacity with queues and delays during the AM and PM peak hour.
- In 2030 and 2040 with the residential development operational and an increase in background flows the linked junction will be at capacity with queues and delays during the AM and PM peak hour.
- The existing R104 / R108 signalised junction currently operates within capacity with queues and delays.
- The existing R104 / R108 signalised junction will operate within capacity with queues and delays when the development is operational in 2025, year of opening and 2030, five years after completion.
- The existing R104 / R108 signalised junction will operate within capacity with queues and delays during the AM Peak hour when the development is operational in 2040, fifteen years after completion.
- The existing R104 / R108 signalised junction will be out of capacity with queues and delays during the PM Peak hour when the development is operational in 2040, fifteen years after completion.
- The existing R104 / Mayeston Lawn priority junction currently operates within capacity with no queues and minimal delays.
- The existing R104 / Mayeston Lawn priority junction will operate within capacity with no queues and minimal delays when the development is operational in 2025, year of opening, 2030, five years after completion and in 2040, fifteen years after completion.
- The existing R104 / Mayeston Rise priority junction currently operates within capacity with no queues and minimal delays.
- The existing R104 / Mayeston Rise priority junction will operate within capacity with minimal queues and delays when the development is operational in 2025, year of opening, 2030, five years after completion and in 2040, fifteen years after completion.
- The development provides adequate car parking spaces as set-out in Chapter 6 above.
- Sightlines at the existing access onto the R741 which provides access to the proposed development are in compliance with TII document DN-GEO-03060.
- Footpaths are provided within the proposed development to cater for pedestrians.

APPENDICES

APPENDIX A – DRAWINGS

M50



..... DOTTED LINE INDICATES FIRE TENDER ACCESS PATH. REFER TO CIVIL AND STRUCTURAL ENGINEERS DRAWING REF: 21366-D0W-04-04-04-04-04

REVISION / NOTE	DATE
CLIENT: FINGAL COUNTY COUNCIL	
PROJECT: MAYESTON, POPPINTREE	
DRAWING: GROUND FLOOR PLAN	
DATE: 07/09/2023	SCALE: AD # 1:200
JOB NO: 2117 MAY	DRAWING NO: P1010

obrian:beary
 O'Brien Beary Architects
 C1 The Shellocks Foley Street Dublin 1
 t+353 1 855 0600
 info@obrianbeary.ie www.obrianbeary.ie

APPENDIX B – TRAFFIC COUNTS

IDASO
Innovative Data Solutions

Idaso Ltd
National Science Park,
Dublin Road, Mullingar,
Co Westmeath, Ireland

Office
Ph: +353 (0) 4483 18019
Email: info@idaso.ie

www.idaso.ie

Data Analysis Services
Traffic-Transportation- Commercial-Innovation

371 23621 - St Margaret's, Fingal

with compliments

IDASO

Survey Name: 371 23621 - St Margaret's, Fingal
Date: Thu 16 Nov 2023





IDASO

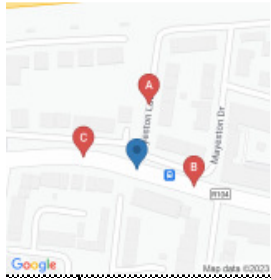
Survey Name: 371 23621 - St Margaret's, Fingal
Site: Site 1
Location: R104 St Margaret's Road/Jamestown Road/Creston Ave
Date: Thu 16-Nov-2023

TIME	A => A									A => B									A => C									A => D									
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
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07:15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	2	9	11.5	4	0	54	12	1	0	0	71	68.3	0	0	5	0	0	0	5	5	
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H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	29	5	2	0	8	45	53.2	9	2	296	67	2	3	386	386.7	0	0	6	0	1	0	0	7	7.5	
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H/TOT	0	0	0	0	0	0	0	0	0	0	6	0	37	7	1	0	8	59	62.7	9	0	409	52	4	1	3	478	477.1	0	0	5	0	0	0	5	5	
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3 TOT	0	0	0	0	0	0	0	0	0	0	8	0	97	15	6	0	20	146	162.6	22	2	943	144	18	4	7	1140	1142.4	0	0	14	0	2	0	0	16	17

TIME	A => A									A => B									A => C									A => D									
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
16:00	0	0	0	0	0	0	0	0	0	0	1	0	10	5	0	0	1	17	17.2	1	1	77	11	1	0	0	91	90.1	0	0	0	1	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	2	16	18	1	0	92	14	0	1	0	108	108.5	0	0	1	0	0	0	0	1	1
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B => A										B => B										B => C										B => D									
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU				
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6	0	85	19	14	0	12	136	150.2	0	0	0	0	0	0	0	0	0	0	3	222	23	4	0	3	255	257.6	0	0	9	3	0	0	0	0	12	12	12		
B => A										B => B										B => C										B => D									
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU				
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0	0	22	3	0	0	2	27	29	0	0	0	0	0	0	0	0	0	0	0	29	3	0	0	0	32	32	0	0	1	0	1	0	0	0	2	2.5	2.5		
0	0	15	0	1	0	1	17	18.5	0	0	0	0	0	0	0	0	0	0	0	40	7	0	0	0	47	47	0	0	1	0	0	0	0	0	1	1	1		
1	0	10	0	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0	0	0	36	2	1	0	0	39	39.5	0	0	3	0	0	0	0	0	3	3	3		
2	0	62	4	1	0	3	72	73.9	0	0	0	0	0	0	0	0	0	0	0	148	16	1	0	0	165	165.5	1	0	6	1	1	0	0	0	9	8.7	8.7		
0	0	14	3	0	0	2	19	21	0	0	0	0	0	0	0	0	0	0	0	31	3	0	0	0	34	34	0	0	2	0	0	0	0	0	2	2	2		
0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	33	1	0	0	0	34	34	0	0	1	0	0	0	0	0	1	1	1		
0	0	10	1	0	0	3	14	17	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	0	2	0	0	0	0	0	2	2	2		
0	0	2	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	32	4	0	0	7	43	50	0	0	0	0	0	0	0	0	0	0	0	98	8	0	0	0	106	106	0	0	5	0	0	0	0	0	5	5	5		
4	3	138	12	2	1	15	175	187.3	0	0	0	0	0	0	0	0	0	0	0	396	37	5	1	0	439	442.8	2	0	17	5	2	0	0	0	26	25.4	25.4		

C=>A										C=>B										C=>C										C=>D									
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU				
0	0	26	6	0	0	2	34	36	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1				
1	1	26	2	3	1	2	36	39.4	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1	0	46	8	2	0	6	63	69.2	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1				
0	1	42	3	1	2	0	49	51.5	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2				
2	2	140	19	6	3	10	182	196.1	0	0	40	3	0	0	0	43	43	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	4	4			
3	0	71	13	1	0	0	88	86.1	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1				
3	0	62	10	2	1	2	80	81.9	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4				
0	0	90	10	1	0	0	101	101.5	1	0	13	0	1	0	0	15	14.7	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5				
1	0	75	12	2	0	0	90	90.2	0	1	12	6	0	0	0	19	18.4	0	0	1	0	0	0	0	0	1	1	0	0	4	0	0	0	4	4				
7	0	298	45	6	1	2	359	359.7	1	1	54	7	1	0	0	64	63.1	0	0	1	0	0	0	0	1	1	0	0	10	0	1	0	0	11	11.5				
0	0	62	12	0	0	0	74	74	0	0	19	2	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1				
0	0	44	3	1	0	0	48	48.5	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1				
0	0	42	8	0	0	2	52	54	0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2				
0	0	41	8	4	0	0	53	55	0	0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2				
0	0	189	31	5	0	2	227	231.5	0	0	48	4	1	0	0	53	53.5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6				
9	2	627	95	17	4	14	768	787.3	1	1	142	14	2	0	0	160	159.6	0	0	1	0	0	0	0	1	1	0	0	20	0	1	0	0	21	21.5				
C=>A										C=>B										C=>C										C=>D									
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU				
3	1	58	9	0	0	0	71	68	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5			
1	1	73	12	0	0	0	87	85.6	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2				
2	0	82	9	0	1	2	96	97.7	0	0	11	3	0	0	1	15	16	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	7	7.5				
5	0	76	10	0	0	0	91	87	0	1	14	3	0	0	0	18	17.4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3				
11	2	289	40	0	1	2	345	338.3	0	1	42	7	0	0	1	51	51.4	0	0	0	0	0	0	0	0	0	0	0	13	3	1	0	0	17	17.5				
4	2	90	13	0	0	2	111	108.6	1	0	10	0	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1					
5	0	81	7	4	0	1	98	97	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6				
2	1	80	5	1	0	0	89	87.3	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5				
0	0	83	7	0	0	1	91	92	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4				
11	3	334	32	5	0	4	389	384.9	1	0	43	2	0	0	0	46	45.2	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16				
1	0	89	13	0	0	0	103	102.2	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	3.4					
2	0	86	6	1	0	0	95	93.9	0	0	8	3	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3				
1	0	70	4	0	0	0	75	74.2	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2					
0	0	72	4	1	0	0	77	77.5	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3				
4	0	317	27	2	0	0	350	347.8	0	0	35	3	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	12	11.4					
26	5	940	99	7	1	6	1084	1071	1	1	120	12	0	0	1	135	134.6	0	0	0	0	0	0	0	0	0	0	1	40	3	1	0	0	45	44.9				



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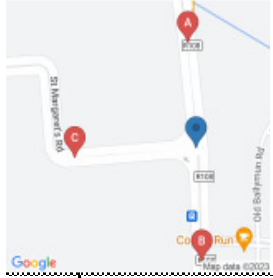
Survey Name: 371 23621 - St Margaret's, Fingal
Site: Site 2
Location: Mayeston Lawn/R104 St Margaret's Road
Date: Thu 16-Nov-2023

TIME	A => A									A => B									A => C									
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	5	0	0	0	0	5	5
07:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	5	0	0	0	0	5	5	
07:45	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	1	6	1	0	0	0	8	7.4	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	2	1	0	0	10	10.5	0	1	24	2	0	0	0	27	26.4	
08:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	2	0	9	1	0	0	0	12	10.4	
08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.2	0	0	9	0	0	0	0	9	9	
08:30	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	2.2	3	0	6	1	0	0	0	10	7.6	
08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	0	3	3	
H/TOT	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	8	6.4	5	0	27	2	0	0	0	34	30	
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	2	1	0	0	0	4	3.2	
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4	
09:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	11	2	0	0	0	14	13.2	
3 TOT	0	0	0	0	0	0	0	0	0	2	0	16	2	1	0	0	21	19.9	6	1	62	6	0	0	0	75	69.6	

TIME	A => A									A => B									A => C								
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
16:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	5	1	0	0	0	6	6
16:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	9	0	0	0	0	9	9
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	5	1	0	0	0	6	6
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	22	2	0	0	0	24	24
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	3	0	0	0	0	4	3.2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	13	3	0	0	0	17	16.2
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4
18:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4
18:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	4	1	0	0	0	5	5
18:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	6	1	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	18	2	0	0	0	20	20
3 TOT	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	1	0	53	7	0	0	0	61	60.2

B => A								B => B								B => C										
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	42	15	1	0	2	61	62.7
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	66	12	2	0	2	86	85.8
0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	82	15	3	0	3	105	108.1
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	0	117	28	4	2	4	159	164.4
0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	10	1	302	70	10	2	11	411	421
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	0	121	18	1	0	5	148	151.1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	109	15	1	0	2	130	130.1
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	109	14	2	1	3	132	134.9
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	86	10	1	0	1	99	99.7
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	10	0	425	57	5	1	11	509	515.8
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	2	0	78	7	3	0	1	91	91.9
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	6	1	0	1	82	83.5
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	63	6	7	1	2	80	86
0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	45	7	0	0	1	54	54.2
0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	4	0	260	26	11	1	5	307	315.6
0	0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0	24	1	992	153	26	4	27	1227	1252.4

B => A								B => B								B => C										
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
1	0	2	2	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	2	1	82	18	1	0	1	105	104.3
0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1	1	0	94	17	0	1	2	115	117.5
0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	1	80	7	2	0	2	95	95
0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	3	1	92	18	3	0	4	121	123.5
1	0	6	4	0	0	0	11	10.2	0	0	1	0	0	0	0	1	1	9	3	348	60	6	1	9	436	440.3
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	4	0	88	13	4	0	1	110	109.8
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	91	4	5	0	2	106	107.9
0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	112	12	4	0	2	132	134.4
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	1	86	12	1	0	2	103	104.1
0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	8	4	377	41	14	0	7	451	456.2
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	3	1	79	4	0	0	0	87	84
0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	73	6	1	0	2	82	84.5
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	63	6	0	0	0	70	69.2
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	54	2	1	0	1	59	59.7
0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	5	1	269	18	2	0	3	298	297.4
1	0	22	5	0	0	0	28	27.2	0	0	1	0	0	0	0	1	1	22	8	994	119	22	1	19	1185	1193.9



IDASO

Survey Name: 371 23621 - St Margaret's, Fingal
Site: Site 4
Location: R108/St Margaret's Road
Date: Thu 16-Nov-2023

A => A											A => B											A => C										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	169	38	6	18	2	233	261.4	0	0	13	7	2	0	0	22	23				
07:15	0	0	0	0	0	0	0	0	0	0	0	236	38	17	4	4	299	316.7	0	0	32	11	0	1	0	44	45.3					
07:30	0	0	0	0	0	0	0	0	0	1	1	295	55	14	8	2	376	394	0	0	52	17	2	1	0	72	74.3					
07:45	0	0	0	0	0	0	0	0	0	0	5	317	60	8	14	4	408	431.2	0	0	56	16	3	2	0	77	81.1					
H/TOT	0	0	0	0	0	0	0	0	0	1	6	1017	191	45	44	12	1316	1403.3	0	0	153	51	7	4	0	215	223.7					
08:00	0	0	0	0	0	0	0	0	0	1	1	337	46	7	13	5	410	434	0	0	48	14	2	0	0	64	65					
08:15	0	0	0	1	0	0	0	1	1	1	2	315	42	6	14	6	386	411.2	0	0	46	12	3	2	0	63	67.1					
08:30	0	0	0	0	0	0	0	0	0	1	1	355	52	11	12	5	437	461.7	0	0	29	5	2	1	0	37	39.3					
08:45	0	0	0	0	0	0	0	0	0	0	1	340	42	9	17	5	414	445	0	0	33	6	3	0	0	42	43.5					
H/TOT	0	0	0	1	0	0	0	1	1	3	5	1347	182	33	56	21	1647	1751.9	0	0	156	37	10	3	0	206	214.9					
09:00	0	0	0	0	0	0	0	0	0	0	0	289	32	14	14	4	353	382.2	0	0	34	4	2	2	0	42	45.6					
09:15	0	0	0	0	0	0	0	0	0	0	0	328	39	11	10	4	392	414.5	0	0	44	9	2	0	0	55	56					
09:30	0	0	0	0	0	0	0	0	0	0	1	296	32	11	17	4	361	392	0	0	51	4	3	0	1	59	61.5					
09:45	0	0	0	0	0	0	0	0	0	1	0	260	31	9	11	3	315	336	0	0	38	1	0	0	0	39	39					
H/TOT	0	0	0	0	0	0	0	0	0	1	1	1173	134	45	52	15	1421	1524.7	0	0	167	18	7	2	1	195	202.1					
3 TOT	0	0	0	1	0	0	0	1	1	5	12	3537	507	123	152	48	4384	4679.9	0	0	476	106	24	9	1	616	640.7					

A => A											A => B											A => C										
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU					
16:00	0	0	0	0	0	0	0	0	0	0	1	170	29	5	12	3	220	240.5	0	0	53	4	3	0	0	60	61.5					
16:15	0	0	0	0	0	0	0	0	0	0	1	168	35	4	8	3	219	233.8	0	0	44	9	1	1	0	55	56.8					
16:30	0	0	0	0	0	0	0	0	0	5	0	182	36	5	9	2	239	251.2	1	1	55	7	3	1	0	68	69.4					
16:45	0	0	2	0	0	0	0	2	2	4	0	170	25	5	4	5	213	222.5	0	0	74	9	1	0	0	84	84.5					
H/TOT	0	0	2	0	0	0	0	2	2	9	2	690	125	19	33	13	891	948	1	1	226	29	8	2	0	267	272.2					
17:00	0	0	0	0	0	0	0	0	0	2	0	213	23	2	5	3	248	256.9	0	0	67	7	3	1	0	78	80.8					
17:15	0	0	0	0	0	0	0	0	0	0	2	224	25	6	9	5	271	289.5	0	0	69	7	3	0	0	79	80.5					
17:30	0	0	1	0	0	0	0	1	1	5	0	204	21	3	6	2	241	248.3	0	2	64	7	2	0	0	75	74.8					
17:45	0	0	0	0	0	0	0	0	0	1	1	239	18	2	8	3	272	285	0	0	42	4	0	0	0	46	46					
H/TOT	0	0	1	0	0	0	0	1	1	8	3	880	87	13	28	13	1032	1079.7	0	2	242	25	8	1	0	278	282.1					
18:00	0	0	0	0	0	0	0	0	0	0	1	247	22	9	3	2	284	293.8	0	1	55	6	0	0	0	62	61.4					
18:15	0	0	0	0	0	0	0	0	0	1	0	210	19	2	1	3	236	240.5	0	0	53	3	0	0	0	56	56					
18:30	0	0	0	0	0	0	0	0	0	0	0	213	14	4	6	3	240	252.8	0	0	49	5	0	1	0	55	56.3					
18:45	0	0	0	0	0	0	0	0	0	0	0	209	14	4	2	5	234	243.6	0	0	66	5	0	0	1	72	73					
H/TOT	0	0	0	0	0	0	0	0	0	1	1	879	69	19	12	13	994	1030.7	0	1	223	19	0	1	1	245	246.7					
3 TOT	0	0	3	0	0	0	0	3	3	18	6	2449	281	51	73	39	2917	3058.4	1	4	691	73	16	4	1	790	801					

B => A								B => B								B => C										
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	117	27	10	13	1	168	190.9	0	0	0	0	0	0	0	0	0	2	0	12	6	1	0	2	23	23.9
0	0	121	28	11	14	0	174	197.7	0	0	0	0	0	0	0	0	0	5	1	19	8	2	0	1	36	33.4
1	1	131	22	15	13	3	186	212	0	0	0	0	0	0	0	0	0	4	0	43	7	3	0	5	62	65.3
0	2	160	20	9	8	3	202	218.7	0	0	0	0	0	0	0	0	0	3	0	51	7	1	0	0	62	60.1
1	3	529	97	45	48	7	730	819.3	0	0	0	0	0	0	0	0	0	14	1	125	28	7	0	8	183	182.7
0	0	162	14	6	10	2	194	212	0	0	0	0	0	0	0	0	0	1	0	38	8	1	1	2	51	54
2	1	160	23	11	6	1	204	216.1	0	0	0	0	0	0	0	0	0	1	1	35	7	1	0	0	45	44.1
0	0	179	26	14	11	6	236	263.3	0	0	0	0	0	0	0	0	0	5	0	40	3	2	0	3	53	53
0	1	140	30	8	8	4	191	208.8	0	0	0	0	0	0	0	0	0	4	0	34	6	1	0	0	45	42.3
2	2	641	93	39	35	13	825	900.2	0	0	0	0	0	0	0	0	0	11	1	147	24	5	1	5	194	193.4
0	0	172	25	10	9	0	216	232.7	0	0	0	0	0	0	0	0	0	0	0	39	1	0	0	0	40	40
0	0	175	23	11	7	5	221	240.6	0	0	0	0	0	0	0	0	0	4	0	37	3	5	0	2	51	52.3
0	1	140	26	9	9	5	190	210.6	0	0	0	0	0	0	0	0	0	1	0	33	4	12	1	1	52	59.5
0	0	133	24	12	12	4	185	210.6	0	0	0	0	0	0	0	0	0	3	1	46	8	4	0	0	62	61
0	0	1	820	98	42	37	14	812	894.5	0	0	0	0	0	0	0	0	8	1	155	16	21	1	3	205	212.8
3	6	1790	288	126	120	34	2367	2614	0	0	0	0	0	0	0	0	0	33	3	427	68	33	2	16	582	588.9

B => A								B => B								B => C										
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	1	265	46	7	14	2	335	358.1	0	0	0	0	0	0	0	0	0	2	0	33	3	2	1	2	43	45.7
0	3	334	44	6	8	2	397	410.6	0	0	0	0	0	0	0	0	0	2	0	46	5	1	0	1	55	54.9
0	1	325	31	4	6	4	371	384.2	0	0	0	0	0	0	0	0	0	4	0	46	5	0	0	1	56	53.8
0	0	272	40	4	9	7	332	352.7	0	0	0	0	0	0	0	0	0	3	0	45	7	0	0	2	57	56.6
0	5	1196	161	21	37	15	1435	1505.6	0	0	0	0	0	0	0	0	0	11	0	170	20	3	1	6	211	211
0	1	297	38	2	6	1	345	354.2	0	0	0	0	0	0	0	0	0	0	0	45	3	3	0	0	51	52.5
0	0	271	31	2	1	7	312	321.3	0	0	0	0	0	0	0	0	0	3	0	43	4	3	0	1	54	54.1
0	2	251	22	3	5	1	284	291.8	0	0	0	0	0	0	0	0	0	0	0	44	5	0	0	1	50	51
0	0	273	16	2	4	5	300	311.2	0	0	0	0	0	0	0	0	0	0	0	50	5	0	0	1	56	57
0	3	1092	107	9	16	14	1241	1278.5	0	0	0	0	0	0	0	0	0	3	0	182	17	6	0	3	211	214.6
0	0	236	19	0	4	3	262	270.2	0	0	0	0	0	0	0	0	0	2	0	46	3	0	0	0	51	49.4
0	1	230	19	5	3	1	259	265.8	0	0	0	0	0	0	0	0	0	0	0	41	6	0	0	1	48	49
0	2	199	19	0	9	2	231	243.5	0	0	0	0	0	0	0	0	0	0	1	47	2	1	1	1	53	55.2
0	0	169	15	3	2	4	193	201.1	0	0	0	0	0	0	0	0	0	2	1	45	1	1	0	1	51	50.3
0	3	834	72	8	18	10	945	980.6	0	0	0	0	0	0	0	0	0	4	2	179	12	2	1	3	203	203.9
0	11	3122	340	38	71	39	3621	3764.7	0	0	0	0	0	0	0	0	0	18	2	531	49	11	2	12	625	629.5

APPENDIX C – TRAFFIC FLOW SHEETS

Existing R104 / Jamestown Rd / Creston Ave Signalised Junction - AM Peak Hour

2023 AM Peak - Base Flows

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	63	543	3	609
Jamestown Rd	51	0	91	4	146
R104 (west)	318	59	0	9	386
Creston Ave	16	13	20	0	49
Totals	385	135	654	16	1190

AM Peak - Development flows

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	5	41	0	46
Jamestown Rd	4	0	0	0	4
R104 (west)	33	0	0	0	33
Creston Ave	2	0	0	0	2
Totals	39	5	41	0	85

2025 AM Peak - No Development (Existing + 2.83%)

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	66	569	3	638
Jamestown Rd	53	0	95	4	153
R104 (west)	333	62	0	9	404
Creston Ave	17	14	21	0	51
Totals	403	141	685	17	1247

2025 AM Peak - With Development

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	71	610	3	684
Jamestown Rd	57	0	95	4	157
R104 (west)	366	62	0	9	437
Creston Ave	19	14	21	0	53
Totals	442	146	726	17	1332

2030 AM Peak - No Development (Existing + 10.30%)

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	71	615	3	690
Jamestown Rd	58	0	103	5	165
R104 (west)	360	67	0	10	437
Creston Ave	18	15	23	0	56
Totals	436	153	741	18	1348

2030 AM Peak - With Development

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	76	656	3	736
Jamestown Rd	62	0	103	5	169
R104 (west)	393	67	0	10	470
Creston Ave	20	15	23	0	58
Totals	475	158	782	18	1433

2040 AM Peak - No Development (Existing + 14.25%)

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	73	630	3	706
Jamestown Rd	59	0	106	5	169
R104 (west)	369	68	0	10	448
Creston Ave	19	15	23	0	57
Totals	447	157	759	19	1380

2040 AM Peak - With Development

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	78	671	3	752
Jamestown Rd	63	0	106	5	173
R104 (west)	402	68	0	10	481
Creston Ave	21	15	23	0	59
Totals	486	162	800	19	1465

Existing R104 / Jamestown Rd / Creston Ave Signalised Junction - PM Peak Hour

2023 PM Peak - Base Flows

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	55	421	10	486
Jamestown Rd	81	0	155	12	248
R104 (west)	389	57	0	15	461
Creston Ave	12	1	11	0	24
Totals	482	113	587	37	1219

PM Peak - Development flows

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	2	18	1	21
Jamestown Rd	3	0	0	0	3
R104 (west)	18	0	0	0	18
Creston Ave	1	0	0	0	1
Totals	22	2	18	1	43

2025 PM Peak - No Development (Existing + 2.83%)

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	58	441	10	509
Jamestown Rd	85	0	162	13	260
R104 (west)	408	60	0	16	483
Creston Ave	13	1	12	0	25
Totals	505	118	615	39	1277

2025 PM Peak - With Development

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	60	459	11	530
Jamestown Rd	88	0	162	13	263
R104 (west)	426	60	0	16	501
Creston Ave	14	1	12	0	26
Totals	527	120	633	40	1320

2030 PM Peak - No Development (Existing + 10.30%)

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	62	477	11	551
Jamestown Rd	92	0	176	14	281
R104 (west)	441	65	0	17	522
Creston Ave	14	1	12	0	27
Totals	546	128	665	42	1381

2030 PM Peak - With Development

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	64	495	12	572
Jamestown Rd	95	0	176	14	284
R104 (west)	459	65	0	17	540
Creston Ave	15	1	12	0	28
Totals	568	130	683	43	1424

2040 PM Peak - No Development (Existing + 14.25%)

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	64	488	12	564
Jamestown Rd	94	0	180	14	288
R104 (west)	451	66	0	17	535
Creston Ave	14	1	13	0	28
Totals	559	131	681	43	1414

2040 PM Peak - With Development

From / To	R104 (east)	Jamestown Rd	R104 (west)	Creston Ave	Totals
R104 (east)	0	66	506	13	585
Jamestown Rd	97	0	180	14	291
R104 (west)	469	66	0	17	553
Creston Ave	15	1	13	0	29
Totals	581	133	699	44	1457

R104 / Mayeston Lawn Priority Junction - AM Peak Hour**2023 AM Peak - Base Flows**

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	13	369	382
Mayeston Lawn	39	0	13	52
R104 (east)	569	5	0	574
Totals	608	18	382	1008

AM Peak - Development flows

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	0	39	39
Mayeston Lawn	0	0	2	2
R104 (east)	46	0	0	46
Totals	46	0	41	87

2025 AM Peak - No Development (Existing + 2.83%)

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	14	387	400
Mayeston Lawn	41	0	14	54
R104 (east)	596	5	0	601
Totals	637	19	400	1056

2025 AM Peak - With Development

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	14	426	439
Mayeston Lawn	41	0	16	56
R104 (east)	642	5	0	647
Totals	683	19	441	1143

2030 AM Peak - No Development (Existing + 10.30%)

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	15	418	433
Mayeston Lawn	44	0	15	59
R104 (east)	645	6	0	650
Totals	689	20	433	1142

2030 AM Peak - With Development

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	15	457	472
Mayeston Lawn	44	0	17	61
R104 (east)	691	6	0	696
Totals	735	20	474	1229

2040 AM Peak - No Development (Existing + 14.25%)

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	15	428	443
Mayeston Lawn	45	0	15	60
R104 (east)	660	6	0	666
Totals	705	21	443	1169

2040 AM Peak - With Development

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	15	467	482
Mayeston Lawn	45	0	17	62
R104 (east)	706	6	0	712
Totals	751	21	484	1256

R104 / Mayeston Lawn Priority Junction - PM Peak Hour**2023 PM Peak - Base Flows**

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	30	448	478
Mayeston Lawn	16	0	3	19
R104 (east)	469	7	0	476
Totals	485	37	451	973

PM Peak - Development flows

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	0	22	22
Mayeston Lawn	0	0	0	0
R104 (east)	21	0	0	21
Totals	21	0	22	43

2025 PM Peak - No Development (Existing + 2.83%)

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	31	469	501
Mayeston Lawn	17	0	3	20
R104 (east)	491	7	0	499
Totals	508	39	473	1020

2025 PM Peak - With Development

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	31	491	523
Mayeston Lawn	17	0	3	20
R104 (east)	512	7	0	520
Totals	529	39	495	1063

2030 PM Peak - No Development (Existing + 10.30%)

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	34	508	542
Mayeston Lawn	18	0	3	22
R104 (east)	531	8	0	539
Totals	549	42	511	1102

2030 PM Peak - With Development

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	34	530	564
Mayeston Lawn	18	0	3	22
R104 (east)	552	8	0	560
Totals	570	42	533	1145

2040 PM Peak - No Development (Existing + 14.25%)

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	35	520	555
Mayeston Lawn	19	0	3	22
R104 (east)	544	8	0	552
Totals	563	43	523	1129

2040 PM Peak - With Development

From / To	R104 (west)	Mayeston Lawn	R104 (east)	Totals
R104 (west)	0	35	542	577
Mayeston Lawn	19	0	3	22
R104 (east)	565	8	0	573
Totals	584	43	545	1172

R104 / Mayeston Rise Priority Junction - AM Peak Hour

2023 AM Peak - Base Flows

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	9	399	408
Mayeston Rise	33	0	35	68
R104 (east)	468	8	0	476
Totals	501	17	434	952

AM Peak - Development flows

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	41	0	41
Mayeston Rise	46	0	46	92
R104 (east)	0	33	0	33
Totals	46	74	46	166

2025 AM Peak - No Development (Existing + 2.83%)

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	9	418	428
Mayeston Rise	35	0	37	71
R104 (east)	490	8	0	499
Totals	525	18	455	998

2025 AM Peak - With Development

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	50	418	469
Mayeston Rise	81	0	83	163
R104 (east)	490	41	0	532
Totals	571	92	501	1164

2030 AM Peak - No Development (Existing + 10.30%)

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	10	452	462
Mayeston Rise	37	0	40	77
R104 (east)	530	9	0	539
Totals	568	19	492	1079

2030 AM Peak - With Development

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	51	452	503
Mayeston Rise	83	0	86	169
R104 (east)	530	42	0	572
Totals	614	93	538	1245

2040 AM Peak - No Development (Existing + 14.25%)

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	10	463	473
Mayeston Rise	38	0	41	79
R104 (east)	543	9	0	552
Totals	581	20	503	1104

2040 AM Peak - With Development

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	51	463	514
Mayeston Rise	84	0	87	171
R104 (east)	543	42	0	585
Totals	627	94	549	1270

R104 / Mayeston Rise Priority Junction - PM Peak Hour

2023 PM Peak - Base Flows

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	27	401	428
Mayeston Rise	21	0	28	49
R104 (east)	432	37	0	469
Totals	453	64	429	946

PM Peak - Development flows

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	22	0	22
Mayeston Rise	21	0	26	47
R104 (east)	0	34	0	34
Totals	21	56	26	103

2025 PM Peak - No Development (Existing + 2.83%)

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	28	420	449
Mayeston Rise	22	0	29	51
R104 (east)	453	39	0	491
Totals	475	67	450	991

2025 PM Peak - With Development

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	50	420	471
Mayeston Rise	43	0	55	98
R104 (east)	453	73	0	525
Totals	496	123	476	1094

2030 PM Peak - No Development (Existing + 10.30%)

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	31	454	485
Mayeston Rise	24	0	32	56
R104 (east)	489	42	0	531
Totals	513	73	486	1072

2030 PM Peak - With Development

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	53	454	507
Mayeston Rise	45	0	58	103
R104 (east)	489	76	0	565
Totals	534	129	512	1175

2040 PM Peak - No Development (Existing + 14.25%)

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	31	465	496
Mayeston Rise	24	0	32	57
R104 (east)	501	43	0	544
Totals	525	74	498	1097

2040 PM Peak - With Development

From / To	R104 (west)	Mayeston Rise	R104 (east)	Totals
R104 (west)	0	53	465	518
Mayeston Rise	45	0	58	104
R104 (east)	501	77	0	578
Totals	546	130	524	1200

R104 / R108 Signalised Junction - AM Peak Hour

2023 AM Peak - Base Flows

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	1641	241	1882
R108 (south)	836	0	211	1047
R104	120	211	0	331
Totals	956	1852	452	3260

AM Peak - Development flows

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	0	18	18
R108 (south)	0	0	15	15
R104	16	30	0	46
Totals	16	30	33	79

2025 AM Peak - No Development (Existing + 2.83%)

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	1720	253	1972
R108 (south)	876	0	221	1097
R104	126	221	0	347
Totals	1002	1941	474	3416

2025 AM Peak - With Development

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	1720	271	1990
R108 (south)	876	0	236	1112
R104	142	251	0	393
Totals	1018	1971	507	3495

2030 AM Peak - No Development (Existing + 10.30%)

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	1859	273	2132
R108 (south)	947	0	239	1186
R104	136	239	0	375
Totals	1083	2098	512	3693

2030 AM Peak - With Development

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	1859	291	2150
R108 (south)	947	0	254	1201
R104	152	269	0	421
Totals	1099	2128	545	3772

2040 AM Peak - No Development (Existing + 14.25%)

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	1903	280	2183
R108 (south)	970	0	245	1214
R104	139	245	0	384
Totals	1109	2148	524	3781

2040 AM Peak - With Development

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	1903	298	2201
R108 (south)	970	0	260	1229
R104	155	275	0	430
Totals	1125	2178	557	3860

R104 / R108 Signalised Junction - PM Peak Hour

2023 PM Peak - Base Flows

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	973	316	1289
R108 (south)	1273	0	212	1485
R104	311	215	0	526
Totals	1584	1188	528	3300

PM Peak - Development flows

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	0	20	20
R108 (south)	0	0	14	14
R104	16	10	0	26
Totals	16	10	34	60

2025 PM Peak - No Development (Existing + 2.83%)

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	1020	331	1351
R108 (south)	1334	0	222	1556
R104	326	225	0	551
Totals	1660	1245	553	3458

2025 PM Peak - With Development

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	1020	351	1371
R108 (south)	1334	0	236	1570
R104	342	235	0	577
Totals	1676	1255	587	3518

2030 PM Peak - No Development (Existing + 10.30%)

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	1102	358	1460
R108 (south)	1442	0	240	1682
R104	352	244	0	596
Totals	1795	1346	598	3739

2030 PM Peak - With Development

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	1102	378	1480
R108 (south)	1442	0	254	1696
R104	368	254	0	622
Totals	1811	1356	632	3799

2040 PM Peak - No Development (Existing + 14.25%)

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	1129	367	1495
R108 (south)	1477	0	246	1722
R104	361	249	0	610
Totals	1837	1378	612	3828

2040 PM Peak - With Development

From / To	R108 (north)	R108 (south)	R104	Totals
R108 (north)	0	1129	387	1515
R108 (south)	1477	0	260	1736
R104	377	259	0	636
Totals	1853	1388	646	3888

APPENDIX D – TRICS INFORMATION

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	WR WREXHAM	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days
14	LEINSTER	
	WT WESTMEATH	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 230 to 850 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 27/11/08

Selected survey days:

Tuesday	5 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	2
Free Standing (PPS6 Out of Town)	2

Selected Location Sub Categories:

Commercial Zone	2
Development Zone	1
Residential Zone	2
Village	1
Out of Town	2
No Sub Category	3

LIST OF SITES relevant to selection parameters

1	BA-04-D-01 WESTON ROAD	NURSERY, BATH	BATH & NORTH EAST SOMERSET
	BATH		
	Total Gross floor area:	825 sqm	
	Survey date:	THURSDAY 05/10/06	Survey Type: MANUAL
2	CA-04-D-01 CHAPEL STREET	NURSERY, CAMBRIDGE	CAMBRIDGESHIRE
	CAMBRIDGE		
	Total Gross floor area:	420 sqm	
	Survey date:	FRIDAY 05/11/04	Survey Type: MANUAL
3	DH-04-D-01 PEA ROAD	NURSERY, STANLEY	DURHAM
	STANLEY		
	Total Gross floor area:	750 sqm	
	Survey date:	TUESDAY 10/06/03	Survey Type: MANUAL
4	EA-04-D-01 ALTONHILL AVENUE	NURSERY, KILMARNOCK	EAST AYRSHIRE
	KILMARNOCK		
	Total Gross floor area:	592 sqm	
	Survey date:	THURSDAY 19/05/05	Survey Type: MANUAL
5	HC-04-D-01 STAG OAK LANE CHINEHAM BUSINESS PARK BASINGSTOKE	NURSERY, BASINGSTOKE	HAMPSHIRE
	Total Gross floor area:	725 sqm	
	Survey date:	THURSDAY 22/11/07	Survey Type: MANUAL
6	NF-04-D-01 MERIDIAN WAY	NURSERY, NORWICH	NORFOLK
	NORWICH		
	Total Gross floor area:	700 sqm	
	Survey date:	FRIDAY 25/05/07	Survey Type: MANUAL
7	NY-04-D-01 LONDON ROAD BARKSTON ASH NEAR TADCASTER	NURSERY, NEAR TADCASTER	NORTH YORKSHIRE
	Total Gross floor area:	245 sqm	
	Survey date:	TUESDAY 10/05/05	Survey Type: MANUAL
8	SF-04-D-01 IXWORTH ROAD THURSTON NEAR BURY ST EDMUNDS	NURSERY, NR BURY ST EDMUNDS	SUFFOLK
	Total Gross floor area:	600 sqm	
	Survey date:	TUESDAY 09/05/06	Survey Type: MANUAL
9	WM-04-D-01 SCHOOL ROAD YARDLEY WOOD BIRMINGHAM	NURSERY, BIRMINGHAM	WEST MIDLANDS
	Total Gross floor area:	850 sqm	
	Survey date:	WEDNESDAY 19/09/07	Survey Type: MANUAL
10	WR-04-D-01 LLAY ROAD CEFN-Y-BEDD NEAR WREXHAM	NURSERY, NEAR WREXHAM	WREXHAM
	Total Gross floor area:	230 sqm	
	Survey date:	TUESDAY 23/09/03	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

11	WT-04-D-01	NURSERY, ATHLONE	WESTMEATH
	DUBLIN ROAD		
	GARRycastle		
	ATHLONE		
	Total Gross floor area:	625 sqm	
	Survey date: TUESDAY	19/06/07	Survey Type: MANUAL

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	9	599	2.170	9	599	1.076	9	599	3.246
08:00 - 09:00	11	597	6.629	11	597	5.181	11	597	11.810
09:00 - 10:00	11	597	3.155	11	597	3.810	11	597	6.965
10:00 - 11:00	11	597	1.143	11	597	1.189	11	597	2.332
11:00 - 12:00	11	597	1.798	11	597	1.783	11	597	3.581
12:00 - 13:00	11	597	2.530	11	597	2.316	11	597	4.846
13:00 - 14:00	11	597	1.280	11	597	1.265	11	597	2.545
14:00 - 15:00	11	597	2.194	11	597	1.798	11	597	3.992
15:00 - 16:00	11	597	1.173	11	597	2.133	11	597	3.306
16:00 - 17:00	9	599	2.578	9	599	2.207	9	599	4.785
17:00 - 18:00	9	599	5.211	9	599	5.861	9	599	11.072
18:00 - 19:00	8	645	0.484	8	645	1.918	8	645	2.402
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			30.345			30.537			60.882

Parameter summary

Trip rate parameter range selected: 230 - 850 (units: sqm)
 Survey date date range: 01/01/00 - 27/11/08
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - FLATS FOR RENT

Selected regions and areas:**12 NORTHERN IRELAND**

NI NORTHERN IRELAND 1 days

Main parameter selection:

Parameter: Number of households
Range: 10 to 54 (units:)

Date Range: 01/01/96 to 19/11/03

Selected survey days:

Wednesday 1 days

Selected survey types:

Manual count 0 days
One way ATC count 1 days

TRIP RATE for Land Use 03 - RESIDENTIAL/D - FLATS FOR RENT

Calculation factor: 1 HHOLDS**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate
00:00 - 01:00	1	10	0.00	1	10	0.00	1	10	0.00
01:00 - 02:00	1	10	0.00	1	10	0.00	1	10	0.00
02:00 - 03:00	1	10	0.00	1	10	0.00	1	10	0.00
03:00 - 04:00	1	10	0.00	1	10	0.00	1	10	0.00
04:00 - 05:00	1	10	0.00	1	10	0.00	1	10	0.00
05:00 - 06:00	1	10	0.00	1	10	0.00	1	10	0.00
06:00 - 07:00	1	10	0.00	1	10	0.00	1	10	0.00
07:00 - 08:00	1	10	0.10	1	10	0.20	1	10	0.30
08:00 - 09:00	1	10	0.40	1	10	0.60	1	10	1.00
09:00 - 10:00	1	10	0.10	1	10	0.30	1	10	0.40
10:00 - 11:00	1	10	0.20	1	10	0.20	1	10	0.40
11:00 - 12:00	1	10	0.10	1	10	0.10	1	10	0.20
12:00 - 13:00	1	10	0.30	1	10	0.30	1	10	0.60
13:00 - 14:00	1	10	0.30	1	10	0.10	1	10	0.40
14:00 - 15:00	1	10	0.20	1	10	0.20	1	10	0.40
15:00 - 16:00	1	10	0.00	1	10	0.20	1	10	0.20
16:00 - 17:00	1	10	0.30	1	10	0.10	1	10	0.40
17:00 - 18:00	1	10	0.30	1	10	0.20	1	10	0.50
18:00 - 19:00	1	10	0.60	1	10	0.20	1	10	0.80
19:00 - 20:00	1	10	0.10	1	10	0.20	1	10	0.30
20:00 - 21:00	1	10	0.00	1	10	0.00	1	10	0.00
21:00 - 22:00	1	10	0.00	1	10	0.20	1	10	0.20
22:00 - 23:00	1	10	0.10	1	10	0.00	1	10	0.10
23:00 - 24:00	1	10	0.00	1	10	0.00	1	10	0.00
Daily Trip Rates:			3.10			3.10			6.20

Parameter summary

Trip rate parameter range selected: 10 - 54 (units:)
 Survey date date range: 01/01/96 - 19/11/03
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 9

APPENDIX E – PICADY RESULTS

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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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: Priority 1.j9

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\PICADY

Report generation date: 27/11/2023 11:04:04

-
- »2023, AM
 - »2023, PM
 - »2025 no dev, AM
 - »2025 no dev, PM
 - »2025 with dev, AM
 - »2025 with dev, PM
 - »2030 no dev, AM
 - »2030 no dev, PM
 - »2030 with dev, AM
 - »2030 with dev, PM
 - »2040 no dev, AM
 - »2040 no dev, PM
 - »2040 with dev, AM
 - »2040 with dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2023								
Stream B-AC	0.2	15.21	0.20	C	0.1	13.72	0.08	B
Stream C-AB	0.0	4.42	0.03	A	0.1	4.91	0.04	A
2025 no dev								
Stream B-AC	0.3	15.53	0.21	C	0.1	13.95	0.08	B
Stream C-AB	0.0	4.37	0.03	A	0.1	4.87	0.04	A
2025 with dev								
Stream B-AC	0.3	16.41	0.23	C	0.1	14.35	0.09	B
Stream C-AB	0.0	4.25	0.03	A	0.1	4.81	0.04	A
2030 no dev								
Stream B-AC	0.3	16.91	0.23	C	0.1	14.75	0.10	B
Stream C-AB	0.0	4.26	0.03	A	0.1	4.77	0.04	A
2030 with dev								
Stream B-AC	0.3	18.00	0.25	C	0.1	15.26	0.11	C
Stream C-AB	0.0	4.14	0.03	A	0.1	4.71	0.04	A
2040 no dev								
Stream B-AC	0.3	17.94	0.25	C	0.1	15.35	0.11	C
Stream C-AB	0.0	4.21	0.03	A	0.1	4.71	0.04	A
2040 with dev								
Stream B-AC	0.4	19.21	0.28	C	0.1	15.83	0.11	C
Stream C-AB	0.0	4.09	0.03	A	0.1	4.66	0.04	A

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

File summary

File Description

Title	
Location	
Site number	
Date	23/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ROADPLAN01\jbyrne
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	AM	DIRECT	07:45	08:45	60	15	✓
D2	2023	PM	DIRECT	16:45	17:45	60	15	✓
D3	2025 no dev	AM	DIRECT	07:45	08:45	60	15	✓
D4	2025 no dev	PM	DIRECT	16:45	17:45	60	15	✓
D5	2025 with dev	AM	DIRECT	07:45	08:45	60	15	✓
D6	2025 with dev	PM	DIRECT	16:45	17:45	60	15	✓
D7	2030 no dev	AM	DIRECT	07:45	08:45	60	15	✓
D8	2030 no dev	PM	DIRECT	16:45	17:45	60	15	✓
D9	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓
D10	2030 with dev	PM	DIRECT	16:45	17:45	60	15	✓
D11	2040 no dev	AM	DIRECT	07:45	08:45	60	15	✓
D12	2040 no dev	PM	DIRECT	16:45	17:45	60	15	✓
D13	2040 with dev	AM	DIRECT	07:45	08:45	60	15	✓
D14	2040 with dev	PM	DIRECT	16:45	17:45	60	15	✓

Analysis Set Details

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

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R104 (west)		Major
B	Mayeston Lawn		Minor
C	St Margaret's Rd (east)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			80.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	18	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	122.832	0.088	0.221	0.139	0.316
1	B-C	158.502	0.095	0.240	-	-
1	C-B	155.073	0.235	0.235	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	AM	DIRECT	07:45	08:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To			
		A	B	C	
From	A	0.00	3.00	57.00	
	B	8.00	0.00	6.00	
	C	159.00	2.00	0.00	

Demand (Veh/TS)

08:00 - 08:15

		To			
		A	B	C	
From	A	0.00	2.00	104.00	
	B	12.00	0.00	3.00	
	C	148.00	1.00	0.00	

Demand (Veh/TS)

08:15 - 08:30

		To			
		A	B	C	
From	A	0.00	3.00	97.00	
	B	9.00	0.00	1.00	
	C	130.00	0.00	0.00	

Demand (Veh/TS)

08:30 - 08:45

		To			
		A	B	C	
From	A	0.00	5.00	111.00	
	B	10.00	0.00	3.00	
	C	132.00	2.00	0.00	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.20	15.21	0.2	C	13.00	52.00
C-AB	0.03	4.42	0.0	A	3.64	14.55
C-A					139.86	559.45
A-B					3.25	13.00
A-C					92.25	369.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14.00	14.00	92.50	0.151	13.82	0.0	0.2	11.414	B
C-AB	6.10	6.10	236.56	0.026	6.07	0.0	0.0	3.904	A
C-A	154.90	154.90			154.90				
A-B	3.00	3.00			3.00				
A-C	57.00	57.00			57.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15.00	15.00	74.03	0.203	14.93	0.2	0.2	15.206	C
C-AB	3.02	3.02	222.08	0.014	3.04	0.0	0.0	4.108	A
C-A	145.98	145.98			145.98				
A-B	2.00	2.00			2.00				
A-C	104.00	104.00			104.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10.00	10.00	74.94	0.133	10.09	0.2	0.2	13.900	B
C-AB	0.00	0.00	117.46	0.000	0.02	0.0	0.0	0.000	A
C-A	130.00	130.00			130.00				
A-B	3.00	3.00			3.00				
A-C	97.00	97.00			97.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.00	13.00	74.89	0.174	12.95	0.2	0.2	14.517	B
C-AB	5.43	5.43	209.01	0.026	5.40	0.0	0.0	4.420	A
C-A	128.57	128.57			128.57				
A-B	5.00	5.00			5.00				
A-C	111.00	111.00			111.00				

2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023	PM	DIRECT	16:45	17:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	7.00	107.00
	B	3.00	0.00	1.00
	C	121.00	3.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	12.00	119.00
	B	5.00	0.00	1.00
	C	110.00	3.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	4.00	122.00
	B	4.00	0.00	0.00
	C	106.00	0.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	7.00	100.00
	B	4.00	0.00	1.00
	C	132.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.08	13.72	0.1	B	4.75	19.00
C-AB	0.04	4.91	0.1	A	4.34	17.35
C-A					114.66	458.65
A-B					7.50	30.00
A-C					112.00	448.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	77.51	0.052	3.95	0.0	0.1	12.226	B
C-AB	7.51	7.51	201.40	0.037	7.46	0.0	0.1	4.639	A
C-A	116.49	116.49			116.49				
A-B	7.00	7.00			7.00				
A-C	107.00	107.00			107.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6.00	6.00	72.96	0.082	5.97	0.1	0.1	13.426	B
C-AB	7.13	7.13	190.57	0.037	7.12	0.1	0.1	4.906	A
C-A	105.87	105.87			105.87				
A-B	12.00	12.00			12.00				
A-C	119.00	119.00			119.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	69.65	0.057	4.03	0.1	0.1	13.721	B
C-AB	0.03	0.03	188.52	0.000	0.08	0.1	0.0	4.776	A
C-A	105.97	105.97			105.97				
A-B	4.00	4.00			4.00				
A-C	122.00	122.00			122.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5.00	5.00	76.45	0.065	4.99	0.1	0.1	12.592	B
C-AB	2.68	2.68	210.45	0.013	2.67	0.0	0.0	4.331	A
C-A	130.32	130.32			130.32				
A-B	7.00	7.00			7.00				
A-C	100.00	100.00			100.00				

2025 no dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2025 no dev	AM	DIRECT	07:45	08:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	3.00	59.00
	B	8.00	0.00	6.00
	C	163.00	2.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	2.00	107.00
	B	12.00	0.00	3.00
	C	152.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	3.00	100.00
	B	9.00	0.00	1.00
	C	134.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	5.00	114.00
	B	10.00	0.00	3.00
	C	136.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.21	15.53	0.3	C	13.00	52.00
C-AB	0.03	4.37	0.0	A	3.75	15.01
C-A					143.75	574.99
A-B					3.25	13.00
A-C					95.00	380.00

Main Results for each time segment
07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14.00	14.00	91.55	0.153	13.82	0.0	0.2	11.552	B
C-AB	6.29	6.29	239.04	0.026	6.25	0.0	0.0	3.866	A
C-A	158.71	158.71			158.71				
A-B	3.00	3.00			3.00				
A-C	59.00	59.00			59.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15.00	15.00	72.81	0.206	14.92	0.2	0.3	15.527	C
C-AB	3.12	3.12	224.51	0.014	3.14	0.0	0.0	4.067	A
C-A	149.88	149.88			149.88				
A-B	2.00	2.00			2.00				
A-C	107.00	107.00			107.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10.00	10.00	73.72	0.136	10.09	0.3	0.2	14.165	B
C-AB	0.00	0.00	116.76	0.000	0.02	0.0	0.0	0.000	A
C-A	134.00	134.00			134.00				
A-B	3.00	3.00			3.00				
A-C	100.00	100.00			100.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.00	13.00	73.67	0.176	12.95	0.2	0.2	14.810	B
C-AB	5.61	5.61	211.43	0.027	5.57	0.0	0.0	4.372	A
C-A	132.39	132.39			132.39				
A-B	5.00	5.00			5.00				
A-C	114.00	114.00			114.00				

2025 no dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2025 no dev	PM	DIRECT	16:45	17:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	7.00	110.00
	B	3.00	0.00	1.00
	C	124.00	3.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	12.00	122.00
	B	5.00	0.00	1.00
	C	113.00	3.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	4.00	125.00
	B	4.00	0.00	0.00
	C	109.00	0.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	7.00	103.00
	B	4.00	0.00	1.00
	C	136.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.08	13.95	0.1	B	4.75	19.00
C-AB	0.04	4.87	0.1	A	4.45	17.81
C-A					117.80	471.19
A-B					7.50	30.00
A-C					115.00	460.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	76.42	0.052	3.95	0.0	0.1	12.409	B
C-AB	7.70	7.70	203.07	0.038	7.65	0.0	0.1	4.604	A
C-A	119.30	119.30			119.30				
A-B	7.00	7.00			7.00				
A-C	110.00	110.00			110.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6.00	6.00	71.88	0.083	5.96	0.1	0.1	13.647	B
C-AB	7.31	7.31	192.26	0.038	7.31	0.1	0.1	4.868	A
C-A	108.69	108.69			108.69				
A-B	12.00	12.00			12.00				
A-C	122.00	122.00			122.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	68.57	0.058	4.03	0.1	0.1	13.951	B
C-AB	0.03	0.03	190.19	0.000	0.08	0.1	0.0	4.736	A
C-A	108.97	108.97			108.97				
A-B	4.00	4.00			4.00				
A-C	125.00	125.00			125.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5.00	5.00	75.23	0.066	4.99	0.1	0.1	12.811	B
C-AB	2.77	2.77	212.85	0.013	2.76	0.0	0.0	4.283	A
C-A	134.23	134.23			134.23				
A-B	7.00	7.00			7.00				
A-C	103.00	103.00			103.00				

2025 with dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2025 with dev	AM	DIRECT	07:45	08:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	3.00	69.00
	B	8.00	0.00	7.00
	C	175.00	2.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	2.00	117.00
	B	12.00	0.00	4.00
	C	164.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	3.00	110.00
	B	9.00	0.00	1.00
	C	145.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	5.00	123.00
	B	10.00	0.00	3.00
	C	147.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.23	16.41	0.3	C	13.50	54.00
C-AB	0.03	4.25	0.0	A	4.13	16.52
C-A					154.87	619.48
A-B					3.25	13.00
A-C					104.75	419.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15.00	15.00	89.57	0.167	14.80	0.0	0.2	12.007	B
C-AB	6.93	6.93	245.98	0.028	6.89	0.0	0.0	3.763	A
C-A	170.07	170.07			170.07				
A-B	3.00	3.00			3.00				
A-C	69.00	69.00			69.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16.00	16.00	70.67	0.226	15.91	0.2	0.3	16.407	C
C-AB	3.45	3.45	231.72	0.015	3.47	0.0	0.0	3.943	A
C-A	161.55	161.55			161.55				
A-B	2.00	2.00			2.00				
A-C	117.00	117.00			117.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10.00	10.00	70.01	0.143	10.12	0.3	0.2	15.056	C
C-AB	0.00	0.00	114.41	0.000	0.02	0.0	0.0	0.000	A
C-A	145.00	145.00			145.00				
A-B	3.00	3.00			3.00				
A-C	110.00	110.00			110.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.00	13.00	70.12	0.185	12.95	0.2	0.2	15.729	C
C-AB	6.14	6.14	218.04	0.028	6.10	0.0	0.0	4.246	A
C-A	142.86	142.86			142.86				
A-B	5.00	5.00			5.00				
A-C	123.00	123.00			123.00				

2025 with dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2025 with dev	PM	DIRECT	16:45	17:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	7.00	116.00
	B	3.00	0.00	1.00
	C	130.00	3.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	12.00	128.00
	B	5.00	0.00	1.00
	C	118.00	3.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	4.00	130.00
	B	4.00	0.00	0.00
	C	114.00	0.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	7.00	108.00
	B	4.00	0.00	1.00
	C	141.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.09	14.35	0.1	B	4.75	19.00
C-AB	0.04	4.81	0.1	A	4.66	18.66
C-A					122.84	491.34
A-B					7.50	30.00
A-C					120.50	482.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	74.24	0.054	3.94	0.0	0.1	12.782	B
C-AB	8.10	8.10	206.45	0.039	8.05	0.0	0.1	4.535	A
C-A	124.90	124.90			124.90				
A-B	7.00	7.00			7.00				
A-C	116.00	116.00			116.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6.00	6.00	69.83	0.086	5.96	0.1	0.1	14.084	B
C-AB	7.64	7.64	194.92	0.039	7.64	0.1	0.1	4.807	A
C-A	113.36	113.36			113.36				
A-B	12.00	12.00			12.00				
A-C	128.00	128.00			128.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	66.77	0.060	4.03	0.1	0.1	14.352	B
C-AB	0.03	0.03	192.99	0.000	0.09	0.1	0.0	4.668	A
C-A	113.97	113.97			113.97				
A-B	4.00	4.00			4.00				
A-C	130.00	130.00			130.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5.00	5.00	73.41	0.068	4.99	0.1	0.1	13.152	B
C-AB	2.89	2.89	215.67	0.013	2.87	0.0	0.0	4.229	A
C-A	139.11	139.11			139.11				
A-B	7.00	7.00			7.00				
A-C	108.00	108.00			108.00				

2030 no dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2030 no dev	AM	DIRECT	07:45	08:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	3.00	63.00
	B	9.00	0.00	7.00
	C	175.00	2.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	2.00	115.00
	B	13.00	0.00	3.00
	C	163.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	3.00	107.00
	B	10.00	0.00	1.00
	C	143.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	6.00	122.00
	B	11.00	0.00	3.00
	C	146.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.23	16.91	0.3	C	14.25	57.00
C-AB	0.03	4.26	0.0	A	4.10	16.38
C-A					153.90	615.62
A-B					3.50	14.00
A-C					101.75	407.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16.00	16.00	89.59	0.179	15.79	0.0	0.2	12.160	B
C-AB	6.88	6.88	246.79	0.028	6.84	0.0	0.0	3.750	A
C-A	170.12	170.12			170.12				
A-B	3.00	3.00			3.00				
A-C	63.00	63.00			63.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16.00	16.00	69.06	0.232	15.92	0.2	0.3	16.907	C
C-AB	3.41	3.41	231.28	0.015	3.43	0.0	0.0	3.951	A
C-A	160.59	160.59			160.59				
A-B	2.00	2.00			2.00				
A-C	115.00	115.00			115.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11.00	11.00	70.63	0.156	11.11	0.3	0.2	15.149	C
C-AB	0.00	0.00	115.11	0.000	0.02	0.0	0.0	0.000	A
C-A	143.00	143.00			143.00				
A-B	3.00	3.00			3.00				
A-C	107.00	107.00			107.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14.00	14.00	69.82	0.201	13.94	0.2	0.2	16.087	C
C-AB	6.09	6.09	217.31	0.028	6.06	0.0	0.0	4.260	A
C-A	141.91	141.91			141.91				
A-B	6.00	6.00			6.00				
A-C	122.00	122.00			122.00				

2030 no dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2030 no dev	PM	DIRECT	16:45	17:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	8.00	118.00
	B	3.00	0.00	1.00
	C	133.00	3.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	13.00	131.00
	B	6.00	0.00	1.00
	C	121.00	3.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	4.00	135.00
	B	4.00	0.00	0.00
	C	117.00	0.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	8.00	110.00
	B	4.00	0.00	1.00
	C	146.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.10	14.75	0.1	B	5.00	20.00
C-AB	0.04	4.77	0.1	A	4.80	19.19
C-A					126.20	504.81
A-B					8.25	33.00
A-C					123.50	494.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	73.29	0.055	3.94	0.0	0.1	12.967	B
C-AB	8.31	8.31	208.15	0.040	8.25	0.0	0.1	4.501	A
C-A	127.69	127.69			127.69				
A-B	8.00	8.00			8.00				
A-C	118.00	118.00			118.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7.00	7.00	67.91	0.103	6.94	0.1	0.1	14.748	B
C-AB	7.84	7.84	196.46	0.040	7.84	0.1	0.1	4.771	A
C-A	116.16	116.16			116.16				
A-B	13.00	13.00			13.00				
A-C	131.00	131.00			131.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	65.25	0.061	4.05	0.1	0.1	14.714	B
C-AB	0.03	0.03	194.35	0.000	0.09	0.1	0.0	4.633	A
C-A	116.97	116.97			116.97				
A-B	4.00	4.00			4.00				
A-C	135.00	135.00			135.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5.00	5.00	72.19	0.069	4.99	0.1	0.1	13.391	B
C-AB	3.00	3.00	218.82	0.014	2.99	0.0	0.0	4.169	A
C-A	144.00	144.00			144.00				
A-B	8.00	8.00			8.00				
A-C	110.00	110.00			110.00				

2030 with dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	3.00	73.00
	B	9.00	0.00	8.00
	C	187.00	2.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	2.00	125.00
	B	13.00	0.00	4.00
	C	175.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	3.00	117.00
	B	10.00	0.00	1.00
	C	154.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	6.00	131.00
	B	11.00	0.00	3.00
	C	157.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.25	18.00	0.3	C	14.75	59.00
C-AB	0.03	4.14	0.0	A	4.52	18.06
C-A					164.98	659.94
A-B					3.50	14.00
A-C					111.50	446.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17.00	17.00	87.37	0.195	16.76	0.0	0.2	12.706	B
C-AB	7.60	7.60	253.83	0.030	7.56	0.0	0.0	3.654	A
C-A	181.40	181.40			181.40				
A-B	3.00	3.00			3.00				
A-C	73.00	73.00			73.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17.00	17.00	66.80	0.254	16.90	0.2	0.3	17.999	C
C-AB	3.78	3.78	238.60	0.016	3.80	0.0	0.0	3.832	A
C-A	172.22	172.22			172.22				
A-B	2.00	2.00			2.00				
A-C	125.00	125.00			125.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11.00	11.00	66.91	0.164	11.13	0.3	0.2	16.173	C
C-AB	0.00	0.00	112.76	0.000	0.02	0.0	0.0	0.000	A
C-A	154.00	154.00			154.00				
A-B	3.00	3.00			3.00				
A-C	117.00	117.00			117.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14.00	14.00	66.25	0.211	13.94	0.2	0.3	17.183	C
C-AB	6.68	6.68	224.02	0.030	6.65	0.0	0.0	4.140	A
C-A	152.32	152.32			152.32				
A-B	6.00	6.00			6.00				
A-C	131.00	131.00			131.00				

2030 with dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2030 with dev	PM	DIRECT	16:45	17:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	8.00	124.00
	B	3.00	0.00	1.00
	C	139.00	3.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	13.00	137.00
	B	6.00	0.00	1.00
	C	126.00	3.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	4.00	140.00
	B	4.00	0.00	0.00
	C	122.00	0.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	8.00	115.00
	B	4.00	0.00	1.00
	C	151.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.11	15.26	0.1	C	5.00	20.00
C-AB	0.04	4.71	0.1	A	5.03	20.12
C-A					131.22	524.88
A-B					8.25	33.00
A-C					129.00	516.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	71.11	0.056	3.94	0.0	0.1	13.389	B
C-AB	8.74	8.74	211.59	0.041	8.69	0.0	0.1	4.434	A
C-A	133.26	133.26			133.26				
A-B	8.00	8.00			8.00				
A-C	124.00	124.00			124.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7.00	7.00	65.87	0.106	6.94	0.1	0.1	15.256	C
C-AB	8.20	8.20	199.18	0.041	8.20	0.1	0.1	4.714	A
C-A	120.80	120.80			120.80				
A-B	13.00	13.00			13.00				
A-C	137.00	137.00			137.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	63.45	0.063	4.05	0.1	0.1	15.161	C
C-AB	0.03	0.03	197.20	0.000	0.09	0.1	0.0	4.566	A
C-A	121.97	121.97			121.97				
A-B	4.00	4.00			4.00				
A-C	140.00	140.00			140.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5.00	5.00	70.36	0.071	4.99	0.1	0.1	13.765	B
C-AB	3.14	3.14	221.70	0.014	3.12	0.0	0.0	4.117	A
C-A	148.86	148.86			148.86				
A-B	8.00	8.00			8.00				
A-C	115.00	115.00			115.00				

2040 no dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2040 no dev	AM	DIRECT	07:45	08:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	3.00	65.00
	B	9.00	0.00	7.00
	C	182.00	2.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	2.00	119.00
	B	14.00	0.00	3.00
	C	169.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	3.00	111.00
	B	10.00	0.00	1.00
	C	149.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	6.00	127.00
	B	11.00	0.00	3.00
	C	151.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.25	17.94	0.3	C	14.50	58.00
C-AB	0.03	4.21	0.0	A	4.30	17.20
C-A					159.70	638.80
A-B					3.50	14.00
A-C					105.50	422.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16.00	16.00	88.26	0.181	15.78	0.0	0.2	12.380	B
C-AB	7.25	7.25	251.38	0.029	7.21	0.0	0.0	3.685	A
C-A	176.75	176.75			176.75				
A-B	3.00	3.00			3.00				
A-C	65.00	65.00			65.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17.00	17.00	66.95	0.254	16.89	0.2	0.3	17.936	C
C-AB	3.59	3.59	235.06	0.015	3.60	0.0	0.0	3.888	A
C-A	166.41	166.41			166.41				
A-B	2.00	2.00			2.00				
A-C	119.00	119.00			119.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11.00	11.00	68.90	0.160	11.14	0.3	0.2	15.618	C
C-AB	0.00	0.00	114.17	0.000	0.02	0.0	0.0	0.000	A
C-A	149.00	149.00			149.00				
A-B	3.00	3.00			3.00				
A-C	111.00	111.00			111.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14.00	14.00	67.99	0.206	13.94	0.2	0.3	16.632	C
C-AB	6.36	6.36	220.21	0.029	6.33	0.0	0.0	4.208	A
C-A	146.64	146.64			146.64				
A-B	6.00	6.00			6.00				
A-C	127.00	127.00			127.00				

2040 no dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2040 no dev	PM	DIRECT	16:45	17:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	8.00	122.00
	B	3.00	0.00	1.00
	C	138.00	3.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	14.00	136.00
	B	6.00	0.00	1.00
	C	126.00	3.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	5.00	139.00
	B	5.00	0.00	0.00
	C	121.00	0.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	8.00	114.00
	B	5.00	0.00	1.00
	C	151.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.11	15.35	0.1	C	5.50	22.00
C-AB	0.04	4.71	0.1	A	5.01	20.03
C-A					130.74	522.97
A-B					8.75	35.00
A-C					127.75	511.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	71.70	0.056	3.94	0.0	0.1	13.271	B
C-AB	8.66	8.66	211.17	0.041	8.60	0.0	0.1	4.442	A
C-A	132.34	132.34			132.34				
A-B	8.00	8.00			8.00				
A-C	122.00	122.00			122.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7.00	7.00	66.00	0.106	6.94	0.1	0.1	15.222	C
C-AB	8.20	8.20	199.18	0.041	8.20	0.1	0.1	4.714	A
C-A	120.80	120.80			120.80				
A-B	14.00	14.00			14.00				
A-C	136.00	136.00			136.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5.00	5.00	63.70	0.078	5.03	0.1	0.1	15.346	C
C-AB	0.03	0.03	196.46	0.000	0.09	0.1	0.0	4.585	A
C-A	120.97	120.97			120.97				
A-B	5.00	5.00			5.00				
A-C	139.00	139.00			139.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6.00	6.00	69.48	0.086	5.99	0.1	0.1	14.174	B
C-AB	3.13	3.13	221.84	0.014	3.12	0.0	0.0	4.114	A
C-A	148.87	148.87			148.87				
A-B	8.00	8.00			8.00				
A-C	114.00	114.00			114.00				

2040 with dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2040 with dev	AM	DIRECT	07:45	08:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	3.00	75.00
	B	9.00	0.00	8.00
	C	194.00	2.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	2.00	129.00
	B	14.00	0.00	4.00
	C	181.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	3.00	121.00
	B	10.00	0.00	1.00
	C	160.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	6.00	136.00
	B	11.00	0.00	3.00
	C	162.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.28	19.21	0.4	C	15.00	60.00
C-AB	0.03	4.09	0.0	A	4.74	18.98
C-A					170.76	683.02
A-B					3.50	14.00
A-C					115.25	461.00

Main Results for each time segment
07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17.00	17.00	86.04	0.198	16.76	0.0	0.2	12.946	B
C-AB	8.02	8.02	258.48	0.031	7.98	0.0	0.0	3.592	A
C-A	187.98	187.98			187.98				
A-B	3.00	3.00			3.00				
A-C	75.00	75.00			75.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18.00	18.00	64.58	0.279	17.87	0.2	0.4	19.208	C
C-AB	3.98	3.98	242.45	0.016	4.00	0.0	0.0	3.776	A
C-A	178.02	178.02			178.02				
A-B	2.00	2.00			2.00				
A-C	129.00	129.00			129.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11.00	11.00	65.19	0.169	11.17	0.4	0.2	16.710	C
C-AB	0.00	0.00	111.82	0.000	0.02	0.0	0.0	0.000	A
C-A	160.00	160.00			160.00				
A-B	3.00	3.00			3.00				
A-C	121.00	121.00			121.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14.00	14.00	64.40	0.217	13.94	0.2	0.3	17.808	C
C-AB	6.99	6.99	226.98	0.031	6.95	0.0	0.0	4.090	A
C-A	157.01	157.01			157.01				
A-B	6.00	6.00			6.00				
A-C	136.00	136.00			136.00				

2040 with dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2040 with dev	PM	DIRECT	16:45	17:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	8.00	128.00
	B	3.00	0.00	1.00
	C	144.00	3.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	14.00	142.00
	B	6.00	0.00	1.00
	C	131.00	3.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	5.00	144.00
	B	5.00	0.00	0.00
	C	126.00	0.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	8.00	119.00
	B	5.00	0.00	1.00
	C	156.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.11	15.83	0.1	C	5.50	22.00
C-AB	0.04	4.66	0.1	A	5.25	21.00
C-A					135.75	543.00
A-B					8.75	35.00
A-C					133.25	533.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4.00	4.00	69.51	0.058	3.94	0.0	0.1	13.713	B
C-AB	9.12	9.12	214.63	0.042	9.06	0.0	0.1	4.377	A
C-A	137.88	137.88			137.88				
A-B	8.00	8.00			8.00				
A-C	128.00	128.00			128.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7.00	7.00	63.95	0.109	6.94	0.1	0.1	15.769	C
C-AB	8.58	8.58	201.93	0.042	8.58	0.1	0.1	4.656	A
C-A	125.42	125.42			125.42				
A-B	14.00	14.00			14.00				
A-C	142.00	142.00			142.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5.00	5.00	61.90	0.081	5.03	0.1	0.1	15.833	C
C-AB	0.04	0.04	199.34	0.000	0.10	0.1	0.0	4.519	A
C-A	125.96	125.96			125.96				
A-B	5.00	5.00			5.00				
A-C	144.00	144.00			144.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6.00	6.00	67.65	0.089	5.99	0.1	0.1	14.594	B
C-AB	3.27	3.27	224.74	0.015	3.25	0.0	0.0	4.063	A
C-A	153.73	153.73			153.73				
A-B	8.00	8.00			8.00				
A-C	119.00	119.00			119.00				

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
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Filename: Priority 2.j9

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\PICADY

Report generation date: 27/11/2023 11:15:53

- »2023, AM
- »2023, PM
- »2025 no dev, AM
- »2025 no dev, PM
- »2025 with dev, AM
- »2025 with dev, PM
- »2030 no dev, AM
- »2030 no dev, PM
- »2030 with dev, AM
- »2030 with dev, PM
- »2040 no dev, AM
- »2040 no dev, PM
- »2040 with dev, AM
- »2040 with dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2023								
Stream B-AC	0.3	14.00	0.26	B	0.3	12.77	0.20	B
Stream C-AB	0.1	4.76	0.05	A	0.4	5.64	0.15	A
2025 no dev								
Stream B-AC	0.3	14.23	0.26	B	0.3	12.96	0.21	B
Stream C-AB	0.1	4.72	0.05	A	0.4	5.61	0.15	A
2025 with dev								
Stream B-AC	1.1	22.91	0.53	C	0.5	15.83	0.34	C
Stream C-AB	0.4	5.34	0.15	A	0.7	6.50	0.26	A
2030 no dev								
Stream B-AC	0.4	15.34	0.29	C	0.3	13.90	0.24	B
Stream C-AB	0.1	4.62	0.05	A	0.4	5.62	0.17	A
2030 with dev								
Stream B-AC	1.3	26.02	0.57	D	0.6	17.27	0.38	C
Stream C-AB	0.4	5.25	0.16	A	0.8	6.58	0.29	A
2040 no dev								
Stream B-AC	0.4	16.19	0.31	C	0.3	14.28	0.24	B
Stream C-AB	0.1	4.62	0.07	A	0.5	5.67	0.19	A
2040 with dev								
Stream B-AC	1.4	28.26	0.60	D	0.6	17.79	0.38	C
Stream C-AB	0.5	5.29	0.18	A	0.8	6.68	0.31	A

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

File summary

File Description

Title	
Location	
Site number	
Date	23/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ROADPLAN01\jbyrne
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	AM	DIRECT	07:45	08:45	60	15	✓
D2	2023	PM	DIRECT	16:45	17:45	60	15	✓
D3	2025 no dev	AM	DIRECT	07:45	08:45	60	15	✓
D4	2025 no dev	PM	DIRECT	16:45	17:45	60	15	✓
D5	2025 with dev	AM	DIRECT	07:45	08:45	60	15	✓
D6	2025 with dev	PM	DIRECT	16:45	17:45	60	15	✓
D7	2030 no dev	AM	DIRECT	07:45	08:45	60	15	✓
D8	2030 no dev	PM	DIRECT	16:45	17:45	60	15	✓
D9	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓
D10	2030 with dev	PM	DIRECT	16:45	17:45	60	15	✓
D11	2040 no dev	AM	DIRECT	07:45	08:45	60	15	✓
D12	2040 no dev	PM	DIRECT	16:45	17:45	60	15	✓
D13	2040 with dev	AM	DIRECT	07:45	08:45	60	15	✓
D14	2040 with dev	PM	DIRECT	16:45	17:45	60	15	✓

Analysis Set Details

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

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R104 (west)		Major
B	Mayeston Rise		Minor
C	St Margaret's Rd (east)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			80.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	25	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	120.782	0.086	0.218	0.137	0.311
1	B-C	155.149	0.093	0.235	-	-
1	C-B	155.073	0.235	0.235	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	AM	DIRECT	07:45	08:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To			
		A	B	C	
From	A	0.00	3.00	73.00	
	B	11.00	0.00	4.00	
	C	137.00	2.00	0.00	

Demand (Veh/TS)

08:00 - 08:15

		To			
		A	B	C	
From	A	0.00	3.00	105.00	
	B	8.00	0.00	11.00	
	C	116.00	4.00	0.00	

Demand (Veh/TS)

08:15 - 08:30

		To			
		A	B	C	
From	A	0.00	2.00	108.00	
	B	12.00	0.00	10.00	
	C	108.00	1.00	0.00	

Demand (Veh/TS)

08:30 - 08:45

		To			
		A	B	C	
From	A	0.00	1.00	113.00	
	B	2.00	0.00	10.00	
	C	107.00	1.00	0.00	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.26	14.00	0.3	B	17.00	68.00
C-AB	0.05	4.76	0.1	A	4.89	19.56
C-A					114.11	456.44
A-B					2.25	9.00
A-C					99.75	399.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15.00	15.00	83.13	0.180	14.78	0.0	0.2	13.129	B
C-AB	5.35	5.35	218.88	0.024	5.32	0.0	0.0	4.214	A
C-A	133.65	133.65			133.65				
A-B	3.00	3.00			3.00				
A-C	73.00	73.00			73.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19.00	19.00	90.41	0.210	18.95	0.2	0.3	12.587	B
C-AB	9.62	9.62	198.82	0.048	9.58	0.0	0.1	4.756	A
C-A	110.38	110.38			110.38				
A-B	3.00	3.00			3.00				
A-C	105.00	105.00			105.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22.00	22.00	86.14	0.255	21.93	0.3	0.3	13.998	B
C-AB	2.31	2.31	192.75	0.012	2.37	0.1	0.0	4.730	A
C-A	106.69	106.69			106.69				
A-B	2.00	2.00			2.00				
A-C	108.00	108.00			108.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12.00	12.00	102.90	0.117	12.20	0.3	0.1	9.944	A
C-AB	2.28	2.28	191.32	0.012	2.28	0.0	0.0	4.760	A
C-A	105.72	105.72			105.72				
A-B	1.00	1.00			1.00				
A-C	113.00	113.00			113.00				

2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023	PM	DIRECT	16:45	17:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	4.00	98.00
	B	3.00	0.00	9.00
	C	117.00	6.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	5.00	108.00
	B	6.00	0.00	5.00
	C	102.00	13.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	11.00	104.00
	B	3.00	0.00	5.00
	C	92.00	9.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	7.00	91.00
	B	9.00	0.00	9.00
	C	121.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.20	12.77	0.3	B	12.25	49.00
C-AB	0.15	5.64	0.4	A	20.93	83.74
C-A					96.32	385.26
A-B					6.75	27.00
A-C					100.25	401.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12.00	12.00	100.65	0.119	11.87	0.0	0.1	10.121	B
C-AB	14.40	14.40	200.53	0.072	14.28	0.0	0.1	4.831	A
C-A	108.60	108.60			108.60				
A-B	4.00	4.00			4.00				
A-C	98.00	98.00			98.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11.00	11.00	83.58	0.132	10.98	0.1	0.1	12.395	B
C-AB	28.51	28.51	187.94	0.152	28.28	0.1	0.4	5.642	A
C-A	86.49	86.49			86.49				
A-B	5.00	5.00			5.00				
A-C	108.00	108.00			108.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8.00	8.00	93.24	0.086	8.05	0.1	0.1	10.573	B
C-AB	18.55	18.55	180.45	0.103	18.68	0.4	0.2	5.576	A
C-A	82.45	82.45			82.45				
A-B	11.00	11.00			11.00				
A-C	104.00	104.00			104.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18.00	18.00	88.17	0.204	17.84	0.1	0.3	12.770	B
C-AB	22.28	22.28	204.13	0.109	22.26	0.2	0.2	4.953	A
C-A	107.72	107.72			107.72				
A-B	7.00	7.00			7.00				
A-C	91.00	91.00			91.00				

2025 no dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2025 no dev	AM	DIRECT	07:45	08:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	3.00	75.00
	B	11.00	0.00	4.00
	C	141.00	2.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	3.00	108.00
	B	8.00	0.00	11.00
	C	119.00	4.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	2.00	111.00
	B	12.00	0.00	10.00
	C	111.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	1.00	116.00
	B	2.00	0.00	10.00
	C	110.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.26	14.23	0.3	B	17.00	68.00
C-AB	0.05	4.72	0.1	A	5.02	20.07
C-A					117.23	468.93
A-B					2.25	9.00
A-C					102.50	410.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15.00	15.00	82.17	0.183	14.78	0.0	0.2	13.314	B
C-AB	5.51	5.51	221.37	0.025	5.48	0.0	0.0	4.169	A
C-A	137.49	137.49			137.49				
A-B	3.00	3.00			3.00				
A-C	75.00	75.00			75.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19.00	19.00	89.40	0.213	18.95	0.2	0.3	12.766	B
C-AB	9.86	9.86	200.48	0.049	9.82	0.0	0.1	4.721	A
C-A	113.14	113.14			113.14				
A-B	3.00	3.00			3.00				
A-C	108.00	108.00			108.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22.00	22.00	85.11	0.259	21.92	0.3	0.3	14.227	B
C-AB	2.37	2.37	194.40	0.012	2.43	0.1	0.0	4.689	A
C-A	109.63	109.63			109.63				
A-B	2.00	2.00			2.00				
A-C	111.00	111.00			111.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12.00	12.00	102.01	0.118	12.21	0.3	0.1	10.043	B
C-AB	2.33	2.33	192.96	0.012	2.33	0.0	0.0	4.722	A
C-A	108.67	108.67			108.67				
A-B	1.00	1.00			1.00				
A-C	116.00	116.00			116.00				

2025 no dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2025 no dev	PM	DIRECT	16:45	17:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	4.00	101.00
	B	3.00	0.00	9.00
	C	120.00	6.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	5.00	111.00
	B	6.00	0.00	5.00
	C	105.00	13.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	11.00	107.00
	B	3.00	0.00	5.00
	C	95.00	9.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	7.00	94.00
	B	9.00	0.00	9.00
	C	124.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.21	12.96	0.3	B	12.25	49.00
C-AB	0.15	5.61	0.4	A	21.46	85.83
C-A					98.79	395.17
A-B					6.75	27.00
A-C					103.25	413.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12.00	12.00	99.72	0.120	11.86	0.0	0.1	10.229	B
C-AB	14.76	14.76	202.18	0.073	14.63	0.0	0.1	4.797	A
C-A	111.24	111.24			111.24				
A-B	4.00	4.00			4.00				
A-C	101.00	101.00			101.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11.00	11.00	82.53	0.133	10.98	0.1	0.2	12.576	B
C-AB	29.22	29.22	189.57	0.154	28.98	0.1	0.4	5.609	A
C-A	88.78	88.78			88.78				
A-B	5.00	5.00			5.00				
A-C	111.00	111.00			111.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8.00	8.00	92.25	0.087	8.06	0.2	0.1	10.698	B
C-AB	19.02	19.02	182.09	0.104	19.16	0.4	0.2	5.537	A
C-A	84.98	84.98			84.98				
A-B	11.00	11.00			11.00				
A-C	107.00	107.00			107.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18.00	18.00	87.13	0.207	17.84	0.1	0.3	12.960	B
C-AB	22.83	22.83	205.78	0.111	22.82	0.2	0.2	4.926	A
C-A	110.17	110.17			110.17				
A-B	7.00	7.00			7.00				
A-C	94.00	94.00			94.00				

2025 with dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2025 with dev	AM	DIRECT	07:45	08:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	14.00	75.00
	B	23.00	0.00	16.00
	C	141.00	11.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	13.00	108.00
	B	20.00	0.00	23.00
	C	119.00	12.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	12.00	111.00
	B	23.00	0.00	21.00
	C	111.00	9.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	11.00	116.00
	B	13.00	0.00	21.00
	C	110.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.53	22.91	1.1	C	40.00	160.00
C-AB	0.15	5.34	0.4	A	25.90	103.61
C-A					104.60	418.39
A-B					12.50	50.00
A-C					102.50	410.00

Main Results for each time segment
07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39.00	39.00	84.47	0.462	38.18	0.0	0.8	19.126	C
C-AB	30.71	30.71	219.67	0.140	30.35	0.0	0.4	4.755	A
C-A	121.29	121.29			121.29				
A-B	14.00	14.00			14.00				
A-C	75.00	75.00			75.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43.00	43.00	84.49	0.509	42.83	0.8	1.0	21.490	C
C-AB	30.10	30.10	198.96	0.151	30.07	0.4	0.4	5.342	A
C-A	100.90	100.90			100.90				
A-B	13.00	13.00			13.00				
A-C	108.00	108.00			108.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44.00	44.00	83.05	0.530	43.91	1.0	1.1	22.907	C
C-AB	21.46	21.46	192.82	0.111	21.59	0.4	0.3	5.269	A
C-A	98.54	98.54			98.54				
A-B	12.00	12.00			12.00				
A-C	111.00	111.00			111.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34.00	34.00	88.30	0.385	34.44	1.1	0.6	16.844	C
C-AB	21.34	21.34	191.35	0.112	21.34	0.3	0.3	5.303	A
C-A	97.66	97.66			97.66				
A-B	11.00	11.00			11.00				
A-C	116.00	116.00			116.00				

2025 with dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2025 with dev	PM	DIRECT	16:45	17:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	10.00	101.00
	B	9.00	0.00	16.00
	C	120.00	15.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	11.00	111.00
	B	11.00	0.00	12.00
	C	105.00	22.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	16.00	107.00
	B	8.00	0.00	11.00
	C	95.00	17.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	12.00	94.00
	B	14.00	0.00	15.00
	C	124.00	17.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.34	15.83	0.5	C	24.00	96.00
C-AB	0.26	6.50	0.7	A	41.66	166.65
C-A					87.09	348.35
A-B					12.25	49.00
A-C					103.25	413.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25.00	25.00	91.20	0.274	24.63	0.0	0.4	13.448	B
C-AB	37.17	37.17	201.18	0.185	36.70	0.0	0.5	5.474	A
C-A	97.83	97.83			97.83				
A-B	10.00	10.00			10.00				
A-C	101.00	101.00			101.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23.00	23.00	82.57	0.279	22.99	0.4	0.4	15.101	C
C-AB	49.94	49.94	188.67	0.265	49.76	0.5	0.7	6.499	A
C-A	77.06	77.06			77.06				
A-B	11.00	11.00			11.00				
A-C	111.00	111.00			111.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19.00	19.00	87.88	0.216	19.10	0.4	0.3	13.106	B
C-AB	36.11	36.11	181.30	0.199	36.29	0.7	0.5	6.232	A
C-A	75.89	75.89			75.89				
A-B	16.00	16.00			16.00				
A-C	107.00	107.00			107.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29.00	29.00	85.43	0.339	28.78	0.3	0.5	15.826	C
C-AB	43.43	43.43	205.06	0.212	43.36	0.5	0.5	5.583	A
C-A	97.57	97.57			97.57				
A-B	12.00	12.00			12.00				
A-C	94.00	94.00			94.00				

2030 no dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2030 no dev	AM	DIRECT	07:45	08:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	3.00	81.00
	B	12.00	0.00	4.00
	C	151.00	2.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	3.00	116.00
	B	9.00	0.00	12.00
	C	128.00	4.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	2.00	119.00
	B	13.00	0.00	11.00
	C	119.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	1.00	125.00
	B	2.00	0.00	11.00
	C	118.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.29	15.34	0.4	C	18.50	74.00
C-AB	0.05	4.62	0.1	A	5.40	21.60
C-A					125.60	502.40
A-B					2.25	9.00
A-C					110.25	441.00

Main Results for each time segment
07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16.00	16.00	78.91	0.203	15.75	0.0	0.2	14.196	B
C-AB	5.95	5.95	227.48	0.026	5.92	0.0	0.0	4.062	A
C-A	147.05	147.05			147.05				
A-B	3.00	3.00			3.00				
A-C	81.00	81.00			81.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21.00	21.00	86.21	0.244	20.93	0.2	0.3	13.773	B
C-AB	10.61	10.61	205.66	0.052	10.57	0.0	0.1	4.613	A
C-A	121.39	121.39			121.39				
A-B	3.00	3.00			3.00				
A-C	116.00	116.00			116.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24.00	24.00	82.50	0.291	23.91	0.3	0.4	15.338	C
C-AB	2.54	2.54	198.83	0.013	2.60	0.1	0.0	4.589	A
C-A	117.46	117.46			117.46				
A-B	2.00	2.00			2.00				
A-C	119.00	119.00			119.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.00	13.00	100.14	0.130	13.25	0.4	0.2	10.388	B
C-AB	2.50	2.50	197.24	0.013	2.50	0.0	0.0	4.621	A
C-A	116.50	116.50			116.50				
A-B	1.00	1.00			1.00				
A-C	125.00	125.00			125.00				

2030 no dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2030 no dev	PM	DIRECT	16:45	17:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	4.00	108.00
	B	3.00	0.00	10.00
	C	129.00	7.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	6.00	119.00
	B	7.00	0.00	6.00
	C	113.00	14.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	12.00	115.00
	B	3.00	0.00	6.00
	C	101.00	10.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	8.00	100.00
	B	10.00	0.00	10.00
	C	133.00	10.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.24	13.90	0.3	B	13.75	55.00
C-AB	0.17	5.62	0.4	A	25.44	101.77
C-A					103.81	415.23
A-B					7.50	30.00
A-C					110.50	442.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.00	13.00	98.39	0.132	12.85	0.0	0.2	10.503	B
C-AB	18.50	18.50	207.49	0.089	18.33	0.0	0.2	4.758	A
C-A	117.50	117.50			117.50				
A-B	4.00	4.00			4.00				
A-C	108.00	108.00			108.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.00	13.00	79.66	0.163	12.96	0.2	0.2	13.484	B
C-AB	33.69	33.69	193.84	0.174	33.43	0.2	0.4	5.616	A
C-A	93.31	93.31			93.31				
A-B	6.00	6.00			6.00				
A-C	119.00	119.00			119.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9.00	9.00	91.51	0.098	9.08	0.2	0.1	10.931	B
C-AB	22.30	22.30	184.87	0.121	22.44	0.4	0.3	5.555	A
C-A	88.70	88.70			88.70				
A-B	12.00	12.00			12.00				
A-C	115.00	115.00			115.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20.00	20.00	84.36	0.237	19.81	0.1	0.3	13.900	B
C-AB	27.28	27.28	211.12	0.129	27.26	0.3	0.3	4.902	A
C-A	115.72	115.72			115.72				
A-B	8.00	8.00			8.00				
A-C	100.00	100.00			100.00				

2030 with dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	14.00	81.00
	B	24.00	0.00	16.00
	C	151.00	11.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	13.00	116.00
	B	21.00	0.00	24.00
	C	128.00	12.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	12.00	119.00
	B	24.00	0.00	22.00
	C	119.00	9.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	11.00	125.00
	B	13.00	0.00	22.00
	C	118.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.57	26.02	1.3	D	41.50	166.00
C-AB	0.16	5.25	0.4	A	27.87	111.46
C-A					111.38	445.54
A-B					12.50	50.00
A-C					110.25	441.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40.00	40.00	81.40	0.491	39.08	0.0	0.9	20.843	C
C-AB	33.19	33.19	225.85	0.147	32.80	0.0	0.4	4.663	A
C-A	128.81	128.81			128.81				
A-B	14.00	14.00			14.00				
A-C	81.00	81.00			81.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45.00	45.00	81.49	0.552	44.75	0.9	1.2	24.294	C
C-AB	32.44	32.44	204.22	0.159	32.40	0.4	0.4	5.253	A
C-A	107.56	107.56			107.56				
A-B	13.00	13.00			13.00				
A-C	116.00	116.00			116.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46.00	46.00	80.30	0.573	45.89	1.2	1.3	26.016	D
C-AB	22.96	22.96	197.33	0.116	23.12	0.4	0.3	5.178	A
C-A	105.04	105.04			105.04				
A-B	12.00	12.00			12.00				
A-C	119.00	119.00			119.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35.00	35.00	85.85	0.408	35.57	1.3	0.7	18.092	C
C-AB	22.86	22.86	195.68	0.117	22.87	0.3	0.3	5.217	A
C-A	104.14	104.14			104.14				
A-B	11.00	11.00			11.00				
A-C	125.00	125.00			125.00				

2030 with dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2030 with dev	PM	DIRECT	16:45	17:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	10.00	108.00
	B	9.00	0.00	17.00
	C	129.00	16.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	12.00	119.00
	B	12.00	0.00	13.00
	C	113.00	23.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	17.00	115.00
	B	8.00	0.00	12.00
	C	101.00	18.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	13.00	100.00
	B	15.00	0.00	16.00
	C	133.00	18.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.38	17.27	0.6	C	25.50	102.00
C-AB	0.29	6.58	0.8	A	47.10	188.38
C-A					90.65	362.62
A-B					13.00	52.00
A-C					110.50	442.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26.00	26.00	89.20	0.291	25.60	0.0	0.4	14.064	B
C-AB	42.62	42.62	206.53	0.206	42.07	0.0	0.6	5.482	A
C-A	102.38	102.38			102.38				
A-B	10.00	10.00			10.00				
A-C	108.00	108.00			108.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25.00	25.00	79.31	0.315	24.95	0.4	0.5	16.540	C
C-AB	55.92	55.92	193.00	0.290	55.72	0.6	0.8	6.578	A
C-A	80.08	80.08			80.08				
A-B	12.00	12.00			12.00				
A-C	119.00	119.00			119.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20.00	20.00	86.02	0.233	20.14	0.5	0.3	13.692	B
C-AB	40.37	40.37	184.13	0.219	40.59	0.8	0.5	6.303	A
C-A	78.63	78.63			78.63				
A-B	17.00	17.00			17.00				
A-C	115.00	115.00			115.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31.00	31.00	82.57	0.375	30.72	0.3	0.6	17.267	C
C-AB	49.46	49.46	210.43	0.235	49.37	0.5	0.6	5.609	A
C-A	101.54	101.54			101.54				
A-B	13.00	13.00			13.00				
A-C	100.00	100.00			100.00				

2040 no dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2040 no dev	AM	DIRECT	07:45	08:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	3.00	83.00
	B	13.00	0.00	5.00
	C	157.00	2.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	3.00	120.00
	B	9.00	0.00	13.00
	C	133.00	5.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	2.00	123.00
	B	14.00	0.00	11.00
	C	123.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	1.00	129.00
	B	2.00	0.00	11.00
	C	122.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.31	16.19	0.4	C	19.50	78.00
C-AB	0.07	4.62	0.1	A	6.31	25.26
C-A					129.69	518.74
A-B					2.25	9.00
A-C					113.75	455.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18.00	18.00	78.73	0.229	17.71	0.0	0.3	14.683	B
C-AB	6.22	6.22	231.41	0.027	6.19	0.0	0.0	3.996	A
C-A	152.78	152.78			152.78				
A-B	3.00	3.00			3.00				
A-C	83.00	83.00			83.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22.00	22.00	85.44	0.257	21.95	0.3	0.3	14.163	B
C-AB	13.81	13.81	208.64	0.066	13.74	0.0	0.1	4.619	A
C-A	124.19	124.19			124.19				
A-B	3.00	3.00			3.00				
A-C	120.00	120.00			120.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25.00	25.00	80.37	0.311	24.90	0.3	0.4	16.193	C
C-AB	2.64	2.64	201.09	0.013	2.74	0.1	0.0	4.541	A
C-A	121.36	121.36			121.36				
A-B	2.00	2.00			2.00				
A-C	123.00	123.00			123.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.00	13.00	98.85	0.132	13.29	0.4	0.2	10.551	B
C-AB	2.58	2.58	199.49	0.013	2.58	0.0	0.0	4.572	A
C-A	120.42	120.42			120.42				
A-B	1.00	1.00			1.00				
A-C	129.00	129.00			129.00				

2040 no dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2040 no dev	PM	DIRECT	16:45	17:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	5.00	112.00
	B	3.00	0.00	10.00
	C	134.00	7.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	6.00	123.00
	B	7.00	0.00	6.00
	C	117.00	15.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	13.00	119.00
	B	3.00	0.00	6.00
	C	105.00	10.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	8.00	104.00
	B	10.00	0.00	10.00
	C	138.00	10.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.24	14.28	0.3	B	13.75	55.00
C-AB	0.19	5.67	0.5	A	27.04	108.14
C-A					106.96	427.86
A-B					8.00	32.00
A-C					114.50	458.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.00	13.00	96.97	0.134	12.85	0.0	0.2	10.679	B
C-AB	19.29	19.29	210.30	0.092	19.11	0.0	0.2	4.707	A
C-A	121.71	121.71			121.71				
A-B	5.00	5.00			5.00				
A-C	112.00	112.00			112.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.00	13.00	77.98	0.167	12.96	0.2	0.2	13.829	B
C-AB	37.32	37.32	196.09	0.190	37.01	0.2	0.5	5.665	A
C-A	94.68	94.68			94.68				
A-B	6.00	6.00			6.00				
A-C	123.00	123.00			123.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9.00	9.00	90.09	0.100	9.08	0.2	0.1	11.121	B
C-AB	23.11	23.11	186.94	0.124	23.30	0.5	0.3	5.518	A
C-A	91.89	91.89			91.89				
A-B	13.00	13.00			13.00				
A-C	119.00	119.00			119.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20.00	20.00	82.84	0.241	19.80	0.1	0.3	14.277	B
C-AB	28.42	28.42	214.09	0.133	28.39	0.3	0.3	4.856	A
C-A	119.58	119.58			119.58				
A-B	8.00	8.00			8.00				
A-C	104.00	104.00			104.00				

2040 with dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2040 with dev	AM	DIRECT	07:45	08:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	14.00	83.00
	B	25.00	0.00	17.00
	C	157.00	11.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	13.00	120.00
	B	21.00	0.00	25.00
	C	133.00	13.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	12.00	123.00
	B	25.00	0.00	22.00
	C	123.00	9.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	11.00	129.00
	B	13.00	0.00	22.00
	C	122.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.60	28.26	1.4	D	42.50	170.00
C-AB	0.18	5.29	0.5	A	29.69	118.78
C-A					114.56	458.22
A-B					12.50	50.00
A-C					113.75	455.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42.00	42.00	80.41	0.522	40.96	0.0	1.0	22.284	C
C-AB	34.72	34.72	229.82	0.151	34.31	0.0	0.4	4.605	A
C-A	133.28	133.28			133.28				
A-B	14.00	14.00			14.00				
A-C	83.00	83.00			83.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46.00	46.00	80.19	0.574	45.76	1.0	1.3	25.913	D
C-AB	36.61	36.61	207.25	0.177	36.53	0.4	0.5	5.285	A
C-A	109.39	109.39			109.39				
A-B	13.00	13.00			13.00				
A-C	120.00	120.00			120.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47.00	47.00	78.47	0.599	46.86	1.3	1.4	28.264	D
C-AB	23.79	23.79	199.62	0.119	23.99	0.5	0.3	5.140	A
C-A	108.21	108.21			108.21				
A-B	12.00	12.00			12.00				
A-C	123.00	123.00			123.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35.00	35.00	84.44	0.414	35.69	1.4	0.7	18.702	C
C-AB	23.66	23.66	197.97	0.120	23.66	0.3	0.3	5.171	A
C-A	107.34	107.34			107.34				
A-B	11.00	11.00			11.00				
A-C	129.00	129.00			129.00				

2040 with dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2040 with dev	PM	DIRECT	16:45	17:45	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	11.00	112.00
	B	9.00	0.00	17.00
	C	134.00	16.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	12.00	123.00
	B	12.00	0.00	13.00
	C	117.00	24.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	18.00	119.00
	B	8.00	0.00	12.00
	C	105.00	18.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	13.00	104.00
	B	15.00	0.00	16.00
	C	138.00	18.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.38	17.79	0.6	C	25.50	102.00
C-AB	0.31	6.68	0.8	A	49.55	198.20
C-A					92.95	371.80
A-B					13.50	54.00
A-C					114.50	458.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26.00	26.00	87.64	0.297	25.59	0.0	0.4	14.412	B
C-AB	44.45	44.45	209.35	0.212	43.87	0.0	0.6	5.440	A
C-A	105.55	105.55			105.55				
A-B	11.00	11.00			11.00				
A-C	112.00	112.00			112.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25.00	25.00	77.61	0.322	24.95	0.4	0.5	17.067	C
C-AB	60.37	60.37	195.27	0.309	60.11	0.6	0.8	6.684	A
C-A	80.63	80.63			80.63				
A-B	12.00	12.00			12.00				
A-C	123.00	123.00			123.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20.00	20.00	84.54	0.237	20.15	0.5	0.3	14.011	B
C-AB	41.85	41.85	186.22	0.225	42.12	0.8	0.6	6.283	A
C-A	81.15	81.15			81.15				
A-B	18.00	18.00			18.00				
A-C	119.00	119.00			119.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31.00	31.00	81.03	0.383	30.71	0.3	0.6	17.788	C
C-AB	51.53	51.53	213.43	0.241	51.43	0.6	0.7	5.578	A
C-A	104.47	104.47			104.47				
A-B	13.00	13.00			13.00				
A-C	104.00	104.00			104.00				

APPENDIX F – TRANSYT RESULTS

TRANSYT 15
Version: 15.5.2.7994 © Copyright TRL Limited, 2018
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Filename: Eastern Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 24/11/2023 15:05:00

«A1 - Analysis : D1 - AM 2023* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D1 - AM 2023*

Signal Timings

Network Default: 180s cycle time; 180 steps

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			8			8	20		
	B								6	
	C	8				8	8	20		
	D									6
	E			8				20		
	F	8		8				20		
	G	20		20		20	20			
	H		6							
	I				6					

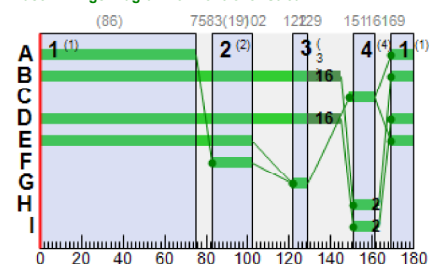
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,E,D,B	169	75	86	1	7
	2	✓	2	F,E,D,B	83	102	19	1	7
	3	✓	3	G,D,B	122	129	7	1	7
	4	✓	4	C,H,I	151	161	10	1	5

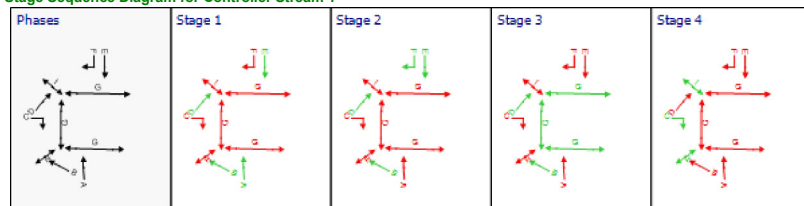
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	2		1	A	169	75	86
5	2		1	C	149	161	12
6	1		1	D	169	145	156
7	1		1	B	169	145	156
8	1		1	E	169	102	113
8	3		1	F	83	102	19

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	209			0.00	47	92	59.29	30.77	64.02	31.67	100	100	0.00	108.19	
2	1	R104 (1)				56			0.00	13	577	12.12	0.12	0.00	0.01	100	100	0.00	0.11	
	2	R104 (2)				26			0.00	6	1486	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					463			0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	53			0.00	84	7	115.59	101.78	107.49	13.32	100	100	0.00	87.56	
6	1	R104 (3)		1	D	30			0.00	8	988	16.06	1.66	12.70	0.94	100	100	0.00	0.98	
7	1	R108 (south 2)		1	B	53			0.00	15	514	32.22	1.81	13.41	1.80	100	100	0.00	1.86	
8	1	R108 (north 2)		1	E	410 <			0.00	69	31	33.79	21.79	61.23	57.07 +	100	100	0.00	153.64	
	3	R108 (north 3)		1	F	60			0.00	73	24	95.25	83.22	98.14	15.75	100	100	0.00	82.07	
9	1	R108 (north 1)				471			46.00	48	86	14.48	0.39	0.00	0.22	100	100	0.00	2.93	
10	2					239			13.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					113			0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2391.30	108.67	28.99	411.69	25.67	0.00	437.36
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2391.30	108.67	28.99	411.69	25.67	0.00	437.36

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	202	1040	86	0.00	40	124	58.94	30.42	63.36	25.95	100	100	0.00	103.37	
2	1	R104 (1)				49	485	180	0.00	10	791	12.10	0.10	0.00	0.01	100	100	0.00	0.08	
	2	R104 (2)				24	520	180	0.00	5	1850	12.04	0.04	0.00	0.00	100	100	0.00	0.02	
3	2					456	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	48	968	12	0.00	69	31	108.50	94.10	103.43	10.00	100	100	0.00	73.76	
6	1	R104 (3)		1	D	25	485	156	0.00	6	1423	16.03	1.63	12.66	0.67	100	100	0.00	0.80	
7	1	R108 (south 2)		1	B	62	485	156	0.00	15	514	32.28	1.87	13.76	1.80	100	100	0.00	2.26	
8	1	R108 (north 2)		1	E	408 <	1005	113	0.00	64	40	33.62	21.62	60.82	50.89 +	100	100	0.00	151.61	
	3	R108 (north 3)		1	F	77	956	19	0.00	73	24	99.44	87.44	101.07	15.75	100	100	0.00	110.13	
9	1	R108 (north 1)				485	1005	180	36.00	48	86	14.50	0.42	0.00	0.22	100	100	0.00	3.19	
10	2					227	Unrestricted	180	13.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					139	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2422.73	110.29	21.97	29.53	419.37	25.84	0.00	445.21

Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2422.73	110.29	21.97	29.53	419.37	25.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	445.21

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	194	1040	86	0.00	39	133	58.62	30.10	62.75	24.70	100	100	0.00	98.24	
2	1	R104 (1)				61	485	180	0.00	13	616	12.13	0.13	0.00	0.01	100	100	0.00	0.13	
	2	R104 (2)				27	520	180	0.00	5	1633	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					464	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	54	968	12	0.00	77	16	114.81	101.13	107.06	11.66	100	100	0.00	89.06	
6	1	R104 (3)		1	D	34	485	156	0.00	8	1020	16.08	1.68	12.73	0.91	100	100	0.00	1.12	
7	1	R108 (south 2)		1	B	51	485	156	0.00	12	647	32.20	1.79	13.29	1.42	100	100	0.00	1.78	
8	1	R108 (north 2)		1	E	410 <	1005	113	0.00	64	40	33.71	21.72	61.08	51.15 +	100	100	0.00	153.05	
	3	R108 (north 3)		1	F	64	956	19	0.00	60	49	94.96	82.96	98.04	12.64	100	100	0.00	86.92	
9	1	R108 (north 1)				474	1005	180	36.00	47	91	14.48	0.40	0.00	0.21	100	100	0.00	2.99	
10	2					228	Unrestricted	180	9.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					115	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2369.08	107.66	22.01	28.74	408.04	25.27	0.00	433.31
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2369.08	107.66	22.01	28.74	408.04	25.27	0.00	433.31

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	204	1040	86	0.00	41	122	59.02	30.50	63.45	26.20	100	100	0.00	104.66	
2	1	R104 (1)				65	485	180	0.00	13	577	12.14	0.14	0.00	0.01	100	100	0.00	0.14	
	2	R104 (2)				30	520	180	0.00	6	1486	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					445	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	59	968	12	0.00	84	7	123.05	110.07	111.69	13.32	100	100	0.00	105.77	
6	1	R104 (3)		1	D	35	485	156	0.00	8	988	16.09	1.69	12.73	0.94	100	100	0.00	1.15	
7	1	R108 (south 2)		1	B	45	485	156	0.00	11	746	32.16	1.75	13.21	1.26	100	100	0.00	1.54	
8	1	R108 (north 2)		1	E	386 <	1005	113	0.00	61	48	32.74	20.74	58.60	46.36 +	100	100	0.00	137.66	
	3	R108 (north 3)		1	F	63	956	19	0.00	59	52	94.51	82.37	97.79	12.42	100	100	0.00	84.97	
9	1	R108 (north 1)				449	1005	180	27.00	45	101	14.44	0.36	0.00	0.18	100	100	0.00	2.56	
10	2					239	Unrestricted	180	8.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					108	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2321.45	106.44	21.81	29.14	413.73	24.75	0.00	438.48
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2321.45	106.44	21.81	29.14	413.73	24.75	0.00	438.48

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	236	1040	86	0.00	47	92	60.39	31.87	66.14	31.67	100	100	0.00	126.49
2	1	R104 (1)				51	485	180	0.00	11	756	12.11	0.11	0.00	0.01	100	100	0.00	0.09
	2	R104 (2)				25	520	180	0.00	5	1772	12.04	0.04	0.00	0.00	100	100	0.00	0.02
3	2					487	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	50	968	12	0.00	72	26	114.45	100.08	106.89	10.80	100	100	0.00	81.64
6	1	R104 (3)		1	D	26	485	156	0.00	6	1364	16.03	1.63	12.68	0.70	100	100	0.00	0.84
7	1	R108 (south 2)		1	B	53	485	156	0.00	13	618	32.21	1.81	13.30	1.48	100	100	0.00	1.86
8	1	R108 (north 2)		1	E	437 <	1005	113	0.00	69	31	34.94	22.94	64.09	57.07 +	100	100	0.00	172.24
	3	R108 (north 3)		1	F	37	956	19	0.00	35	158	88.29	76.31	92.84	6.92	100	100	0.00	46.27
9	1	R108 (north 1)				474	1005	180	46.00	47	91	14.48	0.40	0.00	0.21	100	100	0.00	2.99
10	2					262	Unrestricted	180	13.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					90	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2451.94	110.29	22.23	28.57	405.64	26.80	0.00	432.44
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2451.94	110.29	22.23	28.57	405.64	26.80	0.00	432.44

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Eastern Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 11:41:22

«A1 - Analysis : D3 - AM 2025 no dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D3 - AM 2025 no dev*

Signal Timings

Network Default: 180s cycle time; 180 steps

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			8			8	20		
	B								6	
	C	8				8	8	20		
	D									6
	E			8				20		
	F	8		8				20		
	G	20		20		20	20			
	H		6							
	I				6					

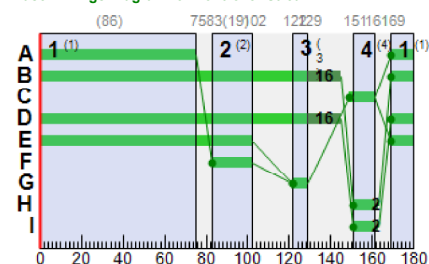
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,E,D,B	169	75	86	1	7
	2	✓	2	F,E,D,B	83	102	19	1	7
	3	✓	3	G,D,B	122	129	7	1	7
	4	✓	4	C,H,I	151	161	10	1	5

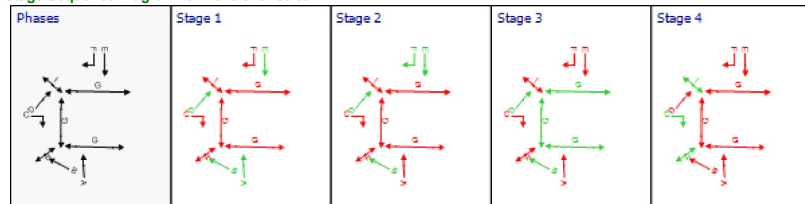
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	2		1	A	169	75	86
5	2		1	C	149	161	12
6	1		1	D	169	145	156
7	1		1	B	169	145	156
8	1		1	E	169	102	113
8	3		1	F	83	102	19

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	215			0.00	48	86	59.55	31.03	64.48	32.89	100	100	0.00	112.21	
2	1	R104 (1)				58			0.00	14	556	12.13	0.13	0.00	0.01	100	100	0.00	0.12	
	2	R104 (2)				27			0.00	6	1434	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					476			0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	54			0.00	87	3	118.16	104.50	109.05	14.13	100	100	0.00	92.42	
6	1	R104 (3)		1	D	31			0.00	9	958	16.07	1.67	12.71	0.96	100	100	0.00	1.01	
7	1	R108 (south 2)		1	B	54			0.00	15	495	32.22	1.82	13.44	1.86	100	100	0.00	1.91	
8	1	R108 (north 2)		1	E	422 <			0.00	71	28	34.31	22.32	62.52	60.20 +	100	100	0.00	161.82	
	3	R108 (north 3)		1	F	62			0.00	74	21	96.00	83.96	98.61	16.24	100	100	0.00	85.19	
9	1	R108 (north 1)				484			51.00	50	81	14.50	0.42	0.00	0.24	100	100	0.00	3.18	
10	2					246			13.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					116			0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2459.38	112.30	30.36	431.11	26.78	0.00	457.89
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2459.38	112.30	30.36	431.11	26.78	0.00	457.89

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	208	1040	86	0.00	41	117	59.18	30.66	63.85	26.95	100	100	0.00	107.29	
2	1	R104 (1)				51	485	180	0.00	10	764	12.11	0.11	0.00	0.01	100	100	0.00	0.09	
	2	R104 (2)				25	520	180	0.00	5	1810	12.04	0.04	0.00	0.00	100	100	0.00	0.02	
3	2					469	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	49	968	12	0.00	70	28	109.32	94.92	103.83	10.25	100	100	0.00	75.93	
6	1	R104 (3)		1	D	26	485	156	0.00	6	1364	16.03	1.63	12.68	0.70	100	100	0.00	0.84	
7	1	R108 (south 2)		1	B	64	485	156	0.00	15	495	32.29	1.89	13.80	1.86	100	100	0.00	2.35	
8	1	R108 (north 2)		1	E	420 <	1005	113	0.00	66	36	34.14	22.14	62.15	53.37 +	100	100	0.00	159.83	
	3	R108 (north 3)		1	F	79	956	19	0.00	74	21	100.48	88.48	101.96	16.24	100	100	0.00	114.33	
9	1	R108 (north 1)				499	1005	180	40.00	50	81	14.52	0.44	0.00	0.24	100	100	0.00	3.47	
10	2					234	Unrestricted	180	13.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					143	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2493.42	113.90	21.89	30.79	437.18	26.95	0.00	464.13

Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2493.42	113.90	21.89	30.79	437.18	26.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	464.13

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	199	1040	86	0.00	40	127	58.82	30.30	62.95	25.34	100	100	0.00	101.41	
2	1	R104 (1)				63	485	180	0.00	13	593	12.14	0.14	0.00	0.01	100	100	0.00	0.14	
	2	R104 (2)				28	520	180	0.00	5	1571	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					478	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	56	968	12	0.00	80	12	117.43	103.83	108.84	12.31	100	100	0.00	94.80	
6	1	R104 (3)		1	D	35	485	156	0.00	8	988	16.09	1.69	12.73	0.94	100	100	0.00	1.15	
7	1	R108 (south 2)		1	B	52	485	156	0.00	12	632	32.20	1.80	13.30	1.45	100	100	0.00	1.82	
8	1	R108 (north 2)		1	E	422 <	1005	113	0.00	66	36	34.24	22.25	62.38	53.63 +	100	100	0.00	161.34	
	3	R108 (north 3)		1	F	66	956	19	0.00	62	45	95.72	83.72	98.37	13.08	100	100	0.00	90.43	
9	1	R108 (north 1)				488	1005	180	41.00	49	85	14.50	0.42	0.00	0.23	100	100	0.00	3.26	
10	2					234	Unrestricted	180	8.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					118	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2436.48	111.30	21.89	30.14	428.01	26.37	0.00	454.38
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2436.48	111.30	21.89	30.14	428.01	26.37	0.00	454.38

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	210	1040	86	0.00	42	115	59.27	30.75	63.97	27.22	100	100	0.00	108.62	
2	1	R104 (1)				67	485	180	0.00	14	556	12.15	0.15	0.00	0.01	100	100	0.00	0.15	
	2	R104 (2)				31	520	180	0.00	6	1434	12.05	0.05	0.00	0.00	100	100	0.00	0.03	
3	2					458	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	61	968	12	0.00	87	3	127.54	114.89	114.37	14.13	100	100	0.00	114.07	
6	1	R104 (3)		1	D	36	485	156	0.00	9	958	16.09	1.69	12.73	0.96	100	100	0.00	1.19	
7	1	R108 (south 2)		1	B	46	485	156	0.00	11	728	32.16	1.76	13.23	1.28	100	100	0.00	1.58	
8	1	R108 (north 2)		1	E	397 <	1005	113	0.00	62	44	33.18	21.18	59.69	48.60 +	100	100	0.00	144.54	
	3	R108 (north 3)		1	F	65	956	19	0.00	61	47	95.22	83.06	98.15	12.85	100	100	0.00	88.38	
9	1	R108 (north 1)				462	1005	180	32.00	46	96	14.46	0.38	0.00	0.20	100	100	0.00	2.78	
10	2					246	Unrestricted	180	8.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					111	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2388.77	110.19	21.68	30.67	435.49	25.86	0.00	461.34
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2388.77	110.19	21.68	30.67	435.49	25.86	0.00	461.34

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	243	1040	86	0.00	48	86	60.71	32.19	66.73	32.89	100	100	0.00	131.54
2	1	R104 (1)				53	485	180	0.00	11	731	12.11	0.11	0.00	0.01	100	100	0.00	0.09
	2	R104 (2)				26	520	180	0.00	5	1735	12.04	0.04	0.00	0.00	100	100	0.00	0.02
3	2					500	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	51	968	12	0.00	73	23	116.25	102.03	107.92	11.11	100	100	0.00	84.86
6	1	R104 (3)		1	D	27	485	156	0.00	6	1310	16.04	1.64	12.70	0.72	100	100	0.00	0.87
7	1	R108 (south 2)		1	B	54	485	156	0.00	13	605	32.22	1.81	13.31	1.51	100	100	0.00	1.90
8	1	R108 (north 2)		1	E	449 <	1005	113	0.00	71	28	35.54	23.55	65.51	60.20 +	100	100	0.00	181.56
	3	R108 (north 3)		1	F	38	956	19	0.00	36	151	88.47	76.49	92.89	7.11	100	100	0.00	47.63
9	1	R108 (north 1)				487	1005	180	51.00	48	86	14.50	0.42	0.00	0.23	100	100	0.00	3.23
10	2					270	Unrestricted	180	12.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					92	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2518.85	113.79	22.14	29.84	423.77	27.95	0.00	451.71
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2518.85	113.79	22.14	29.84	423.77	27.95	0.00	451.71

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 14:36:12

«A1 - Analysis : D5 - AM 2025 with dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D5 - AM 2025 with dev*

Signal Timings

Network Default: 180s cycle time; 180 steps

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			8			8	20		
	B								6	
	C	8				8	8	20		
	D									6
	E			8				20		
	F	8		8				20		
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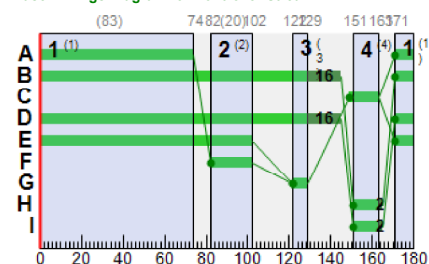
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,E,D,B	171	74	83	1	7
	2	✓	2	F,E,D,B	82	102	20	1	7
	3	✓	3	G,D,B	122	129	7	1	7
	4	✓	4	C,H,I	151	163	12	1	5

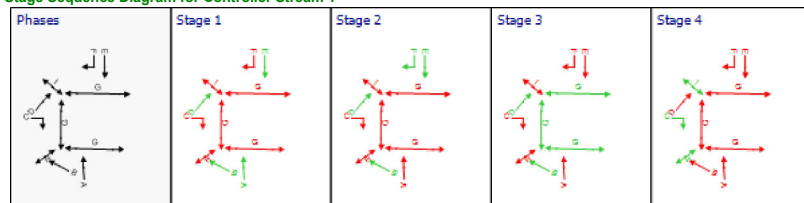
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	2		1	A	171	74	83
5	2		1	C	149	163	14
6	1		1	D	171	145	154
7	1		1	B	171	145	154
8	1		1	E	171	102	111
8	3		1	F	82	102	20

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	215			0.00	50	80	61.61	33.09	66.61	34.00	100	100	0.00	119.43	
2	1	R104 (1)				66			0.00	15	490	12.15	0.15	0.00	0.01	100	100	0.00	0.15	
	2	R104 (2)				31			0.00	7	1276	12.05	0.05	0.00	0.00	100	100	0.00	0.03	
3	2					484			0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	62			0.00	84	7	112.88	99.05	106.56	15.16	100	100	0.00	99.81	
6	1	R104 (3)		1	D	35			0.00	10	840	16.38	1.98	14.08	1.21	100	100	0.00	1.34	
7	1	R108 (south 2)		1	B	58			0.00	16	453	32.56	2.15	14.84	2.21	100	100	0.00	2.39	
8	1	R108 (north 2)		1	E	422 <			0.00	72	25	35.70	23.71	64.50	61.76 +	100	100	0.00	171.50	
	3	R108 (north 3)		1	F	67			0.00	75	19	95.41	83.37	98.56	17.26	100	100	0.00	90.76	
9	1	R108 (north 1)				489			55.00	50	79	14.50	0.42	0.00	0.25	100	100	0.00	3.27	
10	2					250			13.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					124			0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2519.47	116.38	32.44	460.58	28.10	0.00	488.68
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2519.47	116.38	32.44	460.58	28.10	0.00	488.68

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	208	1040	83	0.00	43	110	61.21	32.69	65.77	27.66	100	100	0.00	114.15	
2	1	R104 (1)				59	485	180	0.00	12	646	12.13	0.13	0.00	0.01	100	100	0.00	0.12	
	2	R104 (2)				29	520	180	0.00	5	1542	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					477	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	57	968	14	0.00	71	27	106.76	92.36	103.08	11.84	100	100	0.00	86.01	
6	1	R104 (3)		1	D	30	485	154	0.00	7	1153	16.34	1.94	13.83	0.87	100	100	0.00	1.13	
7	1	R108 (south 2)		1	B	68	485	154	0.00	16	453	32.63	2.23	15.14	2.21	100	100	0.00	2.91	
8	1	R108 (north 2)		1	E	420 <	1005	111	0.00	67	34	35.52	23.52	64.11	54.81 +	100	100	0.00	169.36	
	3	R108 (north 3)		1	F	84	956	20	0.00	75	19	99.94	87.94	101.90	17.26	100	100	0.00	120.84	
9	1	R108 (north 1)				504	1005	180	43.00	50	79	14.53	0.45	0.00	0.25	100	100	0.00	3.57	
10	2					238	Unrestricted	180	13.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					152	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)

Normal traffic	2557.43	118.33	21.61	33.08	469.77	28.33	0.00	498.10
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2557.43	118.33	21.61	33.08	469.77	28.33	0.00	498.10

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	2	R108 (south 1)		1	A	199	1040	83	0.00	41	119	60.83	32.31	65.15	26.23	100	100	0.00	107.93	
2	1	R104 (1)				71	485	180	0.00	15	515	12.16	0.16	0.00	0.01	100	100	0.00	0.18	
	2	R104 (2)				32	520	180	0.00	6	1363	12.06	0.06	0.00	0.00	100	100	0.00	0.03	
3	2					486	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	64	968	14	0.00	79	13	113.23	99.52	106.79	13.78	100	100	0.00	103.92	
6	1	R104 (3)		1	D	39	485	154	0.00	9	864	16.40	2.00	14.25	1.17	100	100	0.00	1.51	
7	1	R108 (south 2)		1	B	56	485	154	0.00	13	571	32.54	2.13	14.83	1.75	100	100	0.00	2.30	
8	1	R108 (north 2)		1	E	422 <	1005	111	0.00	67	33	35.62	23.63	64.32	55.55 +	100	100	0.00	170.98	
	3	R108 (north 3)		1	F	71	956	20	0.00	64	41	95.33	83.33	98.45	14.08	100	100	0.00	96.85	
9	1	R108 (north 1)				493	1005	180	45.00	49	83	14.51	0.43	0.00	0.24	100	100	0.00	3.36	
10	2					238	Unrestricted	180	9.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					127	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2500.49	115.64	21.62	32.35	459.32	27.74	0.00	487.06
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2500.49	115.64	21.62	32.35	459.32	27.74	0.00	487.06

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	2	R108 (south 1)		1	A	210	1040	83	0.00	43	108	61.30	32.79	66.12	28.16	100	100	0.00	115.59	
2	1	R104 (1)				74	485	180	0.00	15	490	12.17	0.17	0.00	0.01	100	100	0.00	0.20	
	2	R104 (2)				34	520	180	0.00	7	1276	12.06	0.06	0.00	0.00	100	100	0.00	0.03	
3	2					465	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	68	968	14	0.00	84	7	119.38	106.38	110.36	15.16	100	100	0.00	117.90	
6	1	R104 (3)		1	D	40	485	154	0.00	10	840	16.41	2.01	14.29	1.21	100	100	0.00	1.56	
7	1	R108 (south 2)		1	B	50	485	154	0.00	12	652	32.49	2.08	14.42	1.51	100	100	0.00	2.01	
8	1	R108 (north 2)		1	E	397 <	1005	111	0.00	63	42	34.50	22.49	61.62	49.96 +	100	100	0.00	153.14	
	3	R108 (north 3)		1	F	69	956	20	0.00	62	45	94.51	82.35	98.05	13.63	100	100	0.00	93.05	
9	1	R108 (north 1)				466	1005	180	35.00	46	94	14.47	0.39	0.00	0.20	100	100	0.00	2.85	
10	2					250	Unrestricted	180	8.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	

13	1				119	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2446.63	113.81	21.50	32.34	459.28	27.04	0.00	486.32
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2446.63	113.81	21.50	32.34	459.28	27.04	0.00	486.32

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	243	1040	83	0.00	50	80	62.85	34.33	68.94	34.00	100	100	0.00	140.04
2	1	R104 (1)				60	485	180	0.00	12	628	12.13	0.13	0.00	0.01	100	100	0.00	0.12
	2	R104 (2)				29	520	180	0.00	6	1514	12.05	0.05	0.00	0.00	100	100	0.00	0.02
3	2					507	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	58	968	14	0.00	72	25	110.89	96.52	105.28	12.31	100	100	0.00	91.39
6	1	R104 (3)		1	D	31	485	154	0.00	7	1113	16.35	1.95	13.84	0.90	100	100	0.00	1.17
7	1	R108 (south 2)		1	B	57	485	154	0.00	14	559	32.55	2.14	14.86	1.78	100	100	0.00	2.35
8	1	R108 (north 2)		1	E	449 <	1005	111	0.00	72	25	37.02	25.03	67.58	61.76 +	100	100	0.00	192.52
	3	R108 (north 3)		1	F	42	956	20	0.00	38	139	87.94	75.96	92.92	7.86	100	100	0.00	52.30
9	1	R108 (north 1)				491	1005	180	55.00	49	84	14.51	0.43	0.00	0.23	100	100	0.00	3.31
10	2					274	Unrestricted	180	12.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					99	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2573.33	117.74	21.86	31.97	453.94	29.28	0.00	483.22
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2573.33	117.74	21.86	31.97	453.94	29.28	0.00	483.22

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Eastern Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 11:42:56

«A1 - Analysis : D7 - AM 2030 no dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D7 - AM 2030 no dev*

Signal Timings

Network Default: 180s cycle time; 180 steps

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			8			8	20		
	B								6	
	C	8				8	8	20		
	D									6
	E			8				20		
	F	8		8				20		
	G	20		20		20	20			
	H		6							
	I				6					

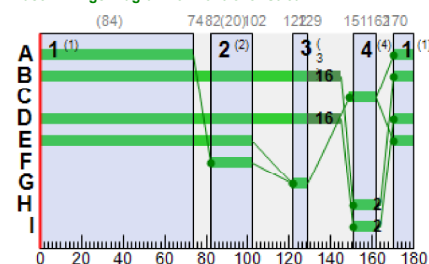
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,E,D,B	170	74	84	1	7
	2	✓	2	F,E,D,B	82	102	20	1	7
	3	✓	3	G,D,B	122	129	7	1	7
	4	✓	4	C,H,I	151	162	11	1	5

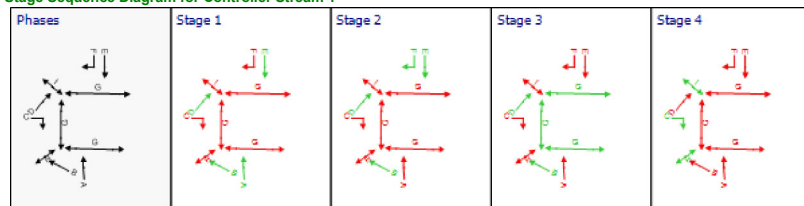
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	2		1	A	170	74	84
5	2		1	C	149	162	13
6	1		1	D	170	145	155
7	1		1	B	170	145	155
8	1		1	E	170	102	112
8	3		1	F	82	102	20

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	2	R108 (south 1)		1	A	231			0.00	53	70	61.62	33.11	67.21	36.70	100	100	0.00	128.17	
2	1	R104 (1)				63			0.00	15	510	12.14	0.14	0.00	0.01	100	100	0.00	0.14	
	2	R104 (2)				29			0.00	6	1340	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					511			0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	58			0.00	86	4	115.73	101.98	107.73	14.76	100	100	0.00	96.87	
6	1	R104 (3)		1	D	34			0.00	9	870	16.22	1.82	13.42	1.13	100	100	0.00	1.19	
7	1	R108 (south 2)		1	B	58			0.00	16	456	32.40	2.00	14.21	2.06	100	100	0.00	2.24	
8	1	R108 (north 2)		1	E	453 <			0.00	76	18	36.58	24.59	67.22	69.76 +	100	100	0.00	190.79	
	3	R108 (north 3)		1	F	67			0.00	76	18	95.60	83.56	98.67	17.51	100	100	0.00	90.96	
9	1	R108 (north 1)				519			66.00	53	69	14.56	0.48	0.00	0.30	100	100	0.00	3.93	
10	2					264			13.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					125			0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2638.36	122.00	34.10	484.21	30.10	0.00	514.31
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2638.36	122.00	34.10	484.21	30.10	0.00	514.31

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	2	R108 (south 1)		1	A	223	1040	84	0.00	45	98	61.19	32.67	66.33	29.92	100	100	0.00	122.37	
2	1	R104 (1)				55	485	180	0.00	11	701	12.12	0.12	0.00	0.01	100	100	0.00	0.10	
	2	R104 (2)				27	520	180	0.00	5	1666	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					503	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	53	968	13	0.00	70	28	108.01	93.61	103.45	11.05	100	100	0.00	81.03	
6	1	R104 (3)		1	D	28	485	155	0.00	7	1251	16.19	1.79	13.27	0.78	100	100	0.00	0.98	
7	1	R108 (south 2)		1	B	68	485	155	0.00	16	456	32.47	2.07	14.43	2.06	100	100	0.00	2.71	
8	1	R108 (north 2)		1	E	450 <	1005	112	0.00	71	26	36.32	24.32	66.68	61.37 +	100	100	0.00	187.75	
	3	R108 (north 3)		1	F	85	956	20	0.00	76	18	100.48	88.48	102.20	17.51	100	100	0.00	123.01	
9	1	R108 (north 1)				535	1005	180	54.00	53	69	14.59	0.51	0.00	0.30	100	100	0.00	4.29	
10	2					251	Unrestricted	180	13.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					153	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2673.01	123.75	21.60	34.65	492.00	30.25	0.00	522.25

Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2673.01	123.75	21.60	34.65	492.00	30.25	0.00	522.25	

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	214	1040	84	0.00	44	107	60.80	32.28	65.69	28.46	100	100	0.00	116.03
2	1	R104 (1)				68	485	180	0.00	14	542	12.15	0.15	0.00	0.01	100	100	0.00	0.16
	2	R104 (2)				30	520	180	0.00	6	1460	12.05	0.05	0.00	0.00	100	100	0.00	0.03
3	2					512	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	60	968	13	0.00	80	13	115.21	101.56	107.51	13.01	100	100	0.00	99.38
6	1	R104 (3)		1	D	38	485	155	0.00	9	896	16.24	1.84	13.43	1.10	100	100	0.00	1.36
7	1	R108 (south 2)		1	B	56	485	155	0.00	13	576	32.38	1.98	14.18	1.69	100	100	0.00	2.14
8	1	R108 (north 2)		1	E	452 <	1005	112	0.00	72	26	36.44	24.46	66.95	61.66 +	100	100	0.00	189.63
	3	R108 (north 3)		1	F	71	956	20	0.00	64	41	95.33	83.34	98.45	14.08	100	100	0.00	96.86
9	1	R108 (north 1)				523	1005	180	54.00	52	73	14.57	0.49	0.00	0.28	100	100	0.00	4.01
10	2					252	Unrestricted	180	8.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					127	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2615.59	120.93	21.63	33.80	479.97	29.62	0.00	509.60
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2615.59	120.93	21.63	33.80	479.97	29.62	0.00	509.60

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	225	1040	84	0.00	46	96	61.28	32.77	66.63	30.44	100	100	0.00	123.84
2	1	R104 (1)				72	485	180	0.00	15	510	12.16	0.16	0.00	0.01	100	100	0.00	0.18
	2	R104 (2)				33	520	180	0.00	6	1340	12.06	0.06	0.00	0.00	100	100	0.00	0.03
3	2					491	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	65	968	13	0.00	86	4	123.90	111.06	112.35	14.76	100	100	0.00	117.56
6	1	R104 (3)		1	D	39	485	155	0.00	9	870	16.25	1.85	13.61	1.13	100	100	0.00	1.41
7	1	R108 (south 2)		1	B	50	485	155	0.00	12	657	32.34	1.93	13.85	1.45	100	100	0.00	1.87
8	1	R108 (north 2)		1	E	426 <	1005	112	0.00	68	33	35.15	23.14	63.82	55.62 +	100	100	0.00	169.15
	3	R108 (north 3)		1	F	69	956	20	0.00	62	45	94.51	82.35	98.05	13.63	100	100	0.00	93.05
9	1	R108 (north 1)				495	1005	180	45.00	49	83	14.52	0.44	0.00	0.24	100	100	0.00	3.40
10	2					264	Unrestricted	180	8.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					119	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2561.74	119.21	21.49	33.92	481.66	28.82	0.00	510.48
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2561.74	119.21	21.49	33.92	481.66	28.82	0.00	510.48

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	260	1040	84	0.00	53	70	62.97	34.45	69.71	36.70	100	100	0.00	150.43	
2	1	R104 (1)				57	485	180	0.00	12	673	12.12	0.12	0.00	0.01	100	100	0.00	0.11	
	2	R104 (2)				28	520	180	0.00	5	1602	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					537	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	55	968	13	0.00	73	23	114.09	99.78	106.63	11.83	100	100	0.00	89.53	
6	1	R104 (3)		1	D	29	485	155	0.00	7	1204	16.19	1.79	13.27	0.81	100	100	0.00	1.01	
7	1	R108 (south 2)		1	B	58	485	155	0.00	14	552	32.40	1.99	14.27	1.75	100	100	0.00	2.24	
8	1	R108 (north 2)		1	E	482 <	1005	112	0.00	76	18	38.21	26.23	70.99	69.76 +	100	100	0.00	216.62	
	3	R108 (north 3)		1	F	41	956	20	0.00	37	145	87.76	75.78	92.77	7.67	100	100	0.00	50.93	
9	1	R108 (north 1)				523	1005	180	66.00	52	73	14.56	0.49	0.00	0.28	100	100	0.00	4.00	
10	2					289	Unrestricted	180	12.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					99	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2703.10	124.11	21.78	34.03	483.19	31.71	0.00	514.89
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2703.10	124.11	21.78	34.03	483.19	31.71	0.00	514.89

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Eastern Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 11:43:32

«A1 - Analysis : D9 - AM 2030 with dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D9 - AM 2030 with dev*

Signal Timings

Network Default: 180s cycle time; 180 steps

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			8			8	20		
	B								6	
	C	8				8	8	20		
	D									6
	E			8				20		
	F	8		8				20		
	G	20		20		20	20			
	H		6							
	I				6					

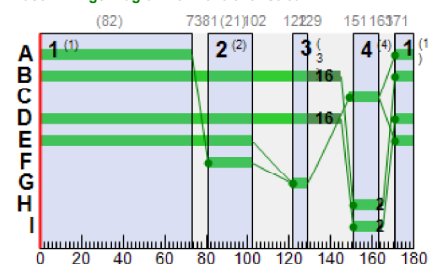
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,E,D,B	171	73	82	1	7
	2	✓	2	F,E,D,B	81	102	21	1	7
	3	✓	3	G,D,B	122	129	7	1	7
	4	✓	4	C,H,I	151	163	12	1	5

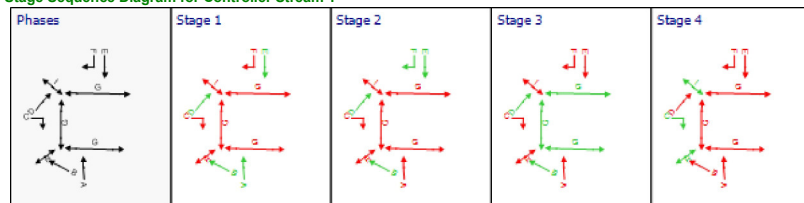
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	2		1	A	171	73	82
5	2		1	C	149	163	14
6	1		1	D	171	145	154
7	1		1	B	171	145	154
8	1		1	E	171	102	111
8	3		1	F	81	102	21

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	231			0.00	54	66	63.06	34.54	68.69	37.59	100	100	0.00	133.55	
2	1	R104 (1)				70			0.00	16	453	12.16	0.16	0.00	0.02	100	100	0.00	0.18	
	2	R104 (2)				33			0.00	7	1200	12.06	0.06	0.00	0.00	100	100	0.00	0.03	
3	2					518			0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	66			0.00	89	1	118.68	105.14	109.89	16.77	100	100	0.00	112.70	
6	1	R104 (3)		1	D	38			0.00	10	774	16.40	2.00	14.13	1.30	100	100	0.00	1.45	
7	1	R108 (south 2)		1	B	62			0.00	17	422	32.59	2.19	15.03	2.34	100	100	0.00	2.60	
8	1	R108 (north 2)		1	E	453 <			0.00	77	17	37.34	25.35	68.26	70.88 +	100	100	0.00	196.46	
	3	R108 (north 3)		1	F	71			0.00	77	17	94.99	82.96	98.49	18.53	100	100	0.00	96.44	
9	1	R108 (north 1)				524			68.00	54	68	14.57	0.49	0.00	0.31	100	100	0.00	4.03	
10	2					268			12.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					133			0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2698.44	126.23	36.35	516.13	31.30	0.00	547.43
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2698.44	126.23	36.35	516.13	31.30	0.00	547.43

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	223	1040	82	0.00	47	94	62.60	34.08	67.91	30.68	100	100	0.00	127.52	
2	1	R104 (1)				63	485	180	0.00	13	598	12.14	0.14	0.00	0.01	100	100	0.00	0.14	
	2	R104 (2)				31	520	180	0.00	6	1434	12.05	0.05	0.00	0.00	100	100	0.00	0.03	
3	2					511	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	61	968	14	0.00	76	19	109.85	95.45	104.94	12.93	100	100	0.00	95.08	
6	1	R104 (3)		1	D	32	485	154	0.00	8	1075	16.36	1.96	13.84	0.93	100	100	0.00	1.21	
7	1	R108 (south 2)		1	B	72	485	154	0.00	17	422	32.67	2.27	15.42	2.34	100	100	0.00	3.13	
8	1	R108 (north 2)		1	E	450 <	1005	111	0.00	72	25	37.07	25.07	67.70	62.41 +	100	100	0.00	193.30	
	3	R108 (north 3)		1	F	90	956	21	0.00	77	17	99.90	87.90	102.15	18.53	100	100	0.00	129.44	
9	1	R108 (north 1)				540	1005	180	56.00	54	68	14.60	0.52	0.00	0.31	100	100	0.00	4.41	
10	2					255	Unrestricted	180	12.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					162	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2737.01	128.05	21.37	36.81	522.77	31.48	0.00	554.24

Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2737.01	128.05	21.37	36.81	522.77	31.48	0.00	0.00	554.24									

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	214	1040	82	0.00	45	102	62.19	33.67	67.08	29.19	100	100	0.00	120.87
2	1	R104 (1)				76	485	180	0.00	16	474	12.17	0.17	0.00	0.01	100	100	0.00	0.21
	2	R104 (2)				34	520	180	0.00	7	1276	12.06	0.06	0.00	0.00	100	100	0.00	0.03
3	2					520	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	68	968	14	0.00	84	7	118.55	105.18	109.93	15.10	100	100	0.00	116.59
6	1	R104 (3)		1	D	42	485	154	0.00	10	795	16.43	2.03	14.34	1.27	100	100	0.00	1.65
7	1	R108 (south 2)		1	B	60	485	154	0.00	14	526	32.57	2.17	14.92	1.88	100	100	0.00	2.50
8	1	R108 (north 2)		1	E	452 <	1005	111	0.00	72	25	37.20	25.22	68.00	62.70 +	100	100	0.00	195.26
	3	R108 (north 3)		1	F	76	956	21	0.00	65	38	94.93	82.93	98.51	15.08	100	100	0.00	103.20
9	1	R108 (north 1)				528	1005	180	56.00	53	71	14.58	0.50	0.00	0.29	100	100	0.00	4.13
10	2					256	Unrestricted	180	8.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					136	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2679.59	125.40	21.37	36.17	513.56	30.87	0.00	544.43
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2679.59	125.40	21.37	36.17	513.56	30.87	0.00	544.43

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	225	1040	82	0.00	47	92	62.70	34.18	68.00	30.96	100	100	0.00	129.02
2	1	R104 (1)				79	485	180	0.00	16	453	12.18	0.18	0.00	0.02	100	100	0.00	0.22
	2	R104 (2)				36	520	180	0.00	7	1200	12.06	0.06	0.00	0.00	100	100	0.00	0.04
3	2					498	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	72	968	14	0.00	89	1	127.75	115.42	114.97	16.77	100	100	0.00	135.26
6	1	R104 (3)		1	D	43	485	154	0.00	10	774	16.44	2.04	14.36	1.30	100	100	0.00	1.69
7	1	R108 (south 2)		1	B	54	485	154	0.00	13	596	32.52	2.12	14.74	1.69	100	100	0.00	2.20
8	1	R108 (north 2)		1	E	426 <	1005	111	0.00	68	32	35.85	23.84	64.78	56.12 +	100	100	0.00	174.11
	3	R108 (north 3)		1	F	73	956	21	0.00	63	44	93.77	81.63	97.73	14.41	100	100	0.00	97.60
9	1	R108 (north 1)				499	1005	180	46.00	50	81	14.52	0.44	0.00	0.25	100	100	0.00	3.48
10	2					268	Unrestricted	180	7.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					127	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2619.60	123.34	21.24	36.17	513.67	29.95	0.00	543.62
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2619.60	123.34	21.24	36.17	513.67	29.95	0.00	543.62

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	260	1040	82	0.00	54	66	64.47	35.96	71.29	37.59	100	100	0.00	156.80	
2	1	R104 (1)				64	485	180	0.00	13	582	12.14	0.14	0.00	0.01	100	100	0.00	0.14	
	2	R104 (2)				31	520	180	0.00	6	1410	12.05	0.05	0.00	0.00	100	100	0.00	0.03	
3	2					544	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	62	968	14	0.00	77	17	117.00	102.71	108.81	13.63	100	100	0.00	103.86	
6	1	R104 (3)		1	D	33	485	154	0.00	8	1039	16.36	1.96	13.84	0.96	100	100	0.00	1.25	
7	1	R108 (south 2)		1	B	61	485	154	0.00	15	516	32.58	2.17	14.94	1.91	100	100	0.00	2.55	
8	1	R108 (north 2)		1	E	482 <	1005	111	0.00	77	17	39.04	27.05	72.11	70.88 +	100	100	0.00	223.18	
	3	R108 (north 3)		1	F	45	956	21	0.00	39	134	87.23	75.25	92.37	8.37	100	100	0.00	55.51	
9	1	R108 (north 1)				527	1005	180	68.00	52	72	14.57	0.49	0.00	0.29	100	100	0.00	4.10	
10	2					293	Unrestricted	180	11.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					106	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2757.58	128.13	21.52	36.23	514.53	32.88	0.00	547.41
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2757.58	128.13	21.52	36.23	514.53	32.88	0.00	547.41

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Eastern Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 11:44:14

«A1 - Analysis : D11 - AM 2040 no dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D11 - AM 2040 no dev*

Signal Timings

Network Default: 180s cycle time; 180 steps

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			8			8	20		
	B								6	
	C	8				8	8	20		
	D									6
	E			8				20		
	F	8		8				20		
	G	20		20		20	20			
	H		6							
	I				6					

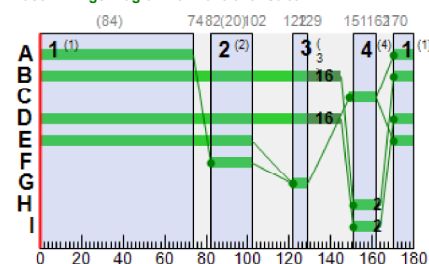
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,E,D,B	170	74	84	1	7
	2	✓	2	F,E,D,B	82	102	20	1	7
	3	✓	3	G,D,B	122	129	7	1	7
	4	✓	4	C,H,I	151	162	11	1	5

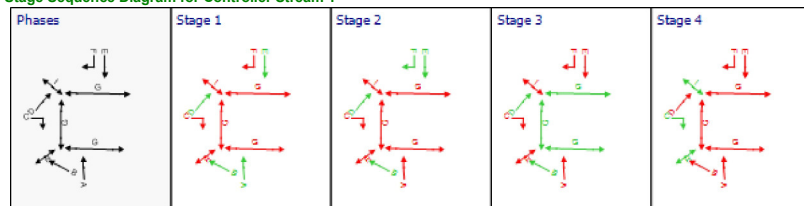
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	2		1	A	170	74	84
5	2		1	C	149	162	13
6	1		1	D	170	145	155
7	1		1	B	170	145	155
8	1		1	E	170	102	112
8	3		1	F	82	102	20

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	239			0.00	55	64	62.03	33.51	67.98	38.73	100	100	0.00	134.53	
2	1	R104 (1)				65			0.00	15	494	12.14	0.15	0.00	0.01	100	100	0.00	0.15	
	2	R104 (2)				30			0.00	6	1297	12.05	0.05	0.00	0.00	100	100	0.00	0.03	
3	2					529			0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	60			0.00	89	1	118.93	105.34	109.70	15.63	100	100	0.00	103.45	
6	1	R104 (3)		1	D	35			0.00	10	846	16.23	1.83	13.48	1.16	100	100	0.00	1.23	
7	1	R108 (south 2)		1	B	60			0.00	17	433	32.42	2.02	14.32	2.23	100	100	0.00	2.35	
8	1	R108 (north 2)		1	E	469 <			0.00	79	14	37.52	25.53	69.35	74.63 +	100	100	0.00	205.00	
	3	R108 (north 3)		1	F	69			0.00	79	14	96.70	84.66	99.40	18.37	100	100	0.00	95.26	
9	1	R108 (north 1)				537			72.00	55	63	14.60	0.52	0.00	0.34	100	100	0.00	4.37	
10	2					274			12.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					129			0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2732.30	127.25	36.23	514.51	31.85	0.00	546.37
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2732.30	127.25	36.23	514.51	31.85	0.00	546.37

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	231	1040	84	0.00	47	91	61.56	33.04	67.07	31.52	100	100	0.00	128.18	
2	1	R104 (1)				57	485	180	0.00	12	673	12.12	0.12	0.00	0.01	100	100	0.00	0.11	
	2	R104 (2)				28	520	180	0.00	5	1602	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					521	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	55	968	13	0.00	73	23	109.61	95.21	104.25	11.55	100	100	0.00	85.50	
6	1	R104 (3)		1	D	29	485	155	0.00	7	1204	16.19	1.79	13.27	0.81	100	100	0.00	1.01	
7	1	R108 (south 2)		1	B	71	485	155	0.00	17	433	32.50	2.09	14.65	2.23	100	100	0.00	2.87	
8	1	R108 (north 2)		1	E	466 <	1005	112	0.00	74	22	37.22	25.22	68.75	65.23 +	100	100	0.00	201.52	
	3	R108 (north 3)		1	F	88	956	20	0.00	79	14	102.24	90.24	103.37	18.37	100	100	0.00	129.86	
9	1	R108 (north 1)				554	1005	180	59.00	55	63	14.63	0.55	0.00	0.34	100	100	0.00	4.79	
10	2					260	Unrestricted	180	12.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					159	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)

Normal traffic	2770.49	129.10	21.46	36.75	521.87	31.99	0.00	553.87
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2770.49	129.10	21.46	36.75	521.87	31.99	0.00	553.87

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	2	R108 (south 1)		1	A	222	1040	84	0.00	45	99	61.15	32.63	66.31	29.79	100	100	0.00	121.68	
2	1	R104 (1)				70	485	180	0.00	14	524	12.16	0.16	0.00	0.01	100	100	0.00	0.17	
	2	R104 (2)				31	520	180	0.00	6	1410	12.05	0.05	0.00	0.00	100	100	0.00	0.03	
3	2					530	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	62	968	13	0.00	82	9	118.00	104.52	109.40	13.70	100	100	0.00	105.65	
6	1	R104 (3)		1	D	39	485	155	0.00	9	870	16.25	1.85	13.61	1.13	100	100	0.00	1.41	
7	1	R108 (south 2)		1	B	58	485	155	0.00	14	552	32.40	1.99	14.27	1.75	100	100	0.00	2.24	
8	1	R108 (north 2)		1	E	468 <	1005	112	0.00	74	21	37.36	25.38	69.03	66.05 +	100	100	0.00	203.63	
	3	R108 (north 3)		1	F	73	956	20	0.00	65	37	96.17	84.18	99.19	14.61	100	100	0.00	100.59	
9	1	R108 (north 1)				541	1005	180	61.00	54	67	14.60	0.52	0.00	0.31	100	100	0.00	4.46	
10	2					261	Unrestricted	180	8.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					131	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2706.46	125.95	21.49	35.81	508.56	31.30	0.00	539.86
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2706.46	125.95	21.49	35.81	508.56	31.30	0.00	539.86

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	2	R108 (south 1)		1	A	233	1040	84	0.00	47	90	61.65	33.14	67.33	31.80	100	100	0.00	129.68	
2	1	R104 (1)				74	485	180	0.00	15	494	12.17	0.17	0.00	0.01	100	100	0.00	0.19	
	2	R104 (2)				34	520	180	0.00	6	1297	12.06	0.06	0.00	0.00	100	100	0.00	0.03	
3	2					508	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	67	968	13	0.00	89	1	128.57	116.07	115.16	15.63	100	100	0.00	126.57	
6	1	R104 (3)		1	D	40	485	155	0.00	10	846	16.26	1.86	13.67	1.16	100	100	0.00	1.45	
7	1	R108 (south 2)		1	B	51	485	155	0.00	12	642	32.34	1.94	13.86	1.48	100	100	0.00	1.92	
8	1	R108 (north 2)		1	E	441 <	1005	112	0.00	70	29	35.90	23.89	65.60	59.13 +	100	100	0.00	180.75	
	3	R108 (north 3)		1	F	72	956	20	0.00	65	39	95.58	83.39	98.54	14.29	100	100	0.00	98.29	
9	1	R108 (north 1)				513	1005	180	50.00	51	76	14.55	0.47	0.00	0.27	100	100	0.00	3.78	
10	2					273	Unrestricted	180	7.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	

13	1				123	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2649.57	124.27	21.32	36.07	512.22	30.43	0.00	542.65
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2649.57	124.27	21.32	36.07	512.22	30.43	0.00	542.65

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	270	1040	84	0.00	55	64	63.49	34.98	70.69	38.73	100	100	0.00	158.57	
2	1	R104 (1)				59	485	180	0.00	12	646	12.13	0.13	0.00	0.01	100	100	0.00	0.12	
	2	R104 (2)				29	520	180	0.00	5	1542	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					556	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	57	968	13	0.00	76	19	117.61	103.38	108.89	12.53	100	100	0.00	96.08	
6	1	R104 (3)		1	D	30	485	155	0.00	7	1161	16.20	1.80	13.28	0.84	100	100	0.00	1.05	
7	1	R108 (south 2)		1	B	61	485	155	0.00	15	520	32.42	2.02	14.35	1.84	100	100	0.00	2.38	
8	1	R108 (north 2)		1	E	499 <	1005	112	0.00	79	14	39.38	27.40	73.52	74.63 +	100	100	0.00	234.11	
	3	R108 (north 3)		1	F	42	956	20	0.00	38	139	87.94	75.98	92.92	7.86	100	100	0.00	52.30	
9	1	R108 (north 1)				541	1005	180	72.00	54	67	14.60	0.52	0.00	0.31	100	100	0.00	4.45	
10	2					300	Unrestricted	180	11.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					103	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2802.68	129.69	21.61	36.30	515.41	33.68	0.00	549.09
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2802.68	129.69	21.61	36.30	515.41	33.68	0.00	549.09

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Eastern Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 11:44:49

«A1 - Analysis : D13 - AM 2040 with dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D13 - AM 2040 with dev*

Signal Timings

Network Default: 180s cycle time; 180 steps

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			8			8	20		
	B								6	
	C	8				8	8	20		
	D									6
	E			8				20		
	F	8		8				20		
	G	20		20		20	20			
	H		6							
	I				6					

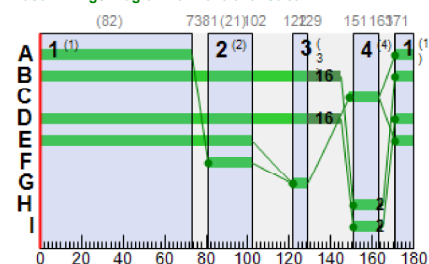
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,E,D,B	171	73	82	1	7
	2	✓	2	F,E,D,B	81	102	21	1	7
	3	✓	3	G,D,B	122	129	7	1	7
	4	✓	4	C,H,I	151	163	12	1	5

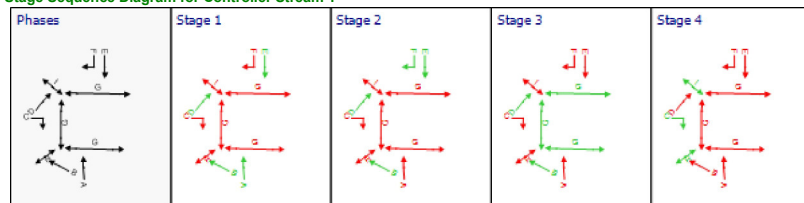
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	2		1	A	171	73	82
5	2		1	C	149	163	14
6	1		1	D	171	145	154
7	1		1	B	171	145	154
8	1		1	E	171	102	111
8	3		1	F	81	102	21

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	239			0.00	56	60	63.49	34.97	69.41	39.36	100	100	0.00	140.18	
2	1	R104 (1)				72			0.00	17	439	12.16	0.16	0.00	0.02	100	100	0.00	0.19	
	2	R104 (2)				34			0.00	7	1165	12.06	0.06	0.00	0.00	100	100	0.00	0.03	
3	2					536			0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	68			0.00	92	-2	122.58	109.22	111.88	17.69	100	100	0.00	120.56	
6	1	R104 (3)		1	D	39			0.00	11	754	16.41	2.01	14.14	1.33	100	100	0.00	1.49	
7	1	R108 (south 2)		1	B	64			0.00	18	401	32.61	2.21	15.08	2.44	100	100	0.00	2.71	
8	1	R108 (north 2)		1	E	469 <			0.00	80	13	38.32	26.33	70.44	75.82 +	100	100	0.00	211.18	
	3	R108 (north 3)		1	F	73			0.00	80	13	96.06	84.02	99.13	19.41	100	100	0.00	100.75	
9	1	R108 (north 1)				542			75.00	56	62	14.61	0.53	0.00	0.35	100	100	0.00	4.49	
10	2					278			11.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					137			0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2792.38	131.63	38.63	548.50	33.07	0.00	581.57
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2792.38	131.63	38.63	548.50	33.07	0.00	581.57

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	231	1040	82	0.00	48	87	62.99	34.47	68.55	32.05	100	100	0.00	133.57	
2	1	R104 (1)				65	485	180	0.00	13	577	12.14	0.14	0.00	0.01	100	100	0.00	0.14	
	2	R104 (2)				32	520	180	0.00	6	1386	12.06	0.06	0.00	0.00	100	100	0.00	0.03	
3	2					529	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	63	968	14	0.00	78	15	111.69	97.29	106.01	13.47	100	100	0.00	100.06	
6	1	R104 (3)		1	D	33	485	154	0.00	8	1039	16.36	1.96	13.84	0.96	100	100	0.00	1.25	
7	1	R108 (south 2)		1	B	75	485	154	0.00	18	401	32.70	2.29	15.48	2.44	100	100	0.00	3.30	
8	1	R108 (north 2)		1	E	466 <	1005	111	0.00	75	21	38.01	26.01	69.85	66.31 +	100	100	0.00	207.55	
	3	R108 (north 3)		1	F	93	956	21	0.00	80	13	101.62	89.62	103.10	19.41	100	100	0.00	136.31	
9	1	R108 (north 1)				559	1005	180	61.00	56	62	14.64	0.56	0.00	0.35	100	100	0.00	4.93	
10	2					264	Unrestricted	180	11.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					168	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2834.49	133.49	21.23	39.01	553.90	33.24	0.00	587.13

Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2834.49	133.49	21.23	39.01	553.90	33.24	0.00	587.13	

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	222	1040	82	0.00	46	94	62.56	34.04	67.85	30.54	100	100	0.00	126.79
2	1	R104 (1)				78	485	180	0.00	16	460	12.18	0.18	0.00	0.02	100	100	0.00	0.22
	2	R104 (2)				35	520	180	0.00	7	1237	12.06	0.06	0.00	0.00	100	100	0.00	0.03
3	2					538	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	70	968	14	0.00	87	4	121.92	108.77	111.61	15.79	100	100	0.00	124.05
6	1	R104 (3)		1	D	43	485	154	0.00	10	774	16.44	2.04	14.36	1.30	100	100	0.00	1.69
7	1	R108 (south 2)		1	B	62	485	154	0.00	15	506	32.59	2.18	14.95	1.94	100	100	0.00	2.60
8	1	R108 (north 2)		1	E	468 <	1005	111	0.00	75	20	38.15	26.18	70.12	67.14 +	100	100	0.00	209.74
	3	R108 (north 3)		1	F	78	956	21	0.00	67	35	95.75	83.76	99.02	15.62	100	100	0.00	106.96
9	1	R108 (north 1)				546	1005	180	63.00	54	66	14.61	0.53	0.00	0.32	100	100	0.00	4.59
10	2					265	Unrestricted	180	7.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					140	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2770.47	130.56	21.22	38.32	544.09	32.58	0.00	576.67
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2770.47	130.56	21.22	38.32	544.09	32.58	0.00	576.67

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	233	1040	82	0.00	49	85	63.08	34.57	68.63	32.33	100	100	0.00	135.10
2	1	R104 (1)				81	485	180	0.00	17	439	12.19	0.19	0.00	0.02	100	100	0.00	0.24
	2	R104 (2)				37	520	180	0.00	7	1165	12.07	0.07	0.00	0.00	100	100	0.00	0.04
3	2					515	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	74	968	14	0.00	92	-2	133.47	121.53	117.85	17.69	100	100	0.00	146.27
6	1	R104 (3)		1	D	44	485	154	0.00	11	754	16.44	2.04	14.37	1.33	100	100	0.00	1.74
7	1	R108 (south 2)		1	B	55	485	154	0.00	13	583	32.53	2.13	14.79	1.72	100	100	0.00	2.25
8	1	R108 (north 2)		1	E	441 <	1005	111	0.00	71	28	36.64	24.63	66.60	60.15 +	100	100	0.00	186.08
	3	R108 (north 3)		1	F	76	956	21	0.00	65	38	94.83	82.64	98.45	15.07	100	100	0.00	102.85
9	1	R108 (north 1)				517	1005	180	52.00	51	75	14.56	0.47	0.00	0.27	100	100	0.00	3.87
10	2					277	Unrestricted	180	7.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					131	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2707.42	128.58	21.06	38.51	546.83	31.60	0.00	578.44
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2707.42	128.58	21.06	38.51	546.83	31.60	0.00	578.44

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	270	1040	82	0.00	56	60	65.02	36.50	72.10	39.36	100	100	0.00	165.27
2	1	R104 (1)				66	485	180	0.00	14	561	12.15	0.15	0.00	0.01	100	100	0.00	0.15
	2	R104 (2)				32	520	180	0.00	6	1363	12.06	0.06	0.00	0.00	100	100	0.00	0.03
3	2					563	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	64	968	14	0.00	79	13	121.42	107.23	111.07	14.37	100	100	0.00	111.85
6	1	R104 (3)		1	D	34	485	154	0.00	8	1006	16.37	1.97	13.84	0.99	100	100	0.00	1.29
7	1	R108 (south 2)		1	B	64	485	154	0.00	15	487	32.60	2.20	14.97	2.00	100	100	0.00	2.70
8	1	R108 (north 2)		1	E	499 <	1005	111	0.00	80	13	40.26	28.28	74.69	75.82 +	100	100	0.00	241.33
	3	R108 (north 3)		1	F	46	956	21	0.00	39	128	87.39	75.42	92.42	8.56	100	100	0.00	56.87
9	1	R108 (north 1)				545	1005	180	75.00	54	66	14.61	0.53	0.00	0.32	100	100	0.00	4.56
10	2					304	Unrestricted	180	11.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					110	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2857.16	133.88	21.34	38.67	549.18	34.87	0.00	584.05
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2857.16	133.88	21.34	38.67	549.18	34.87	0.00	584.05

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Eastern Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 24/11/2023 15:06:55

«A1 - Analysis : D2 - PM 2023* :

»Signal Timings

»Final Prediction Table

A1 - Analysis D2 - PM 2023*

Signal Timings

Network Default: 180s cycle time; 180 steps

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			8			8	20		
	B								6	
	C	8				8	8	20		
	D									6
	E			8				20		
	F	8		8				20		
	G	20		20		20	20			
	H		6							
	I				6					

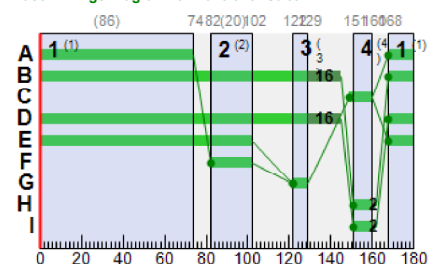
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,E,D,B	168	74	86	1	7
	2	✓	2	F,E,D,B	82	102	20	1	7
	3	✓	3	G,D,B	122	129	7	1	7
	4	✓	4	C,H,I	151	160	9	1	5

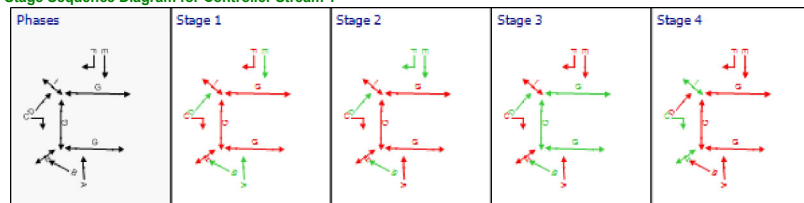
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	2		1	A	168	74	86
5	2		1	C	149	160	11
6	1		1	D	168	145	157
7	1		1	B	168	145	157
8	1		1	E	168	102	114
8	3		1	F	82	102	20

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	318			0.00	69	31	64.85	36.33	74.21	54.02	100	100	0.00	194.27	
2	1	R104 (1)				105			0.00	26	245	12.26	0.26	0.00	0.05	100	100	0.00	0.43	
	2	R104 (2)				27			0.00	5	1542	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					297			0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	54			0.00	88	2	128.17	114.42	114.16	13.51	100	100	0.00	100.11	
6	1	R104 (3)		1	D	78			0.00	23	283	16.26	1.86	13.72	3.04	100	100	0.00	2.82	
7	1	R108 (south 2)		1	B	53			0.00	13	572	32.07	1.66	12.73	1.53	100	100	0.00	1.73	
8	1	R108 (north 2)		1	E	243			0.00	42	113	27.97	15.97	46.81	26.65	100	100	0.00	66.99	
	3	R108 (north 3)		1	F	79			0.00	75	19	98.47	86.39	100.79	17.26	100	100	0.00	111.67	
9	1	R108 (north 1)				322			0.00	35	158	14.29	0.21	0.00	0.09	100	100	0.00	1.08	
10	2					396			0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					132			0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2410.62	112.27	31.95	453.64	25.50	0.00	479.14
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2410.62	112.27	31.95	453.64	25.50	0.00	479.14

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	332	1040	86	0.00	66	36	65.53	37.01	75.50	50.80	100	100	0.00	206.43	
2	1	R104 (1)				91	485	180	0.00	19	380	12.21	0.21	0.00	0.02	100	100	0.00	0.31	
	2	R104 (2)				26	520	180	0.00	5	1700	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					265	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	52	968	11	0.00	81	12	119.12	104.72	109.46	11.49	100	100	0.00	88.77	
6	1	R104 (3)		1	D	65	485	157	0.00	15	489	16.15	1.75	13.21	1.82	100	100	0.00	2.22	
7	1	R108 (south 2)		1	B	57	485	157	0.00	13	572	32.09	1.69	12.76	1.53	100	100	0.00	1.88	
8	1	R108 (north 2)		1	E	213	1005	114	0.00	33	171	27.24	15.24	44.88	19.49	100	100	0.00	56.02	
	3	R108 (north 3)		1	F	84	956	20	0.00	75	19	99.94	87.94	101.90	17.26	100	100	0.00	120.84	
9	1	R108 (north 1)				297	1005	180	0.00	30	205	14.27	0.19	0.00	0.06	100	100	0.00	0.88	
10	2					397	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					141	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)

Normal traffic	2351.03	110.20	21.33	31.84	452.06	25.31	0.00	477.37
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2351.03	110.20	21.33	31.84	452.06	25.31	0.00	477.37

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	2	R108 (south 1)		1	A	345	1040	86	0.00	69	31	66.40	37.90	76.96	54.02	100	100	0.00	219.61	
2	1	R104 (1)				127	485	180	0.00	26	245	12.33	0.33	0.00	0.05	100	100	0.00	0.65	
	2	R104 (2)				27	520	180	0.00	5	1666	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					301	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	53	968	11	0.00	82	10	124.33	111.76	112.12	12.01	100	100	0.00	96.44	
6	1	R104 (3)		1	D	100	485	157	0.00	23	283	16.42	2.02	14.39	3.04	100	100	0.00	3.91	
7	1	R108 (south 2)		1	B	51	485	157	0.00	12	651	32.06	1.65	12.72	1.37	100	100	0.00	1.65	
8	1	R108 (north 2)		1	E	248	1005	114	0.00	39	133	28.02	16.02	47.00	23.82	100	100	0.00	68.54	
	3	R108 (north 3)		1	F	78	956	20	0.00	70	29	98.54	86.30	100.76	15.87	100	100	0.00	110.15	
9	1	R108 (north 1)				326	1005	180	0.00	32	177	14.29	0.21	0.00	0.08	100	100	0.00	1.11	
10	2					445	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					129	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2549.08	118.32	21.54	33.45	474.95	27.13	0.00	502.08
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2549.08	118.32	21.54	33.45	474.95	27.13	0.00	502.08

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	2	R108 (south 1)		1	A	312	1040	86	0.00	62	45	64.32	35.80	73.27	46.27	100	100	0.00	187.69	
2	1	R104 (1)				108	485	180	0.00	22	306	12.26	0.26	0.00	0.03	100	100	0.00	0.45	
	2	R104 (2)				29	520	180	0.00	5	1542	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					328	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	57	968	11	0.00	88	2	133.10	121.02	116.95	13.51	100	100	0.00	112.18	
6	1	R104 (3)		1	D	79	485	157	0.00	19	385	16.25	1.85	13.70	2.30	100	100	0.00	2.85	
7	1	R108 (south 2)		1	B	54	485	157	0.00	13	610	32.08	1.67	12.74	1.45	100	100	0.00	1.77	
8	1	R108 (north 2)		1	E	271	1005	114	0.00	42	113	28.58	16.58	48.36	26.65	100	100	0.00	77.47	
	3	R108 (north 3)		1	F	79	956	20	0.00	71	27	98.24	86.37	100.68	16.04	100	100	0.00	111.64	
9	1	R108 (north 1)				350	1005	180	0.00	35	158	14.32	0.24	0.00	0.09	100	100	0.00	1.32	
10	2					391	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	

13	1				133	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2489.87	115.88	21.49	33.04	469.13	26.26	0.00	495.39
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2489.87	115.88	21.49	33.04	469.13	26.26	0.00	495.39

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	284	1040	86	0.00	56	59	62.74	34.22	70.37	40.45	100	100	0.00	163.36
2	1	R104 (1)				94	485	180	0.00	19	367	12.22	0.22	0.00	0.02	100	100	0.00	0.33
	2	R104 (2)				27	520	180	0.00	5	1666	12.05	0.05	0.00	0.00	100	100	0.00	0.02
3	2					294	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	53	968	11	0.00	82	10	135.58	119.49	117.83	12.67	100	100	0.00	103.05
6	1	R104 (3)		1	D	67	485	157	0.00	16	472	16.16	1.76	13.25	1.88	100	100	0.00	2.31
7	1	R108 (south 2)		1	B	50	485	157	0.00	12	666	32.05	1.65	12.70	1.34	100	100	0.00	1.62
8	1	R108 (north 2)		1	E	241	1005	114	0.00	38	140	27.86	15.86	46.55	22.87	100	100	0.00	65.94
	3	R108 (north 3)		1	F	75	956	20	0.00	67	34	96.98	84.76	99.69	15.06	100	100	0.00	104.05
9	1	R108 (north 1)				316	1005	180	0.00	31	186	14.29	0.21	0.00	0.07	100	100	0.00	1.02
10	2					351	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					125	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2252.49	104.67	21.52	29.46	418.40	23.30	0.00	441.70
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2252.49	104.67	21.52	29.46	418.40	23.30	0.00	441.70

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Eastern Junction.t15

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Report generation date: 27/11/2023 11:45:35

«A1 - Analysis : D4 - PM 2025 no dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D4 - PM 2025 no dev*

Signal Timings

Network Default: 180s cycle time; 180 steps

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			8			8	20		
	B								6	
	C	8				8	8	20		
	D									6
	E			8				20		
	F	8		8				20		
	G	20		20		20	20			
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	I				6					

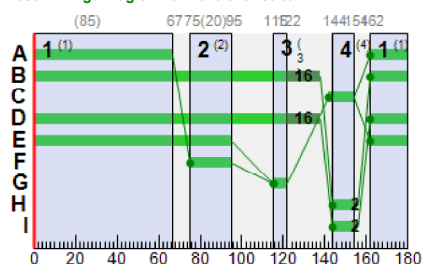
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,E,D,B	162	67	85	1	7
	2	✓	2	F,E,D,B	75	95	20	1	7
	3	✓	3	G,D,B	115	122	7	1	7
	4	✓	4	C,H,I	144	154	10	1	5

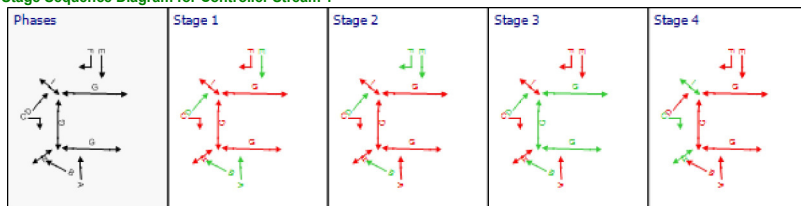
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	2		1	A	162	67	85
5	2		1	C	142	154	12
6	1		1	D	162	138	156
7	1		1	B	162	138	156
8	1		1	E	162	95	113
8	3		1	F	75	95	20

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	327			0.00	71	26	66.27	37.75	76.08	56.89	100	100	0.00	207.42	
2	1	R104 (1)				108			0.00	27	236	12.27	0.27	0.00	0.05	100	100	0.00	0.46	
	2	R104 (2)				28			0.00	6	1486	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					305			0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	55			0.00	84	7	118.68	104.76	109.18	13.33	100	100	0.00	93.92	
6	1	R104 (3)		1	D	80			0.00	24	270	16.44	2.04	14.44	3.36	100	100	0.00	3.15	
7	1	R108 (south 2)		1	B	55			0.00	14	545	32.22	1.82	13.40	1.72	100	100	0.00	1.93	
8	1	R108 (north 2)		1	E	250			0.00	44	105	28.63	16.63	48.04	28.38	100	100	0.00	71.70	
	3	R108 (north 3)		1	F	81			0.00	77	17	99.55	87.45	101.37	17.76	100	100	0.00	115.88	
9	1	R108 (north 1)				331			0.00	36	151	14.30	0.22	0.00	0.10	100	100	0.00	1.16	
10	2					407			0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					136			0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2477.74	115.60	33.03	469.06	26.59	0.00	495.65
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2477.74	115.60	33.03	469.06	26.59	0.00	495.65

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	341	1040	85	0.00	69	31	66.98	38.46	77.36	53.40	100	100	0.00	220.18	
2	1	R104 (1)				94	485	180	0.00	19	367	12.22	0.22	0.00	0.02	100	100	0.00	0.33	
	2	R104 (2)				27	520	180	0.00	5	1666	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					272	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	53	968	12	0.00	76	19	113.15	98.75	106.23	11.35	100	100	0.00	85.40	
6	1	R104 (3)		1	D	67	485	156	0.00	16	468	16.31	1.91	13.84	1.95	100	100	0.00	2.48	
7	1	R108 (south 2)		1	B	59	485	156	0.00	14	545	32.25	1.85	13.66	1.72	100	100	0.00	2.12	
8	1	R108 (north 2)		1	E	219	1005	113	0.00	34	162	27.84	15.84	45.96	20.53	100	100	0.00	59.79	
	3	R108 (north 3)		1	F	86	956	20	0.00	77	17	101.04	89.04	102.49	17.76	100	100	0.00	125.24	
9	1	R108 (north 1)				305	1005	180	0.00	30	197	14.27	0.19	0.00	0.07	100	100	0.00	0.94	
10	2					408	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					145	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2415.52	113.62	21.26	33.11	470.11	26.39	0.00	496.50

Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2415.52	113.62	21.26	33.11	470.11	26.39	0.00	496.50	

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	355	1040	85	0.00	71	26	68.01	39.51	79.11	56.89	100	100	0.00	235.40
2	1	R104 (1)				130	485	180	0.00	27	236	12.34	0.34	0.00	0.05	100	100	0.00	0.70
	2	R104 (2)				27	520	180	0.00	5	1633	12.05	0.05	0.00	0.00	100	100	0.00	0.02
3	2					309	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	54	968	12	0.00	77	16	116.01	102.73	107.70	11.73	100	100	0.00	90.44
6	1	R104 (3)		1	D	103	485	156	0.00	24	270	16.61	2.21	15.26	3.36	100	100	0.00	4.38
7	1	R108 (south 2)		1	B	52	485	156	0.00	12	632	32.20	1.80	13.30	1.45	100	100	0.00	1.82
8	1	R108 (north 2)		1	E	255	1005	113	0.00	40	125	28.69	16.69	48.20	25.07	100	100	0.00	73.31
	3	R108 (north 3)		1	F	80	956	20	0.00	72	25	99.71	87.43	101.48	16.36	100	100	0.00	114.43
9	1	R108 (north 1)				335	1005	180	0.00	33	170	14.30	0.22	0.00	0.08	100	100	0.00	1.18
10	2					458	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					132	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2618.67	121.98	21.47	34.74	493.30	28.37	0.00	521.67
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2618.67	121.98	21.47	34.74	493.30	28.37	0.00	521.67

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	321	1040	85	0.00	65	39	65.70	37.17	75.05	48.75	100	100	0.00	200.35
2	1	R104 (1)				111	485	180	0.00	23	295	12.27	0.27	0.00	0.03	100	100	0.00	0.48
	2	R104 (2)				30	520	180	0.00	6	1486	12.05	0.05	0.00	0.00	100	100	0.00	0.02
3	2					338	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	59	968	12	0.00	84	7	123.17	110.23	111.75	13.33	100	100	0.00	105.92
6	1	R104 (3)		1	D	81	485	156	0.00	19	370	16.42	2.02	14.38	2.45	100	100	0.00	3.17
7	1	R108 (south 2)		1	B	56	485	156	0.00	13	580	32.23	1.82	13.32	1.57	100	100	0.00	1.99
8	1	R108 (north 2)		1	E	279	1005	113	0.00	44	105	29.30	17.30	49.83	28.38	100	100	0.00	83.14
	3	R108 (north 3)		1	F	81	956	20	0.00	73	24	99.33	87.46	101.25	16.52	100	100	0.00	115.88
9	1	R108 (north 1)				360	1005	180	0.00	36	151	14.33	0.25	0.00	0.10	100	100	0.00	1.42
10	2					402	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					137	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2563.08	119.48	21.45	34.15	484.93	27.43	0.00	512.36
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2563.08	119.48	21.45	34.15	484.93	27.43	0.00	512.36

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	292	1040	85	0.00	59	53	63.95	35.43	72.04	42.60	100	100	0.00	173.77
2	1	R104 (1)				96	485	180	0.00	20	355	12.23	0.23	0.00	0.02	100	100	0.00	0.35
	2	R104 (2)				27	520	180	0.00	5	1633	12.05	0.05	0.00	0.00	100	100	0.00	0.02
3	2					302	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	54	968	12	0.00	77	16	121.87	106.71	110.75	12.08	100	100	0.00	93.92
6	1	R104 (3)		1	D	69	485	156	0.00	16	452	16.32	1.92	13.86	2.01	100	100	0.00	2.57
7	1	R108 (south 2)		1	B	51	485	156	0.00	12	647	32.20	1.79	13.29	1.42	100	100	0.00	1.78
8	1	R108 (north 2)		1	E	248	1005	113	0.00	39	131	28.52	16.52	47.71	24.10	100	100	0.00	70.57
	3	R108 (north 3)		1	F	77	956	20	0.00	69	30	97.96	85.70	100.15	15.53	100	100	0.00	107.99
9	1	R108 (north 1)				325	1005	180	0.00	32	178	14.29	0.21	0.00	0.08	100	100	0.00	1.10
10	2					361	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					128	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2313.69	107.32	21.56	30.13	427.89	24.17	0.00	452.06
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2313.69	107.32	21.56	30.13	427.89	24.17	0.00	452.06

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Eastern Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 11:46:24

«A1 - Analysis : D6 - PM 2025 with dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D6 - PM 2025 with dev*

Signal Timings

Network Default: 180s cycle time; 180 steps

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			8			8	20		
	B								6	
	C	8				8	8	20		
	D									6
	E			8				20		
	F	8		8				20		
	G	20		20		20	20			
	H		6							
	I				6					

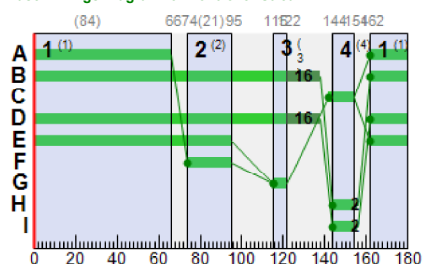
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,E,D,B	162	66	84	1	7
	2	✓	2	F,E,D,B	74	95	21	1	7
	3	✓	3	G,D,B	115	122	7	1	7
	4	✓	4	C,H,I	144	154	10	1	5

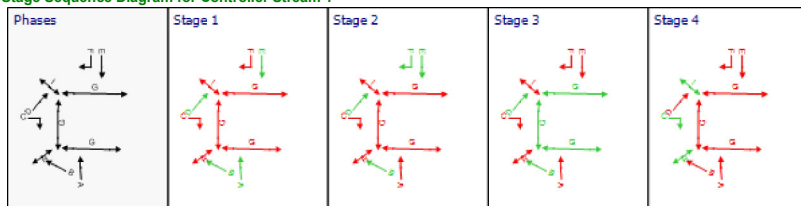
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	2		1	A	162	66	84
5	2		1	C	142	154	12
6	1		1	D	162	138	156
7	1		1	B	162	138	156
8	1		1	E	162	95	113
8	3		1	F	74	95	21

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	327			0.00	72	25	67.13	38.61	76.97	57.72	100	100	0.00	212.00	
2	1	R104 (1)				113			0.00	28	222	12.29	0.29	0.00	0.05	100	100	0.00	0.51	
	2	R104 (2)				29			0.00	6	1434	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					308			0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	58			0.00	87	3	123.59	109.89	112.11	14.19	100	100	0.00	102.92	
6	1	R104 (3)		1	D	84			0.00	25	256	16.47	2.07	14.55	3.49	100	100	0.00	3.35	
7	1	R108 (south 2)		1	B	58			0.00	15	504	32.25	1.84	13.53	1.83	100	100	0.00	2.08	
8	1	R108 (north 2)		1	E	250			0.00	44	105	28.63	16.63	48.04	28.38	100	100	0.00	71.70	
	3	R108 (north 3)		1	F	86			0.00	78	16	99.06	86.95	101.37	18.79	100	100	0.00	122.35	
9	1	R108 (north 1)				336			0.00	36	148	14.31	0.23	0.00	0.10	100	100	0.00	1.20	
10	2					411			0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					144			0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2524.02	118.53	34.43	488.87	27.27	0.00	516.15
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2524.02	118.53	34.43	488.87	27.27	0.00	516.15

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	341	1040	84	0.00	69	30	67.86	39.34	78.29	54.20	100	100	0.00	225.06	
2	1	R104 (1)				99	485	180	0.00	20	341	12.24	0.24	0.00	0.03	100	100	0.00	0.37	
	2	R104 (2)				28	520	180	0.00	5	1571	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					275	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	56	968	12	0.00	80	12	116.74	102.34	108.48	12.26	100	100	0.00	93.47	
6	1	R104 (3)		1	D	71	485	156	0.00	17	436	16.34	1.94	13.88	2.07	100	100	0.00	2.66	
7	1	R108 (south 2)		1	B	63	485	156	0.00	15	504	32.28	1.88	13.78	1.83	100	100	0.00	2.30	
8	1	R108 (north 2)		1	E	219	1005	113	0.00	34	162	27.84	15.84	45.96	20.53	100	100	0.00	59.79	
	3	R108 (north 3)		1	F	91	956	21	0.00	78	16	100.45	88.45	102.44	18.79	100	100	0.00	131.67	
9	1	R108 (north 1)				310	1005	180	0.00	31	192	14.28	0.20	0.00	0.07	100	100	0.00	0.98	
10	2					412	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					154	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2464.94	116.62	21.14	34.45	489.24	27.09	0.00	516.33

Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2464.94	116.62	21.14	34.45	489.24	27.09	0.00	0.00	516.33

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	355	1040	84	0.00	72	25	68.92	40.43	80.00	57.72	100	100	0.00	240.70
2	1	R104 (1)				136	485	180	0.00	28	222	12.36	0.36	0.00	0.05	100	100	0.00	0.77
	2	R104 (2)				29	520	180	0.00	5	1542	12.05	0.05	0.00	0.00	100	100	0.00	0.02
3	2					312	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	57	968	12	0.00	82	10	121.13	108.32	110.77	12.76	100	100	0.00	100.58
6	1	R104 (3)		1	D	107	485	156	0.00	25	256	16.65	2.25	15.44	3.49	100	100	0.00	4.62
7	1	R108 (south 2)		1	B	56	485	156	0.00	13	580	32.23	1.82	13.32	1.57	100	100	0.00	1.99
8	1	R108 (north 2)		1	E	255	1005	113	0.00	40	125	28.69	16.69	48.20	25.07	100	100	0.00	73.31
	3	R108 (north 3)		1	F	85	956	21	0.00	73	24	99.24	86.94	101.48	17.39	100	100	0.00	120.93
9	1	R108 (north 1)				340	1005	180	0.00	34	166	14.31	0.23	0.00	0.09	100	100	0.00	1.23
10	2					462	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					141	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2668.10	125.12	21.32	36.27	515.04	29.10	0.00	544.14
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2668.10	125.12	21.32	36.27	515.04	29.10	0.00	544.14

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	321	1040	84	0.00	65	38	66.54	38.01	76.02	49.49	100	100	0.00	204.76
2	1	R104 (1)				116	485	180	0.00	24	278	12.29	0.29	0.00	0.04	100	100	0.00	0.53
	2	R104 (2)				31	520	180	0.00	6	1434	12.05	0.05	0.00	0.00	100	100	0.00	0.03
3	2					340	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	61	968	12	0.00	87	3	128.50	116.14	114.86	14.19	100	100	0.00	115.29
6	1	R104 (3)		1	D	85	485	156	0.00	20	348	16.45	2.05	14.43	2.58	100	100	0.00	3.37
7	1	R108 (south 2)		1	B	59	485	156	0.00	14	545	32.25	1.85	13.66	1.72	100	100	0.00	2.12
8	1	R108 (north 2)		1	E	279	1005	113	0.00	44	105	29.30	17.30	49.83	28.38	100	100	0.00	83.14
	3	R108 (north 3)		1	F	86	956	21	0.00	74	22	98.87	86.97	101.27	17.55	100	100	0.00	122.37
9	1	R108 (north 1)				365	1005	180	0.00	36	148	14.33	0.26	0.00	0.10	100	100	0.00	1.47
10	2					406	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					145	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2606.22	122.29	21.31	35.56	504.96	28.11	0.00	533.08
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2606.22	122.29	21.31	35.56	504.96	28.11	0.00	533.08

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	2	R108 (south 1)		1	A	292	1040	84	0.00	59	51	64.73	36.21	72.79	43.27	100	100	0.00	177.48
2	1	R104 (1)				101	485	180	0.00	21	332	12.24	0.24	0.00	0.03	100	100	0.00	0.39
	2	R104 (2)				28	520	180	0.00	5	1571	12.05	0.05	0.00	0.00	100	100	0.00	0.02
3	2					304	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	56	968	12	0.00	80	12	127.59	112.22	114.09	12.94	100	100	0.00	102.35
6	1	R104 (3)		1	D	73	485	156	0.00	17	422	16.35	1.95	14.02	2.21	100	100	0.00	2.76
7	1	R108 (south 2)		1	B	54	485	156	0.00	13	605	32.22	1.81	13.31	1.51	100	100	0.00	1.90
8	1	R108 (north 2)		1	E	248	1005	113	0.00	39	131	28.52	16.52	47.71	24.10	100	100	0.00	70.57
	3	R108 (north 3)		1	F	82	956	21	0.00	70	28	97.52	85.25	100.19	16.55	100	100	0.00	114.42
9	1	R108 (north 1)				330	1005	180	0.00	33	174	14.30	0.22	0.00	0.08	100	100	0.00	1.14
10	2					365	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					136	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2356.82	110.07	21.41	31.43	446.25	24.79	0.00	471.04
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2356.82	110.07	21.41	31.43	446.25	24.79	0.00	471.04

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Eastern Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 11:47:00

«A1 - Analysis : D8 - PM 2030 no dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D8 - PM 2030 no dev*

Signal Timings

Network Default: 180s cycle time; 180 steps

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			8			8	20		
	B								6	
	C	8				8	8	20		
	D									6
	E			8				20		
	F	8		8				20		
	G	20		20		20	20			
	H		6							
	I				6					

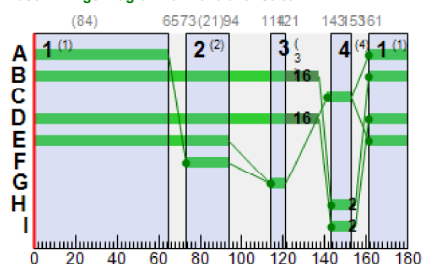
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,E,D,B	161	65	84	1	7
	2	✓	2	F,E,D,B	73	94	21	1	7
	3	✓	3	G,D,B	114	121	7	1	7
	4	✓	4	C,H,I	143	153	10	1	5

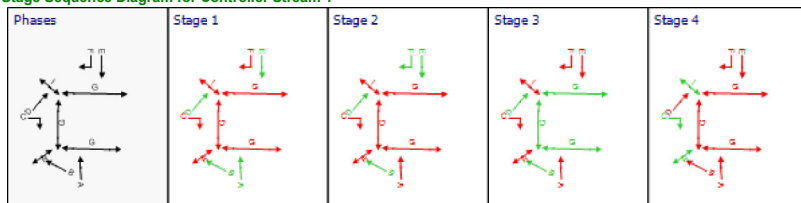
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	2		1	A	161	65	84
5	2		1	C	141	153	12
6	1		1	D	161	137	156
7	1		1	B	161	137	156
8	1		1	E	161	94	113
8	3		1	F	73	94	21

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	351			0.00	78	16	68.93	40.42	79.88	64.38	100	100	0.00	237.89	
2	1	R104 (1)				115			0.00	29	214	12.30	0.30	0.00	0.06	100	100	0.00	0.54	
	2	R104 (2)				30			0.00	6	1386	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					328			0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	59			0.00	90	0	127.67	113.97	114.16	15.00	100	100	0.00	109.47	
6	1	R104 (3)		1	D	86			0.00	26	246	16.49	2.09	14.62	3.59	100	100	0.00	3.45	
7	1	R108 (south 2)		1	B	59			0.00	15	504	32.25	1.85	13.54	1.83	100	100	0.00	2.10	
8	1	R108 (north 2)		1	E	269			0.00	47	92	29.10	17.10	49.20	31.10	100	100	0.00	79.06	
	3	R108 (north 3)		1	F	87			0.00	80	13	99.81	87.70	101.79	19.41	100	100	0.00	125.18	
9	1	R108 (north 1)				356			0.00	38	134	14.33	0.25	0.00	0.12	100	100	0.00	1.39	
10	2					437			0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					146			0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2659.04	125.89	37.29	529.56	29.55	0.00	559.10
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2659.04	125.89	37.29	529.56	29.55	0.00	559.10

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	366	1040	84	0.00	75	21	69.81	41.29	81.48	60.43	100	100	0.00	253.39	
2	1	R104 (1)				101	485	180	0.00	21	334	12.24	0.24	0.00	0.03	100	100	0.00	0.38	
	2	R104 (2)				29	520	180	0.00	5	1542	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					292	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	57	968	12	0.00	82	10	118.10	103.70	109.20	12.56	100	100	0.00	96.39	
6	1	R104 (3)		1	D	72	485	156	0.00	17	429	16.34	1.94	13.90	2.18	100	100	0.00	2.71	
7	1	R108 (south 2)		1	B	63	485	156	0.00	15	504	32.28	1.88	13.78	1.83	100	100	0.00	2.30	
8	1	R108 (north 2)		1	E	235	1005	113	0.00	37	144	28.21	16.21	46.85	22.56	100	100	0.00	65.61	
	3	R108 (north 3)		1	F	93	956	21	0.00	80	13	101.62	89.62	103.10	19.41	100	100	0.00	136.31	
9	1	R108 (north 1)				328	1005	180	0.00	33	176	14.30	0.22	0.00	0.08	100	100	0.00	1.12	
10	2					438	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					156	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)

Normal traffic	2594.17	123.72	20.97	37.25	528.90	29.35	0.00	558.24
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2594.17	123.72	20.97	37.25	528.90	29.35	0.00	558.24

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	
1	2	R108 (south 1)		1	A	381	1040	84	0.00	78	16	71.15	42.69	83.48	64.38	100	100	0.00	272.55
2	1	R104 (1)				139	485	180	0.00	29	214	12.37	0.37	0.00	0.06	100	100	0.00	0.82
	2	R104 (2)				29	520	180	0.00	6	1514	12.05	0.05	0.00	0.00	100	100	0.00	0.02
3	2					332	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	58	968	12	0.00	83	8	123.21	110.60	111.81	13.11	100	100	0.00	104.46
6	1	R104 (3)		1	D	110	485	156	0.00	26	246	16.68	2.28	15.51	3.59	100	100	0.00	4.80
7	1	R108 (south 2)		1	B	56	485	156	0.00	13	580	32.23	1.82	13.32	1.57	100	100	0.00	1.99
8	1	R108 (north 2)		1	E	274	1005	113	0.00	43	109	29.17	17.17	49.42	27.56	100	100	0.00	81.02
	3	R108 (north 3)		1	F	86	956	21	0.00	74	22	99.91	87.64	101.83	17.65	100	100	0.00	123.31
9	1	R108 (north 1)				360	1005	180	0.00	36	151	14.33	0.25	0.00	0.10	100	100	0.00	1.42
10	2					491	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					142	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2811.14	132.94	21.15	39.35	558.77	31.62	0.00	590.39
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2811.14	132.94	21.15	39.35	558.77	31.62	0.00	590.39

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	
1	2	R108 (south 1)		1	A	344	1040	84	0.00	70	28	68.17	39.64	78.63	54.73	100	100	0.00	228.71
2	1	R104 (1)				119	485	180	0.00	24	268	12.30	0.30	0.00	0.04	100	100	0.00	0.56
	2	R104 (2)				32	520	180	0.00	6	1386	12.06	0.06	0.00	0.00	100	100	0.00	0.03
3	2					362	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	63	968	12	0.00	90	0	133.53	121.37	117.39	15.00	100	100	0.00	124.35
6	1	R104 (3)		1	D	87	485	156	0.00	21	338	16.47	2.07	14.49	2.73	100	100	0.00	3.47
7	1	R108 (south 2)		1	B	60	485	156	0.00	14	535	32.26	1.86	13.70	1.75	100	100	0.00	2.17
8	1	R108 (north 2)		1	E	299	1005	113	0.00	47	92	29.85	17.85	51.15	31.10	100	100	0.00	91.88
	3	R108 (north 3)		1	F	87	956	21	0.00	74	21	99.47	87.55	101.56	17.80	100	100	0.00	124.60
9	1	R108 (north 1)				386	1005	180	0.00	38	134	14.36	0.28	0.00	0.12	100	100	0.00	1.70
10	2					431	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00

13	1				147	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2747.23	129.94	21.14	38.52	547.05	30.42	0.00	577.47
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2747.23	129.94	21.14	38.52	547.05	30.42	0.00	577.47

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	313	1040	84	0.00	64	41	66.01	37.49	75.02	47.52	100	100	0.00	196.92	
2	1	R104 (1)				103	485	180	0.00	21	324	12.25	0.25	0.00	0.03	100	100	0.00	0.41	
	2	R104 (2)				29	520	180	0.00	6	1514	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					324	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	58	968	12	0.00	83	8	135.17	119.39	117.89	13.88	100	100	0.00	112.69	
6	1	R104 (3)		1	D	74	485	156	0.00	17	414	16.36	1.96	14.13	2.24	100	100	0.00	2.81	
7	1	R108 (south 2)		1	B	55	485	156	0.00	13	592	32.22	1.82	13.31	1.54	100	100	0.00	1.94	
8	1	R108 (north 2)		1	E	266	1005	113	0.00	42	115	28.97	16.97	48.87	26.45	100	100	0.00	77.72	
	3	R108 (north 3)		1	F	83	956	21	0.00	71	27	98.04	85.75	100.53	16.89	100	100	0.00	116.48	
9	1	R108 (north 1)				349	1005	180	0.00	35	159	14.32	0.24	0.00	0.09	100	100	0.00	1.31	
10	2					387	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					138	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2483.62	116.95	21.24	34.05	483.51	26.80	0.00	510.31
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2483.62	116.95	21.24	34.05	483.51	26.80	0.00	510.31

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Eastern Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 11:47:38

«A1 - Analysis : D10 - PM 2030 with dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D10 - PM 2030 with dev*

Signal Timings

Network Default: 180s cycle time; 180 steps

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			8			8	20		
	B								6	
	C	8				8	8	20		
	D									6
	E			8				20		
	F	8		8				20		
	G	20		20		20	20			
	H		6							
	I				6					

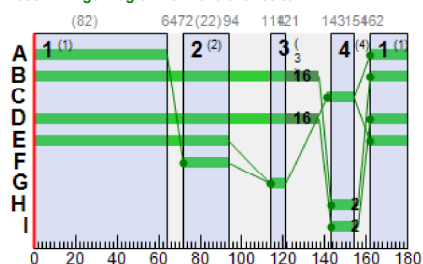
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,E,D,B	162	64	82	1	7
	2	✓	2	F,E,D,B	72	94	22	1	7
	3	✓	3	G,D,B	114	121	7	1	7
	4	✓	4	C,H,I	143	154	11	1	5

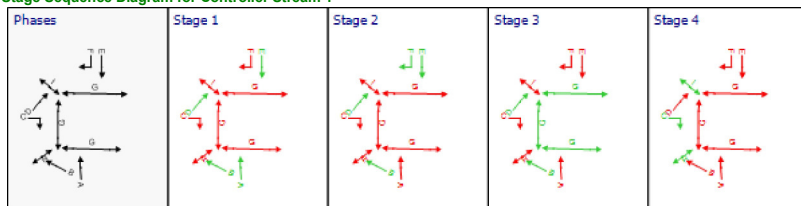
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	2		1	A	162	64	82
5	2		1	C	141	154	13
6	1		1	D	162	137	155
7	1		1	B	162	137	155
8	1		1	E	162	94	112
8	3		1	F	72	94	22

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	351			0.00	79	13	70.84	42.33	81.73	65.82	100	100	0.00	248.82	
2	1	R104 (1)				121			0.00	30	202	12.32	0.32	0.00	0.06	100	100	0.00	0.60	
	2	R104 (2)				31			0.00	6	1340	12.05	0.05	0.00	0.00	100	100	0.00	0.03	
3	2					330			0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	62			0.00	86	4	120.39	106.59	110.38	14.82	100	100	0.00	106.83	
6	1	R104 (3)		1	D	90			0.00	27	232	16.69	2.29	15.56	3.98	100	100	0.00	3.94	
7	1	R108 (south 2)		1	B	62			0.00	16	465	32.43	2.03	14.35	2.03	100	100	0.00	2.43	
8	1	R108 (north 2)		1	E	269			0.00	47	90	29.62	17.62	50.00	31.77	100	100	0.00	81.37	
	3	R108 (north 3)		1	F	92			0.00	80	12	99.29	87.16	101.74	20.33	100	100	0.00	131.57	
9	1	R108 (north 1)				361			0.00	39	131	14.33	0.25	0.00	0.12	100	100	0.00	1.44	
10	2					441			0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					154			0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2705.32	128.64	38.50	546.63	30.38	0.00	577.02
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2705.32	128.64	38.50	546.63	30.38	0.00	577.02

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	366	1040	82	0.00	76	18	71.77	43.25	83.35	61.78	100	100	0.00	265.08	
2	1	R104 (1)				106	485	180	0.00	22	312	12.26	0.26	0.00	0.03	100	100	0.00	0.43	
	2	R104 (2)				30	520	180	0.00	6	1460	12.05	0.05	0.00	0.00	100	100	0.00	0.03	
3	2					295	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	60	968	13	0.00	80	13	114.61	100.21	107.19	12.97	100	100	0.00	98.09	
6	1	R104 (3)		1	D	76	485	155	0.00	18	398	16.54	2.14	14.89	2.38	100	100	0.00	3.13	
7	1	R108 (south 2)		1	B	67	485	155	0.00	16	465	32.47	2.06	14.42	2.03	100	100	0.00	2.66	
8	1	R108 (north 2)		1	E	235	1005	112	0.00	37	142	28.70	16.70	47.65	22.83	100	100	0.00	67.53	
	3	R108 (north 3)		1	F	98	956	22	0.00	80	12	101.00	89.00	102.94	20.33	100	100	0.00	142.67	
9	1	R108 (north 1)				333	1005	180	0.00	33	172	14.30	0.22	0.00	0.08	100	100	0.00	1.16	
10	2					442	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					165	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)

Normal traffic	2643.59	126.89	20.83	38.77	550.53	30.25	0.00	580.78
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2643.59	126.89	20.83	38.77	550.53	30.25	0.00	580.78

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	
1	2	R108 (south 1)		1	A	381	1040	82	0.00	79	13	73.25	44.80	85.46	65.82	100	100	0.00	285.66
2	1	R104 (1)				145	485	180	0.00	30	202	12.39	0.39	0.00	0.06	100	100	0.00	0.90
	2	R104 (2)				31	520	180	0.00	6	1434	12.05	0.05	0.00	0.00	100	100	0.00	0.03
3	2					335	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	61	968	13	0.00	81	11	118.36	105.35	109.54	13.51	100	100	0.00	104.74
6	1	R104 (3)		1	D	114	485	155	0.00	27	232	16.89	2.49	16.50	3.98	100	100	0.00	5.42
7	1	R108 (south 2)		1	B	60	485	155	0.00	14	531	32.41	2.01	14.32	1.81	100	100	0.00	2.33
8	1	R108 (north 2)		1	E	274	1005	112	0.00	43	107	29.69	17.69	50.16	28.18	100	100	0.00	83.37
	3	R108 (north 3)		1	F	91	956	22	0.00	75	21	99.42	87.13	101.83	18.68	100	100	0.00	129.75
9	1	R108 (north 1)				365	1005	180	0.00	36	148	14.33	0.26	0.00	0.10	100	100	0.00	1.47
10	2					495	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					151	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2860.57	136.18	21.01	40.92	581.08	32.60	0.00	613.68
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2860.57	136.18	21.01	40.92	581.08	32.60	0.00	613.68

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	
1	2	R108 (south 1)		1	A	344	1040	82	0.00	72	25	70.01	41.48	80.43	55.97	100	100	0.00	239.03
2	1	R104 (1)				124	485	180	0.00	25	253	12.32	0.32	0.00	0.04	100	100	0.00	0.62
	2	R104 (2)				33	520	180	0.00	6	1340	12.06	0.06	0.00	0.00	100	100	0.00	0.03
3	2					364	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	65	968	13	0.00	86	4	124.65	112.05	112.74	14.82	100	100	0.00	118.59
6	1	R104 (3)		1	D	91	485	155	0.00	22	316	16.67	2.27	15.46	2.96	100	100	0.00	3.96
7	1	R108 (south 2)		1	B	63	485	155	0.00	15	500	32.44	2.03	14.38	1.90	100	100	0.00	2.47
8	1	R108 (north 2)		1	E	299	1005	112	0.00	47	90	30.39	18.39	52.06	31.77	100	100	0.00	94.58
	3	R108 (north 3)		1	F	92	956	22	0.00	75	19	98.98	87.04	101.57	18.83	100	100	0.00	131.02
9	1	R108 (north 1)				391	1005	180	0.00	39	131	14.36	0.28	0.00	0.12	100	100	0.00	1.76
10	2					435	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00

13	1				155	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2790.36	132.38	21.08	39.50	560.86	31.21	0.00	592.07
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2790.36	132.38	21.08	39.50	560.86	31.21	0.00	592.07

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	313	1040	82	0.00	65	38	67.70	39.17	76.74	48.62	100	100	0.00	205.50	
2	1	R104 (1)				108	485	180	0.00	22	304	12.27	0.27	0.00	0.03	100	100	0.00	0.45	
	2	R104 (2)				30	520	180	0.00	6	1460	12.05	0.05	0.00	0.00	100	100	0.00	0.03	
3	2					326	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	60	968	13	0.00	80	13	123.62	108.31	111.89	13.57	100	100	0.00	105.90	
6	1	R104 (3)		1	D	78	485	155	0.00	19	385	16.55	2.15	14.93	2.45	100	100	0.00	3.24	
7	1	R108 (south 2)		1	B	58	485	155	0.00	14	552	32.40	1.99	14.27	1.75	100	100	0.00	2.24	
8	1	R108 (north 2)		1	E	266	1005	112	0.00	42	113	29.48	17.48	49.61	27.05	100	100	0.00	79.98	
	3	R108 (north 3)		1	F	88	956	22	0.00	72	25	97.58	85.28	100.46	17.81	100	100	0.00	122.84	
9	1	R108 (north 1)				354	1005	180	0.00	35	156	14.32	0.24	0.00	0.10	100	100	0.00	1.36	
10	2					391	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					146	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2526.75	119.11	21.21	34.79	494.07	27.46	0.00	521.53
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2526.75	119.11	21.21	34.79	494.07	27.46	0.00	521.53

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Eastern Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 11:48:13

«A1 - Analysis : D12 - PM 2040 no dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D12 - PM 2040 no dev*

Signal Timings

Network Default: 180s cycle time; 180 steps

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			8			8	20		
	B								6	
	C	8				8	8	20		
	D									6
	E			8				20		
	F	8		8				20		
	G	20		20		20	20			
	H		6							
	I				6					

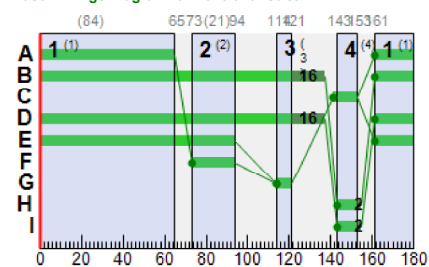
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,E,D,B	161	65	84	1	7
	2	✓	2	F,E,D,B	73	94	21	1	7
	3	✓	3	G,D,B	114	121	7	1	7
	4	✓	4	C,H,I	143	153	10	1	5

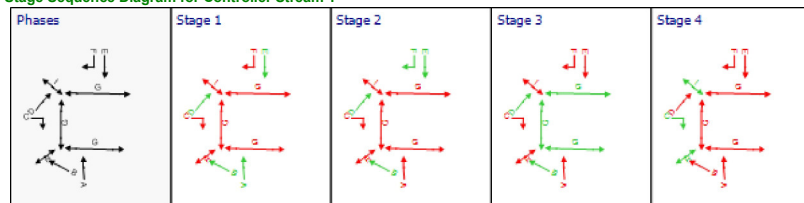
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	2		1	A	161	65	84
5	2		1	C	141	153	12
6	1		1	D	161	137	156
7	1		1	B	161	137	156
8	1		1	E	161	94	113
8	3		1	F	73	94	21

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	363			0.00	80	12	69.97	41.46	81.53	68.10	100	100	0.00	252.50	
2	1	R104 (1)				120			0.00	30	202	12.31	0.31	0.00	0.06	100	100	0.00	0.59	
	2	R104 (2)				31			0.00	6	1340	12.05	0.05	0.00	0.00	100	100	0.00	0.03	
3	2					339			0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	62			0.00	93	-3	135.93	122.23	118.43	16.16	100	100	0.00	122.26	
6	1	R104 (3)		1	D	89			0.00	27	234	16.51	2.11	14.81	3.85	100	100	0.00	3.62	
7	1	R108 (south 2)		1	B	61			0.00	15	486	32.27	1.86	13.67	1.89	100	100	0.00	2.19	
8	1	R108 (north 2)		1	E	278			0.00	49	85	29.35	17.35	49.86	32.95	100	100	0.00	82.96	
	3	R108 (north 3)		1	F	90			0.00	82	9	101.80	89.63	103.16	20.21	100	100	0.00	132.30	
9	1	R108 (north 1)				368			0.00	40	126	14.34	0.26	0.00	0.13	100	100	0.00	1.51	
10	2					452			0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					151			0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2752.51	131.62	39.91	566.76	31.20	0.00	597.96
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2752.51	131.62	39.91	566.76	31.20	0.00	597.96

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	379	1040	84	0.00	77	17	70.95	42.43	83.26	64.00	100	100	0.00	269.57	
2	1	R104 (1)				104	485	180	0.00	21	322	12.25	0.25	0.00	0.03	100	100	0.00	0.41	
	2	R104 (2)				30	520	180	0.00	6	1486	12.05	0.05	0.00	0.00	100	100	0.00	0.02	
3	2					302	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	59	968	12	0.00	84	7	121.12	106.72	110.69	13.19	100	100	0.00	102.62	
6	1	R104 (3)		1	D	74	485	156	0.00	17	414	16.36	1.96	14.13	2.24	100	100	0.00	2.81	
7	1	R108 (south 2)		1	B	65	485	156	0.00	15	486	32.30	1.89	13.81	1.89	100	100	0.00	2.39	
8	1	R108 (north 2)		1	E	243	1005	113	0.00	38	136	28.39	16.39	47.30	23.61	100	100	0.00	68.62	
	3	R108 (north 3)		1	F	96	956	21	0.00	82	9	103.60	91.60	104.44	20.21	100	100	0.00	143.78	
9	1	R108 (north 1)				339	1005	180	0.00	34	167	14.31	0.23	0.00	0.09	100	100	0.00	1.22	
10	2					453	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					161	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)

Normal traffic	2681.91	128.87	20.81	39.48	560.58	30.87	0.00	591.45
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2681.91	128.87	20.81	39.48	560.58	30.87	0.00	591.45

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	2	R108 (south 1)		1	A	394	1040	84	0.00	80	12	72.45	44.00	85.40	68.10	100	100	0.00	290.40	
2	1	R104 (1)				145	485	180	0.00	30	202	12.39	0.39	0.00	0.06	100	100	0.00	0.90	
	2	R104 (2)				31	520	180	0.00	6	1434	12.05	0.05	0.00	0.00	100	100	0.00	0.03	
3	2					344	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	61	968	12	0.00	87	3	129.79	117.73	115.51	14.28	100	100	0.00	116.84	
6	1	R104 (3)		1	D	114	485	156	0.00	27	234	16.71	2.31	15.64	3.85	100	100	0.00	5.05	
7	1	R108 (south 2)		1	B	58	485	156	0.00	14	556	32.25	1.84	13.60	1.69	100	100	0.00	2.08	
8	1	R108 (north 2)		1	E	283	1005	113	0.00	44	102	29.41	17.41	50.01	28.79	100	100	0.00	84.83	
	3	R108 (north 3)		1	F	89	956	21	0.00	76	18	102.08	89.73	103.28	18.55	100	100	0.00	130.61	
9	1	R108 (north 1)				372	1005	180	0.00	37	143	14.34	0.26	0.00	0.11	100	100	0.00	1.54	
10	2					508	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					147	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2910.21	139.03	20.93	42.17	598.88	33.41	0.00	632.29
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2910.21	139.03	20.93	42.17	598.88	33.41	0.00	632.29

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	2	R108 (south 1)		1	A	356	1040	84	0.00	72	24	69.11	40.58	80.23	57.94	100	100	0.00	242.28	
2	1	R104 (1)				123	485	180	0.00	25	256	12.31	0.31	0.00	0.04	100	100	0.00	0.61	
	2	R104 (2)				33	520	180	0.00	6	1340	12.06	0.06	0.00	0.00	100	100	0.00	0.03	
3	2					375	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	65	968	12	0.00	93	-3	142.26	130.85	121.76	16.16	100	100	0.00	138.16	
6	1	R104 (3)		1	D	90	485	156	0.00	21	323	16.49	2.09	14.78	2.83	100	100	0.00	3.64	
7	1	R108 (south 2)		1	B	62	485	156	0.00	15	514	32.28	1.87	13.76	1.80	100	100	0.00	2.26	
8	1	R108 (north 2)		1	E	310	1005	113	0.00	49	85	30.17	18.17	52.10	32.95	100	100	0.00	96.97	
	3	R108 (north 3)		1	F	90	956	21	0.00	77	17	101.49	89.51	103.00	18.69	100	100	0.00	131.75	
9	1	R108 (north 1)				400	1005	180	0.00	40	126	14.38	0.30	0.00	0.13	100	100	0.00	1.87	
10	2					446	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	

13	1				152	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2843.62	135.80	20.94	41.23	585.43	32.14	0.00	617.57
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2843.62	135.80	20.94	41.23	585.43	32.14	0.00	617.57

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	324	1040	84	0.00	66	36	66.74	38.21	76.23	49.97	100	100	0.00	207.72	
2	1	R104 (1)				108	485	180	0.00	22	306	12.26	0.26	0.00	0.03	100	100	0.00	0.45	
	2	R104 (2)				31	520	180	0.00	6	1434	12.05	0.05	0.00	0.00	100	100	0.00	0.03	
3	2					336	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	61	968	12	0.00	87	3	149.64	132.54	125.31	15.63	100	100	0.00	131.40	
6	1	R104 (3)		1	D	77	485	156	0.00	18	394	16.39	1.99	14.29	2.33	100	100	0.00	2.97	
7	1	R108 (south 2)		1	B	57	485	156	0.00	13	568	32.24	1.83	13.46	1.66	100	100	0.00	2.03	
8	1	R108 (north 2)		1	E	275	1005	113	0.00	43	108	29.20	17.20	49.45	27.66	100	100	0.00	81.44	
	3	R108 (north 3)		1	F	86	956	21	0.00	74	22	99.82	87.47	101.78	17.64	100	100	0.00	123.07	
9	1	R108 (north 1)				361	1005	180	0.00	36	151	14.33	0.25	0.00	0.10	100	100	0.00	1.43	
10	2					401	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					143	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2574.29	122.80	20.96	36.77	522.17	28.37	0.00	550.54
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2574.29	122.80	20.96	36.77	522.17	28.37	0.00	550.54

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Eastern Junction.t15

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Report generation date: 27/11/2023 11:48:48

«A1 - Analysis : D14 - PM 2040 with dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D14 - PM 2040 with dev*

Signal Timings

Network Default: 180s cycle time; 180 steps

Intergreen Matrix for Controller Stream 1

		To								
		A	B	C	D	E	F	G	H	I
From	A			8			8	20		
	B								6	
	C	8				8	8	20		
	D									6
	E			8				20		
	F	8		8				20		
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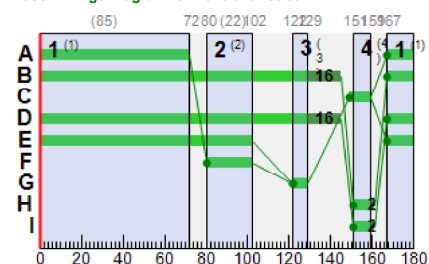
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,E,D,B	167	72	85	1	7
	2	✓	2	F,E,D,B	80	102	22	1	7
	3	✓	3	G,D,B	122	129	7	1	7
	4	✓	4	C,H,I	151	159	8	1	5

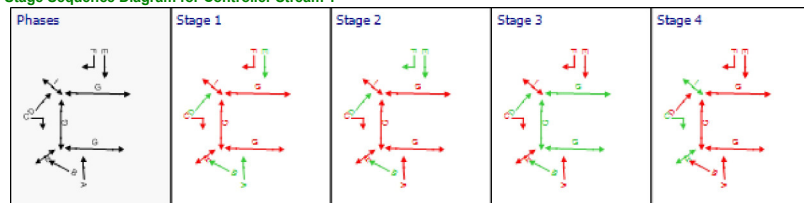
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	2		1	A	167	72	85
5	2		1	C	149	159	10
6	1		1	D	167	145	158
7	1		1	B	167	145	158
8	1		1	E	167	102	115
8	3		1	F	80	102	22

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	363			0.00	79	14	69.00	40.49	80.59	67.57	100	100	0.00	246.77	
2	1	R104 (1)				125			0.00	31	191	12.33	0.33	0.00	0.07	100	100	0.00	0.65	
	2	R104 (2)				32			0.00	6	1297	12.06	0.06	0.00	0.00	100	100	0.00	0.03	
3	2					337			0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	64			0.00	113	-21	280.30	269.27	183.79	34.56	100	100	0.00	277.34	
6	1	R104 (3)		1	D	93			0.00	28	227	16.23	1.83	13.53	3.59	100	100	0.00	3.31	
7	1	R108 (south 2)		1	B	64			0.00	16	459	32.00	1.60	12.47	1.86	100	100	0.00	2.02	
8	1	R108 (north 2)		1	E	278			0.00	48	88	28.32	16.32	48.33	31.91	100	100	0.00	78.24	
	3	R108 (north 3)		1	F	95			0.00	83	9	101.24	89.06	103.10	21.25	100	100	0.00	138.76	
9	1	R108 (north 1)				373			0.00	40	123	14.35	0.27	0.00	0.14	100	100	0.00	1.57	
10	2					456			0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					159			0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2788.86	143.15	50.41	715.89	32.81	0.00	748.69
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2788.86	143.15	50.41	715.89	32.81	0.00	748.69

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	379	1040	85	0.00	76	18	69.96	41.44	82.22	63.09	100	100	0.00	263.41	
2	1	R104 (1)				109	485	180	0.00	22	300	12.27	0.27	0.00	0.03	100	100	0.00	0.46	
	2	R104 (2)				31	520	180	0.00	6	1410	12.05	0.05	0.00	0.00	100	100	0.00	0.03	
3	2					302	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	62	968	10	0.00	105	-14	156.95	142.55	133.16	16.03	100	100	0.00	143.39	
6	1	R104 (3)		1	D	78	485	158	0.00	18	394	16.09	1.69	12.81	2.19	100	100	0.00	2.59	
7	1	R108 (south 2)		1	B	69	485	158	0.00	16	459	32.04	1.63	12.68	1.86	100	100	0.00	2.22	
8	1	R108 (north 2)		1	E	243	1005	115	0.00	38	140	27.42	15.42	45.95	22.79	100	100	0.00	64.74	
	3	R108 (north 3)		1	F	101	956	22	0.00	83	9	102.92	90.92	104.33	21.25	100	100	0.00	150.17	
9	1	R108 (north 1)				344	1005	180	0.00	34	163	14.31	0.23	0.00	0.09	100	100	0.00	1.26	
10	2					457	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					170	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)

Normal traffic	2725.49	132.88	20.51	42.03	596.86	31.40	0.00	628.26
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2725.49	132.88	20.51	42.03	596.86	31.40	0.00	628.26

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	
1	2	R108 (south 1)		1	A	394	1040	85	0.00	79	14	71.38	42.92	84.42	67.57	100	100	0.00	283.49
2	1	R104 (1)				150	485	180	0.00	31	191	12.41	0.41	0.00	0.07	100	100	0.00	0.98
	2	R104 (2)				32	520	180	0.00	6	1363	12.06	0.06	0.00	0.00	100	100	0.00	0.03
3	2					342	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	64	968	10	0.00	108	-17	229.00	218.41	168.33	21.47	100	100	0.00	225.54
6	1	R104 (3)		1	D	118	485	158	0.00	28	227	16.42	2.02	14.39	3.59	100	100	0.00	4.61
7	1	R108 (south 2)		1	B	62	485	158	0.00	14	522	31.99	1.58	12.37	1.67	100	100	0.00	1.93
8	1	R108 (north 2)		1	E	283	1005	115	0.00	44	106	28.38	16.38	48.44	28.15	100	100	0.00	80.00
	3	R108 (north 3)		1	F	94	956	22	0.00	77	17	101.55	89.18	103.19	19.59	100	100	0.00	137.13
9	1	R108 (north 1)				377	1005	180	0.00	38	140	14.35	0.27	0.00	0.11	100	100	0.00	1.60
10	2					512	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00
13	1					156	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2949.72	147.41	20.01	49.34	700.66	34.65	0.00	735.31
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2949.72	147.41	20.01	49.34	700.66	34.65	0.00	735.31

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	
1	2	R108 (south 1)		1	A	356	1040	85	0.00	72	26	68.18	39.65	79.23	57.09	100	100	0.00	236.87
2	1	R104 (1)				128	485	180	0.00	26	242	12.33	0.33	0.00	0.05	100	100	0.00	0.67
	2	R104 (2)				34	520	180	0.00	6	1297	12.06	0.06	0.00	0.00	100	100	0.00	0.03
3	2					369	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00
5	2	R104 (4)		1	C	67	968	10	0.00	113	-21	312.59	301.29	204.86	28.41	100	100	0.00	324.57
6	1	R104 (3)		1	D	94	485	158	0.00	22	310	16.22	1.82	13.40	2.75	100	100	0.00	3.32
7	1	R108 (south 2)		1	B	65	485	158	0.00	15	493	32.01	1.61	12.58	1.75	100	100	0.00	2.06
8	1	R108 (north 2)		1	E	310	1005	115	0.00	48	88	29.09	17.09	50.46	31.91	100	100	0.00	91.44
	3	R108 (north 3)		1	F	95	956	22	0.00	78	16	100.97	88.96	102.97	19.73	100	100	0.00	138.25
9	1	R108 (north 1)				405	1005	180	0.00	40	123	14.38	0.30	0.00	0.14	100	100	0.00	1.93
10	2					450	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00

13	1				160	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2870.72	149.35	19.22	53.88	765.12	34.02	0.00	799.13
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2870.72	149.35	19.22	53.88	765.12	34.02	0.00	799.13

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	2	R108 (south 1)		1	A	324	1040	85	0.00	65	38	65.89	37.37	75.50	49.58	100	100	0.00	203.30	
2	1	R104 (1)				113	485	180	0.00	23	288	12.28	0.28	0.00	0.04	100	100	0.00	0.50	
	2	R104 (2)				32	520	180	0.00	6	1386	12.06	0.06	0.00	0.00	100	100	0.00	0.03	
3	2					334	Unrestricted	180	0.00	0	Unrestricted	61.07	0.00	0.00	0.00	100	100	0.00	0.00	
5	2	R104 (4)		1	C	63	968	10	0.00	107	-16	419.47	411.60	226.89	34.56	100	100	0.00	415.85	
6	1	R104 (3)		1	D	81	485	158	0.00	19	376	16.12	1.72	13.10	2.27	100	100	0.00	2.73	
7	1	R108 (south 2)		1	B	60	485	158	0.00	14	543	31.97	1.57	12.20	1.54	100	100	0.00	1.85	
8	1	R108 (north 2)		1	E	275	1005	115	0.00	42	112	28.18	16.18	47.91	27.05	100	100	0.00	76.80	
	3	R108 (north 3)		1	F	91	956	22	0.00	75	21	99.33	86.97	101.78	18.67	100	100	0.00	129.51	
9	1	R108 (north 1)				366	1005	180	0.00	36	147	14.34	0.26	0.00	0.10	100	100	0.00	1.48	
10	2					405	Unrestricted	180	0.00	0	Unrestricted	56.22	0.00	0.00	0.00	100	100	0.00	0.00	
13	1					151	Unrestricted	180	0.00	0	Unrestricted	70.87	0.00	0.00	0.00	100	100	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	2609.53	142.97	18.25	56.40	800.91	31.15	0.00	832.06
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	2609.53	142.97	18.25	56.40	800.91	31.15	0.00	832.06

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 18:52:47

«A1 - Analysis : D1 - AM 2023* :

»Signal Timings

»Final Prediction Table

A1 - Analysis D1 - AM 2023*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

From	To				
	A	B	C	D	E
A		7		7	10
B	7		7	7	10
C		7		7	10
D	7	7	7		10
E	10	10	10	10	

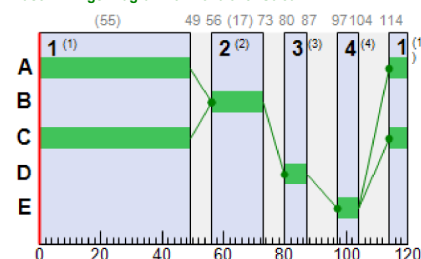
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	49	55	1	7
	2	✓	2	B	56	73	17	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

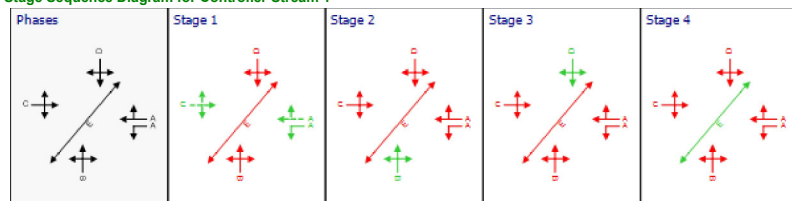
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	49	55
2	1	1	1	D	80	87	7
3	1	1	1	A	114	49	55
3	2	1	1	A	114	49	55
4	1	1	1	B	56	73	17

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	
1	1	R104 (west)	1	1	C	97 <		0.00	78	15	42.03	36.22	88.33	14.93 +	100	100	0.00	59.42	
1x	1					163		28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	12		6.00	63	42	79.91	74.47	110.72	2.70	100	100	0.00	15.07	
2x	1					4		120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	16		1.00	10	846	8.18	6.62	11.22	0.25	100	100	0.00	1.73	
	2	R104 (east 2)	1	1	A	137 <		0.00	64	42	10.90	9.33	19.65	2.54 +	100	100	0.00	21.44	
3x	1					96		30.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	37		0.00	82	9	70.03	64.47	105.51	7.59	100	100	0.00	39.06	
4x	1					34		59.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			152 <		57.00	65	39	29.99	19.79	65.28	16.26 +	100	100	0.00	52.51	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	244.73	20.50	12.39	175.94	13.31	0.00	189.24
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	244.73	20.50	12.39	175.94	13.31	0.00	189.24

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	65	253	55	0.00	55	63	36.11	30.11	79.90	7.04	100	100	0.00	33.49	
1x	1					169	Unrestricted	120	28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.81	57.81	97.06	0.78	100	100	0.00	5.76	
2x	1					4	Unrestricted	120	113.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	16	383	55	1.00	9	905	7.58	6.02	10.07	0.21	100	100	0.00	1.60	
	2	R104 (east 2)	1	1	A	152 <	513	55	0.00	64	42	10.75	9.19	17.51	2.54 +	100	100	0.00	23.38	
3x	1					61	Unrestricted	120	30.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	26	389	17	0.00	45	102	58.43	52.43	94.66	3.32	100	100	0.00	22.74	
4x	1					31	Unrestricted	120	59.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			168 <	479	120	57.00	65	39	32.42	22.22	70.56	16.26 +	100	100	0.00	64.84	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	220.75	17.24	12.80	9.88	140.33	11.49	0.00	151.82
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	220.75	17.24	12.80	9.88	140.33	11.49	0.00	151.82

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	102 <	316	55	0.00	69	30	40.22	34.28	86.36	11.95 +	100	100	0.00	59.59	
1x	1					161	Unrestricted	120	22.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	17	403	7	0.00	63	42	84.29	78.34	114.50	2.64	100	100	0.00	21.99	
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	17	383	55	1.00	10	846	8.12	6.56	11.09	0.25	100	100	0.00	1.85	
	2	R104 (east 2)	1	1	A	138 <	491	55	0.00	60	49	11.20	9.60	21.44	2.47 +	100	100	0.00	22.39	
3x	1					105	Unrestricted	120	24.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	31	389	17	0.00	53	70	61.37	55.51	97.45	4.07	100	100	0.00	28.67	
4x	1					36	Unrestricted	120	48.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			155 <	479	120	55.00	59	53	30.23	20.02	65.83	14.03 +	100	100	0.00	54.07	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	251.58	20.70	12.15	12.32	174.96	13.61	0.00	188.57
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	251.58	20.70	12.15	12.32	174.96	13.61	0.00	188.57

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	101 <	294	55	0.00	74	22	43.63	37.90	90.08	12.40 +	100	100	0.00	64.96	
1x	1					162	Unrestricted	120	21.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	17	403	7	0.00	63	42	87.33	82.64	116.78	2.70	100	100	0.00	23.16	
2x	1					5	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	15	383	55	1.00	8	972	8.52	6.96	11.91	0.24	100	100	0.00	1.74	
	2	R104 (east 2)	1	1	A	128 <	513	55	0.00	54	68	10.74	9.18	19.06	2.31 +	100	100	0.00	19.76	
3x	1					100	Unrestricted	120	19.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	41	389	17	0.00	70	28	70.21	64.48	105.92	5.87	100	100	0.00	43.89	
4x	1					35	Unrestricted	120	52.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	

9	1	R104 (east 1)	1			143	479	120	54.00	53	69	28.45	18.24	61.89	12.23	100	100	0.00	45.58
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	246.51	21.22	11.62	13.07	185.60	13.49	0.00	199.09
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	246.51	21.22	11.62	13.07	185.60	13.49	0.00	199.09

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	118 <	322	55	0.00	78	15	45.47	39.82	93.19	14.93 +	100	100	0.00	79.65	
1x	1					162	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	9	403	7	5.00	33	169	68.33	62.80	101.24	1.23	100	100	0.00	9.37	
2x	1					4	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	15	383	55	1.00	8	972	8.52	6.96	11.91	0.24	100	100	0.00	1.74	
	2	R104 (east 2)	1	1	A	128 <	500	55	0.00	55	64	10.90	9.36	20.83	2.33 +	100	100	0.00	20.25	
3x	1					119	Unrestricted	120	25.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	48	389	17	0.00	82	9	81.75	76.78	116.24	7.59	100	100	0.00	60.94	
4x	1					33	Unrestricted	120	52.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			143	479	120	54.00	53	69	28.43	18.22	61.88	12.22	100	100	0.00	45.55	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	260.09	22.85	11.38	14.29	202.87	14.64	0.00	217.50
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	260.09	22.85	11.38	14.29	202.87	14.64	0.00	217.50

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Western Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 18:53:36

«A1 - Analysis : D3 - AM 2025 no dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D3 - AM 2025 no dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

From	To				
	A	B	C	D	E
A		7		7	10
B	7		7	7	10
C		7		7	10
D	7	7	7		10
E	10	10	10	10	

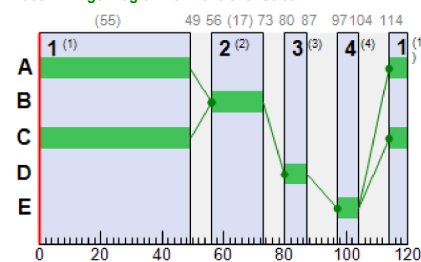
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	49	55	1	7
	2	✓	2	B	56	73	17	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

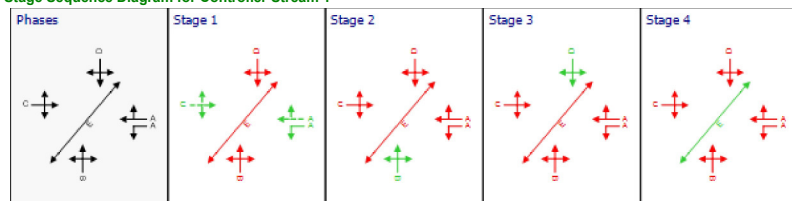
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	49	55
2	1	1	1	D	80	87	7
3	1	1	1	A	114	49	55
3	2	1	1	A	114	49	55
4	1	1	1	B	56	73	17

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	
1	1	R104 (west)	1	1	C	99 <		0.00	80	12	42.88	37.10	89.53	15.58 +	100	100	0.00	62.09	
1x	1					168		28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	12		6.00	63	42	79.91	74.47	110.72	2.70	100	100	0.00	15.07	
2x	1					4		120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	16		1.00	10	846	8.01	6.45	10.91	0.24	100	100	0.00	1.69	
	2	R104 (east 2)	1	1	A	141 <		0.00	65	38	10.93	9.36	19.41	2.59 +	100	100	0.00	22.12	
3x	1					98		30.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	37		0.00	84	7	71.22	65.70	106.57	7.86	100	100	0.00	40.33	
4x	1					34		59.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			156 <		57.00	66	36	30.63	20.42	66.65	16.88 +	100	100	0.00	55.56	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	250.21	21.18	12.89	183.10	13.76	0.00	196.86
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	250.21	21.18	12.89	183.10	13.76	0.00	196.86

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	66	252	55	0.00	56	60	36.37	30.37	80.20	7.24	100	100	0.00	34.28	
1x	1					173	Unrestricted	120	28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.81	57.81	97.06	0.78	100	100	0.00	5.76	
2x	1					4	Unrestricted	120	113.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	16	383	55	1.00	9	905	7.45	5.89	9.82	0.21	100	100	0.00	1.57	
	2	R104 (east 2)	1	1	A	156 <	513	55	0.00	65	38	10.85	9.29	17.39	2.59 +	100	100	0.00	24.22	
3x	1					62	Unrestricted	120	30.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	26	389	17	0.00	45	102	58.43	52.43	94.66	3.32	100	100	0.00	22.74	
4x	1					31	Unrestricted	120	59.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			172 <	479	120	57.00	66	36	33.11	22.91	71.95	16.88 +	100	100	0.00	68.39	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	225.07	17.72	12.70	10.22	145.13	11.83	0.00	156.96
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	225.07	17.72	12.70	10.22	145.13	11.83	0.00	156.96

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	104 <	316	55	0.00	71	27	40.82	34.90	87.37	12.35 +	100	100	0.00	61.82	
1x	1					165	Unrestricted	120	22.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	17	403	7	0.00	63	42	84.29	78.34	114.50	2.64	100	100	0.00	21.99	
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	17	383	55	1.00	10	846	7.97	6.41	10.78	0.24	100	100	0.00	1.81	
	2	R104 (east 2)	1	1	A	142 <	491	55	0.00	62	45	11.26	9.66	21.19	2.51 +	100	100	0.00	23.15	
3x	1					107	Unrestricted	120	24.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	31	389	17	0.00	53	70	61.37	55.51	97.45	4.07	100	100	0.00	28.67	
4x	1					36	Unrestricted	120	48.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			159 <	479	120	56.00	60	49	30.88	20.66	67.18	14.60 +	100	100	0.00	57.19	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	256.71	21.27	12.07	12.72	180.61	14.01	0.00	194.62
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	256.71	21.27	12.07	12.72	180.61	14.01	0.00	194.62

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	103 <	294	55	0.00	75	20	44.51	38.82	91.34	12.83 +	100	100	0.00	67.80	
1x	1					167	Unrestricted	120	21.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	17	403	7	0.00	63	42	87.33	82.64	116.78	2.70	100	100	0.00	23.16	
2x	1					5	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	15	383	55	1.00	8	972	8.34	6.78	11.56	0.23	100	100	0.00	1.69	
	2	R104 (east 2)	1	1	A	132 <	513	55	0.00	55	63	10.72	9.15	18.79	2.35 +	100	100	0.00	20.29	
3x	1					102	Unrestricted	120	19.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	42	389	17	0.00	72	25	71.44	65.71	107.39	6.11	100	100	0.00	45.80	
4x	1					35	Unrestricted	120	52.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	

9	1	R104 (east 1)	1			147	479	120	54.00	55	64	29.05	18.84	63.28	12.75	100	100	0.00	48.35
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	252.33	21.94	11.50	13.60	193.13	13.97	0.00	207.10
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	252.33	21.94	11.50	13.60	193.13	13.97	0.00	207.10

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	121 <	323	55	0.00	80	12	46.81	41.22	94.92	15.58 +	100	100	0.00	84.45	
1x	1					167	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	9	403	7	5.00	33	169	68.33	62.80	101.24	1.23	100	100	0.00	9.37	
2x	1					4	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	15	383	55	1.00	8	972	8.34	6.78	11.56	0.23	100	100	0.00	1.69	
	2	R104 (east 2)	1	1	A	132 <	500	55	0.00	57	59	10.87	9.34	20.50	2.36 +	100	100	0.00	20.81	
3x	1					122	Unrestricted	120	25.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	49	389	17	0.00	84	7	84.04	79.19	117.96	7.86	100	100	0.00	64.13	
4x	1					33	Unrestricted	120	52.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			147	479	120	54.00	55	64	29.03	18.82	63.26	12.75	100	100	0.00	48.31	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	266.72	23.80	11.21	15.04	213.54	15.22	0.00	228.77
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	266.72	23.80	11.21	15.04	213.54	15.22	0.00	228.77

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 18:54:09

«A1 - Analysis : D5 - AM 2025 with dev* :

- »Signal Timings
- »Final Prediction Table

A1 - Analysis

D5 - AM 2025 with dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7		7	10	
	C	7		7	10	
	D	7	7	7		10
	E	10	10	10	10	

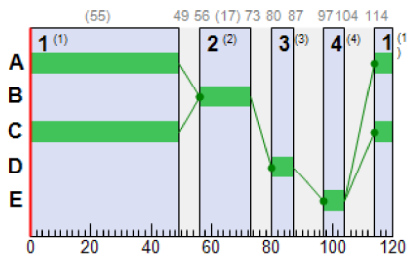
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	49	55	1	7
	2	✓	2	B	56	73	17	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

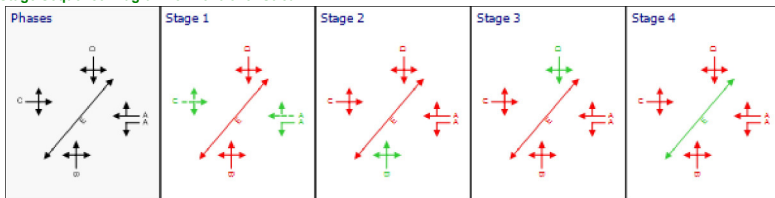
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	49	55
2	1	1	1	D	80	87	7
3	1	1	1	A	114	49	55
3	2	1	1	A	114	49	55
4	1	1	1	B	56	73	17

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU		QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)
1	1	R104 (west)	1	1	C	107 <		0.00	86	5	46.24	40.62	94.15	17.73 +	100	100	0.00	73.45
1x	1					178		28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	13		6.00	67	34	82.30	76.01	112.71	2.88	100	100	0.00	16.01
2x	1					4		120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	17		1.00	10	794	7.65	6.09	10.18	0.24	100	100	0.00	1.72
	2	R104 (east 2)	1	1	A	151 <		0.00	70	29	11.13	9.56	18.67	2.78 +	100	100	0.00	24.15
3x	1					108		28.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	38		0.00	86	5	72.59	67.14	107.72	8.21	100	100	0.00	42.31
4x	1					35		59.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			168 <		59.00	72	24	32.63	22.41	70.76	19.40 +	100	100	0.00	65.28

Network Results

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	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	268.22	23.50	14.62	207.65	15.27	0.00	222.91
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	268.22	23.50	14.62	207.65	15.27	0.00	222.91

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	75	258	55	0.00	62	44	38.25	32.25	83.37	8.49	100	100	0.00	41.30		
1x	1					184	Unrestricted	120	28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	64.91	58.91	97.89	0.92	100	100	0.00	6.85		
2x	1					4	Unrestricted	120	114.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (east 3)	1	1	A	18	383	55	1.00	10	794	7.15	5.59	9.22	0.22	100	100	0.00	1.67		
	2	R104 (east 2)	1	1	A	167 <	513	55	0.00	70	29	11.25	9.69	16.92	2.78 +	100	100	0.00	26.95		
3x	1					73	Unrestricted	120	28.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown	1	1	B	27	389	17	0.00	46	95	58.96	52.96	95.08	3.46	100	100	0.00	23.85		
4x	1					33	Unrestricted	120	59.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (east 1)	1			185 <	479	120	59.00	72	24	35.63	25.43	76.87	19.40 +	100	100	0.00	81.36		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	245.41	20.05	12.24	11.87	168.57	13.40	0.00	181.97
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	245.41	20.05	12.24	11.87	168.57	13.40	0.00	181.97

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	112 <	317	55	0.00	76	19	43.38	37.51	91.33	13.89 +	100	100	0.00	71.41		
1x	1					175	Unrestricted	120	21.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	18	403	7	0.00	67	34	87.54	81.62	117.60	2.88	100	100	0.00	24.24		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (east 3)	1	1	A	18	383	55	1.00	10	794	7.62	6.06	10.10	0.24	100	100	0.00	1.81		
	2	R104 (east 2)	1	1	A	152 <	492	55	0.00	66	36	11.56	9.94	20.44	2.67 +	100	100	0.00	25.40		
3x	1					117	Unrestricted	120	21.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown	1	1	B	32	389	17	0.00	55	64	62.05	56.21	98.42	4.26	100	100	0.00	29.96		
4x	1					37	Unrestricted	120	48.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (east 1)	1			170 <	479	120	58.00	65	38	32.82	22.60	71.09	16.69 +	100	100	0.00	66.68		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	274.50	23.51	11.68	14.37	204.03	15.48	0.00	219.51
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	274.50	23.51	11.68	14.37	204.03	15.48	0.00	219.51

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	111 <	295	55	0.00	81	12	48.29	42.79	96.52	14.55 +	100	100	0.00	80.31		
1x	1					177	Unrestricted	120	21.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	17	403	7	0.00	63	42	91.30	84.02	119.71	2.77	100	100	0.00	23.56		
2x	1					5	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (east 3)	1	1	A	16	383	55	1.00	9	905	7.95	6.39	10.77	0.23	100	100	0.00	1.70		
	2	R104 (east 2)	1	1	A	142 <	513	55	0.00	59	52	10.74	9.17	18.00	2.44 +	100	100	0.00	21.82		
3x	1					111	Unrestricted	120	17.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown	1	1	B	43	389	17	0.00	74	22	72.77	67.08	108.44	6.31	100	100	0.00	47.85		
4x	1					36	Unrestricted	120	52.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (east 1)	1			158 <	479	120	56.00	60	50	30.78	20.56	67.02	14.50 +	100	100	0.00	56.57		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	269.29	24.17	11.14	15.24	216.39	15.41	0.00	231.80
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	269.29	24.17	11.14	15.24	216.39	15.41	0.00	231.80

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controllor stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	129 <	323	55	0.00	86	5	51.61	46.32	100.83	17.73 +	100	100	0.00	100.79
1x	1					177	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	9	403	7	5.00	33	169	68.34	62.95	101.24	1.23	100	100	0.00	9.40
2x	1					4	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	16	383	55	1.00	9	905	7.95	6.39	10.77	0.23	100	100	0.00	1.70
	2	R104 (east 2)	1	1	A	142 <	500	55	0.00	61	48	10.90	9.38	19.53	2.46 +	100	100	0.00	22.41
3x	1					131	Unrestricted	120	25.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	50	389	17	0.00	86	5	86.55	81.85	119.87	8.21	100	100	0.00	67.58
4x	1					34	Unrestricted	120	52.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			158 <	479	120	56.00	60	50	30.75	20.53	67.00	14.50 +	100	100	0.00	56.49

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	283.69	26.29	10.79	17.01	241.60	16.77	0.00	258.37
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	283.69	26.29	10.79	17.01	241.60	16.77	0.00	258.37

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 18:54:35

«A1 - Analysis : D7 - AM 2030 no dev* :

- »Signal Timings
- »Final Prediction Table

A1 - Analysis

D7 - AM 2030 no dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7		7	10	
	C	7		7	10	
	D	7	7	7		10
	E	10	10	10	10	

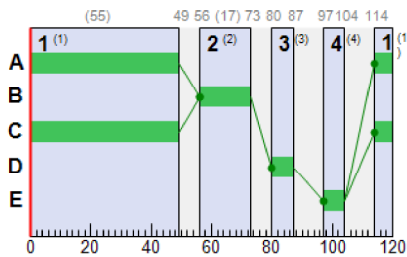
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	49	55	1	7
	2	✓	2	B	56	73	17	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

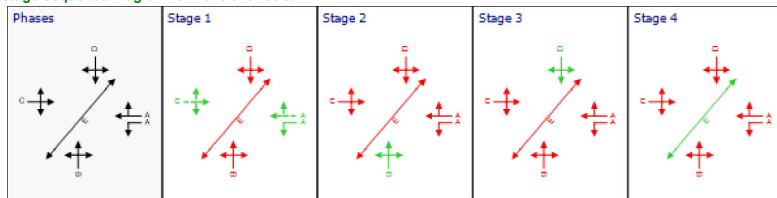
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	49	55
2	1	1	1	D	80	87	7
3	1	1	1	A	114	49	55
3	2	1	1	A	114	49	55
4	1	1	1	B	56	73	17

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU		QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)
1	1	R104 (west)	1	1	C	106 <		0.00	89	1	49.68	44.20	97.79	19.00 +	100	100	0.00	79.12
1x	1						180	28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	13		6.00	71	27	86.20	81.25	115.84	3.23	100	100	0.00	17.76
2x	1						4	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	18		1.00	11	747	7.68	6.12	10.23	0.26	100	100	0.00	1.81
	2	R104 (east 2)	1	1	A	151 <		0.00	70	28	11.13	9.57	18.48	2.80 +	100	100	0.00	24.11
3x	1					106		30.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	40 <		0.00	91	-1	76.75	71.43	111.14	9.25 +	100	100	0.00	47.31
4x	1					37		59.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			168 <		59.00	73	24	32.69	22.48	70.94	19.73 +	100	100	0.00	65.66

Network Results

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	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	269.51	24.38	15.50	220.08	15.67	0.00	235.75
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	269.51	24.38	15.50	220.08	15.67	0.00	235.75

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	71	243	55	0.00	63	44	38.80	32.80	84.05	8.15	100	100	0.00	39.74		
1x	1					186	Unrestricted	120	28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.81	57.81	97.06	0.78	100	100	0.00	5.76		
2x	1					4	Unrestricted	120	113.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (east 3)	1	1	A	18	383	55	1.00	10	794	7.12	5.56	9.16	0.22	100	100	0.00	1.66		
	2	R104 (east 2)	1	1	A	168 <	513	55	0.00	70	28	11.30	9.74	16.92	2.80 +	100	100	0.00	27.24		
3x	1					67	Unrestricted	120	30.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown	1	1	B	28	389	17	0.00	48	88	59.51	53.51	95.43	3.60	100	100	0.00	24.98		
4x	1					34	Unrestricted	120	59.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (east 1)	1			186 <	479	120	59.00	73	24	35.84	25.64	77.37	19.73 +	100	100	0.00	82.46		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	242.71	19.96	12.16	11.87	168.49	13.35	0.00	181.84
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	242.71	19.96	12.16	11.87	168.49	13.35	0.00	181.84

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	112 <	309	55	0.00	78	16	45.02	39.16	93.23	14.15 +	100	100	0.00	74.43		
1x	1					178	Unrestricted	120	20.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	19	403	7	0.00	71	27	91.12	85.18	120.20	3.11	100	100	0.00	26.68		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (east 3)	1	1	A	19	383	55	1.00	11	747	7.64	6.08	10.12	0.26	100	100	0.00	1.92		
	2	R104 (east 2)	1	1	A	152 <	492	55	0.00	66	36	11.55	9.94	20.06	2.67 +	100	100	0.00	25.37		
3x	1					115	Unrestricted	120	22.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown	1	1	B	34	389	17	0.00	58	55	63.52	57.70	99.68	4.57	100	100	0.00	32.65		
4x	1					40	Unrestricted	120	47.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (east 1)	1			171 <	479	120	58.00	66	37	32.94	22.72	71.45	16.80 +	100	100	0.00	67.43		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	277.11	24.20	11.45	14.98	212.65	15.84	0.00	228.48
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	277.11	24.20	11.45	14.98	212.65	15.84	0.00	228.48

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	111 <	283	55	0.00	84	7	52.12	46.77	100.57	15.15 +	100	100	0.00	87.50		
1x	1					179	Unrestricted	120	20.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	19	403	7	0.00	71	27	96.80	93.07	124.32	3.23	100	100	0.00	29.08		
2x	1					5	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (east 3)	1	1	A	17	383	55	1.00	10	846	8.00	6.44	10.86	0.25	100	100	0.00	1.82		
	2	R104 (east 2)	1	1	A	141 <	513	55	0.00	59	53	10.72	9.15	17.86	2.43 +	100	100	0.00	21.63		
3x	1					110	Unrestricted	120	17.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown	1	1	B	45	389	17	0.00	77	17	75.74	70.15	111.20	6.79	100	100	0.00	52.32		
4x	1					39	Unrestricted	120	51.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (east 1)	1			158 <	479	120	55.00	60	50	30.72	20.50	66.89	14.50 +	100	100	0.00	56.41		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	271.85	25.31	10.74	16.39	232.81	15.95	0.00	248.76
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	271.85	25.31	10.74	16.39	232.81	15.95	0.00	248.76

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controllor stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	130 <	311	55	0.00	89	1	57.54	52.57	106.85	19.00 +	100	100	0.00	114.79
1x	1					178	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	9	403	7	5.00	33	169	68.35	63.63	101.25	1.23	100	100	0.00	9.49
2x	1					4	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	17	383	55	1.00	10	846	8.00	6.44	10.86	0.25	100	100	0.00	1.82
	2	R104 (east 2)	1	1	A	141 <	500	55	0.00	60	49	10.89	9.37	19.25	2.45 +	100	100	0.00	22.20
3x	1					131	Unrestricted	120	24.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	53 <	389	17	0.00	91	-1	95.21	90.79	126.74	9.25 +	100	100	0.00	79.29
4x	1					37	Unrestricted	120	51.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			158 <	479	120	56.00	60	50	30.68	20.47	66.87	14.49 +	100	100	0.00	56.32

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	286.38	28.05	10.21	18.76	266.36	17.55	0.00	283.91
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	286.38	28.05	10.21	18.76	266.36	17.55	0.00	283.91

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 18:55:00

«A1 - Analysis : D9 - AM 2030 with dev* :

- »Signal Timings
- »Final Prediction Table

A1 - Analysis

D9 - AM 2030 with dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7		7	10	
	C	7		7	10	
	D	7	7	7		10
	E	10	10	10	10	

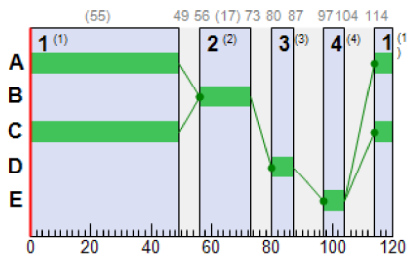
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	49	55	1	7
	2	✓	2	B	56	73	17	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

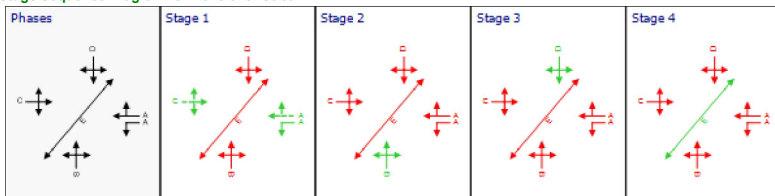
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	49	55
2	1	1	1	D	80	87	7
3	1	1	1	A	114	49	55
3	2	1	1	A	114	49	55
4	1	1	1	B	56	73	17

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU		QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	
1	1	R104 (west)	1	1	C	114 <		0.00	95	-5	56.44	51.30	105.09	22.38 +	100	100	0.00	98.50
1x	1					190		28.00	0	Unrestricted	14.42	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	14		6.00	74	21	89.39	83.37	118.07	3.36	100	100	0.00	18.90
2x	1					4		120.00	0	Unrestricted	13.89	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	19		1.00	11	704	7.36	5.80	9.60	0.25	100	100	0.00	1.83
	2	R104 (east 2)	1	1	A	161 <		0.00	75	20	11.55	9.98	18.07	3.05 +	100	100	0.00	26.77
3x	1					115		27.00	0	Unrestricted	18.60	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	41 <		0.00	92	-3	78.61	73.36	112.75	9.63 +	100	100	0.00	49.77
4x	1					39		59.00	0	Unrestricted	14.11	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			180 <		61.00	79	14	35.05	24.84	75.42	22.81 +	100	100	0.00	77.23

Network Results

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	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	287.53	27.44	17.99	255.50	17.50	0.00	273.01
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	287.53	27.44	17.99	255.50	17.50	0.00	273.01

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	80 <	248	55	0.00	69	30	41.33	35.33	87.69	9.52 +	100	100	0.00	48.11		
1x	1					197	Unrestricted	120	28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	64.91	58.91	97.89	0.92	100	100	0.00	6.85		
2x	1					4	Unrestricted	120	113.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (east 3)	1	1	A	20	383	55	1.00	11	704	6.86	5.30	8.64	0.23	100	100	0.00	1.76		
	2	R104 (east 2)	1	1	A	179 <	513	55	0.00	75	20	12.01	10.45	16.81	3.05 +	100	100	0.00	31.01		
3x	1					78	Unrestricted	120	27.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown	1	1	B	29	389	17	0.00	50	81	60.10	54.10	96.44	3.78	100	100	0.00	26.15		
4x	1					36	Unrestricted	120	59.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (east 1)	1			199 <	479	120	61.00	79	14	39.02	28.82	83.03	22.81 +	100	100	0.00	98.78		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	263.06	22.68	11.60	13.91	197.52	15.15	0.00	212.67
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	263.06	22.68	11.60	13.91	197.52	15.15	0.00	212.67

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	120 <	310	55	0.00	83	8	48.91	43.16	98.37	16.10 +	100	100	0.00	87.64		
1x	1					188	Unrestricted	120	20.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	20	403	7	0.00	74	21	95.13	89.21	123.02	3.36	100	100	0.00	29.38		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (east 3)	1	1	A	20	383	55	1.00	11	704	7.33	5.77	9.52	0.25	100	100	0.00	1.92		
	2	R104 (east 2)	1	1	A	162 <	493	55	0.00	70	28	12.12	10.48	19.70	2.87 +	100	100	0.00	28.39		
3x	1					125	Unrestricted	120	21.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown	1	1	B	35	389	17	0.00	60	50	64.31	58.52	100.58	4.77	100	100	0.00	34.08		
4x	1					41	Unrestricted	120	47.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (east 1)	1			182 <	479	120	59.00	71	27	35.24	25.02	75.75	18.90 +	100	100	0.00	78.76		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	294.90	26.89	10.97	17.09	242.65	17.53	0.00	260.18
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	294.90	26.89	10.97	17.09	242.65	17.53	0.00	260.18

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	119 <	284	55	0.00	90	0	59.48	54.54	108.63	17.60 +	100	100	0.00	108.89		
1x	1					189	Unrestricted	120	20.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	19	403	7	0.00	71	27	102.33	95.39	128.24	3.35	100	100	0.00	29.82		
2x	1					5	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (east 3)	1	1	A	18	383	55	1.00	10	794	7.65	6.09	10.17	0.24	100	100	0.00	1.82		
	2	R104 (east 2)	1	1	A	151 <	513	55	0.00	63	43	10.89	9.32	17.31	2.55 +	100	100	0.00	23.51		
3x	1					119	Unrestricted	120	17.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown	1	1	B	46	389	17	0.00	79	14	77.42	71.88	112.50	7.01	100	100	0.00	54.76		
4x	1					40	Unrestricted	120	51.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (east 1)	1			169 <	479	120	57.00	65	38	32.64	22.42	70.79	16.39 +	100	100	0.00	65.78		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	288.82	28.28	10.21	18.79	266.88	17.70	0.00	284.58
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	288.82	28.28	10.21	18.79	266.88	17.70	0.00	284.58

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controllor stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	138 <	311	55	0.00	95	-5	69.11	64.84	117.97	22.38 +	100	100	0.00	149.34
1x	1					188	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	9	403	7	5.00	33	169	68.36	64.02	101.26	1.23	100	100	0.00	9.55
2x	1					4	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	18	383	55	1.00	10	794	7.65	6.09	10.17	0.24	100	100	0.00	1.82
	2	R104 (east 2)	1	1	A	151 <	501	55	0.00	65	39	11.06	9.55	18.56	2.58 +	100	100	0.00	24.17
3x	1					140	Unrestricted	120	24.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	54 <	389	17	0.00	92	-3	98.85	94.58	129.63	9.63 +	100	100	0.00	84.09
4x	1					38	Unrestricted	120	50.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			169 <	479	120	57.00	65	38	32.59	22.36	70.75	16.38 +	100	100	0.00	65.61

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	303.35	31.90	9.51	22.18	314.96	19.63	0.00	334.59
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	303.35	31.90	9.51	22.18	314.96	19.63	0.00	334.59

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 18:55:26

«A1 - Analysis : D11 - AM 2040 no dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D11 - AM 2040 no dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7		7	10	
	C	7		7	10	
	D	7	7	7		10
	E	10	10	10	10	

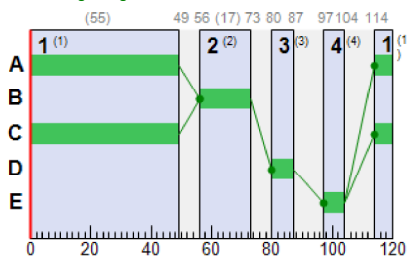
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	49	55	1	7
	2	✓	2	B	56	73	17	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

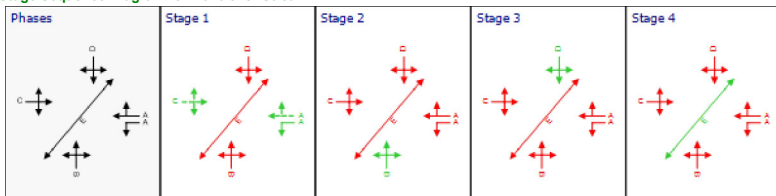
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	49	55
2	1	1	1	D	80	87	7
3	1	1	1	A	114	49	55
3	2	1	1	A	114	49	55
4	1	1	1	B	56	73	17

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU		QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)
1	1	R104 (west)	1	1	C	110 <		0.00	92	-2	53.43	48.17	102.07	20.36 +	100	100	0.00	89.23
1x	1						186	28.00	0	Unrestricted	14.42	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	14		6.00	71	27	86.20	81.22	115.82	3.23	100	100	0.00	18.08
2x	1						4	120.00	0	Unrestricted	13.89	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	18		1.00	11	747	7.50	5.94	9.89	0.25	100	100	0.00	1.75
	2	R104 (east 2)	1	1	A	156 <		0.00	73	24	11.32	9.76	18.35	2.92 +	100	100	0.00	25.41
3x	1					109		30.00	0	Unrestricted	18.60	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	41 <		0.00	92	-3	79.36	74.18	113.30	9.68 +	100	100	0.00	50.62
4x	1					38		59.00	0	Unrestricted	14.11	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			174 <		60.00	76	18	33.79	23.58	72.97	21.18 +	100	100	0.00	70.90

Network Results

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	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	278.35	26.00	16.86	239.36	16.63	0.00	255.99
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	278.35	26.00	16.86	239.36	16.63	0.00	255.99

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	74 <	237	55	0.00	67	34	40.95	34.95	87.35	8.78 +	100	100	0.00	44.05		
1x	1					193	Unrestricted	120	28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.81	57.81	97.06	0.78	100	100	0.00	5.76		
2x	1					4	Unrestricted	120	113.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (east 3)	1	1	A	18	383	55	1.00	10	794	6.95	5.39	8.86	0.21	100	100	0.00	1.61		
	2	R104 (east 2)	1	1	A	174 <	513	55	0.00	73	24	11.65	10.09	16.97	2.92 +	100	100	0.00	29.17		
3x	1					69	Unrestricted	120	30.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown	1	1	B	29	389	17	0.00	50	81	60.10	54.10	96.44	3.78	100	100	0.00	26.15		
4x	1					35	Unrestricted	120	59.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (east 1)	1			192 <	479	120	60.00	76	18	37.38	27.18	80.11	21.18 +	100	100	0.00	90.06		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	250.94	21.22	11.82	12.86	182.60	14.21	0.00	196.81
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	250.94	21.22	11.82	12.86	182.60	14.21	0.00	196.81

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	117 <	304	55	0.00	83	9	48.98	43.19	98.10	15.56 +	100	100	0.00	85.49		
1x	1					183	Unrestricted	120	20.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	19	403	7	0.00	71	27	91.12	85.18	120.20	3.11	100	100	0.00	26.68		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (east 3)	1	1	A	19	383	55	1.00	11	747	7.47	5.91	9.80	0.25	100	100	0.00	1.87		
	2	R104 (east 2)	1	1	A	157 <	492	55	0.00	68	32	11.80	10.18	19.94	2.76 +	100	100	0.00	26.79		
3x	1					120	Unrestricted	120	22.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown	1	1	B	35	389	17	0.00	60	50	64.31	58.52	100.58	4.77	100	100	0.00	34.08		
4x	1					41	Unrestricted	120	47.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (east 1)	1			176 <	479	120	58.00	68	33	33.89	23.67	73.28	17.56 +	100	100	0.00	72.21		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	286.24	25.74	11.12	16.22	230.32	16.80	0.00	247.12
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	286.24	25.74	11.12	16.22	230.32	16.80	0.00	247.12

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	115 <	284	55	0.00	87	4	55.67	50.68	104.49	16.34 +	100	100	0.00	97.98		
1x	1					185	Unrestricted	120	20.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	19	403	7	0.00	71	27	96.80	93.07	124.32	3.23	100	100	0.00	29.08		
2x	1					6	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (east 3)	1	1	A	17	383	55	1.00	10	846	7.82	6.26	10.49	0.24	100	100	0.00	1.77		
	2	R104 (east 2)	1	1	A	146 <	513	55	0.00	61	47	10.79	9.22	17.63	2.49 +	100	100	0.00	22.52		
3x	1					114	Unrestricted	120	17.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown	1	1	B	47	389	17	0.00	80	12	79.16	73.62	113.78	7.25	100	100	0.00	57.27		
4x	1					39	Unrestricted	120	51.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (east 1)	1			163 <	479	120	56.00	63	44	31.65	21.43	68.62	15.39 +	100	100	0.00	60.72		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	280.84	26.94	10.42	17.78	252.45	16.88	0.00	269.34
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	280.84	26.94	10.42	17.78	252.45	16.88	0.00	269.34

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.	
				Controllor stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	134 <	312	55	0.00	92	-2	62.30	57.66	111.59	20.36 +	100	100	0.00	129.40
1x	1					185	Unrestricted	120	22.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	10	403	7	5.00	37	142	70.13	65.21	102.59	1.38	100	100	0.00	10.80
2x	1					4	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	17	383	55	1.00	10	846	7.82	6.26	10.49	0.24	100	100	0.00	1.77
	2	R104 (east 2)	1	1	A	146 <	500	55	0.00	63	44	10.95	9.44	19.01	2.51 +	100	100	0.00	23.14
3x	1					135	Unrestricted	120	24.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	54 <	389	17	0.00	92	-3	99.63	95.60	130.17	9.68 +	100	100	0.00	84.98
4x	1					37	Unrestricted	120	51.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			163 <	479	120	56.00	63	44	31.61	21.38	68.58	15.38 +	100	100	0.00	60.60

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	295.39	30.08	9.82	20.57	292.06	18.63	0.00	310.69
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	295.39	30.08	9.82	20.57	292.06	18.63	0.00	310.69

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 18:55:48

«A1 - Analysis : D13 - AM 2040 with dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D13 - AM 2040 with dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7		7	10	
	C	7		7	10	
	D	7	7	7		10
	E	10	10	10	10	

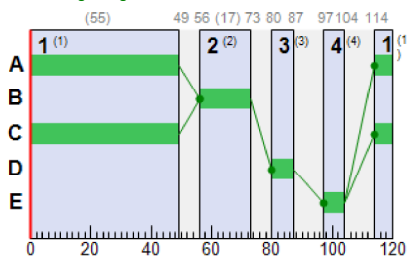
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	49	55	1	7
	2	✓	2	B	56	73	17	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

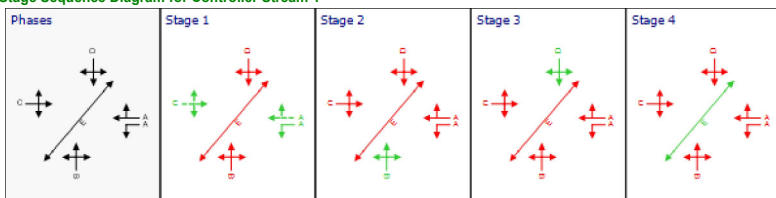
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	49	55
2	1	1	1	D	80	87	7
3	1	1	1	A	114	49	55
3	2	1	1	A	114	49	55
4	1	1	1	B	56	73	17

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	FLOWS		PERFORMANCE			PER PCU		QUEUES		WEIGHTS		PENALTIES	P.I.
						Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)
1	1	R104 (west)	1	1	C	129 <		0.00	98	-8	64.56	59.92	113.54	24.70 +	100	100	0.00	129.05
1x	1					194		22.00	0	Unrestricted	14.42	0.00	0.00		100	100	0.00	0.00
2	1	Creston Ave	1	1	D	17		5.00	74	21	96.50	90.99	123.63	3.53	100	100	0.00	25.83
2x	1					4		120.00	0	Unrestricted	13.89	0.00	0.00		100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	19		1.00	11	704	7.33	5.77	9.53	0.25	100	100	0.00	1.82
	2	R104 (east 2)	1	1	A	162 <		0.00	73	24	11.64	10.12	18.65	2.95 +	100	100	0.00	27.29
3x	1					132		24.00	0	Unrestricted	18.60	0.00	0.00		100	100	0.00	0.00
4	1	Jamestown	1	1	B	44 <		0.00	94	-4	81.82	76.70	115.44	10.11 +	100	100	0.00	55.48
4x	1					40		50.00	0	Unrestricted	14.11	0.00	0.00		100	100	0.00	0.00
9	1	R104 (east 1)	1			181 <		60.00	73	23	34.81	24.62	75.26	19.88 +	100	100	0.00	76.92

Network Results

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	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	304.56	30.82	20.92	297.04	19.35	0.00	316.39
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	304.56	30.82	20.92	297.04	19.35	0.00	316.39

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	125 <	304	55	0.00	88	2	54.15	48.15	104.49	17.76 +	100	100	0.00	101.52	
1x	1					193	Unrestricted	120	20.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	20	403	7	0.00	74	21	95.07	89.07	122.98	3.36	100	100	0.00	29.34	
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	20	383	55	1.00	11	704	7.18	5.62	9.25	0.25	100	100	0.00	1.87	
	2	R104 (east 2)	1	1	A	167 <	493	55	0.00	73	24	12.04	10.48	19.35	2.92 +	100	100	0.00	29.23	
3x	1					130	Unrestricted	120	21.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	36	389	17	0.00	62	46	65.10	59.10	101.46	4.93	100	100	0.00	35.40	
4x	1					42	Unrestricted	120	46.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			187 <	479	120	60.00	73	23	35.94	25.74	77.62	19.85 +	100	100	0.00	83.22	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	304.03	28.58	10.64	18.45	261.96	18.61	0.00	280.57
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	304.03	28.58	10.64	18.45	261.96	18.61	0.00	280.57

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	125 <	304	55	0.00	88	2	57.58	52.88	107.14	18.24 +	100	100	0.00	111.01	
1x	1					193	Unrestricted	120	20.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	20	403	7	0.00	74	21	102.89	99.83	128.54	3.53	100	100	0.00	32.79	
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	20	383	55	1.00	11	704	7.18	5.62	9.25	0.25	100	100	0.00	1.87	
	2	R104 (east 2)	1	1	A	167 <	493	55	0.00	73	24	12.21	10.73	19.49	2.95 +	100	100	0.00	29.89	
3x	1					130	Unrestricted	120	21.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	36	389	17	0.00	62	46	65.78	60.10	102.00	4.96	100	100	0.00	35.98	
4x	1					42	Unrestricted	120	46.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			187 <	479	120	60.00	73	23	36.08	25.95	77.74	19.88 +	100	100	0.00	83.86	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	304.03	29.32	10.37	19.47	276.53	18.86	0.00	295.39
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	304.03	29.32	10.37	19.47	276.53	18.86	0.00	295.39

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	123 <	285	55	0.00	92	-3	66.34	62.18	114.99	19.33 +	100	100	0.00	127.76	
1x	1					195	Unrestricted	120	20.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	19	403	7	0.00	71	27	105.15	96.97	130.21	3.40	100	100	0.00	30.31	
2x	1					6	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	18	383	55	1.00	10	794	7.49	5.93	9.85	0.24	100	100	0.00	1.77	
	2	R104 (east 2)	1	1	A	156 <	513	55	0.00	65	38	11.04	9.47	17.20	2.63 +	100	100	0.00	24.64	
3x	1					123	Unrestricted	120	17.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	48	389	17	0.00	82	9	81.13	75.67	115.77	7.56	100	100	0.00	60.09	
4x	1					40	Unrestricted	120	50.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			174 <	479	120	58.00	67	34	33.56	23.34	72.69	17.33 +	100	100	0.00	70.41	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	297.80	30.55	9.75	20.85	296.09	18.90	0.00	314.99
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	297.80	30.55	9.75	20.85	296.09	18.90	0.00	314.99

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	142 <	312	55	0.00	98	-8	78.33	74.51	125.86	24.70 +	100	100	0.00	175.91
1x	1					195	Unrestricted	120	22.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	10	403	7	5.00	37	142	70.14	65.76	102.60	1.38	100	100	0.00	10.89
2x	1					4	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	18	383	55	1.00	10	794	7.49	5.93	9.85	0.24	100	100	0.00	1.77
	2	R104 (east 2)	1	1	A	156 <	501	55	0.00	67	35	11.21	9.72	18.44	2.65 +	100	100	0.00	25.37
3x	1					144	Unrestricted	120	24.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	55 <	389	17	0.00	94	-4	103.85	100.00	133.10	10.11 +	100	100	0.00	90.45
4x	1					38	Unrestricted	120	50.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			174 <	479	120	58.00	67	34	33.50	23.26	72.64	17.32 +	100	100	0.00	70.20

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	312.36	34.81	8.97	24.90	353.57	21.02	0.00	374.59
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	312.36	34.81	8.97	24.90	353.57	21.02	0.00	374.59

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 18:56:45

«A1 - Analysis : D2 - PM 2023* :

»Signal Timings

»Final Prediction Table

A1 - Analysis D2 - PM 2023*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

From	To				
	A	B	C	D	E
A		7		7	10
B	7		7	7	10
C		7		7	10
D	7	7	7		10
E	10	10	10	10	

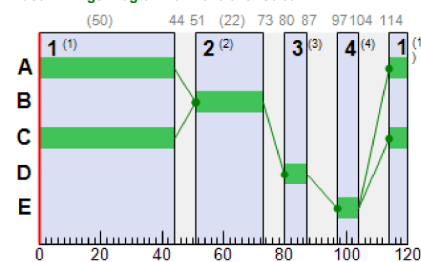
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	44	50	1	7
	2	✓	2	B	51	73	22	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

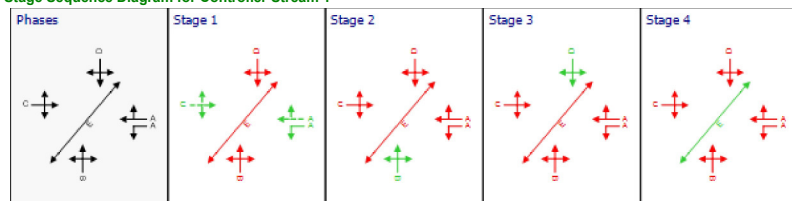
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	44	50
2	1	1	1	D	80	87	7
3	1	1	1	A	114	44	50
3	2	1	1	A	114	44	50
4	1	1	1	B	51	73	22

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	
1	1	R104 (west)	1	1	C	115 <		0.00	86	4	53.66	47.53	100.41	16.58 +	100	100	0.00	92.24	
1x	1					147		29.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6		6.00	30	202	64.30	58.31	97.70	1.07	100	100	0.00	5.81	
2x	1					9		108.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	14		30.00	10	816	10.50	8.94	14.47	0.32	100	100	0.00	2.04	
	2	R104 (east 2)	1	1	A	108 <		0.00	65	38	13.39	11.84	34.97	2.59 +	100	100	0.00	22.02	
3x	1					120		26.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	62 <		0.00	90	0	80.70	75.35	116.51	11.00 +	100	100	0.00	77.33	
4x	1					28		67.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			122		60.00	55	64	28.58	18.39	60.73	12.42	100	100	0.00	38.95	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	247.11	23.91	15.70	222.98	15.41	0.00	238.39
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	247.11	23.91	15.70	222.98	15.41	0.00	238.39

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	112 <	305	50	0.00	86	4	56.64	50.64	103.83	15.86 +	100	100	0.00	95.33	
1x	1					133	Unrestricted	120	26.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.81	57.81	97.06	0.78	100	100	0.00	5.76	
2x	1					11	Unrestricted	120	100.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	14	383	50	30.00	9	946	10.59	9.03	14.64	0.27	100	100	0.00	2.10	
	2	R104 (east 2)	1	1	A	104 <	482	50	0.00	51	77	12.99	11.43	27.48	2.26 +	100	100	0.00	20.18	
3x	1					115	Unrestricted	120	23.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	55	389	22	0.00	74	22	66.19	60.19	104.06	7.73	100	100	0.00	55.10	
4x	1					32	Unrestricted	120	65.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			118	479	120	55.00	45	98	27.83	17.63	59.19	9.63	100	100	0.00	36.32	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	236.24	22.01	10.73	14.14	200.75	14.03	0.00	214.79
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	236.24	22.01	10.73	14.14	200.75	14.03	0.00	214.79

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	123 <	356	50	0.00	81	11	52.75	46.28	99.28	16.58 +	100	100	0.00	95.93	
1x	1					154	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.92	57.92	97.15	0.79	100	100	0.00	5.78	
2x	1					6	Unrestricted	120	108.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	16	383	50	1.00	10	816	10.56	9.00	14.54	0.31	100	100	0.00	2.39	
	2	R104 (east 2)	1	1	A	105 <	479	50	0.00	52	75	12.99	11.45	27.01	2.27 +	100	100	0.00	20.39	
3x	1					130	Unrestricted	120	26.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	67 <	389	22	0.00	90	0	84.15	79.08	120.09	11.00 +	100	100	0.00	87.63	
4x	1					27	Unrestricted	120	67.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			121	479	120	56.00	47	93	28.13	17.94	60.02	10.02	100	100	0.00	37.90	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	256.74	25.06	10.25	16.51	234.38	15.63	0.00	250.02
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	256.74	25.06	10.25	16.51	234.38	15.63	0.00	250.02

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	117 <	343	50	0.00	80	12	52.20	45.65	98.34	15.68 +	100	100	0.00	90.05	
1x	1					128	Unrestricted	120	29.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	4	403	7	6.00	15	505	61.80	55.80	95.64	0.52	100	100	0.00	3.71	
2x	1					9	Unrestricted	120	87.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	15	383	50	1.00	9	877	11.23	9.67	15.86	0.32	100	100	0.00	2.41	
	2	R104 (east 2)	1	1	A	96 <	494	50	0.00	46	97	13.14	11.57	25.55	2.19 +	100	100	0.00	18.76	
3x	1					128	Unrestricted	120	24.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	61 <	389	22	0.00	82	10	85.18	78.24	119.50	10.01 +	100	100	0.00	78.95	
4x	1					28	Unrestricted	120	66.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	

9	1	R104 (east 1)	1			111	479	120	54.00	41	117	26.46	16.26	56.23	8.53	100	100	0.00	31.60
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	238.14	22.96	10.37	14.89	211.39	14.10	0.00	225.49
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	238.14	22.96	10.37	14.89	211.39	14.10	0.00	225.49

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	109 <	313	50	0.00	82	10	53.20	47.77	100.38	14.84 +	100	100	0.00	87.64	
1x	1					172	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	8	403	7	5.00	30	202	66.20	60.22	99.63	1.07	100	100	0.00	8.00	
2x	1					11	Unrestricted	120	80.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	10	383	50	26.00	6	1365	9.16	7.60	12.06	0.16	100	100	0.00	1.26	
	2	R104 (east 2)	1	1	A	126 <	454	50	0.00	65	38	14.26	12.71	54.95	2.59 +	100	100	0.00	28.75	
3x	1					109	Unrestricted	120	23.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	65 <	389	22	0.00	87	3	85.23	81.62	120.53	10.70 +	100	100	0.00	87.64	
4x	1					26	Unrestricted	120	65.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			136	479	120	60.00	55	64	31.37	21.18	66.38	12.42	100	100	0.00	49.97	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	257.30	25.61	10.05	17.28	245.39	17.88	0.00	263.26
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	257.30	25.61	10.05	17.28	245.39	17.88	0.00	263.26

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Western Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 18:57:19

«A1 - Analysis : D4 - PM 2025 no dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D4 - PM 2025 no dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7		7	7	10
	C	7		7	7	10
	D	7	7	7		10
	E	10	10	10	10	

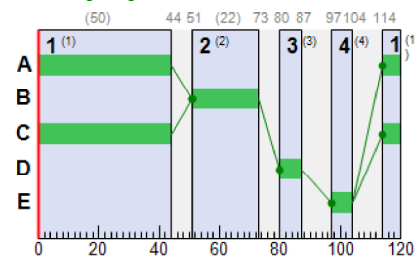
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	44	50	1	7
	2	✓	2	B	51	73	22	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

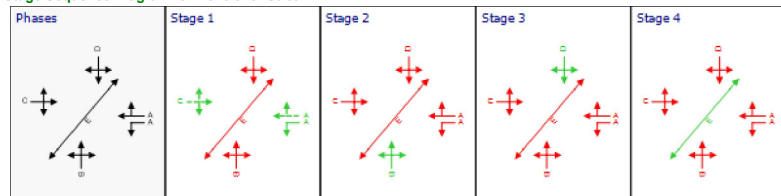
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	44	50
2	1	1	1	D	80	87	7
3	1	1	1	A	114	44	50
3	2	1	1	A	114	44	50
4	1	1	1	B	51	73	22

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	FLOWS		PERFORMANCE			PER PCU		QUEUES		WEIGHTS		PENALTIES	P.I.
						Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)
1	1	R104 (west)	1	1	C	119 <		0.00	90	-1	56.85	50.79	103.73	17.47 +	100	100	0.00	101.12
1x	1					151		28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	6		6.00	30	202	64.30	58.31	97.70	1.07	100	100	0.00	5.81
2x	1					9		107.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	14		29.00	10	816	10.29	8.73	14.07	0.31	100	100	0.00	1.99
	2	R104 (east 2)	1	1	A	111 <		0.00	67	35	13.35	11.80	34.66	2.65 +	100	100	0.00	22.54
3x	1					124		25.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	64 <		0.00	91	-1	85.00	79.60	119.92	11.35 +	100	100	0.00	83.57
4x	1					28		67.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			125		61.00	56	61	29.10	18.90	61.85	12.86	100	100	0.00	41.00

Network Results

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	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	253.44	25.30	16.89	239.87	16.16	0.00	256.03
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	253.44	25.30	16.89	239.87	16.16	0.00	256.03

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	116 <	302	50	0.00	90	-1	62.04	56.04	109.44	17.27 +	100	100	0.00	108.93	
1x	1					137	Unrestricted	120	26.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.81	57.81	97.06	0.78	100	100	0.00	5.76	
2x	1					11	Unrestricted	120	99.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	14	383	50	29.00	9	946	10.38	8.82	14.24	0.27	100	100	0.00	2.05	
	2	R104 (east 2)	1	1	A	107 <	482	50	0.00	52	72	12.89	11.33	26.94	2.28 +	100	100	0.00	20.57	
3x	1					119	Unrestricted	120	23.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	57	389	22	0.00	76	18	68.18	62.18	106.16	8.19	100	100	0.00	58.96	
4x	1					33	Unrestricted	120	65.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			121	479	120	56.00	47	93	28.33	18.13	60.35	10.02	100	100	0.00	38.28	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	243.49	23.58	10.32	15.47	219.65	14.90	0.00	234.55
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	243.49	23.58	10.32	15.47	219.65	14.90	0.00	234.55

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	126 <	357	50	0.00	83	8	55.52	49.24	102.05	17.47 +	100	100	0.00	104.33	
1x	1					158	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.92	57.92	97.15	0.79	100	100	0.00	5.78	
2x	1					6	Unrestricted	120	107.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	16	383	50	1.00	10	816	10.35	8.79	14.14	0.30	100	100	0.00	2.33	
	2	R104 (east 2)	1	1	A	108 <	480	50	0.00	53	70	12.90	11.37	26.57	2.29 +	100	100	0.00	20.81	
3x	1					133	Unrestricted	120	25.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	68 <	389	22	0.00	91	-1	86.75	81.87	122.17	11.35 +	100	100	0.00	92.01	
4x	1					27	Unrestricted	120	67.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			124	479	120	56.00	48	88	28.64	18.45	60.98	10.41	100	100	0.00	39.90	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	262.50	26.23	10.01	17.53	248.90	16.25	0.00	265.15
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	262.50	26.23	10.01	17.53	248.90	16.25	0.00	265.15

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	120 <	343	50	0.00	82	9	54.45	47.79	100.79	16.48 +	100	100	0.00	96.55	
1x	1					132	Unrestricted	120	28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	4	403	7	6.00	15	505	61.80	55.80	95.64	0.52	100	100	0.00	3.71	
2x	1					9	Unrestricted	120	87.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	15	383	50	1.00	9	877	10.99	9.43	15.39	0.31	100	100	0.00	2.35	
	2	R104 (east 2)	1	1	A	99 <	495	50	0.00	47	91	13.00	11.43	25.05	2.21 +	100	100	0.00	19.10	
3x	1					132	Unrestricted	120	24.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	63 <	389	22	0.00	84	7	92.04	84.28	124.92	10.80 +	100	100	0.00	87.73	
4x	1					28	Unrestricted	120	66.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			114	479	120	54.00	43	108	27.02	16.82	57.52	9.03	100	100	0.00	33.53	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	244.72	24.43	10.02	16.06	228.11	14.85	0.00	242.97
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	244.72	24.43	10.02	16.06	228.11	14.85	0.00	242.97

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU		QUEUES		WEIGHTS		PENALTIES	P.I.	
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	112 <	314	50	0.00	84	7	55.56	50.30	102.84	15.63 +	100	100	0.00	94.66
1x	1					176	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	8	403	7	5.00	30	202	66.20	60.22	99.63	1.07	100	100	0.00	8.00
2x	1					11	Unrestricted	120	79.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	10	383	50	26.00	6	1365	9.01	7.45	11.78	0.16	100	100	0.00	1.23
	2	R104 (east 2)	1	1	A	129 <	454	50	0.00	67	35	14.37	12.83	55.21	2.65 +	100	100	0.00	29.69
3x	1					112	Unrestricted	120	23.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	66 <	389	22	0.00	88	2	90.99	87.83	124.70	11.28 +	100	100	0.00	95.58
4x	1					26	Unrestricted	120	65.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			139	479	120	61.00	56	61	31.88	21.69	67.48	12.86	100	100	0.00	52.27

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	263.06	26.97	9.75	18.51	262.80	18.64	0.00	281.44
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	263.06	26.97	9.75	18.51	262.80	18.64	0.00	281.44

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 18:57:41

- «A1 - Analysis : D6 - PM 2025 with dev* :
- »Signal Timings
- »Final Prediction Table

A1 - Analysis

D6 - PM 2025 with dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7		7	7	10
	C	7		7	7	10
	D	7	7	7		10
	E	10	10	10	10	

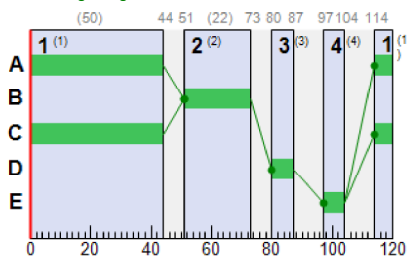
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	44	50	1	7
	2	✓	2	B	51	73	22	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

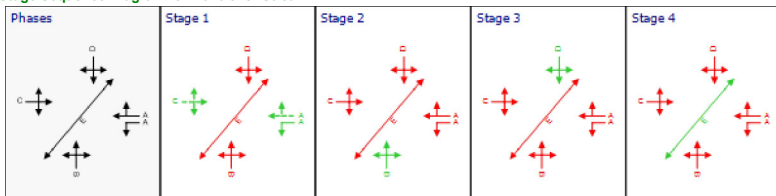
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	44	50
2	1	1	1	D	80	87	7
3	1	1	1	A	114	44	50
3	2	1	1	A	114	44	50
4	1	1	1	B	51	73	22

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	FLOWS		PERFORMANCE			PER PCU		QUEUES		WEIGHTS		PENALTIES	P.I.
						Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)
1	1	R104 (west)	1	1	C	123 <		0.00	94	-5	62.16	56.12	108.93	19.30 +	100	100	0.00	115.62
1x	1					155		28.00	0	Unrestricted	14.42	0.00	0.00		100	100	0.00	0.00
2	1	Creston Ave	1	1	D	6		6.00	30	202	64.62	58.61	97.93	1.07	100	100	0.00	6.09
2x	1					10		108.00	0	Unrestricted	13.89	0.00	0.00		100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	14		24.00	10	762	9.99	8.43	13.49	0.31	100	100	0.00	1.99
	2	R104 (east 2)	1	1	A	116 <		0.00	69	31	13.40	11.84	34.82	2.73 +	100	100	0.00	23.59
3x	1					129		25.00	0	Unrestricted	18.60	0.00	0.00		100	100	0.00	0.00
4	1	Jamestown	1	1	B	64 <		0.00	92	-3	87.96	82.42	122.07	11.71 +	100	100	0.00	87.49
4x	1					29		66.00	0	Unrestricted	14.11	0.00	0.00		100	100	0.00	0.00
9	1	R104 (east 1)	1			130		62.00	58	56	29.96	19.77	63.65	13.42	100	100	0.00	44.60

Network Results

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	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	262.53	27.19	18.46	262.16	17.22	0.00	279.38
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	262.53	27.19	18.46	262.16	17.22	0.00	279.38

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	121 <	302	50	0.00	94	-5	68.13	62.13	115.50	19.13 +	100	100	0.00	125.63	
1x	1					142	Unrestricted	120	26.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	64.91	58.91	97.89	0.92	100	100	0.00	6.85	
2x	1					12	Unrestricted	120	81.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	15	383	50	1.00	9	877	10.01	8.45	13.51	0.27	100	100	0.00	2.10	
	2	R104 (east 2)	1	1	A	113 <	469	50	0.00	57	59	13.07	11.51	29.25	2.36 +	100	100	0.00	22.17	
3x	1					126	Unrestricted	120	22.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	58	389	22	0.00	78	16	69.26	63.26	106.96	8.39	100	100	0.00	61.00	
4x	1					34	Unrestricted	120	64.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			128	479	120	57.00	50	80	29.47	19.27	62.71	11.06	100	100	0.00	42.94	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	255.31	25.72	9.92	17.21	244.45	16.25	0.00	260.70
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	255.31	25.72	9.92	17.21	244.45	16.25	0.00	260.70

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	131 <	357	50	0.00	86	4	61.97	55.64	108.16	19.30 +	100	100	0.00	122.10	
1x	1					163	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	64.03	58.00	97.24	0.79	100	100	0.00	5.78	
2x	1					6	Unrestricted	120	108.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	17	383	50	1.00	10	762	10.05	8.49	13.54	0.31	100	100	0.00	2.39	
	2	R104 (east 2)	1	1	A	113 <	481	50	0.00	55	63	12.87	11.28	25.37	2.35 +	100	100	0.00	21.54	
3x	1					139	Unrestricted	120	25.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	69 <	389	22	0.00	92	-3	89.34	84.56	124.05	11.71 +	100	100	0.00	96.35	
4x	1					28	Unrestricted	120	66.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			130	479	120	57.00	51	77	29.63	19.44	63.08	11.24	100	100	0.00	43.99	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	272.65	28.40	9.60	19.35	274.79	17.36	0.00	292.15
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	272.65	28.40	9.60	19.35	274.79	17.36	0.00	292.15

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	124 <	344	50	0.00	85	6	58.81	52.05	105.02	17.70 +	100	100	0.00	108.36	
1x	1					136	Unrestricted	120	28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	4	403	7	6.00	15	505	61.80	55.80	95.64	0.52	100	100	0.00	3.71	
2x	1					9	Unrestricted	120	86.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	15	383	50	1.00	9	877	10.69	9.13	14.80	0.30	100	100	0.00	2.27	
	2	R104 (east 2)	1	1	A	103 <	495	50	0.00	49	84	12.83	11.27	24.43	2.24 +	100	100	0.00	19.57	
3x	1					137	Unrestricted	120	24.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	64 <	389	22	0.00	86	5	96.66	88.59	128.33	11.36 +	100	100	0.00	93.58	
4x	1					28	Unrestricted	120	66.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			118	479	120	55.00	45	101	27.70	17.50	59.01	9.49	100	100	0.00	36.07	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	252.31	26.12	9.66	17.45	247.86	15.71	0.00	263.57
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	252.31	26.12	9.66	17.45	247.86	15.71	0.00	263.57

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.	
				Controllor stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	116 <	315	50	0.00	87	4	59.75	54.73	107.15	16.92 +	100	100	0.00	106.41
1x	1					180	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	8	403	7	5.00	30	202	66.20	60.22	99.63	1.07	100	100	0.00	8.00
2x	1					11	Unrestricted	120	77.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	10	383	50	24.00	6	1365	8.81	7.25	11.43	0.15	100	100	0.00	1.20
	2	R104 (east 2)	1	1	A	133 <	455	50	0.00	69	31	14.57	13.03	55.64	2.73 +	100	100	0.00	31.06
3x	1					116	Unrestricted	120	23.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	66 <	389	22	0.00	88	2	94.52	91.05	127.20	11.54 +	100	100	0.00	99.02
4x	1					26	Unrestricted	120	64.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			143	479	120	62.00	58	56	32.57	22.38	68.86	13.42	100	100	0.00	55.42

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	269.83	28.51	9.47	19.83	281.56	19.55	0.00	301.11
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	269.83	28.51	9.47	19.83	281.56	19.55	0.00	301.11

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 18:58:05

«A1 - Analysis : D8 - PM 2030 no dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D8 - PM 2030 no dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

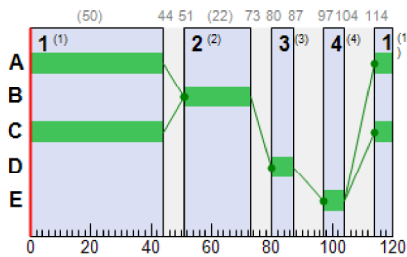
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	44	50	1	7
	2	✓	2	B	51	73	22	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

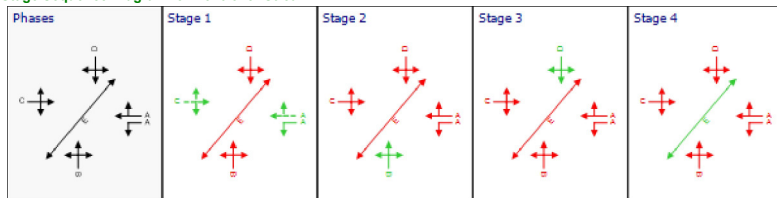
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	44	50
2	1	1	1	D	80	87	7
3	1	1	1	A	114	44	50
3	2	1	1	A	114	44	50
4	1	1	1	B	51	73	22

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU		QUEUES	WEIGHTS		PENALTIES	P.I.	
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)
1	1	R104 (west)	1	1	C	127 <		0.00	97	-8	75.95	69.86	120.90	22.40 +	100	100	0.00	147.69
1x	1					162		28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	6		6.00	30	202	64.30	58.31	97.70	1.07	100	100	0.00	5.81
2x	1					10		109.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	15		22.00	11	714	9.82	8.26	13.16	0.33	100	100	0.00	2.09
	2	R104 (east 2)	1	1	A	119 <		0.00	73	23	13.58	12.03	34.58	2.95 +	100	100	0.00	24.66
3x	1					132		26.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	69 <		0.00	99	-9	107.05	102.14	135.81	15.04 +	100	100	0.00	115.05
4x	1					31		66.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			134 <		64.00	61	46	30.71	20.52	65.17	14.65 +	100	100	0.00	47.85

Network Results

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	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	272.28	31.81	22.81	323.94	19.21	0.00	343.15
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	272.28	31.81	22.81	323.94	19.21	0.00	343.15

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	123 <	297	50	0.00	97	-8	74.53	68.53	121.35	20.48 +	100	100	0.00	140.49	
1x	1					147	Unrestricted	120	26.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.81	57.81	97.06	0.78	100	100	0.00	5.76	
2x	1					12	Unrestricted	120	97.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	15	383	50	1.00	9	877	9.88	8.32	13.28	0.27	100	100	0.00	2.07	
	2	R104 (east 2)	1	1	A	115 <	483	50	0.00	56	61	12.71	11.15	25.10	2.35 +	100	100	0.00	21.67	
3x	1					126	Unrestricted	120	23.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamesstown	1	1	B	61 <	389	22	0.00	82	10	72.96	66.96	110.38	9.18 +	100	100	0.00	67.82	
4x	1					35	Unrestricted	120	63.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			130	479	120	58.00	51	77	29.80	19.60	63.36	11.24	100	100	0.00	44.34	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	259.77	27.34	9.50	18.68	265.32	16.83	0.00	282.15
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	259.77	27.34	9.50	18.68	265.32	16.83	0.00	282.15

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	135 <	350	50	0.00	91	-1	76.74	69.18	120.71	22.40 +	100	100	0.00	155.52	
1x	1					170	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.92	57.92	97.15	0.79	100	100	0.00	5.78	
2x	1					6	Unrestricted	120	109.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	18	383	50	1.00	11	714	9.88	8.32	13.22	0.32	100	100	0.00	2.48	
	2	R104 (east 2)	1	1	A	116 <	481	50	0.00	57	59	12.74	11.22	24.30	2.37 +	100	100	0.00	21.94	
3x	1					143	Unrestricted	120	26.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamesstown	1	1	B	74 <	389	22	0.00	99	-9	104.38	99.76	135.63	13.89 +	100	100	0.00	121.51	
4x	1					30	Unrestricted	120	66.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			134	479	120	58.00	52	72	30.22	20.03	64.36	11.75	100	100	0.00	46.68	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	282.80	33.10	8.54	23.56	334.56	19.36	0.00	353.92
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	282.80	33.10	8.54	23.56	334.56	19.36	0.00	353.92

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	129 <	338	50	0.00	90	0	73.83	66.34	118.00	20.97 +	100	100	0.00	142.66	
1x	1					141	Unrestricted	120	28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	4	403	7	6.00	15	505	61.80	55.80	95.64	0.52	100	100	0.00	3.71	
2x	1					10	Unrestricted	120	80.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	17	383	50	1.00	10	762	10.51	8.95	14.42	0.33	100	100	0.00	2.52	
	2	R104 (east 2)	1	1	A	106 <	495	50	0.00	50	79	12.72	11.15	23.21	2.26 +	100	100	0.00	19.88	
3x	1					141	Unrestricted	120	24.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamesstown	1	1	B	67 <	389	22	0.00	90	0	122.77	114.03	146.24	13.88 +	100	100	0.00	125.45	
4x	1					31	Unrestricted	120	66.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			123	479	120	56.00	47	90	28.40	18.20	60.44	10.19	100	100	0.00	39.04	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	262.63	31.39	8.37	22.21	315.44	17.83	0.00	333.26
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	262.63	31.39	8.37	22.21	315.44	17.83	0.00	333.26

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	121 <	302	50	0.00	94	-4	78.76	75.74	123.75	20.66 +	100	100	0.00	152.11
1x	1					189	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	8	403	7	5.00	30	202	66.20	60.22	99.63	1.07	100	100	0.00	8.00
2x	1					13	Unrestricted	120	71.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	11	383	50	22.00	7	1232	8.56	7.00	10.96	0.16	100	100	0.00	1.28
	2	R104 (east 2)	1	1	A	139 <	446	50	0.00	73	23	15.66	14.12	59.68	2.95 +	100	100	0.00	35.13
3x	1					120	Unrestricted	120	23.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	72 <	389	22	0.00	97	-7	124.05	123.32	147.86	15.04 +	100	100	0.00	145.43
4x	1					29	Unrestricted	120	63.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			150 <	479	120	64.00	61	46	33.84	23.65	71.34	14.65 +	100	100	0.00	61.33

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	283.92	35.43	8.01	26.79	380.44	22.84	0.00	403.27
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	283.92	35.43	8.01	26.79	380.44	22.84	0.00	403.27

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 18:58:45

«A1 - Analysis : D10 - PM 2030 with dev* :

- »Signal Timings
- »Final Prediction Table

A1 - Analysis

D10 - PM 2030 with dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

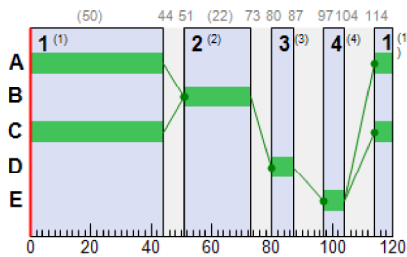
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	44	50	1	7
	2	✓	2	B	51	73	22	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

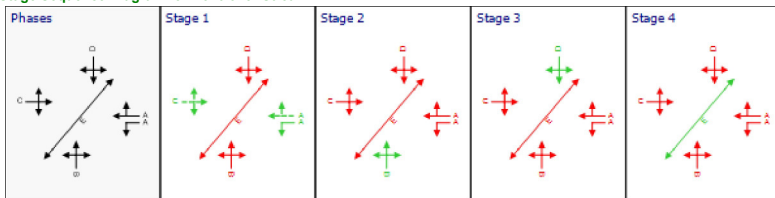
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	44	50
2	1	1	1	D	80	87	7
3	1	1	1	A	114	44	50
3	2	1	1	A	114	44	50
4	1	1	1	B	51	73	22

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	132 <		0.00	102	-11	91.60	85.48	133.39	26.34 +	100	100	0.00	186.12	
1x	1					166		28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6		6.00	30	202	64.62	58.61	97.93	1.07	100	100	0.00	6.09	
2x	1					10		111.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	16		21.00	12	671	9.55	7.99	12.66	0.32	100	100	0.00	2.09	
	2	R104 (east 2)	1	1	A	124 <		0.00	75	19	13.77	12.20	34.86	3.07 +	100	100	0.00	25.99	
3x	1					138		25.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	69 <		0.00	101	-10	112.85	107.95	139.86	15.72 +	100	100	0.00	122.80	
4x	1					32		65.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			140 <		66.00	63	42	31.62	21.43	67.03	15.25 +	100	100	0.00	51.85	

Network Results

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	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	281.03	35.64	26.34	374.06	20.88	0.00	394.94
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	281.03	35.64	26.34	374.06	20.88	0.00	394.94

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	128 <	297	50	0.00	102	-11	82.60	76.60	130.26	22.36 +	100	100	0.00	162.94
1x	1					152	Unrestricted	120	26.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	64.91	58.91	97.89	0.92	100	100	0.00	6.85
2x	1					13	Unrestricted	120	80.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	16	383	50	1.00	10	816	9.55	7.99	12.65	0.27	100	100	0.00	2.12
	2	R104 (east 2)	1	1	A	121 <	471	50	0.00	60	49	13.01	11.45	27.12	2.45 +	100	100	0.00	23.50
3x	1					131	Unrestricted	120	22.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	62 <	389	22	0.00	83	8	74.35	68.35	111.90	9.42 +	100	100	0.00	70.34
4x	1					36	Unrestricted	120	63.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			137	479	120	59.00	54	65	30.98	20.78	65.83	12.35	100	100	0.00	49.43

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	270.47	29.92	9.04	20.90	296.85	18.33	0.00	315.18
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	270.47	29.92	9.04	20.90	296.85	18.33	0.00	315.18

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	140 <	350	50	0.00	94	-4	95.44	86.66	134.86	26.34 +	100	100	0.00	200.89
1x	1					175	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	64.03	58.00	97.24	0.79	100	100	0.00	5.78
2x	1					6	Unrestricted	120	111.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	19	383	50	1.00	12	671	9.61	8.06	12.70	0.32	100	100	0.00	2.54
	2	R104 (east 2)	1	1	A	121 <	481	50	0.00	59	52	12.82	11.22	23.43	2.44 +	100	100	0.00	22.84
3x	1					149	Unrestricted	120	25.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	75 <	389	22	0.00	101	-10	107.94	103.39	138.94	14.34 +	100	100	0.00	127.54
4x	1					31	Unrestricted	120	65.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			140	479	120	59.00	56	62	31.25	21.07	66.55	12.79	100	100	0.00	51.22

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	292.74	37.51	7.80	27.44	389.63	21.18	0.00	410.81
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	292.74	37.51	7.80	27.44	389.63	21.18	0.00	410.81

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	133 <	339	50	0.00	92	-3	91.23	83.68	131.25	24.27 +	100	100	0.00	184.36
1x	1					145	Unrestricted	120	28.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	4	403	7	6.00	15	505	61.80	55.80	95.64	0.52	100	100	0.00	3.71
2x	1					10	Unrestricted	120	79.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	17	383	50	1.00	10	762	10.24	8.68	13.91	0.32	100	100	0.00	2.45
	2	R104 (east 2)	1	1	A	110 <	495	50	0.00	52	72	12.61	11.04	22.74	2.29 +	100	100	0.00	20.42
3x	1					146	Unrestricted	120	24.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	68 <	389	22	0.00	91	-1	132.41	122.77	152.34	14.80 +	100	100	0.00	136.91
4x	1					31	Unrestricted	120	65.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			127	479	120	57.00	50	82	29.15	18.94	61.93	10.83	100	100	0.00	41.90

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	270.22	35.59	7.59	26.08	370.28	19.46	0.00	389.74
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	270.22	35.59	7.59	26.08	370.28	19.46	0.00	389.74

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	125 <	303	50	0.00	97	-7	96.89	95.17	137.23	23.92 +	100	100	0.00	196.31
1x	1					193	Unrestricted	120	23.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	8	403	7	5.00	30	202	66.20	60.22	99.63	1.07	100	100	0.00	8.00
2x	1					13	Unrestricted	120	70.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	11	383	50	21.00	7	1232	8.39	6.83	10.66	0.16	100	100	0.00	1.24
	2	R104 (east 2)	1	1	A	143 <	446	50	0.00	75	19	16.10	14.57	60.39	3.07 +	100	100	0.00	37.20
3x	1					124	Unrestricted	120	23.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	72 <	389	22	0.00	97	-7	132.64	132.81	153.12	15.72 +	100	100	0.00	156.40
4x	1					29	Unrestricted	120	62.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			154 <	479	120	66.00	63	42	34.57	24.39	72.74	15.25 +	100	100	0.00	64.87

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	290.69	39.54	7.35	30.95	439.49	24.54	0.00	464.03
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	290.69	39.54	7.35	30.95	439.49	24.54	0.00	464.03

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Western Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 18:59:08

«A1 - Analysis : D12 - PM 2040 no dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D12 - PM 2040 no dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

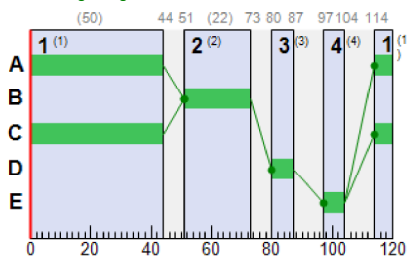
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	44	50	1	7
	2	✓	2	B	51	73	22	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

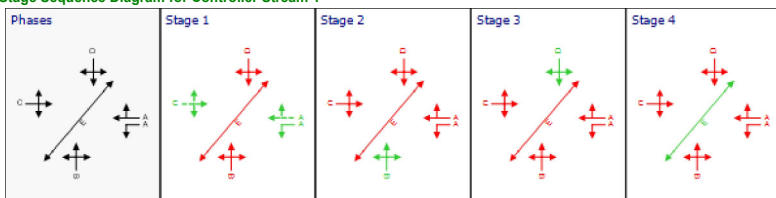
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	44	50
2	1	1	1	D	80	87	7
3	1	1	1	A	114	44	50
3	2	1	1	A	114	44	50
4	1	1	1	B	51	73	22

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU		QUEUES	WEIGHTS		PENALTIES	P.I.	
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)
1	1	R104 (west)	1	1	C	132 <		0.00	103	-13	101.82	97.54	140.84	27.95 +	100	100	0.00	212.40
1x	1					168		27.00	0	Unrestricted	14.42	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	7		6.00	33	169	65.38	59.39	98.50	1.22	100	100	0.00	6.66
2x	1					10		113.00	0	Unrestricted	13.89	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	16		21.00	11	714	9.58	8.02	12.72	0.32	100	100	0.00	2.06
	2	R104 (east 2)	1	1	A	123 <		0.00	76	19	13.69	12.15	34.36	3.10 +	100	100	0.00	25.76
3x	1					137		25.00	0	Unrestricted	18.60	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	71 <		0.00	102	-12	121.25	117.86	145.64	17.64 +	100	100	0.00	136.71
4x	1					32		65.00	0	Unrestricted	14.11	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			139 <		66.00	64	41	31.53	21.34	66.79	15.53 +	100	100	0.00	51.36

Network Results

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	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	281.62	38.04	29.11	413.34	21.61	0.00	434.95
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	281.62	38.04	29.11	413.34	21.61	0.00	434.95

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	128 <	293	50	0.00	103	-13	85.59	79.59	133.64	22.61 +	100	100	0.00	169.08	
1x	1					152	Unrestricted	120	26.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	64.91	58.91	97.89	0.92	100	100	0.00	6.85	
2x	1					12	Unrestricted	120	97.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	16	383	50	1.00	10	816	9.66	8.10	12.86	0.27	100	100	0.00	2.15	
	2	R104 (east 2)	1	1	A	119 <	484	50	0.00	58	55	12.65	11.09	24.09	2.39 +	100	100	0.00	22.26	
3x	1					129	Unrestricted	120	22.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	63 <	389	22	0.00	84	7	75.84	69.84	113.06	9.66 +	100	100	0.00	72.99	
4x	1					36	Unrestricted	120	62.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			135	479	120	58.00	54	68	30.63	20.43	65.03	12.15	100	100	0.00	47.92	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	268.25	30.28	8.86	21.34	303.05	18.20	0.00	321.25
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	268.25	30.28	8.86	21.34	303.05	18.20	0.00	321.25

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	141 <	345	50	0.00	96	-6	103.05	101.53	140.67	27.95 +	100	100	0.00	235.81	
1x	1					176	Unrestricted	120	22.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	65.09	59.09	98.03	0.92	100	100	0.00	6.87	
2x	1					6	Unrestricted	120	113.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	18	383	50	1.00	11	714	9.65	8.09	12.79	0.31	100	100	0.00	2.41	
	2	R104 (east 2)	1	1	A	120 <	481	50	0.00	59	53	12.72	11.21	23.82	2.41 +	100	100	0.00	22.65	
3x	1					148	Unrestricted	120	25.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	76 <	389	22	0.00	102	-12	111.31	106.82	142.94	14.74 +	100	100	0.00	133.43	
4x	1					31	Unrestricted	120	65.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			138	479	120	59.00	55	64	30.98	20.80	65.83	12.44	100	100	0.00	49.85	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	292.39	39.14	7.47	30.23	429.29	21.75	0.00	451.03
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	292.39	39.14	7.47	30.23	429.29	21.75	0.00	451.03

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	134 <	334	50	0.00	95	-5	105.99	96.66	141.78	26.86 +	100	100	0.00	213.88	
1x	1					147	Unrestricted	120	27.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	4	403	7	6.00	15	505	61.80	55.81	95.64	0.52	100	100	0.00	3.71	
2x	1					10	Unrestricted	120	79.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	17	383	50	1.00	10	762	10.24	8.68	13.90	0.32	100	100	0.00	2.45	
	2	R104 (east 2)	1	1	A	110 <	495	50	0.00	52	72	12.61	11.04	22.70	2.29 +	100	100	0.00	20.41	
3x	1					146	Unrestricted	120	24.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	70 <	389	22	0.00	94	-4	142.57	138.88	158.79	16.08 +	100	100	0.00	158.96	
4x	1					32	Unrestricted	120	65.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			127	479	120	57.00	50	82	29.15	18.94	61.93	10.83	100	100	0.00	41.89	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	272.25	39.02	6.98	29.63	420.69	20.61	0.00	441.31
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	272.25	39.02	6.98	29.63	420.69	20.61	0.00	441.31

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	125 <	303	50	0.00	97	-7	112.59	112.35	147.42	26.24 +	100	100	0.00	230.83
1x	1					197	Unrestricted	120	22.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	9	403	7	5.00	33	169	67.56	61.58	100.62	1.22	100	100	0.00	9.20
2x	1					13	Unrestricted	120	70.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	11	383	50	21.00	7	1232	8.35	6.79	10.58	0.16	100	100	0.00	1.24
	2	R104 (east 2)	1	1	A	144 <	447	50	0.00	76	19	16.19	14.67	60.55	3.10 +	100	100	0.00	37.70
3x	1					124	Unrestricted	120	23.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown	1	1	B	74 <	389	22	0.00	99	-9	149.98	150.22	163.73	17.64 +	100	100	0.00	181.47
4x	1					29	Unrestricted	120	62.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			155 <	479	120	66.00	64	41	34.76	24.58	73.16	15.53 +	100	100	0.00	65.79

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	293.61	43.70	6.72	35.23	500.33	25.89	0.00	526.22
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	293.61	43.70	6.72	35.23	500.33	25.89	0.00	526.22

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Western Junction.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 18:59:33

«A1 - Analysis : D14 - PM 2040 with dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D14 - PM 2040 with dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

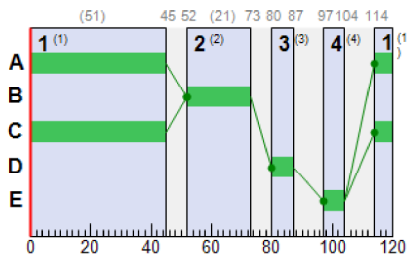
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	45	51	1	7
	2	✓	2	B	52	73	21	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

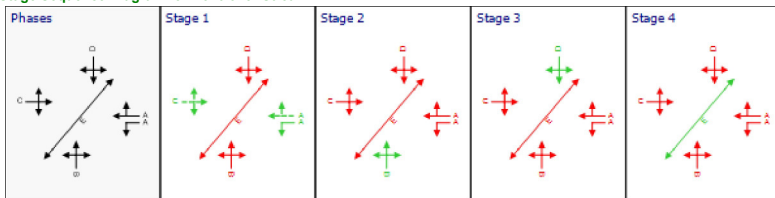
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	45	51
2	1	1	1	D	80	87	7
3	1	1	1	A	114	45	51
3	2	1	1	A	114	45	51
4	1	1	1	B	52	73	21

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	137 <		0.00	104	-14	107.26	103.41	145.00	30.09 +	100	100	0.00	232.54	
1x	1					171		27.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	7		6.00	33	169	65.77	59.76	99.01	1.22	100	100	0.00	6.95	
2x	1					10		117.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	16		21.00	11	686	9.20	7.64	12.24	0.31	100	100	0.00	2.03	
	2	R104 (east 2)	1	1	A	128 <		0.00	76	18	13.47	11.91	34.14	3.13 +	100	100	0.00	26.24	
3x	1					141		25.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	72 <		0.00	108	-17	158.14	156.47	168.57	22.82 +	100	100	0.00	182.38	
4x	1					33		64.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			144 <		65.00	65	38	31.68	21.49	67.41	15.96 +	100	100	0.00	53.68	

Network Results

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	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	289.54	42.83	33.85	480.61	23.20	0.00	503.81
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	289.54	42.83	33.85	480.61	23.20	0.00	503.81

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	133 <	294	51	0.00	104	-14	87.41	81.41	136.38	23.69 +	100	100	0.00	179.57	
1x	1					157	Unrestricted	120	26.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	8	403	7	5.00	30	202	66.20	60.20	99.63	1.07	100	100	0.00	8.00	
2x	1					13	Unrestricted	120	81.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	17	383	51	1.00	10	779	9.22	7.66	12.26	0.28	100	100	0.00	2.16	
	2	R104 (east 2)	1	1	A	125 <	472	51	0.00	61	47	12.65	11.09	25.68	2.47 +	100	100	0.00	23.49	
3x	1					135	Unrestricted	120	21.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	64 <	389	21	0.00	90	0	84.05	78.05	119.79	10.46 +	100	100	0.00	82.66	
4x	1					37	Unrestricted	120	62.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			142	479	120	58.00	56	60	31.06	20.86	66.30	12.98	100	100	0.00	51.45	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	278.97	32.39	8.61	23.09	327.91	19.40	0.00	347.32
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	278.97	32.39	8.61	23.09	327.91	19.40	0.00	347.32

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	146 <	347	51	0.00	97	-7	109.84	109.41	145.64	30.09 +	100	100	0.00	262.71	
1x	1					178	Unrestricted	120	22.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	65.25	59.19	98.17	0.93	100	100	0.00	6.88	
2x	1					6	Unrestricted	120	117.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	19	383	51	1.00	11	686	9.26	7.70	12.29	0.31	100	100	0.00	2.43	
	2	R104 (east 2)	1	1	A	125 <	482	51	0.00	60	50	12.51	10.90	22.86	2.45 +	100	100	0.00	22.93	
3x	1					153	Unrestricted	120	25.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	77 <	389	21	0.00	108	-17	131.24	126.89	161.06	16.27 +	100	100	0.00	159.92	
4x	1					32	Unrestricted	120	64.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			144	479	120	58.00	57	58	31.25	21.07	66.66	13.33	100	100	0.00	52.69	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	300.34	43.08	6.97	34.11	484.41	23.14	0.00	507.55
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	300.34	43.08	6.97	34.11	484.41	23.14	0.00	507.55

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	138 <	336	51	0.00	95	-5	112.97	103.68	146.50	28.81 +	100	100	0.00	235.89	
1x	1					151	Unrestricted	120	27.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	4	403	7	6.00	15	505	61.80	55.81	95.64	0.52	100	100	0.00	3.71	
2x	1					10	Unrestricted	120	78.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (east 3)	1	1	A	17	383	51	1.00	10	779	9.84	8.28	13.42	0.30	100	100	0.00	2.34	
	2	R104 (east 2)	1	1	A	114 <	496	51	0.00	53	70	12.24	10.67	22.15	2.30 +	100	100	0.00	20.46	
3x	1					151	Unrestricted	120	23.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown	1	1	B	71 <	389	21	0.00	99	-10	193.81	196.96	185.93	20.34 +	100	100	0.00	227.26	
4x	1					32	Unrestricted	120	64.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (east 1)	1			131	479	120	56.00	50	78	29.12	18.91	62.29	11.18	100	100	0.00	43.18	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	279.85	45.06	6.21	35.95	510.42	22.43	0.00	532.85
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	279.85	45.06	6.21	35.95	510.42	22.43	0.00	532.85

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	129 <	305	51	0.00	97	-8	118.70	118.99	151.56	28.02 +	100	100	0.00	251.99
1x	1					199	Unrestricted	120	21.00	0	Unrestricted	14.42	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	9	403	7	5.00	33	169	67.56	61.58	100.62	1.22	100	100	0.00	9.20
2x	1					13	Unrestricted	120	69.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (east 3)	1	1	A	11	383	51	21.00	7	1258	8.08	6.52	10.30	0.15	100	100	0.00	1.19
	2	R104 (east 2)	1	1	A	148 <	448	51	0.00	76	18	15.92	14.39	60.06	3.13 +	100	100	0.00	38.06
3x	1					127	Unrestricted	120	23.00	0	Unrestricted	18.60	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamesstown	1	1	B	74 <	389	21	0.00	104	-13	216.00	216.23	201.93	22.82 +	100	100	0.00	259.69
4x	1					29	Unrestricted	120	61.00	0	Unrestricted	14.11	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (east 1)	1			159 <	479	120	65.00	65	38	34.72	24.54	73.29	15.96 +	100	100	0.00	67.41

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	299.01	50.78	5.89	42.23	599.69	27.85	0.00	627.54
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	299.01	50.78	5.89	42.23	599.69	27.85	0.00	627.54

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Linked Junciton Working.t15
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Report generation date: 27/11/2023 20:18:11

- «A1 - Analysis : D1 - AM 2023* :
- »Signal Timings
- »Final Prediction Table

A1 - Analysis

D1 - AM 2023*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

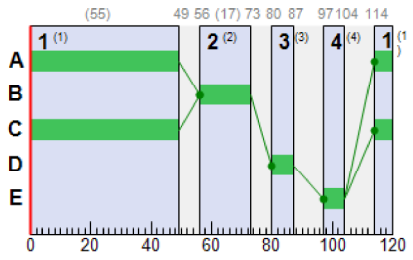
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	49	55	1	7
	2	✓	2	B	56	73	17	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

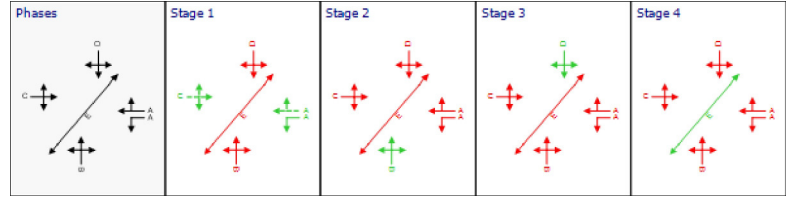
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	49	55
2	1	1	1	D	80	87	7
3	1	1	1	A	114	49	55
3	2	1	1	A	114	49	55
4	1	1	1	B	56	73	17

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	97			0.00	79	14	42.20	36.42	58.86	8.61	100	100	0.00	58.29	
1x	1					173			29.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					1			120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					100			22.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	12			6.00	63	42	79.91	74.47	110.72	2.70	100	100	0.00	15.07	
2x	1					3			120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	16			1.00	10	846	7.79	6.23	10.48	0.23	100	100	0.00	1.63	
	2	R104 (Link 2)	1	1	A	146 <			0.00	67	35	10.98	9.41	17.74	2.65 +	100	100	0.00	23.02	
3x	1					96			36.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	36			0.00	80	12	68.93	63.32	104.43	7.28	100	100	0.00	37.33	
4x	1					34			59.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			162 <			58.00	69	31	30.48	20.27	52.35	11.51 +	100	100	0.00	56.07	
AB11	1	Mayeston Lawn	A21			13			118.31	24	270	15.55	3.55	15.46	0.52	100	100	0.00	0.83	
AC11	1	R104 (east)	A21			154			22.43	48	89	41.86	5.86	22.13	7.69	100	100	0.00	15.89	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	473.16	29.48	13.75	195.30	12.83	0.00	208.13
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	473.16	29.48	13.75	195.30	12.83	0.00	208.13

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	65	249	55	0.00	56	61	35.80	29.80	63.06	5.47	100	100	0.00	32.61	
1x	1					177	Unrestricted	120	29.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					2	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					67	Unrestricted	120	21.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.81	57.81	97.06	0.78	100	100	0.00	5.76	
2x	1					2	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	16	383	55	1.00	9	905	7.32	5.76	9.58	0.20	100	100	0.00	1.53	
	2	R104 (Link 2)	1	1	A	160 <	513	55	0.00	67	35	10.95	9.39	16.34	2.65 +	100	100	0.00	25.02	
3x	1					61	Unrestricted	120	36.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	24	389	17	0.00	41	119	57.42	51.42	93.31	3.02	100	100	0.00	20.60	
4x	1					31	Unrestricted	120	59.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			176 <	479	120	58.00	69	31	31.53	21.33	49.02	11.51 +	100	100	0.00	63.57	
AB11	1	Mayeston Lawn	A21			14	94	120	115.09	19	376	15.85	3.85	18.89	0.39	100	100	0.00	0.98	
AC11	1	R104 (east)	A21			170	439	120	22.43	48	89	43.99	7.99	31.54	7.69	100	100	0.00	24.11	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	458.34	26.70	17.17	11.42	162.18	12.01	0.00	174.19
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	458.34	26.70	17.17	11.42	162.18	12.01	0.00	174.19

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	102	311	55	0.00	70	28	40.28	34.35	58.91	8.02	100	100	0.00	58.29		
1x	1					173	Unrestricted	120	22.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					1	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					108	Unrestricted	120	19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	17	403	7	0.00	63	42	84.29	78.34	114.50	2.64	100	100	0.00	21.99		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	17	383	55	1.00	10	846	7.67	6.11	10.22	0.23	100	100	0.00	1.73		
	2	R104 (Link 2)	1	1	A	150 <	493	55	0.00	65	38	11.41	9.78	18.80	2.63 +	100	100	0.00	24.57		
3x	1					105	Unrestricted	120	28.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	31	389	17	0.00	53	70	61.36	55.46	97.44	4.07	100	100	0.00	28.64		
4x	1					36	Unrestricted	120	48.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			167 <	479	120	57.00	64	40	30.87	20.64	51.06	11.37 +	100	100	0.00	58.66		
AB11	1	Mayeston Lawn	A21			15	77	120	17.19	24	270	16.89	4.91	22.57	0.52	100	100	0.00	1.33		
AC11	1	R104 (east)	A21			156	443	120	18.71	42	115	42.34	6.31	24.87	5.58	100	100	0.00	17.47		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	488.83	30.34	16.11	14.03	199.28	13.40	0.00	212.68
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	488.83	30.34	16.11	14.03	199.28	13.40	0.00	212.68

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	101	291	55	0.00	74	21	43.96	38.25	61.14	8.25	100	100	0.00	64.06		
1x	1					171	Unrestricted	120	21.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					101	Unrestricted	120	14.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	17	403	7	0.00	63	42	87.33	82.64	116.78	2.70	100	100	0.00	23.16		
2x	1					4	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	15	383	55	1.00	8	972	8.13	6.57	11.14	0.22	100	100	0.00	1.64		
	2	R104 (Link 2)	1	1	A	137 <	513	55	0.00	57	57	10.69	9.12	17.48	2.39 +	100	100	0.00	20.93		
3x	1					100	Unrestricted	120	24.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	40	389	17	0.00	69	31	69.08	63.35	105.07	5.68	100	100	0.00	42.09		
4x	1					35	Unrestricted	120	52.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			152 <	479	120	55.00	58	56	29.64	19.43	55.16	11.18 +	100	100	0.00	50.79		

1)																			
AB11	1	Mayeston Lawn	A21			10	77	120	118.31	15	516	14.06	2.06	8.12	0.13	100	100	0.00	0.37
AC11	1	R104 (east)	A21			143	450	120	11.64	35	156	40.21	4.20	14.54	3.25	100	100	0.00	10.51

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	459.94	29.40	15.64	14.14	200.77	12.77	0.00	213.54
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	459.94	29.40	15.64	14.14	200.77	12.77	0.00	213.54

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	118	319	55	0.00	79	14	45.89	40.28	54.54	8.61	100	100	0.00	78.22		
1x	1					172	Unrestricted	120	23.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					2	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					122	Unrestricted	120	22.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	9	403	7	5.00	33	169	68.33	62.80	101.24	1.23	100	100	0.00	9.37		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	15	383	55	1.00	8	972	8.09	6.53	11.06	0.22	100	100	0.00	1.63		
	2	R104 (Link 2)	1	1	A	138 <	501	55	0.00	59	52	10.84	9.31	18.48	2.42 +	100	100	0.00	21.55		
3x	1					119	Unrestricted	120	28.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	47	389	17	0.00	80	12	79.66	74.57	114.16	7.28	100	100	0.00	57.99		
4x	1					33	Unrestricted	120	52.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			153 <	479	120	55.00	58	55	29.67	19.49	54.79	11.18 +	100	100	0.00	51.24		
AB11	1	Mayeston Lawn	A21			13	77	120	118.24	19	363	14.81	2.82	9.22	0.18	100	100	0.00	0.64		
AC11	1	R104 (east)	A21			145	434	120	12.31	37	141	40.49	4.52	15.63	3.49	100	100	0.00	11.48		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	485.53	31.49	15.42	15.42	218.97	13.14	0.00	232.11
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	485.53	31.49	15.42	15.42	218.97	13.14	0.00	232.11

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 20:19:40

- «A1 - Analysis : D3 - AM 2025 no dev* :
- »Signal Timings
- »Final Prediction Table

A1 - Analysis

D3 - AM 2025 no dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

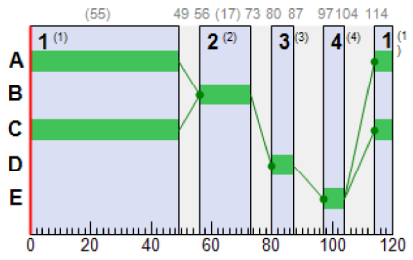
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	49	55	1	7
	2	✓	2	B	56	73	17	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

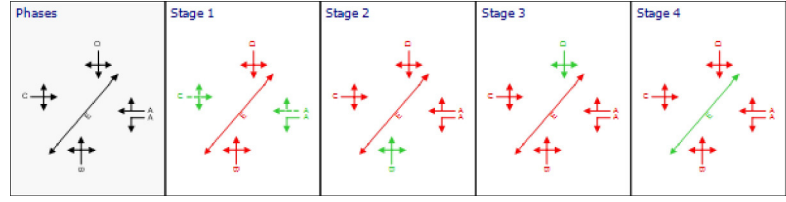
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	49	55
2	1	1	1	D	80	87	7
3	1	1	1	A	114	49	55
3	2	1	1	A	114	49	55
4	1	1	1	B	56	73	17

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.		
1	1	R104 (west)	1	1	C	99 <		0.00	81	11	43.08	37.32	58.47	8.79 +	100	100	0.00	60.89			
1x	1					178		29.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00			
ABx1	1					1		120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00			
ACx1	1					102		21.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00			
2	1	Creston Ave	1	1	D	12		6.00	63	42	79.91	74.47	110.72	2.70	100	100	0.00	15.07			
2x	1					3		120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00			
3	1	R104 (Link 3)	1	1	A	16		1.00	10	846	7.65	6.09	10.20	0.23	100	100	0.00	1.59			
	2	R104 (Link 2)	1	1	A	150 <		0.00	69	31	11.07	9.50	17.58	2.72 +	100	100	0.00	23.85			
3x	1					98		36.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00			
4	1	Jamestown Rd	1	1	B	36		0.00	82	9	70.02	64.46	105.43	7.59	100	100	0.00	38.52			
4x	1					34		59.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00			
9	1	R104 (Link 1)	1			166 <		58.00	70	28	30.80	20.59	51.33	11.58 +	100	100	0.00	58.20			
AB11	1	Mayeston Lawn	A21			13		118.30	26	252	16.12	4.13	18.34	0.61	100	100	0.00	0.97			
AC11	1	R104 (east)	A21			158		23.65	49	82	42.47	6.47	24.90	8.50	100	100	0.00	18.03			

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	484.03	30.44	14.36	203.89	13.24	0.00	217.13
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	484.03	30.44	14.36	203.89	13.24	0.00	217.13

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.		
1	1	R104 (west)	1	1	C	66	249	55	0.00	57	59	36.06	30.06	63.22	5.57	100	100	0.00	33.39		
1x	1					181	Unrestricted	120	29.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					2	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					68	Unrestricted	120	21.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.81	57.81	97.06	0.78	100	100	0.00	5.76		
2x	1					2	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	16	383	55	1.00	9	905	7.20	5.64	9.35	0.20	100	100	0.00	1.50		
	2	R104 (Link 2)	1	1	A	164 <	513	55	0.00	69	31	11.10	9.54	16.29	2.72 +	100	100	0.00	26.03		
3x	1					62	Unrestricted	120	36.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	24	389	17	0.00	41	119	57.42	51.42	93.31	3.02	100	100	0.00	20.60		
4x	1					31	Unrestricted	120	59.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			180 <	479	120	58.00	70	28	31.83	21.63	48.24	11.58 +	100	100	0.00	65.79		
AB11	1	Mayeston Lawn	A21			14	93	120	115.03	20	358	16.34	4.34	20.87	0.42	100	100	0.00	1.11		
AC11	1	R104 (east)	A21			174	439	120	23.65	49	82	44.73	8.73	34.21	8.50	100	100	0.00	26.94		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
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Normal traffic	467.76	27.47	17.03	11.88	168.71	12.41	0.00	181.12
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	467.76	27.47	17.03	11.88	168.71	12.41	0.00	181.12

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.		
1	1	R104 (west)	1	1	C	104	311	55	0.00	72	26	40.87	34.94	58.23	8.09	100	100	0.00	60.38		
1x	1					177	Unrestricted	120	22.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					1	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					110	Unrestricted	120	19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	17	403	7	0.00	63	42	84.29	78.34	114.50	2.64	100	100	0.00	21.99		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	17	383	55	1.00	10	846	7.53	5.97	9.96	0.23	100	100	0.00	1.69		
	2	R104 (Link 2)	1	1	A	154 <	493	55	0.00	67	34	11.57	9.93	18.67	2.69 +	100	100	0.00	25.57		
3x	1					107	Unrestricted	120	28.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	31	389	17	0.00	53	70	61.36	55.46	97.44	4.07	100	100	0.00	28.64		
4x	1					36	Unrestricted	120	4.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			171 <	479	120	58.00	66	37	31.18	20.95	50.14	11.44 +	100	100	0.00	60.81		
AB11	1	Mayeston Lawn	A21			15	76	120	18.15	26	252	17.78	5.81	27.29	0.61	100	100	0.00	1.58		
AC11	1	R104 (east)	A21			160	443	120	20.58	44	106	43.01	6.98	27.61	6.48	100	100	0.00	19.82		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean Journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	499.36	31.21	16.00	14.56	206.71	13.78	0.00	220.49
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	499.36	31.21	16.00	14.56	206.71	13.78	0.00	220.49

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.		
1	1	R104 (west)	1	1	C	103	290	55	0.00	76	18	44.85	39.19	60.64	8.35	100	100	0.00	66.82		
1x	1					176	Unrestricted	120	21.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					103	Unrestricted	120	14.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	17	403	7	0.00	63	42	87.33	82.64	116.78	2.70	100	100	0.00	23.16		
2x	1					4	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	15	383	55	1.00	8	972	7.97	6.41	10.83	0.22	100	100	0.00	1.60		
	2	R104 (Link 2)	1	1	A	141 <	513	55	0.00	59	53	10.71	9.15	17.25	2.43 +	100	100	0.00	21.57		
3x	1					102	Unrestricted	120	24.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	41	389	17	0.00	70	28	70.21	64.48	105.92	5.87	100	100	0.00	43.89		
4x	1					35	Unrestricted	120	52.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			156 <	479	120	55.00	59	52	29.98	19.77	53.93	11.22 +	100	100	0.00	52.89		
AB11	1	Mayeston Lawn	A21			10	76	120	118.30	15	490	14.40	2.40	10.02	0.15	100	100	0.00	0.43		

AC11	1	R104 (east)	A21			147	450	120	13.70	37	144	40.70	4.69	17.52	3.86	100	100	0.00	12.16
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	471.15	30.38	15.51	14.74	209.35	13.17	0.00	222.52
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	471.15	30.38	15.51	14.74	209.35	13.17	0.00	222.52

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	121 <	319	55	0.00	81	11	47.29	41.74	54.26	8.79 +	100	100	0.00	82.98		
1x	1					177	Unrestricted	120	23.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					2	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					125	Unrestricted	120	21.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	9	403	7	5.00	33	169	68.33	62.80	101.24	1.23	100	100	0.00	9.37		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	15	383	55	1.00	8	972	7.93	6.37	10.76	0.22	100	100	0.00	1.59		
	2	R104 (Link 2)	1	1	A	142 <	501	55	0.00	61	48	10.87	9.35	18.23	2.46 +	100	100	0.00	22.24		
3x	1					122	Unrestricted	120	28.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	48	389	17	0.00	82	9	81.75	76.78	116.23	7.59	100	100	0.00	60.94		
4x	1					33	Unrestricted	120	52.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			157 <	479	120	56.00	60	51	30.00	19.82	53.58	11.22 +	100	100	0.00	53.32		
AB11	1	Mayeston Lawn	A21			13	76	120	117.23	20	341	15.28	3.29	11.68	0.23	100	100	0.00	0.75		
AC11	1	R104 (east)	A21			149	434	120	14.34	39	131	41.00	5.03	18.41	4.11	100	100	0.00	13.21		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	497.86	32.71	15.22	16.25	230.80	13.60	0.00	244.40
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	497.86	32.71	15.22	16.25	230.80	13.60	0.00	244.40

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 20:20:28

- «A1 - Analysis : D5 - AM 2025 with dev* :
- »Signal Timings
- »Final Prediction Table

A1 - Analysis

D5 - AM 2025 with dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

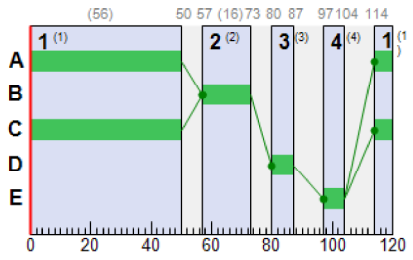
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	50	56	1	7
	2	✓	2	B	57	73	16	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

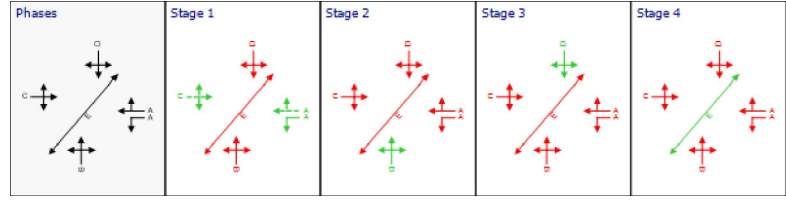
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	50	56
2	1	1	1	D	80	87	7
3	1	1	1	A	114	50	56
3	2	1	1	A	114	50	56
4	1	1	1	B	57	73	16

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	107 <			0.00	84	7	44.32	38.65	56.98	9.19 +	100	100	0.00	68.15	
1x	1					188			28.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					1			120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					112			21.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	13			6.00	67	34	82.30	76.01	112.71	2.88	100	100	0.00	16.01	
2x	1					3			120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	17			1.00	10	810	7.22	5.66	9.56	0.22	100	100	0.00	1.60	
	2	R104 (Link 2)	1	1	A	161 <			0.00	72	25	11.08	9.50	16.96	2.88 +	100	100	0.00	25.43	
3x	1					108			32.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	37			0.00	89	1	76.88	71.57	111.04	8.40	100	100	0.00	43.84	
4x	1					35			58.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			178 <			59.00	75	20	31.12	20.91	48.74	11.86 +	100	100	0.00	62.91	
AB11	1	Mayeston Lawn	A21			14			117.29	30	201	17.94	5.96	26.01	0.88	100	100	0.00	1.45	
AC11	1	R104 (east)	A21			169			27.39	55	63	44.08	8.08	31.19	10.96	100	100	0.00	24.19	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	519.24	33.39	16.14	229.13	14.44	0.00	243.57
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	519.24	33.39	16.14	229.13	14.44	0.00	243.57

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	75	257	56	0.00	61	47	36.62	30.62	64.63	6.52	100	100	0.00	38.67	
1x	1					192	Unrestricted	120	28.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					2	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					80	Unrestricted	120	21.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	64.91	58.91	97.89	0.92	100	100	0.00	6.85	
2x	1					2	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	18	383	56	1.00	10	810	6.83	5.27	8.80	0.21	100	100	0.00	1.58	
	2	R104 (Link 2)	1	1	A	175 <	513	56	0.00	72	25	11.25	9.69	15.83	2.88 +	100	100	0.00	28.15	
3x	1					73	Unrestricted	120	32.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	25	389	16	0.00	45	99	59.74	53.74	95.65	3.24	100	100	0.00	22.40	
4x	1					33	Unrestricted	120	58.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			193 <	479	120	59.00	75	20	32.30	22.10	46.05	11.86 +	100	100	0.00	71.76	
AB11	1	Mayeston Lawn	A21			15	90	120	24.01	23	291	17.93	5.93	25.94	0.55	100	100	0.00	1.60	
AC11	1	R104 (east)	A21			187	439	120	27.39	55	63	46.97	10.97	41.30	10.96	100	100	0.00	36.23	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
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	km/hr	hr/hr	(kph)	hr/hr	per hr	per hr	per hr	per hr
Normal traffic	507.93	30.54	16.63	13.61	193.26	13.97	0.00	207.23
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	507.93	30.54	16.63	13.61	193.26	13.97	0.00	207.23

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	112	315	56	0.00	75	20	41.66	35.77	55.25	8.27	100	100	0.00	66.31	
1x	1					187	Unrestricted	120	20.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					1	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					121	Unrestricted	120	18.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	18	403	7	0.00	67	34	87.54	81.62	117.60	2.88	100	100	0.00	24.24	
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	18	383	56	1.00	10	810	7.13	5.57	9.37	0.22	100	100	0.00	1.67	
	2	R104 (Link 2)	1	1	A	164 <	494	56	0.00	70	29	11.68	10.03	18.12	2.84 +	100	100	0.00	27.44	
3x	1					117	Unrestricted	120	26.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	32	389	16	0.00	58	55	64.64	58.80	100.69	4.35	100	100	0.00	31.30	
4x	1					37	Unrestricted	120	47.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			182 <	479	120	58.00	70	29	31.50	21.25	47.89	11.63 +	100	100	0.00	65.39	
AB11	1	Mayeston Lawn	A21			16	74	120	21.11	30	201	20.67	8.71	38.13	0.88	100	100	0.00	2.50	
AC11	1	R104 (east)	A21			171	443	120	23.58	48	87	44.57	8.53	33.29	8.16	100	100	0.00	25.88	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	534.28	34.01	15.71	16.19	229.86	14.89	0.00	244.74
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	534.28	34.01	15.71	16.19	229.86	14.89	0.00	244.74

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	111	294	56	0.00	80	13	46.38	40.82	58.07	8.63	100	100	0.00	74.72	
1x	1					186	Unrestricted	120	21.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					112	Unrestricted	120	14.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	17	403	7	0.00	63	42	91.30	84.02	119.71	2.77	100	100	0.00	23.56	
2x	1					4	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	16	383	56	1.00	9	923	7.51	5.95	10.13	0.22	100	100	0.00	1.58	
	2	R104 (Link 2)	1	1	A	151 <	513	56	0.00	62	45	10.57	9.00	16.54	2.52 +	100	100	0.00	22.69	
3x	1					111	Unrestricted	120	23.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	42	389	16	0.00	76	18	76.52	70.96	111.46	6.34	100	100	0.00	49.37	
4x	1					36	Unrestricted	120	51.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			167 <	479	120	56.00	63	42	30.25	20.04	50.92	11.34 +	100	100	0.00	57.06	

AB11	1	Mayeston Lawn	A21			10	73	120	117.29	17	426	15.42	3.42	14.42	0.22	100	100	0.00	0.61
AC11	1	R104 (east)	A21			158	450	120	17.81	41	118	41.98	5.95	23.67	5.45	100	100	0.00	16.72

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	504.03	33.11	15.22	16.35	232.16	14.15	0.00	246.31
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	504.03	33.11	15.22	16.35	232.16	14.15	0.00	246.31

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)		
1	1	R104 (west)	1	1	C	129 <	322	56	0.00	84	7	49.33	43.95	53.09	9.19 +	100	100	0.00	92.88	
1x	1					187	Unrestricted	120	23.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					2	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					134	Unrestricted	120	21.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	9	403	7	5.00	33	169	68.34	62.95	101.24	1.23	100	100	0.00	9.40	
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	16	383	56	1.00	9	923	7.48	5.92	10.07	0.21	100	100	0.00	1.57	
	2	R104 (Link 2)	1	1	A	152 <	501	56	0.00	64	41	10.73	9.22	17.44	2.55 +	100	100	0.00	23.44	
3x	1					131	Unrestricted	120	27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	49	389	16	0.00	89	1	93.91	89.53	125.29	8.40	100	100	0.00	72.30	
4x	1					34	Unrestricted	120	51.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			168 <	479	120	56.00	64	41	30.23	20.06	50.60	11.34 +	100	100	0.00	57.43	
AB11	1	Mayeston Lawn	A21			13	72	120	111.22	23	296	16.56	4.58	20.08	0.34	100	100	0.00	1.07	
AC11	1	R104 (east)	A21			160	435	120	17.73	43	108	42.27	6.32	24.56	5.73	100	100	0.00	17.92	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	530.74	35.88	14.79	18.40	261.25	14.75	0.00	276.00
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	530.74	35.88	14.79	18.40	261.25	14.75	0.00	276.00

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- += average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 20:21:08

«A1 - Analysis : D7 - AM 2030 no dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D7 - AM 2030 no dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

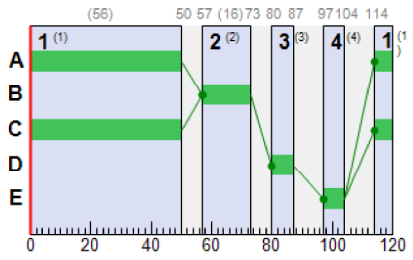
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	50	56	1	7
	2	✓	2	B	57	73	16	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

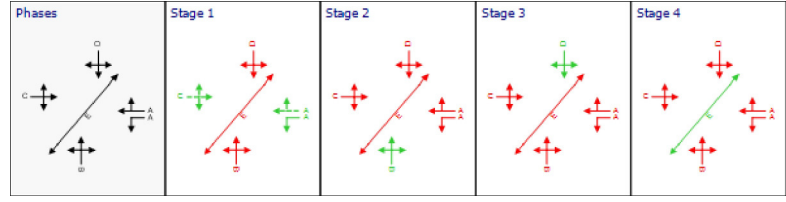
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	50	56
2	1	1	1	D	80	87	7
3	1	1	1	A	114	50	56
3	2	1	1	A	114	50	56
4	1	1	1	B	57	73	16

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	106 <			0.00	88	2	47.67	42.15	58.50	9.86 +	100	100	0.00	73.60
1x	1					191			28.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					1			120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					109			22.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	13			6.00	71	27	86.20	81.25	115.84	3.23	100	100	0.00	17.76
2x	1					3			120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	18			1.00	10	762	7.22	5.66	9.55	0.24	100	100	0.00	1.67
	2	R104 (Link 2)	1	1	A	161 <			0.00	73	24	11.13	9.55	16.86	2.92 +	100	100	0.00	25.67
3x	1					106			35.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	39 <			0.00	94	-5	82.14	76.97	115.13	9.59 +	100	100	0.00	49.61
4x	1					38			58.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			179 <			59.00	76	18	31.23	21.02	48.47	11.92 +	100	100	0.00	63.72
AB11	1	Mayeston Lawn	A21			14			117.34	31	192	18.46	6.48	26.41	0.88	100	100	0.00	1.65
AC11	1	R104 (east)	A21			170			27.72	56	62	44.32	8.32	32.07	11.25	100	100	0.00	24.97

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	521.50	34.45	17.17	243.79	14.85	0.00	258.64
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	521.50	34.45	17.17	243.79	14.85	0.00	258.64

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	71	242	56	0.00	62	46	37.19	31.19	63.38	6.01	100	100	0.00	37.19
1x	1					195	Unrestricted	120	28.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					2	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					74	Unrestricted	120	22.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.81	57.81	97.06	0.78	100	100	0.00	5.76
2x	1					2	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	18	383	56	1.00	10	810	6.78	5.22	8.70	0.21	100	100	0.00	1.56
	2	R104 (Link 2)	1	1	A	177 <	513	56	0.00	73	24	11.37	9.81	15.86	2.92 +	100	100	0.00	28.82
3x	1					67	Unrestricted	120	35.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	26	389	16	0.00	47	91	60.34	54.34	96.34	3.38	100	100	0.00	23.55
4x	1					34	Unrestricted	120	58.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			195 <	479	120	59.00	76	18	32.50	22.30	45.80	11.92 +	100	100	0.00	73.08
AB11	1	Mayeston Lawn	A21			16	90	120	25.00	25	262	18.50	6.50	27.58	0.65	100	100	0.00	1.86
AC11	1	R104 (east)	A21			188	439	120	27.72	56	62	47.34	11.34	42.56	11.25	100	100	0.00	37.64

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	505.91	30.63	16.52	13.76	195.46	14.01	0.00	209.46
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	505.91	30.63	16.52	13.76	195.46	14.01	0.00	209.46

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	112	306	56	0.00	77	17	43.32	37.44	56.15	8.41	100	100	0.00	69.32		
1x	1					191	Unrestricted	120	20.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					1	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					118	Unrestricted	120	19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	19	403	7	0.00	71	27	91.12	85.18	120.20	3.11	100	100	0.00	26.68		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	19	383	56	1.00	10	762	7.12	5.56	9.33	0.24	100	100	0.00	1.76		
3	2	R104 (Link 2)	1	1	A	165 <	494	56	0.00	70	28	11.75	10.09	17.94	2.86 +	100	100	0.00	27.76		
3x	1					115	Unrestricted	120	27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	34	389	16	0.00	62	46	66.42	60.60	102.08	4.68	100	100	0.00	34.25		
4x	1					40	Unrestricted	120	46.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			184 <	479	120	58.00	71	27	31.64	21.39	47.54	11.67 +	100	100	0.00	66.49		
AB11	1	Mayeston Lawn	A21			16	73	120	21.25	31	192	21.33	9.38	39.63	0.88	100	100	0.00	2.69		
AC11	1	R104 (east)	A21			172	443	120	23.88	48	86	44.86	8.82	34.29	8.41	100	100	0.00	26.90		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	537.84	34.88	15.42	16.94	240.55	15.28	0.00	255.83
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	537.84	34.88	15.42	16.94	240.55	15.28	0.00	255.83

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	111 <	281	56	0.00	83	8	50.19	44.78	60.32	8.98 +	100	100	0.00	81.79		
1x	1					189	Unrestricted	120	20.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					111	Unrestricted	120	13.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	19	403	7	0.00	71	27	96.80	93.07	124.32	3.23	100	100	0.00	29.08		
2x	1					4	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	17	383	56	1.00	9	863	7.53	5.97	10.15	0.23	100	100	0.00	1.69		
3	2	R104 (Link 2)	1	1	A	151 <	513	56	0.00	62	45	10.56	9.00	16.44	2.52 +	100	100	0.00	22.68		
3x	1					110	Unrestricted	120	22.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	44	389	16	0.00	80	13	80.18	74.75	114.59	6.86	100	100	0.00	54.42		
4x	1					39	Unrestricted	120	50.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			168 <	479	120	56.00	64	41	30.29	20.07	50.67	11.35 +	100	100	0.00	57.48		

1)																			
AB11	1	Mayeston Lawn	A21			11	73	120	117.34	19	377	15.81	3.81	15.25	0.25	100	100	0.00	0.75
AC11	1	R104 (east)	A21			158	450	120	18.00	41	118	42.08	6.06	24.16	5.45	100	100	0.00	17.02

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	507.56	34.40	14.76	17.62	250.23	14.67	0.00	264.90
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	507.56	34.40	14.76	17.62	250.23	14.67	0.00	264.90

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	130 <	309	56	0.00	88	2	55.00	49.94	56.32	9.86 +	100	100	0.00	106.11		
1x	1					189	Unrestricted	120	23.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					2	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					134	Unrestricted	120	21.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	9	403	7	5.00	33	169	68.35	63.63	101.25	1.23	100	100	0.00	9.49		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	17	383	56	1.00	9	863	7.49	5.93	10.08	0.23	100	100	0.00	1.68		
	2	R104 (Link 2)	1	1	A	152 <	501	56	0.00	64	41	10.72	9.22	17.27	2.55 +	100	100	0.00	23.42		
3x	1					131	Unrestricted	120	27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	52 <	389	16	0.00	94	-5	104.96	100.86	133.52	9.59 +	100	100	0.00	86.23		
4x	1					37	Unrestricted	120	50.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			169 <	479	120	56.00	64	41	30.26	20.09	50.35	11.35 +	100	100	0.00	57.83		
AB11	1	Mayeston Lawn	A21			14	72	120	113.17	25	259	17.21	5.23	18.72	0.40	100	100	0.00	1.29		
AC11	1	R104 (east)	A21			160	435	120	18.53	44	107	42.42	6.46	25.19	5.92	100	100	0.00	18.34		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	534.71	37.89	14.11	20.35	288.94	15.43	0.00	304.37
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	534.71	37.89	14.11	20.35	288.94	15.43	0.00	304.37

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 20:22:03

«A1 - Analysis : D9 - AM 2030 with dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D9 - AM 2030 with dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

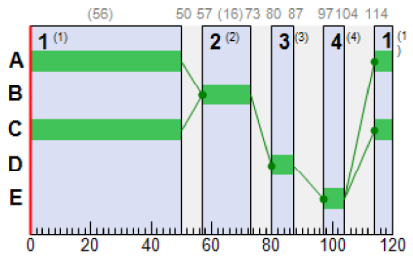
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	50	56	1	7
	2	✓	2	B	57	73	16	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

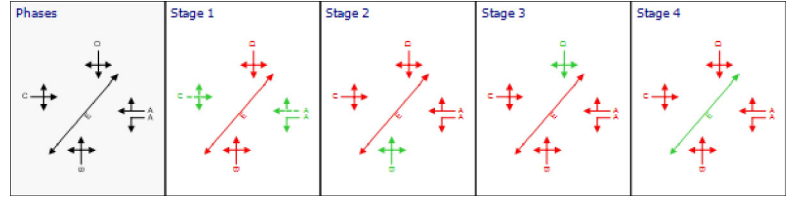
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	50	56
2	1	1	1	D	80	87	7
3	1	1	1	A	114	50	56
3	2	1	1	A	114	50	56
4	1	1	1	B	57	73	16

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	114 <			0.00	94	-4	53.56	48.35	60.44	11.38 +	100	100	0.00	90.62	
1x	1					201			27.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					1			120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					120			21.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	14			6.00	74	21	89.39	83.37	118.07	3.36	100	100	0.00	18.90	
2x	1					3			120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	19			1.00	11	719	6.92	5.36	8.96	0.23	100	100	0.00	1.69	
	2	R104 (Link 2)	1	1	A	172 <			0.00	77	17	11.74	10.16	16.76	3.22 +	100	100	0.00	28.92	
3x	1					115			32.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	40 <			0.00	96	-6	84.50	79.41	117.08	10.10 +	100	100	0.00	52.46	
4x	1					39			57.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			191 <			62.00	81	11	32.47	22.25	46.77	12.40 +	100	100	0.00	71.35	
AB11	1	Mayeston Lawn	A21			15			115.35	37	141	21.91	9.95	37.93	1.31	100	100	0.00	2.60	
AC11	1	R104 (east)	A21			181			31.56	62	45	46.68	10.67	39.76	14.53	100	100	0.00	34.09	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	556.71	38.43	20.01	284.13	16.51	0.00	300.64
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	556.71	38.43	20.01	284.13	16.51	0.00	300.64

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	80	247	56	0.00	68	32	39.48	33.48	66.82	7.14	100	100	0.00	44.94	
1x	1					206	Unrestricted	120	27.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					2	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					86	Unrestricted	120	21.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	64.91	58.91	97.89	0.92	100	100	0.00	6.85	
2x	1					2	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	20	383	56	1.00	11	719	6.55	4.99	8.23	0.22	100	100	0.00	1.66	
	2	R104 (Link 2)	1	1	A	188 <	513	56	0.00	77	17	12.25	10.69	16.04	3.22 +	100	100	0.00	33.23	
3x	1					78	Unrestricted	120	32.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	27	389	16	0.00	49	84	60.96	54.96	96.80	3.52	100	100	0.00	24.73	
4x	1					36	Unrestricted	120	57.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			208 <	479	120	62.00	81	11	34.02	23.82	44.62	12.40 +	100	100	0.00	82.81	
AB11	1	Mayeston Lawn	A21			17	87	120	28.02	29	207	21.01	9.01	35.64	0.86	100	100	0.00	2.72	
AC11	1	R104 (east)	A21			201	440	120	31.56	62	45	50.50	14.50	51.28	14.53	100	100	0.00	51.16	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
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Normal traffic	546.08	34.54	15.81	16.34	232.03	16.06	0.00	248.09
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	546.08	34.54	15.81	16.34	232.03	16.06	0.00	248.09

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.		
1	1	R104 (west)	1	1	C	120 <	308	56	0.00	82	10	46.75	40.98	55.06	8.85 +	100	100	0.00	80.89		
1x	1					201	Unrestricted	120	18.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					1	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					129	Unrestricted	120	18.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	20	403	7	0.00	74	21	95.13	89.21	123.02	3.36	100	100	0.00	29.38		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	20	383	56	1.00	11	719	6.79	5.23	8.69	0.23	100	100	0.00	1.74		
	2	R104 (Link 2)	1	1	A	175 <	494	56	0.00	75	21	12.63	10.93	18.04	3.14 +	100	100	0.00	31.77		
3x	1					125	Unrestricted	120	26.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	35	389	16	0.00	63	42	67.40	61.61	103.32	4.89	100	100	0.00	35.84		
4x	1					41	Unrestricted	120	46.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			195 <	479	120	61.00	76	18	33.15	22.87	46.31	12.06 +	100	100	0.00	74.88		
AB11	1	Mayeston Lawn	A21			17	70	120	25.17	37	141	27.21	15.32	55.01	1.31	100	100	0.00	4.58		
AC11	1	R104 (east)	A21			183	443	120	27.75	54	67	47.23	11.18	41.61	10.75	100	100	0.00	36.09		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean Journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	572.76	38.71	14.80	19.60	278.32	16.85	0.00	295.17
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	572.76	38.71	14.80	19.60	278.32	16.85	0.00	295.17

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.		
1	1	R104 (west)	1	1	C	119 <	282	56	0.00	89	1	56.72	51.69	61.34	9.83 +	100	100	0.00	100.71		
1x	1					199	Unrestricted	120	20.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					120	Unrestricted	120	13.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	19	403	7	0.00	71	27	102.33	95.39	128.24	3.35	100	100	0.00	29.82		
2x	1					4	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	18	383	56	1.00	10	810	7.22	5.66	9.54	0.23	100	100	0.00	1.69		
	2	R104 (Link 2)	1	1	A	161 <	513	56	0.00	66	36	10.86	9.29	16.11	2.67 +	100	100	0.00	24.90		
3x	1					119	Unrestricted	120	22.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	45	389	16	0.00	82	10	82.26	76.92	116.29	7.11	100	100	0.00	57.24		
4x	1					40	Unrestricted	120	50.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			179 <	479	120	57.00	69	31	31.25	21.03	48.43	11.56 +	100	100	0.00	63.74		
AB11	1	Mayeston Lawn	A21			11	70	120	115.35	21	319	17.47	5.48	20.75	0.33	100	100	0.00	1.07		

AC11	1	R104 (east)	A21			169	450	120	22.91	46	94	43.97	7.94	31.51	7.64	100	100	0.00	23.84
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	540.43	38.09	14.19	20.21	286.98	16.03	0.00	303.01
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	540.43	38.09	14.19	20.21	286.98	16.03	0.00	303.01

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	138 <	310	56	0.00	94	-4	64.93	60.51	60.64	11.38 +	100	100	0.00	135.95
1x	1					199	Unrestricted	120	23.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					2	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					143	Unrestricted	120	20.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	9	403	7	5.00	33	169	68.36	64.02	101.26	1.23	100	100	0.00	9.55
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	18	383	56	1.00	10	810	7.19	5.63	9.49	0.23	100	100	0.00	1.69
	2	R104 (Link 2)	1	1	A	162 <	502	56	0.00	68	32	11.03	9.55	16.88	2.70 +	100	100	0.00	25.78
3x	1					140	Unrestricted	120	26.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	53 <	389	16	0.00	96	-6	109.68	105.73	137.16	10.10 +	100	100	0.00	92.06
4x	1					38	Unrestricted	120	50.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			180 <	479	120	57.00	69	30	31.17	21.00	48.12	11.55 +	100	100	0.00	63.97
AB11	1	Mayeston Lawn	A21			14	68	120	101.19	29	211	20.04	8.09	33.45	0.68	100	100	0.00	2.02
AC11	1	R104 (east)	A21			171	435	120	22.60	48	86	44.27	8.33	32.38	7.96	100	100	0.00	25.26

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	567.58	42.39	13.39	23.89	339.18	17.11	0.00	356.29
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	567.58	42.39	13.39	23.89	339.18	17.11	0.00	356.29

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 20:24:12

- «A1 - Analysis : D11 - AM 2040 no dev* :
- »Signal Timings
- »Final Prediction Table

A1 - Analysis

D11 - AM 2040 no dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

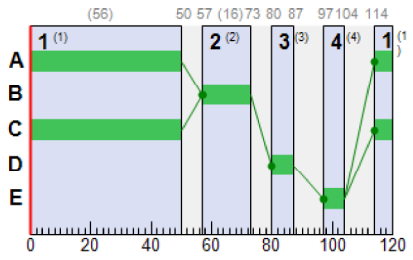
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	50	56	1	7
	2	✓	2	B	57	73	16	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

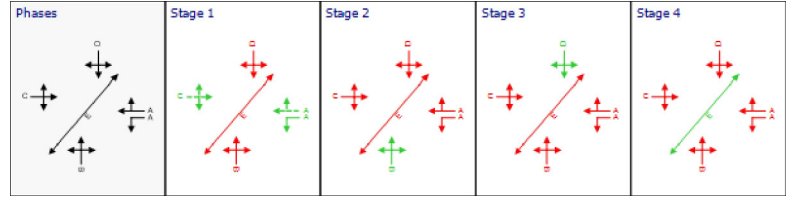
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	50	56
2	1	1	1	D	80	87	7
3	1	1	1	A	114	50	56
3	2	1	1	A	114	50	56
4	1	1	1	B	57	73	16

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES			WEIGHTS			PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.				
1	1	R104 (west)	1	1	C	110 <			0.00	91	-1	51.08	45.75	59.56	10.48 +	100	100	0.00	82.68				
1x	1					198			27.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00				
ABx1	1					1			120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00				
ACx1	1					113			23.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00				
2	1	Creston Ave	1	1	D	14			6.00	71	27	86.20	81.22	115.82	3.23	100	100	0.00	18.08				
2x	1					3			120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00				
3	1	R104 (Link 3)	1	1	A	18			1.00	10	762	7.06	5.50	9.24	0.23	100	100	0.00	1.62				
	2	R104 (Link 2)	1	1	A	167 <			0.00	75	20	11.43	9.85	16.84	3.07 +	100	100	0.00	27.32				
3x	1					109			34.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00				
4	1	Jamestown Rd	1	1	B	40 <			0.00	96	-6	85.53	80.53	117.81	10.18 +	100	100	0.00	53.52				
4x	1					38			57.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00				
9	1	R104 (Link 1)	1			185 <			60.00	79	15	31.73	21.52	47.52	12.12 +	100	100	0.00	67.04				
AB11	1	Mayeston Lawn	A21			15			116.34	35	154	20.13	8.16	31.92	1.12	100	100	0.00	2.10				
AC11	1	R104 (east)	A21			175			29.67	59	53	45.40	9.40	35.73	12.80	100	100	0.00	29.04				

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	538.09	36.51	18.71	265.70	15.70	0.00	281.40
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	538.09	36.51	18.71	265.70	15.70	0.00	281.40

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES			WEIGHTS			PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.				
1	1	R104 (west)	1	1	C	74	235	56	0.00	66	36	39.16	33.16	65.87	6.58	100	100	0.00	41.16				
1x	1					202	Unrestricted	120	27.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00				
ABx1	1					2	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00				
ACx1	1					76	Unrestricted	120	23.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00				
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.81	57.81	97.06	0.78	100	100	0.00	5.76				
2x	1					2	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00				
3	1	R104 (Link 3)	1	1	A	18	383	56	1.00	10	810	6.63	5.07	8.42	0.20	100	100	0.00	1.52				
	2	R104 (Link 2)	1	1	A	183 <	513	56	0.00	75	20	11.81	10.25	16.00	3.07 +	100	100	0.00	31.06				
3x	1					69	Unrestricted	120	34.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00				
4	1	Jamestown Rd	1	1	B	27	389	16	0.00	49	84	60.96	54.96	96.80	3.52	100	100	0.00	24.73				
4x	1					35	Unrestricted	120	57.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00				
9	1	R104 (Link 1)	1			201 <	479	120	60.00	79	15	33.15	22.95	45.15	12.12 +	100	100	0.00	77.33				
AB11	1	Mayeston Lawn	A21			16	89	120	26.96	26	244	19.41	7.41	30.06	0.69	100	100	0.00	2.11				
AC11	1	R104 (east)	A21			194	440	120	29.67	59	53	48.77	12.77	46.63	12.80	100	100	0.00	43.64				

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
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Normal traffic	521.94	32.35	16.13	14.96	212.38	14.92	0.00	227.30
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	521.94	32.35	16.13	14.96	212.38	14.92	0.00	227.30

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.		
1	1	R104 (west)	1	1	C	117 <	300	56	0.00	82	10	47.14	41.33	56.35	8.83 +	100	100	0.00	79.61		
1x	1					197	Unrestricted	120	19.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					1	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					123	Unrestricted	120	20.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	19	403	7	0.00	71	27	91.12	85.18	120.20	3.11	100	100	0.00	26.68		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	19	383	56	1.00	10	762	6.95	5.39	9.01	0.23	100	100	0.00	1.70		
	2	R104 (Link 2)	1	1	A	171 <	494	56	0.00	73	24	12.22	10.53	18.00	3.01 +	100	100	0.00	29.96		
3x	1					120	Unrestricted	120	27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	35	389	16	0.00	63	42	67.40	61.61	103.32	4.89	100	100	0.00	35.84		
4x	1					41	Unrestricted	120	46.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			190 <	479	120	59.00	73	23	32.23	21.96	46.65	11.83 +	100	100	0.00	70.29		
AB11	1	Mayeston Lawn	A21			17	71	120	23.27	35	154	24.59	12.67	47.62	1.12	100	100	0.00	3.80		
AC11	1	R104 (east)	A21			177	443	120	25.92	51	77	46.03	9.99	38.07	9.52	100	100	0.00	31.27		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean Journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	555.75	37.06	15.00	18.52	263.02	16.13	0.00	279.15
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	555.75	37.06	15.00	18.52	263.02	16.13	0.00	279.15

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.		
1	1	R104 (west)	1	1	C	115 <	282	56	0.00	86	5	53.36	48.30	60.74	9.39 +	100	100	0.00	91.13		
1x	1					195	Unrestricted	120	20.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					115	Unrestricted	120	13.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	19	403	7	0.00	71	27	96.80	93.07	124.32	3.23	100	100	0.00	29.08		
2x	1					5	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	17	383	56	1.00	9	863	7.36	5.80	9.83	0.22	100	100	0.00	1.64		
	2	R104 (Link 2)	1	1	A	156 <	513	56	0.00	64	40	10.69	9.12	16.29	2.59 +	100	100	0.00	23.73		
3x	1					114	Unrestricted	120	22.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	46	389	16	0.00	83	8	84.40	79.05	117.87	7.37	100	100	0.00	60.09		
4x	1					39	Unrestricted	120	50.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			173 <	479	120	56.00	66	37	30.66	20.45	49.53	11.43 +	100	100	0.00	60.12		
AB11	1	Mayeston Lawn	A21			11	71	120	116.34	20	350	16.54	4.55	17.85	0.28	100	100	0.00	0.89		

AC11	1	R104 (east)	A21			163	450	120	20.10	44	107	42.89	6.86	27.57	6.40	100	100	0.00	19.91
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	523.75	36.36	14.40	19.10	271.18	15.42	0.00	286.60
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	523.75	36.36	14.40	19.10	271.18	15.42	0.00	286.60

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	134 <	310	56	0.00	91	-1	59.14	54.37	57.87	10.48 +	100	100	0.00	118.83
1x	1					196	Unrestricted	120	22.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					2	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					138	Unrestricted	120	20.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	10	403	7	5.00	37	142	70.13	65.21	102.59	1.38	100	100	0.00	10.80
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	17	383	56	1.00	9	863	7.33	5.77	9.77	0.22	100	100	0.00	1.63
	2	R104 (Link 2)	1	1	A	157 <	501	56	0.00	66	37	10.86	9.36	17.11	2.62 +	100	100	0.00	24.53
3x	1					135	Unrestricted	120	26.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	53 <	389	16	0.00	96	-6	110.99	107.33	138.04	10.18 +	100	100	0.00	93.42
4x	1					37	Unrestricted	120	50.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			174 <	479	120	57.00	66	36	30.62	20.44	49.22	11.42 +	100	100	0.00	60.42
AB11	1	Mayeston Lawn	A21			14	70	120	105.16	27	236	18.34	6.37	26.03	0.57	100	100	0.00	1.59
AC11	1	R104 (east)	A21			165	435	120	20.52	46	96	43.23	7.29	28.46	6.88	100	100	0.00	21.33

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	550.91	40.27	13.68	22.27	316.23	16.34	0.00	332.56
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	550.91	40.27	13.68	22.27	316.23	16.34	0.00	332.56

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 20:25:01

- «A1 - Analysis : D13 - AM 2040 with dev* :
- »Signal Timings
- »Final Prediction Table

A1 - Analysis

D13 - AM 2040 with dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

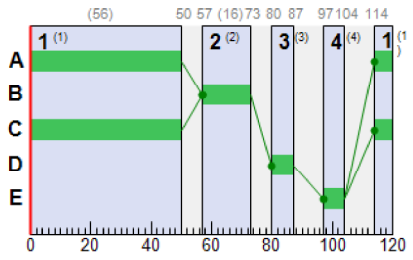
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	50	56	1	7
	2	✓	2	B	57	73	16	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

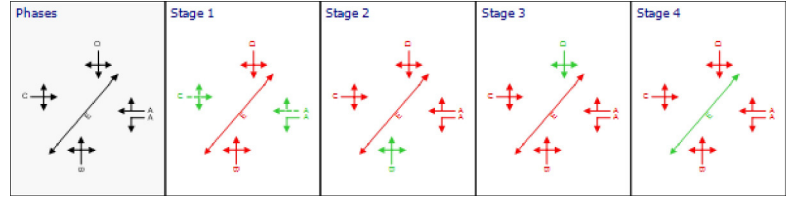
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	50	56
2	1	1	1	D	80	87	7
3	1	1	1	A	114	50	56
3	2	1	1	A	114	50	56
4	1	1	1	B	57	73	16

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.	
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	118 <			0.00	96	-7	59.06	54.16	62.94	12.61 +	100	100	0.00	104.78
1x	1					208			27.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					1			120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					123			21.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	14			6.00	74	21	89.33	83.30	118.00	3.36	100	100	0.00	19.23
2x	1					3			120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	19			1.00	11	719	6.69	5.13	8.53	0.22	100	100	0.00	1.62
	2	R104 (Link 2)	1	1	A	177 <			0.00	80	13	12.23	10.64	16.94	3.43 +	100	100	0.00	31.21
3x	1					119			32.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	41 <			0.00	98	-8	88.27	83.36	119.85	10.69 +	100	100	0.00	56.73
4x	1					39			56.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			196 <			64.00	85	6	33.55	23.32	46.42	12.82 +	100	100	0.00	76.68
AB11	1	Mayeston Lawn	A21			15			114.34	44	103	25.06	13.13	45.08	1.71	100	100	0.00	3.45
AC11	1	R104 (east)	A21			186			32.86	65	39	48.07	12.06	43.80	16.02	100	100	0.00	39.54

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	573.30	41.16	22.23	315.62	17.62	0.00	333.24
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	573.30	41.16	22.23	315.62	17.62	0.00	333.24

Time segment: 07:45-08:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE			PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.	
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	83	240	56	0.00	73	24	42.06	36.06	68.42	7.59	100	100	0.00	50.07
1x	1					213	Unrestricted	120	27.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					2	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					88	Unrestricted	120	21.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	64.91	58.91	97.89	0.92	100	100	0.00	6.85
2x	1					2	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	20	383	56	1.00	11	719	6.41	4.85	7.99	0.21	100	100	0.00	1.61
	2	R104 (Link 2)	1	1	A	194 <	513	56	0.00	80	13	12.92	11.36	16.38	3.43 +	100	100	0.00	36.37
3x	1					80	Unrestricted	120	32.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	28	389	16	0.00	51	77	61.61	55.61	97.22	3.67	100	100	0.00	25.93
4x	1					37	Unrestricted	120	56.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			214 <	479	120	64.00	85	6	35.46	25.26	44.79	12.82 +	100	100	0.00	90.11
AB11	1	Mayeston Lawn	A21			17	86	120	30.00	31	189	22.35	10.35	39.02	0.95	100	100	0.00	3.11
AC11	1	R104 (east)	A21			207	440	120	32.86	65	39	52.12	16.12	55.45	16.02	100	100	0.00	58.40

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
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	km/hr	hr/hr	(kph)	hr/hr	per hr	per hr	per hr	per hr
Normal traffic	562.11	36.72	15.31	17.98	255.33	17.13	0.00	272.46
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	562.11	36.72	15.31	17.98	255.33	17.13	0.00	272.46

Time segment: 08:00-08:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	125 <	302	56	0.00	87	3	52.02	46.38	56.61	9.51 +	100	100	0.00	95.02	
1x	1					207	Unrestricted	120	18.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					1	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					134	Unrestricted	120	18.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	20	403	7	0.00	74	21	95.13	89.21	123.02	3.36	100	100	0.00	29.38	
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	20	383	56	1.00	11	719	6.31	4.75	7.79	0.21	100	100	0.00	1.58	
	2	R104 (Link 2)	1	1	A	181 <	495	56	0.00	77	17	13.40	11.66	18.42	3.36 +	100	100	0.00	34.96	
3x	1					130	Unrestricted	120	25.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	36	389	16	0.00	65	38	68.45	62.70	104.24	5.07	100	100	0.00	37.49	
4x	1					42	Unrestricted	120	45.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			201 <	479	120	64.00	80	13	35.03	24.69	46.37	12.45 +	100	100	0.00	82.99	
AB11	1	Mayeston Lawn	A21			18	68	120	28.13	44	103	34.02	22.17	68.04	1.71	100	100	0.00	6.91	
AC11	1	R104 (east)	A21			188	443	120	30.64	57	58	49.15	13.08	46.84	12.44	100	100	0.00	43.23	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	590.67	41.78	14.14	22.07	313.44	18.12	0.00	331.56
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	590.67	41.78	14.14	22.07	313.44	18.12	0.00	331.56

Time segment: 08:15-08:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	123 <	283	56	0.00	91	-2	62.19	57.74	63.64	10.60 +	100	100	0.00	115.97	
1x	1					205	Unrestricted	120	20.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					124	Unrestricted	120	13.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	19	403	7	0.00	71	27	102.33	95.39	128.24	3.35	100	100	0.00	29.82	
2x	1					5	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	18	383	56	1.00	10	810	7.08	5.52	9.26	0.22	100	100	0.00	1.65	
	2	R104 (Link 2)	1	1	A	166 <	513	56	0.00	68	32	11.09	9.52	16.07	2.76 +	100	100	0.00	26.28	
3x	1					123	Unrestricted	120	21.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	47	389	16	0.00	85	6	86.84	81.58	120.06	7.71	100	100	0.00	63.33	
4x	1					40	Unrestricted	120	50.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			184 <	479	120	58.00	71	27	31.69	21.48	47.56	11.67 +	100	100	0.00	66.75	
		Mayeston																		

AB11	1	Lawn	A21			11	68	120	114.34	23	291	18.52	6.56	23.68	0.37	100	100	0.00	1.27
AC11	1	R104 (east)	A21			174	450	120	24.91	49	84	44.94	8.91	34.84	8.51	100	100	0.00	27.51

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	556.63	40.56	13.72	22.23	315.62	16.96	0.00	332.58
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	556.63	40.56	13.72	22.23	315.62	16.96	0.00	332.58

Time segment: 08:30-08:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (s)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	142 <	310	56	0.00	96	-7	72.49	68.50	64.71	12.61 +	100	100	0.00	158.07		
1x	1					206	Unrestricted	120	22.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					2	Unrestricted	120	120.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					147	Unrestricted	120	20.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	10	403	7	5.00	37	142	70.14	65.58	102.59	1.38	100	100	0.00	10.86		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	18	383	56	1.00	10	810	7.05	5.49	9.21	0.22	100	100	0.00	1.64		
	2	R104 (Link 2)	1	1	A	167 <	502	56	0.00	70	28	11.27	9.80	16.83	2.80 +	100	100	0.00	27.23		
3x	1					144	Unrestricted	120	26.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	54 <	389	16	0.00	98	-8	116.56	113.06	141.80	10.69 +	100	100	0.00	100.17		
4x	1					38	Unrestricted	120	49.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			185 <	479	120	58.00	71	26	31.58	21.41	47.24	11.66 +	100	100	0.00	66.86		
AB11	1	Mayeston Lawn	A21			14	67	120	97.15	31	188	21.97	10.03	39.71	0.79	100	100	0.00	2.49		
AC11	1	R104 (east)	A21			176	436	120	24.51	51	77	45.25	9.32	35.69	9.04	100	100	0.00	29.04		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	583.79	45.57	12.81	26.63	378.11	18.27	0.00	396.38
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	583.79	45.57	12.81	26.63	378.11	18.27	0.00	396.38

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 20:26:01

- «A1 - Analysis : D2 - PM 2023* :
- »Signal Timings
- »Final Prediction Table

A1 - Analysis

D2 - PM 2023*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

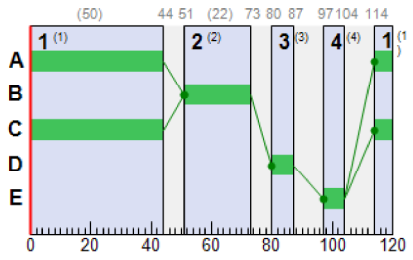
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	44	50	1	7
	2	✓	2	B	51	73	22	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

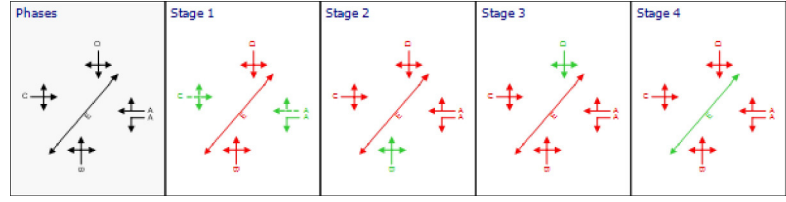
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	44	50
2	1	1	1	D	80	87	7
3	1	1	1	A	114	44	50
3	2	1	1	A	114	44	50
4	1	1	1	B	51	73	22

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	115 <			0.00	86	5	53.14	47.02	58.77	9.25 +	100	100	0.00	88.91	
1x	1					147			29.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					0			120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					125			20.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6			6.00	30	202	64.30	58.31	97.70	1.07	100	100	0.00	5.81	
2x	1					6			120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	14			28.00	10	816	10.50	8.94	14.47	0.32	100	100	0.00	2.04	
	2	R104 (Link 2)	1	1	A	108 <			0.00	65	38	13.24	11.69	28.06	2.59 +	100	100	0.00	21.39	
3x	1					121			29.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	59 <			0.00	86	5	75.51	69.93	112.14	10.25 +	100	100	0.00	68.41	
4x	1					28			67.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			122 <			60.00	55	64	28.83	18.64	59.48	11.11 +	100	100	0.00	39.35	
AB11	1	Mayeston Lawn	A21			5			120.00	5	1656	12.24	0.24	0.00	0.00	100	100	0.00	0.02	
AC11	1	R104 (east)	A21			122			7.39	32	179	38.89	2.90	2.58	1.98	100	100	0.00	5.71	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	431.54	29.81	15.44	219.24	12.41	0.00	231.65
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	431.54	29.81	15.44	219.24	12.41	0.00	231.65

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	112 <	307	50	0.00	86	5	56.04	50.04	61.49	9.25 +	100	100	0.00	91.87	
1x	1					133	Unrestricted	120	28.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					119	Unrestricted	120	19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.81	57.81	97.06	0.78	100	100	0.00	5.76	
2x	1					5	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	14	383	50	28.00	9	946	10.59	9.03	14.64	0.27	100	100	0.00	2.10	
	2	R104 (Link 2)	1	1	A	104 <	482	50	0.00	51	77	12.93	11.37	24.65	2.26 +	100	100	0.00	19.95	
3x	1					115	Unrestricted	120	28.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	49	389	22	0.00	66	37	61.39	55.39	99.25	6.56	100	100	0.00	45.26	
4x	1					32	Unrestricted	120	65.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			118	479	120	55.00	45	98	28.13	17.93	59.62	9.38	100	100	0.00	36.90	
AB11	1	Mayeston Lawn	A21			4	120	120	120.00	3	2609	12.19	0.19	0.00	0.00	100	100	0.00	0.01	
AC11	1	R104 (east)	A21			118	450	120	0.00	26	243	38.69	2.69	0.00	0.35	100	100	0.00	5.01	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
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	km/hr	hr/hr	(kph)	hr/hr	per hr	per hr	per hr	per hr
Normal traffic	412.13	27.52	14.97	13.79	195.76	11.10	0.00	206.86
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	412.13	27.52	14.97	13.79	195.76	11.10	0.00	206.86

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	123 <	358	50	0.00	81	11	52.14	45.69	55.44	9.15 +	100	100	0.00	92.08	
1x	1					154	Unrestricted	120	23.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					136	Unrestricted	120	20.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.92	57.92	97.15	0.79	100	100	0.00	5.78	
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	16	383	50	1.00	10	816	10.56	9.00	14.54	0.31	100	100	0.00	2.39	
	2	R104 (Link 2)	1	1	A	105 <	480	50	0.00	52	75	12.94	11.40	24.39	2.27 +	100	100	0.00	20.17	
3x	1					130	Unrestricted	120	29.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	64 <	389	22	0.00	86	5	77.89	72.40	114.77	10.02 +	100	100	0.00	76.79	
4x	1					27	Unrestricted	120	67.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			121	479	120	56.00	47	93	28.45	18.26	60.00	9.94	100	100	0.00	38.50	
AB11	1	Mayeston Lawn	A21			6	117	120	120.00	5	1656	12.31	0.31	0.00	0.00	100	100	0.00	0.03	
AC11	1	R104 (east)	A21			121	450	120	0.00	27	235	38.72	2.73	0.00	0.37	100	100	0.00	5.22	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	444.57	30.93	14.37	16.09	228.51	12.44	0.00	240.95
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	444.57	30.93	14.37	16.09	228.51	12.44	0.00	240.95

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	117 <	344	50	0.00	80	12	51.65	45.13	57.21	8.97 +	100	100	0.00	86.67	
1x	1					128	Unrestricted	120	29.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					132	Unrestricted	120	20.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	4	403	7	6.00	15	505	61.80	55.80	95.64	0.52	100	100	0.00	3.71	
2x	1					7	Unrestricted	120	87.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	15	383	50	1.00	9	877	11.23	9.67	15.86	0.32	100	100	0.00	2.41	
	2	R104 (Link 2)	1	1	A	96 <	494	50	0.00	46	97	13.11	11.55	23.98	2.19 +	100	100	0.00	18.64	
3x	1					128	Unrestricted	120	28.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	59 <	389	22	0.00	79	14	78.66	71.70	114.61	9.21 +	100	100	0.00	70.14	
4x	1					28	Unrestricted	120	66.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			111	479	120	54.00	41	117	26.71	16.51	56.57	8.37	100	100	0.00	32.06	

AB11	1	Mayeston Lawn	A21			4	118	120	120.00	3	2544	12.20	0.20	0.00	0.00	100	100	0.00	0.01
AC11	1	R104 (east)	A21			111	450	120	0.00	25	265	38.67	2.66	0.00	0.33	100	100	0.00	4.66

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	412.19	28.45	14.49	14.57	206.94	11.36	0.00	218.31
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	412.19	28.45	14.49	14.57	206.94	11.36	0.00	218.31

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	109 <	313	50	0.00	82	10	52.86	47.47	61.42	8.98 +	100	100	0.00	85.00		
1x	1					172	Unrestricted	120	23.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					114	Unrestricted	120	19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	8	403	7	5.00	30	202	66.20	60.22	99.63	1.07	100	100	0.00	8.00		
2x	1					10	Unrestricted	120	80.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	10	383	50	24.00	6	1365	9.16	7.60	12.06	0.16	100	100	0.00	1.26		
	2	R104 (Link 2)	1	1	A	126 <	454	50	0.00	65	38	13.85	12.30	37.04	2.59 +	100	100	0.00	26.80		
3x	1					109	Unrestricted	120	28.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	64 <	389	22	0.00	86	5	81.04	76.95	117.12	10.25 +	100	100	0.00	81.46		
4x	1					26	Unrestricted	120	65.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			136 <	479	120	60.00	55	64	31.52	21.33	61.27	11.11 +	100	100	0.00	49.94		
AB11	1	Mayeston Lawn	A21			5	122	120	120.00	4	2091	12.24	0.24	0.00	0.00	100	100	0.00	0.02		
AC11	1	R104 (east)	A21			136	450	120	7.39	32	179	39.41	3.42	9.23	1.98	100	100	0.00	7.97		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	457.25	32.33	14.14	17.31	245.73	14.73	0.00	260.46
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	457.25	32.33	14.14	17.31	245.73	14.73	0.00	260.46

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- += average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 20:27:00

«A1 - Analysis : D4 - PM 2025 no dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D4 - PM 2025 no dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

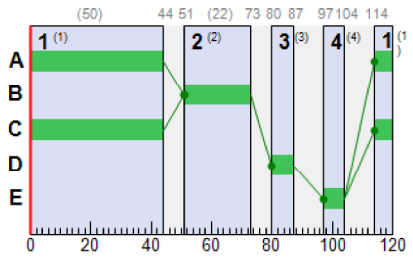
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	44	50	1	7
	2	✓	2	B	51	73	22	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

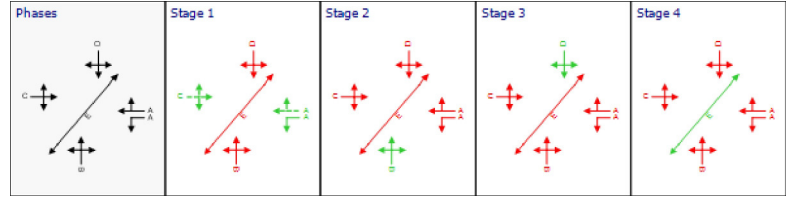
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	44	50
2	1	1	1	D	80	87	7
3	1	1	1	A	114	44	50
3	2	1	1	A	114	44	50
4	1	1	1	B	51	73	22

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	119 <		0.00	90	0	56.19	50.13	59.50	9.88 +	100	100	0.00	97.27		
1x	1					151		29.00	0	Unrestricted	14.44	0.00	0.00	100	100	0.00	0.00			
ABx1	1					0		120.00	0	Unrestricted	0.00	0.00	0.00	100	100	0.00	0.00			
ACx1	1					129		20.00	0	Unrestricted	15.60	0.00	0.00	100	100	0.00	0.00			
2	1	Creston Ave	1	1	D	6		6.00	30	202	64.30	58.31	97.70	1.07	100	100	0.00	5.81		
2x	1					6		120.00	0	Unrestricted	13.89	0.00	0.00	100	100	0.00	0.00			
3	1	R104 (Link 3)	1	1	A	14		27.00	10	816	10.29	8.73	14.07	0.31	100	100	0.00	1.99		
	2	R104 (Link 2)	1	1	A	111 <		0.00	67	35	13.19	11.64	27.50	2.65 +	100	100	0.00	21.87		
3x	1					124		29.00	0	Unrestricted	12.00	0.00	0.00	100	100	0.00	0.00			
4	1	Jamestown Rd	1	1	B	61 <		0.00	87	3	78.48	72.90	114.66	10.67 +	100	100	0.00	73.07		
4x	1					29		67.00	0	Unrestricted	14.14	0.00	0.00	100	100	0.00	0.00			
9	1	R104 (Link 1)	1			125 <		61.00	56	61	29.32	19.12	60.18	11.14 +	100	100	0.00	41.32		
AB11	1	Mayeston Lawn	A21			5		120.00	5	1646	12.25	0.25	0.00	100	100	0.00	0.02			
AC11	1	R104 (east)	A21			125		9.37	34	169	39.00	3.00	3.27	2.51	100	100	0.00	6.10		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	442.52	31.24	16.52	234.56	12.90	0.00	247.45
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	442.52	31.24	16.52	234.56	12.90	0.00	247.45

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	116 <	303	50	0.00	90	0	61.28	55.28	63.18	9.88 +	100	100	0.00	104.84	
1x	1					137	Unrestricted	120	27.00	0	Unrestricted	14.44	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					123	Unrestricted	120	18.00	0	Unrestricted	15.60	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.81	57.81	97.06	0.78	100	100	0.00	5.76	
2x	1					5	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	14	383	50	27.00	9	946	10.38	8.82	14.24	0.27	100	100	0.00	2.05	
	2	R104 (Link 2)	1	1	A	107 <	482	50	0.00	52	72	12.84	11.28	24.14	2.28 +	100	100	0.00	20.33	
3x	1					119	Unrestricted	120	28.00	0	Unrestricted	12.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	51	389	22	0.00	68	32	62.83	56.83	100.94	6.95	100	100	0.00	48.31	
4x	1					33	Unrestricted	120	65.00	0	Unrestricted	14.14	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			121	479	120	56.00	47	93	28.65	18.45	60.51	9.97	100	100	0.00	38.89	
AB11	1	Mayeston	A21			4	120	120	120.00	3	2589	12.20	0.20	0.00	100	100	0.00	0.01		

AC11	1	Lawn R104 (east)	A21			121	450	120	0.00	27	235	38.71	2.71	0.00	0.36	100	100	0.00	5.18
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	424.19	29.19	14.53	15.05	213.77	11.62	0.00	225.39
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	424.19	29.19	14.53	15.05	213.77	11.62	0.00	225.39

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.		
1	1	R104 (west)	1	1	C	126 <	359	50	0.00	83	9	54.72	48.45	56.17	9.51 +	100	100	0.00	99.86		
1x	1					158	Unrestricted	120	23.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					139	Unrestricted	120	20.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.92	57.92	97.15	0.79	100	100	0.00	5.78		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	16	383	50	1.00	10	816	10.35	8.79	14.14	0.30	100	100	0.00	2.33		
	2	R104 (Link 2)	1	1	A	108 <	480	50	0.00	53	70	12.85	11.32	23.95	2.29 +	100	100	0.00	20.59		
3x	1					133	Unrestricted	120	29.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	65 <	389	22	0.00	87	3	79.78	74.39	116.51	10.31 +	100	100	0.00	80.09		
4x	1					27	Unrestricted	120	67.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			124	479	120	56.00	48	88	28.98	18.79	61.87	10.24	100	100	0.00	40.61		
AB11	1	Mayeston Lawn	A21			6	116	120	120.00	5	1646	12.31	0.31	0.00	0.00	100	100	0.00	0.03		
AC11	1	R104 (east)	A21			124	450	120	0.00	28	227	38.74	2.76	0.00	0.38	100	100	0.00	5.40		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	454.84	32.18	14.14	17.03	241.79	12.90	0.00	254.69
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	454.84	32.18	14.14	17.03	241.79	12.90	0.00	254.69

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.		
1	1	R104 (west)	1	1	C	120 <	345	50	0.00	82	10	53.80	47.17	57.49	9.26 +	100	100	0.00	92.77		
1x	1					132	Unrestricted	120	29.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					136	Unrestricted	120	19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	4	403	7	6.00	15	505	61.80	55.80	95.64	0.52	100	100	0.00	3.71		
2x	1					7	Unrestricted	120	87.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	15	383	50	1.00	9	877	10.99	9.43	15.39	0.31	100	100	0.00	2.35		

3	2	R104 (Link 2)	1	1	A	99 <	495	50	0.00	47	91	12.97	11.40	23.48	2.21 +	100	100	0.00	18.97
3x	1					132	Unrestricted	120	28.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	61 <	389	22	0.00	82	10	83.39	75.91	118.20	9.89 +	100	100	0.00	76.67
4x	1					28	Unrestricted	120	66.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			114	479	120	54.00	43	108	27.29	17.08	58.10	8.94	100	100	0.00	34.05
AB11	1	Mayeston Lawn	A21			4	117	120	120.00	3	2524	12.21	0.21	0.00	0.00	100	100	0.00	0.01
AC11	1	R104 (east)	A21			114	450	120	0.00	25	255	38.70	2.68	0.00	0.34	100	100	0.00	4.83

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	423.57	29.91	14.16	15.60	221.49	11.87	0.00	233.37
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	423.57	29.91	14.16	15.60	221.49	11.87	0.00	233.37

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	112 <	314	50	0.00	84	7	55.12	49.88	61.58	9.26 +	100	100	0.00	91.61		
1x	1					176	Unrestricted	120	23.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					117	Unrestricted	120	19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	8	403	7	5.00	30	202	66.20	60.22	99.63	1.07	100	100	0.00	8.00		
2x	1					10	Unrestricted	120	79.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	10	383	50	24.00	6	1365	9.01	7.45	11.78	0.16	100	100	0.00	1.23		
3	2	R104 (Link 2)	1	1	A	129 <	454	50	0.00	67	35	13.95	12.41	36.33	2.65 +	100	100	0.00	27.60		
3x	1					112	Unrestricted	120	28.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	65 <	389	22	0.00	87	3	84.85	81.20	120.25	10.67 +	100	100	0.00	87.19		
4x	1					26	Unrestricted	120	65.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			139 <	479	120	61.00	56	61	31.86	21.67	60.08	11.14 +	100	100	0.00	51.72		
AB11	1	Mayeston Lawn	A21			5	121	120	120.00	4	2079	12.24	0.24	0.00	0.00	100	100	0.00	0.02		
AC11	1	R104 (east)	A21			139	450	120	9.37	34	169	39.71	3.73	11.71	2.51	100	100	0.00	8.99		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	467.51	33.71	13.87	18.39	261.18	15.19	0.00	276.37
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	467.51	33.71	13.87	18.39	261.18	15.19	0.00	276.37

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Report generation date: 27/11/2023 20:27:48

- «A1 - Analysis : D6 - PM 2025 with dev* :
- »Signal Timings
- »Final Prediction Table

A1 - Analysis

D6 - PM 2025 with dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

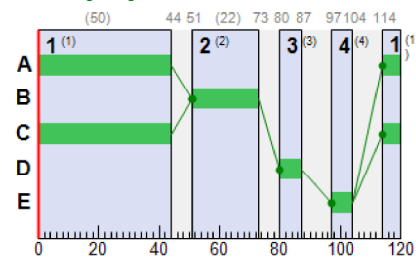
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	44	50	1	7
	2	✓	2	B	51	73	22	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

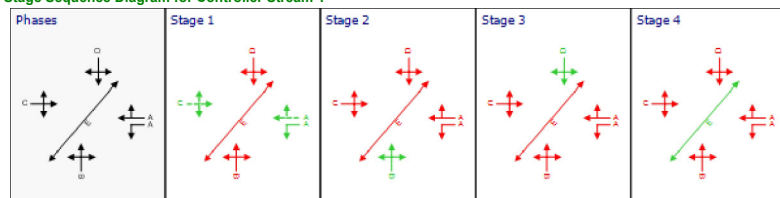
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	44	50
2	1	1	1	D	80	87	7
3	1	1	1	A	114	44	50
3	2	1	1	A	114	44	50
4	1	1	1	B	51	73	22

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	123 <			0.00	94	-4	61.19	55.16	61.22	10.67 +	100	100	0.00	110.82	
1x	1					155			29.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					0			120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					134			20.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6			6.00	30	202	64.62	58.61	97.93	1.07	100	100	0.00	6.09	
2x	1					7			120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	14			22.00	10	762	9.99	8.43	13.49	0.31	100	100	0.00	1.99	
	2	R104 (Link 2)	1	1	A	116 <			0.00	69	31	13.24	11.67	27.10	2.73 +	100	100	0.00	22.84	
3x	1					130			28.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	61 <			0.00	88	2	80.40	74.81	116.18	10.80 +	100	100	0.00	75.87	
4x	1					29			66.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			130 <			62.00	58	56	30.13	19.93	60.84	11.17 +	100	100	0.00	44.77	
AB11	1	Mayeston Lawn	A21			5			120.00	5	1626	12.25	0.25	0.00	0.00	100	100	0.00	0.02	
AC11	1	R104 (east)	A21			130			12.18	35	154	39.19	3.19	4.90	3.24	100	100	0.00	6.86	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	459.56	33.30	18.00	255.65	13.60	0.00	269.25
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	459.56	33.30	18.00	255.65	13.60	0.00	269.25

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	121 <	303	50	0.00	94	-4	67.08	61.08	65.07	10.67 +	100	100	0.00	120.57	
1x	1					142	Unrestricted	120	26.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					130	Unrestricted	120	17.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	64.91	58.91	97.89	0.92	100	100	0.00	6.85	
2x	1					6	Unrestricted	120	101.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	15	383	50	1.00	9	877	10.01	8.45	13.51	0.27	100	100	0.00	2.10	
	2	R104 (Link 2)	1	1	A	113 <	469	50	0.00	57	59	12.99	11.43	25.15	2.36 +	100	100	0.00	21.80	
3x	1					126	Unrestricted	120	27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	52	389	22	0.00	70	29	63.59	57.59	101.51	7.13	100	100	0.00	49.90	
4x	1					34	Unrestricted	120	64.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			128	479	120	57.00	50	80	29.83	19.63	62.70	10.70	100	100	0.00	43.68	
AB11	1	Mayeston Lawn	A21			4	118	120	120.00	3	2554	12.20	0.20	0.00	0.00	100	100	0.00	0.01	
AC11	1	R104 (east)	A21			128	450	120	0.00	28	216	38.77	2.77	0.00	0.39	100	100	0.00	5.60	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
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	km/hr	hr/hr	(kph)	hr/hr	per hr	per hr	per hr	per hr
Normal traffic	446.51	31.65	14.11	16.76	238.02	12.49	0.00	250.51
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	446.51	31.65	14.11	16.76	238.02	12.49	0.00	250.51

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	131 <	359	50	0.00	86	5	60.73	54.41	58.67	10.38 +	100	100	0.00	116.32
1x	1					163	Unrestricted	120	23.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					145	Unrestricted	120	20.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	64.03	58.00	97.24	0.79	100	100	0.00	5.78
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	17	383	50	1.00	10	762	10.05	8.49	13.54	0.31	100	100	0.00	2.39
	2	R104 (Link 2)	1	1	A	113 <	481	50	0.00	55	63	12.83	11.23	23.02	2.35 +	100	100	0.00	21.33
3x	1					139	Unrestricted	120	28.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	66 <	389	22	0.00	88	2	81.73	76.41	117.98	10.80 +	100	100	0.00	83.47
4x	1					28	Unrestricted	120	66.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			130	479	120	57.00	51	77	29.99	19.81	62.75	10.88	100	100	0.00	44.71
AB11	1	Mayeston Lawn	A21			6	115	120	120.00	5	1626	12.32	0.32	0.00	0.00	100	100	0.00	0.03
AC11	1	R104 (east)	A21			130	450	120	2.85	30	204	38.90	2.92	3.25	0.85	100	100	0.00	6.20

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	473.98	34.56	13.71	18.77	266.47	13.78	0.00	280.25
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	473.98	34.56	13.71	18.77	266.47	13.78	0.00	280.25

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	124 <	346	50	0.00	84	7	57.90	51.15	58.87	9.83 +	100	100	0.00	103.74
1x	1					136	Unrestricted	120	29.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					141	Unrestricted	120	19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	4	403	7	6.00	15	505	61.80	55.80	95.64	0.52	100	100	0.00	3.71
2x	1					7	Unrestricted	120	86.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	15	383	50	1.00	9	877	10.69	9.13	14.80	0.30	100	100	0.00	2.27
	2	R104 (Link 2)	1	1	A	103 <	495	50	0.00	49	84	12.80	11.24	22.87	2.24 +	100	100	0.00	19.44
3x	1					137	Unrestricted	120	26.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	62 <	389	22	0.00	83	8	86.56	78.87	120.96	10.26 +	100	100	0.00	80.92
4x	1					28	Unrestricted	120	66.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			118	479	120	55.00	45	101	28.00	17.79	59.46	9.36	100	100	0.00	36.65

AB11	1	Mayeston Lawn	A21			4	116	120	120.00	3	2499	12.21	0.21	0.00	0.00	100	100	0.00	0.01
AC11	1	R104 (east)	A21			118	450	120	0.00	26	243	38.73	2.72	0.00	0.36	100	100	0.00	5.06

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	437.46	31.66	13.82	16.86	239.38	12.43	0.00	251.80
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	437.46	31.66	13.82	16.86	239.38	12.43	0.00	251.80

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	116 <	316	50	0.00	86	4	59.08	54.10	62.60	9.78 +	100	100	0.00	102.65
1x	1					180	Unrestricted	120	23.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					121	Unrestricted	120	19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	8	403	7	5.00	30	202	66.20	60.22	99.63	1.07	100	100	0.00	8.00
2x	1					10	Unrestricted	120	78.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	10	383	50	22.00	6	1365	8.81	7.25	11.43	0.15	100	100	0.00	1.20
	2	R104 (Link 2)	1	1	A	133 <	455	50	0.00	69	31	14.13	12.59	35.50	2.73 +	100	100	0.00	28.79
3x	1					116	Unrestricted	120	28.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	65 <	389	22	0.00	87	3	86.63	83.10	121.54	10.80 +	100	100	0.00	89.18
4x	1					26	Unrestricted	120	64.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			143 <	479	120	62.00	58	56	32.28	22.09	58.59	11.17 +	100	100	0.00	54.04
AB11	1	Mayeston Lawn	A21			5	120	120	120.00	4	2063	12.24	0.24	0.00	0.00	100	100	0.00	0.02
AC11	1	R104 (east)	A21			143	450	120	12.18	35	154	40.20	4.21	14.85	3.24	100	100	0.00	10.57

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	480.28	35.32	13.60	19.63	278.75	15.70	0.00	294.45
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	480.28	35.32	13.60	19.63	278.75	15.70	0.00	294.45

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- += average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT
Report generation date: 27/11/2023 20:28:34

- «A1 - Analysis : D8 - PM 2030 no dev* :
- »Signal Timings
- »Final Prediction Table

A1 - Analysis

D8 - PM 2030 no dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

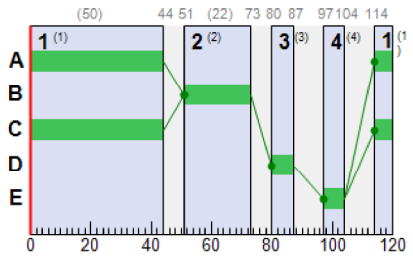
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	44	50	1	7
	2	✓	2	B	51	73	22	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

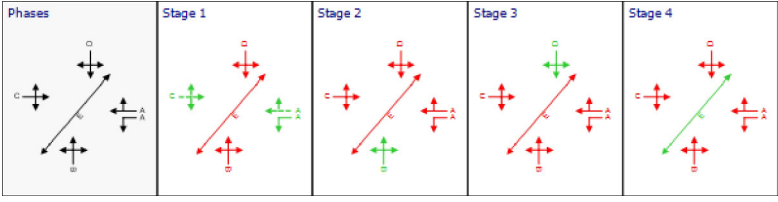
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	44	50
2	1	1	1	D	80	87	7
3	1	1	1	A	114	44	50
3	2	1	1	A	114	44	50
4	1	1	1	B	51	73	22

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	127 <			0.00	97	-7	74.06	67.99	68.57	12.38 +	100	100	0.00	140.60	
1x	1					162			28.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					0			120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					138			19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6			6.00	30	202	64.30	58.31	97.70	1.07	100	100	0.00	5.81	
2x	1					7			120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	15			20.00	11	714	9.82	8.26	13.16	0.33	100	100	0.00	2.09	
	2	R104 (Link 2)	1	1	A	119 <			0.00	73	23	13.40	11.85	27.13	2.95 +	100	100	0.00	23.88	
3x	1					133			28.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	65 <			0.00	95	-5	94.27	89.00	126.81	13.61 +	100	100	0.00	95.78	
4x	1					31			66.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			134 <			64.00	61	46	30.70	20.51	60.46	11.26 +	100	100	0.00	47.51	
AB11	1	Mayeston Lawn	A21			5			120.00	6	1368	12.29	0.29	0.00	0.00	100	100	0.00	0.02	
AC11	1	R104 (east)	A21			134			15.42	38	135	39.55	3.56	8.06	4.44	100	100	0.00	8.08	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	475.91	37.55	21.73	308.63	15.14	0.00	323.77
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	475.91	37.55	21.73	308.63	15.14	0.00	323.77

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.	
1	1	R104 (west)	1	1	C	123 <	298	50	0.00	97	-7	73.20	67.20	68.31	11.46 +	100	100	0.00	134.63	
1x	1					147	Unrestricted	120	26.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					130	Unrestricted	120	18.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.81	57.81	97.06	0.78	100	100	0.00	5.76	
2x	1					5	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	15	383	50	1.00	9	877	9.88	8.32	13.28	0.27	100	100	0.00	2.07	
	2	R104 (Link 2)	1	1	A	115 <	483	50	0.00	56	61	12.66	11.10	22.69	2.35 +	100	100	0.00	21.45	
3x	1					126	Unrestricted	120	28.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	54	389	22	0.00	72	24	65.28	59.28	103.38	7.55	100	100	0.00	53.31	
4x	1					35	Unrestricted	120	63.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			130	479	120	58.00	51	77	30.16	19.96	62.98	10.92	100	100	0.00	45.05	
AB11	1	Mayeston Lawn	A21			4	118	120	120.00	3	2554	12.20	0.20	0.00	0.00	100	100	0.00	0.01	
AC11	1	R104 (east)	A21			130	450	120	2.93	30	204	38.91	2.91	3.60	0.99	100	100	0.00	6.20	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	452.71	33.08	13.69	17.99	255.44	13.06	0.00	268.49
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	452.71	33.08	13.69	17.99	255.44	13.06	0.00	268.49

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	135 <	352	50	0.00	90	0	74.41	66.99	66.84	12.38 +	100	100	0.00	147.22		
1x	1					170	Unrestricted	120	23.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					150	Unrestricted	120	19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	63.92	57.92	97.15	0.79	100	100	0.00	5.78		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	18	383	50	1.00	11	714	9.88	8.32	13.22	0.32	100	100	0.00	2.48		
	2	R104 (Link 2)	1	1	A	116 <	481	50	0.00	57	59	12.70	11.18	22.24	2.37 +	100	100	0.00	21.75		
3x	1					143	Unrestricted	120	27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	71 <	389	22	0.00	95	-5	93.21	87.96	127.35	12.41 +	100	100	0.00	103.07		
4x	1					30	Unrestricted	120	66.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			134 <	479	120	58.00	52	72	30.50	20.32	61.95	11.07 +	100	100	0.00	47.12		
AB11	1	Mayeston Lawn	A21			7	114	120	120.00	6	1368	12.39	0.39	0.00	0.00	100	100	0.00	0.04		
AC11	1	R104 (east)	A21			134	450	120	5.22	31	189	39.14	3.16	6.44	1.49	100	100	0.00	7.11		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	491.06	38.99	12.59	22.48	319.22	15.36	0.00	334.58
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	491.06	38.99	12.59	22.48	319.22	15.36	0.00	334.58

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	129 <	340	50	0.00	89	1	71.67	64.24	66.63	11.74 +	100	100	0.00	135.05		
1x	1					141	Unrestricted	120	28.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					145	Unrestricted	120	19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	4	403	7	6.00	15	505	61.80	55.80	95.64	0.52	100	100	0.00	3.71		
2x	1					8	Unrestricted	120	81.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	17	383	50	1.00	10	762	10.51	8.95	14.42	0.33	100	100	0.00	2.52		
	2	R104 (Link 2)	1	1	A	106 <	495	50	0.00	50	79	12.69	11.12	21.89	2.26 +	100	100	0.00	19.77		
3x	1					141	Unrestricted	120	27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	65 <	389	22	0.00	87	3	104.00	95.83	133.69	12.06 +	100	100	0.00	102.63		
4x	1					31	Unrestricted	120	66.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
		R104 (Link																			

9	1	1)	1			123	479	120	56.00	47	90	28.73	18.52	61.22	10.12	100	100	0.00	39.73
AB11	1	Mayeston Lawn	A21			4	115	120	120.00	3	2479	12.21	0.21	0.00	0.00	100	100	0.00	0.01
AC11	1	R104 (east)	A21			123	450	120	0.00	27	229	38.77	2.76	0.00	0.38	100	100	0.00	5.36

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	454.98	36.30	12.53	20.77	294.87	13.92	0.00	308.79
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	454.98	36.30	12.53	20.77	294.87	13.92	0.00	308.79

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	121 <	303	50	0.00	94	-4	77.08	73.90	72.81	12.09 +	100	100	0.00	145.51		
1x	1					189	Unrestricted	120	23.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					126	Unrestricted	120	18.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	8	403	7	5.00	30	202	66.20	60.22	99.63	1.07	100	100	0.00	8.00		
2x	1					12	Unrestricted	120	71.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	11	383	50	20.00	7	1232	8.56	7.00	10.96	0.16	100	100	0.00	1.28		
	2	R104 (Link 2)	1	1	A	139 <	446	50	0.00	73	23	15.13	13.60	38.88	2.95 +	100	100	0.00	32.53		
3x	1					120	Unrestricted	120	25.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	71 <	389	22	0.00	95	-5	108.47	106.41	137.81	13.61 +	100	100	0.00	124.11		
4x	1					29	Unrestricted	120	63.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			150 <	479	120	64.00	61	46	32.96	22.78	56.30	11.26 +	100	100	0.00	58.14		
AB11	1	Mayeston Lawn	A21			6	119	120	120.00	5	1689	12.30	0.30	0.00	0.00	100	100	0.00	0.03		
AC11	1	R104 (east)	A21			150	450	120	15.42	38	135	41.11	5.12	19.99	4.44	100	100	0.00	13.63		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	504.90	41.83	12.07	25.70	364.98	18.24	0.00	383.22
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	504.90	41.83	12.07	25.70	364.98	18.24	0.00	383.22

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 20:29:13

«A1 - Analysis : D10 - PM 2030 with dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D10 - PM 2030 with dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

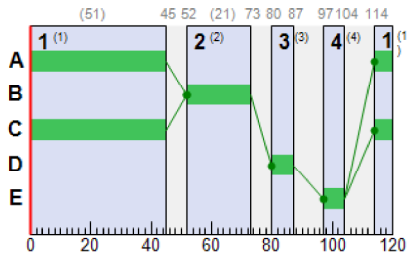
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	45	51	1	7
	2	✓	2	B	52	73	21	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

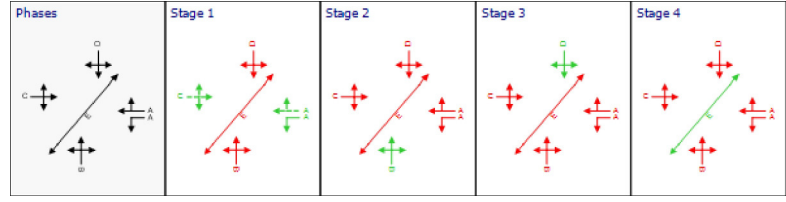
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	45	51
2	1	1	1	D	80	87	7
3	1	1	1	A	114	45	51
3	2	1	1	A	114	45	51
4	1	1	1	B	52	73	21

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	132 <			0.00	98	-9	76.22	70.20	68.93	13.29 +	100	100	0.00	150.19
1x	1					166		28.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					0		120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					143		19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	6		6.00	30	202	64.62	58.61	97.93	1.07	100	100	0.00	6.09	
2x	1					7		120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	16		20.00	11	686	9.42	7.86	12.64	0.32	100	100	0.00	2.05	
	2	R104 (Link 2)	1	1	A	124 <		0.00	74	22	13.14	11.58	26.58	2.98 +	100	100	0.00	24.26	
3x	1					138		27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	66 <		0.00	101	-11	117.32	112.29	142.29	16.56 +	100	100	0.00	121.63	
4x	1					32		65.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			140 <		63.00	62	45	30.69	20.50	58.98	11.28 +	100	100	0.00	49.25	
AB11	1	Mayeston Lawn	A21			5		120.00	6	1352	12.30	0.30	0.00	0.00	100	100	0.00	0.02	
AC11	1	R104 (east)	A21			140		16.43	40	127	39.84	3.85	10.36	4.75	100	100	0.00	9.20	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	492.85	40.76	24.40	346.53	16.15	0.00	362.69
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	492.85	40.76	24.40	346.53	16.15	0.00	362.69

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	128 <	300	51	0.00	98	-9	75.23	69.23	68.23	11.95 +	100	100	0.00	144.19
1x	1					152	Unrestricted	120	26.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					137	Unrestricted	120	17.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	64.91	58.91	97.89	0.92	100	100	0.00	6.85
2x	1					6	Unrestricted	120	101.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	16	383	51	1.00	10	834	9.41	7.85	12.64	0.27	100	100	0.00	2.08
	2	R104 (Link 2)	1	1	A	121 <	471	51	0.00	59	52	12.60	11.04	23.47	2.42 +	100	100	0.00	22.50
3x	1					133	Unrestricted	120	26.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	55	389	21	0.00	77	17	69.95	63.95	107.46	8.03	100	100	0.00	58.48
4x	1					36	Unrestricted	120	62.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			137 <	479	120	58.00	54	68	30.43	20.23	60.70	11.09 +	100	100	0.00	47.91
AB11	1	Mayeston Lawn	A21			4	116	120	120.00	3	2519	12.21	0.21	0.00	0.00	100	100	0.00	0.01
AC11	1	R104 (east)	A21			137	450	120	6.37	32	180	39.29	3.29	7.87	1.84	100	100	0.00	7.66

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
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Normal traffic	475.03	35.25	13.48	19.42	275.74	13.93	0.00	289.66
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	475.03	35.25	13.48	19.42	275.74	13.93	0.00	289.66

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	140 <	354	51	0.00	91	-2	78.71	71.04	68.70	13.29 +	100	100	0.00	161.75		
1x	1					175	Unrestricted	120	22.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					156	Unrestricted	120	18.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	6	403	7	6.00	22	303	64.03	58.00	97.24	0.79	100	100	0.00	5.78		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	19	383	51	1.00	11	686	9.48	7.92	12.69	0.32	100	100	0.00	2.49		
	2	R104 (Link 2)	1	1	A	121 <	482	51	0.00	58	55	12.45	10.85	21.39	2.41 +	100	100	0.00	22.00		
3x	1					149	Unrestricted	120	27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	72 <	389	21	0.00	101	-11	107.53	102.47	138.94	13.67 +	100	100	0.00	121.38		
4x	1					31	Unrestricted	120	65.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			140 <	479	120	58.00	55	64	30.58	20.40	59.51	11.11 +	100	100	0.00	49.24		
AB11	1	Mayeston Lawn	A21			7	113	120	120.00	6	1352	12.39	0.39	0.00	0.00	100	100	0.00	0.04		
AC11	1	R104 (east)	A21			140	450	120	8.22	33	169	39.53	3.56	9.85	2.21	100	100	0.00	8.55		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean Journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	509.83	42.17	12.09	24.99	354.88	16.38	0.00	371.25
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	509.83	42.17	12.09	24.99	354.88	16.38	0.00	371.25

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	133 <	342	51	0.00	90	0	73.17	66.10	66.83	12.18 +	100	100	0.00	143.16		
1x	1					145	Unrestricted	120	28.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					150	Unrestricted	120	19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	4	403	7	6.00	15	505	61.80	55.80	95.64	0.52	100	100	0.00	3.71		
2x	1					8	Unrestricted	120	80.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	17	383	51	1.00	10	779	10.09	8.53	13.89	0.31	100	100	0.00	2.41		
	2	R104 (Link 2)	1	1	A	110 <	496	51	0.00	51	76	12.31	10.74	21.30	2.27 +	100	100	0.00	19.81		
3x	1					146	Unrestricted	120	27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	66 <	389	21	0.00	92	-3	136.86	127.59	154.75	14.64 +	100	100	0.00	137.99		
4x	1					31	Unrestricted	120	65.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			127	479	120	55.00	49	84	28.79	18.59	61.43	10.41	100	100	0.00	41.15		
AB11	1	Mayeston Lawn	A21			4	114	120	120.00	4	2454	12.22	0.22	0.00	0.00	100	100	0.00	0.01		

AC11	1	R104 (east)	A21				127	450	120	0.00	28	219	38.81	2.80	0.00	0.40	100	100	0.00	5.61
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	468.87	39.90	11.75	23.86	338.87	14.98	0.00	353.85
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	468.87	39.90	11.75	23.86	338.87	14.98	0.00	353.85

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	125 <	306	51	0.00	94	-5	77.67	74.60	72.13	12.40 +	100	100	0.00	151.65
1x	1					193	Unrestricted	120	22.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					130	Unrestricted	120	18.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	8	403	7	5.00	30	202	66.20	60.22	99.63	1.07	100	100	0.00	8.00
2x	1					12	Unrestricted	120	70.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	11	383	51	20.00	7	1258	8.27	6.71	10.65	0.16	100	100	0.00	1.22
	2	R104 (Link 2)	1	1	A	143 <	447	51	0.00	74	22	14.84	13.31	37.68	2.98 +	100	100	0.00	32.73
3x	1					124	Unrestricted	120	25.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	71 <	389	21	0.00	99	-10	145.80	145.46	161.10	16.56 +	100	100	0.00	168.68
4x	1					29	Unrestricted	120	62.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			154 <	479	120	63.00	62	45	32.60	22.41	54.94	11.28 +	100	100	0.00	58.70
AB11	1	Mayeston Lawn	A21			6	118	120	120.00	5	1676	12.30	0.30	0.00	0.00	100	100	0.00	0.03
AC11	1	R104 (east)	A21			154	450	120	16.43	40	127	41.45	5.47	21.60	4.75	100	100	0.00	14.96

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	517.67	45.73	11.32	29.34	416.65	19.33	0.00	435.98
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	517.67	45.73	11.32	29.34	416.65	19.33	0.00	435.98

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

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Filename: Linked Junciton Working.t15
Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT
Report generation date: 27/11/2023 20:29:56

- «A1 - Analysis : D12 - PM 2040 no dev* :
- »Signal Timings
- »Final Prediction Table

A1 - Analysis

D12 - PM 2040 no dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

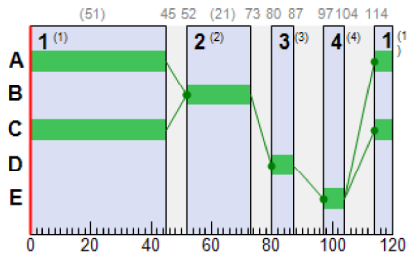
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	45	51	1	7
	2	✓	2	B	52	73	21	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

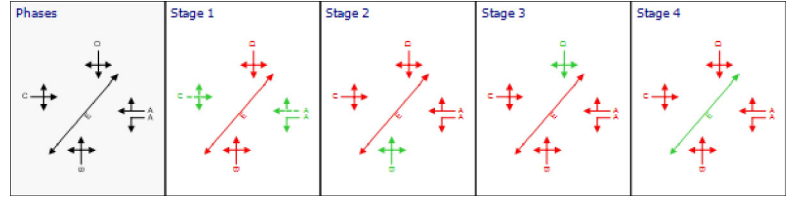
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	45	51
2	1	1	1	D	80	87	7
3	1	1	1	A	114	45	51
3	2	1	1	A	114	45	51
4	1	1	1	B	52	73	21

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	132 <			0.00	100	-10	84.38	78.14	74.27	14.54 +	100	100	0.00	167.65
1x	1					168		27.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00	
ABx1	1					0		120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00	
ACx1	1					143		19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00	
2	1	Creston Ave	1	1	D	7		6.00	33	169	65.38	59.39	98.50	1.22	100	100	0.00	6.66	
2x	1					7		120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00	
3	1	R104 (Link 3)	1	1	A	16		20.00	11	730	9.45	7.89	12.71	0.31	100	100	0.00	2.03	
	2	R104 (Link 2)	1	1	A	123 <		0.00	74	21	13.08	11.54	26.19	3.00 +	100	100	0.00	24.05	
3x	1					137		27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00	
4	1	Jamestown Rd	1	1	B	68 <		0.00	102	-12	124.90	122.44	148.31	18.16 +	100	100	0.00	135.35	
4x	1					32		64.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00	
9	1	R104 (Link 1)	1			139 <		63.00	63	44	30.61	20.42	59.27	11.30 +	100	100	0.00	48.83	
AB11	1	Mayeston Lawn	A21			6		120.00	6	1355	12.31	0.31	0.00	0.00	100	100	0.00	0.03	
AC11	1	R104 (east)	A21			139		17.26	40	124	39.82	3.83	9.95	5.14	100	100	0.00	9.07	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	492.85	42.74	26.54	376.93	16.74	0.00	393.67
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	492.85	42.74	26.54	376.93	16.74	0.00	393.67

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	128 <	296	51	0.00	100	-10	78.54	72.54	70.32	12.37 +	100	100	0.00	151.02
1x	1					152	Unrestricted	120	26.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					137	Unrestricted	120	16.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	64.91	58.91	97.89	0.92	100	100	0.00	6.85
2x	1					5	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	16	383	51	1.00	10	834	9.53	7.97	12.85	0.27	100	100	0.00	2.11
	2	R104 (Link 2)	1	1	A	119 <	484	51	0.00	57	58	12.31	10.75	21.78	2.37 +	100	100	0.00	21.48
3x	1					132	Unrestricted	120	25.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	56	389	21	0.00	78	15	71.15	65.15	108.60	8.24	100	100	0.00	60.61
4x	1					37	Unrestricted	120	62.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			135 <	479	120	57.00	53	71	30.17	19.97	61.51	11.07 +	100	100	0.00	46.70
AB11	1	Mayeston Lawn	A21			5	117	120	120.00	4	1999	12.26	0.26	0.00	0.00	100	100	0.00	0.02
AC11	1	R104 (east)	A21			135	450	120	5.20	31	187	39.14	3.14	6.38	1.50	100	100	0.00	7.12

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
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	km/hr	hr/hr	(kph)	hr/hr	per hr	per hr	per hr	per hr
Normal traffic	472.06	35.60	13.26	19.86	282.01	13.91	0.00	295.92
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	472.06	35.60	13.26	19.86	282.01	13.91	0.00	295.92

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	141 <	349	51	0.00	93	-4	86.91	78.56	73.82	14.54 +	100	100	0.00	179.99
1x	1					176	Unrestricted	120	22.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					155	Unrestricted	120	19.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	65.09	59.09	98.03	0.92	100	100	0.00	6.87
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	18	383	51	1.00	11	730	9.51	7.95	12.77	0.31	100	100	0.00	2.37
	2	R104 (Link 2)	1	1	A	120 <	481	51	0.00	58	56	12.36	10.84	21.63	2.38 +	100	100	0.00	21.82
3x	1					148	Unrestricted	120	27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	73 <	389	21	0.00	102	-12	110.52	105.52	142.53	14.03 +	100	100	0.00	126.63
4x	1					31	Unrestricted	120	64.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			138 <	479	120	57.00	54	67	30.41	20.23	60.30	11.10 +	100	100	0.00	48.22
AB11	1	Mayeston Lawn	A21			7	113	120	120.00	6	1355	12.39	0.39	0.00	0.00	100	100	0.00	0.04
AC11	1	R104 (east)	A21			138	450	120	7.18	33	176	39.37	3.40	8.53	2.01	100	100	0.00	7.98

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	506.70	43.72	11.59	26.56	377.09	16.85	0.00	393.94
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	506.70	43.72	11.59	26.56	377.09	16.85	0.00	393.94

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	134 <	337	51	0.00	92	-2	84.83	77.04	74.40	13.87 +	100	100	0.00	167.88
1x	1					147	Unrestricted	120	27.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					151	Unrestricted	120	18.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	4	403	7	6.00	15	505	61.80	55.81	95.64	0.52	100	100	0.00	3.71
2x	1					8	Unrestricted	120	80.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	17	383	51	1.00	10	779	10.09	8.53	13.89	0.31	100	100	0.00	2.41
	2	R104 (Link 2)	1	1	A	110 <	496	51	0.00	51	76	12.31	10.74	21.27	2.27 +	100	100	0.00	19.81
3x	1					146	Unrestricted	120	27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	68 <	389	21	0.00	95	-6	145.30	146.75	160.22	15.78 +	100	100	0.00	162.91
4x	1					32	Unrestricted	120	64.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			127	479	120	55.00	49	84	28.79	18.58	61.43	10.41	100	100	0.00	41.15
		Mayeston																	

AB11	1	Lawn	A21			5	114	120	120.00	4	1944	12.27	0.27	0.00	0.00	100	100	0.00	0.02
AC11	1	R104 (east)	A21			127	450	120	0.00	28	219	38.81	2.80	0.00	0.40	100	100	0.00	5.60

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	471.83	42.73	11.04	27.30	387.63	15.86	0.00	403.50
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	471.83	42.73	11.04	27.30	387.63	15.86	0.00	403.50

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	125 <	305	51	0.00	94	-5	87.03	84.56	78.67	13.70 +	100	100	0.00	171.71		
1x	1					196	Unrestricted	120	21.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					130	Unrestricted	120	17.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	9	403	7	5.00	33	169	67.56	61.58	100.62	1.22	100	100	0.00	9.20		
2x	1					12	Unrestricted	120	70.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	11	383	51	20.00	7	1258	8.23	6.67	10.58	0.16	100	100	0.00	1.22		
	2	R104 (Link 2)	1	1	A	144 <	447	51	0.00	74	21	14.91	13.38	37.40	3.00 +	100	100	0.00	33.11		
3x	1					124	Unrestricted	120	25.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	73 <	389	21	0.00	102	-12	161.51	160.66	173.46	18.16 +	100	100	0.00	191.26		
4x	1					29	Unrestricted	120	62.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			155 <	479	120	63.00	63	44	32.68	22.49	54.65	11.30 +	100	100	0.00	59.25		
AB11	1	Mayeston Lawn	A21			6	118	120	120.00	5	1677	12.30	0.30	0.00	0.00	100	100	0.00	0.03		
AC11	1	R104 (east)	A21			155	450	120	17.26	40	124	41.63	5.65	22.48	5.14	100	100	0.00	15.57		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	520.81	48.91	10.65	32.46	460.99	20.35	0.00	481.34
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	520.81	48.91	10.65	32.46	460.99	20.35	0.00	481.34

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- + = average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX

TRANSYT 15
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Filename: Linked Junciton Working.t15

Path: S:\Jobs\2022\22111 Mayeston Estate, Finglas RSA+PA\22111-03\Reports\Working\TRANSYT

Report generation date: 27/11/2023 20:31:13

«A1 - Analysis : D14 - PM 2040 with dev* :

»Signal Timings

»Final Prediction Table

A1 - Analysis

D14 - PM 2040 with dev*

Signal Timings

Network Default: 120s cycle time; 120 steps

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A	7		7	10	
	B	7	7	7	10	
	C	7		7	10	
	D	7	7	7	10	
	E	10	10	10	10	

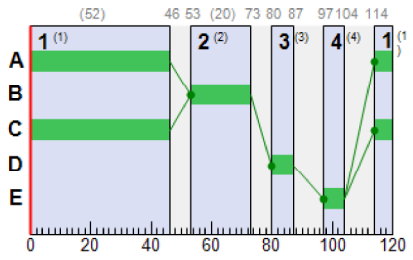
Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A,C	114	46	52	1	7
	2	✓	2	B	53	73	20	1	7
	3	✓	3	D	80	87	7	1	7
	4	✓	4	E	97	104	7	1	7

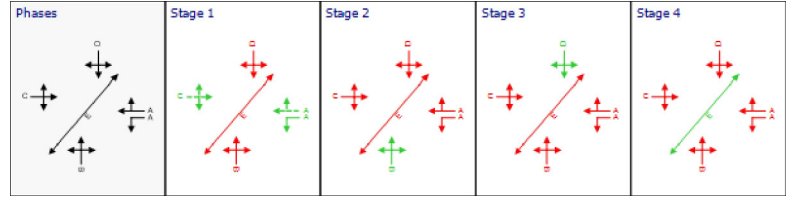
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
1	1	1	1	C	114	46	52
2	1	1	1	D	80	87	7
3	1	1	1	A	114	46	52
3	2	1	1	A	114	46	52
4	1	1	1	B	53	73	20

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Final Prediction Table

Time segment: Summary

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	136 <			0.00	101	-11	88.24	82.22	74.54	16.94 +	100	100	0.00	181.67
1x	1					171			26.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					0			120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					148			18.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	7			6.00	33	169	65.77	59.76	99.01	1.22	100	100	0.00	6.95
2x	1					7			120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	16			20.00	11	701	9.07	7.51	12.23	0.31	100	100	0.00	1.99
	2	R104 (Link 2)	1	1	A	128 <			0.00	75	20	12.85	11.29	25.68	3.03 +	100	100	0.00	24.44
3x	1					142			27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	68 <			0.00	109	-17	163.87	161.33	172.30	23.84 +	100	100	0.00	179.36
4x	1					33			63.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			144 <			64.00	64	41	30.58	20.39	57.65	11.34 +	100	100	0.00	50.49
AB11	1	Mayeston Lawn	A21			6			120.00	6	1341	12.32	0.32	0.00	0.00	100	100	0.00	0.03
AC11	1	R104 (east)	A21			144			18.22	42	116	40.14	4.14	12.18	5.65	100	100	0.00	10.30

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	508.22	47.48	30.80	437.38	17.85	0.00	455.23
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	508.22	47.48	30.80	437.38	17.85	0.00	455.23

Time segment: 16:45-17:00

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)	P.I.
1	1	R104 (west)	1	1	C	132 <	298	52	0.00	101	-11	84.35	78.35	67.66	16.94 +	100	100	0.00	167.04
1x	1					157	Unrestricted	120	26.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00
ACx1	1					143	Unrestricted	120	15.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00
2	1	Creston Ave	1	1	D	8	403	7	5.00	30	202	66.20	60.20	99.63	1.07	100	100	0.00	8.00
2x	1					6	Unrestricted	120	102.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00
3	1	R104 (Link 3)	1	1	A	17	383	52	1.00	10	796	9.09	7.53	12.25	0.28	100	100	0.00	2.12
	2	R104 (Link 2)	1	1	A	125 <	472	52	0.00	60	50	12.27	10.71	22.47	2.44 +	100	100	0.00	22.53
3x	1					138	Unrestricted	120	23.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00
4	1	Jamestown Rd	1	1	B	57 <	389	20	0.00	84	8	77.72	71.72	113.75	8.80 +	100	100	0.00	67.75
4x	1					38	Unrestricted	120	61.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00
9	1	R104 (Link 1)	1			142 <	479	120	57.00	55	63	30.35	20.15	58.74	11.12 +	100	100	0.00	49.32
AB11	1	Mayeston Lawn	A21			5	115	120	120.00	4	1976	12.26	0.26	0.00	0.00	100	100	0.00	0.02
AC11	1	R104 (east)	A21			142	450	120	8.38	34	165	39.61	3.61	10.54	2.40	100	100	0.00	8.83

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
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Normal traffic	492.83	38.33	12.86	21.91	311.05	14.56	0.00	325.61
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	492.83	38.33	12.86	21.91	311.05	14.56	0.00	325.61

Time segment: 17:00-17:15

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	146 <	350	52	0.00	94	-5	92.10	84.03	76.22	15.69 +	100	100	0.00	199.14		
1x	1					178	Unrestricted	120	22.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					159	Unrestricted	120	18.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	7	403	7	6.00	26	246	65.25	59.19	98.17	0.93	100	100	0.00	6.88		
2x	1					3	Unrestricted	120	120.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	19	383	52	1.00	11	701	9.13	7.57	12.28	0.31	100	100	0.00	2.39		
	2	R104 (Link 2)	1	1	A	125 <	482	52	0.00	59	53	12.13	10.53	20.84	2.42 +	100	100	0.00	22.08		
3x	1					152	Unrestricted	120	27.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	74 <	389	20	0.00	109	-17	127.90	123.02	159.19	15.28 +	100	100	0.00	149.07		
4x	1					32	Unrestricted	120	63.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			144 <	479	120	57.00	56	60	30.44	20.26	58.01	11.14 +	100	100	0.00	50.22		
AB11	1	Mayeston Lawn	A21			7	112	120	120.00	6	1341	12.40	0.40	0.00	0.00	100	100	0.00	0.04		
AC11	1	R104 (east)	A21			144	450	120	9.36	35	159	39.78	3.81	11.82	2.61	100	100	0.00	9.51		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean Journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	523.29	47.37	11.05	29.68	421.50	17.83	0.00	439.33
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	523.29	47.37	11.05	29.68	421.50	17.83	0.00	439.33

Time segment: 17:15-17:30

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	138 <	339	52	0.00	92	-2	87.49	80.18	75.40	14.55 +	100	100	0.00	179.79		
1x	1					151	Unrestricted	120	26.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					156	Unrestricted	120	17.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	4	403	7	6.00	15	505	61.80	55.81	95.64	0.52	100	100	0.00	3.71		
2x	1					8	Unrestricted	120	79.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	17	383	52	1.00	10	796	9.70	8.14	13.41	0.30	100	100	0.00	2.30		
	2	R104 (Link 2)	1	1	A	114 <	496	52	0.00	52	73	11.94	10.38	20.72	2.29 +	100	100	0.00	19.85		
3x	1					151	Unrestricted	120	26.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	69 <	389	20	0.00	101	-11	198.28	199.90	190.31	20.00 +	100	100	0.00	224.12		
4x	1					32	Unrestricted	120	63.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			131	479	120	55.00	50	81	28.77	18.57	61.13	10.68	100	100	0.00	42.39		
AB11	1	Mayeston Lawn	A21			5	113	120	120.00	4	1925	12.28	0.28	0.00	0.00	100	100	0.00	0.02		
		R104																			

AC11	1	(east)	A21			131	450	120	0.00	29	209	38.85	2.83	0.00	0.41	100	100	0.00	5.86
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Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	485.12	48.24	10.06	32.45	460.81	17.23	0.00	478.04
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	485.12	48.24	10.06	32.45	460.81	17.23	0.00	478.04

Time segment: 17:30-17:45

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	SIGNALS			FLOWS		PERFORMANCE				PER PCU			QUEUES		WEIGHTS		PENALTIES	P.I.
				Controller stream	Phase	Calculated flow entering (Veh/TS)	Calculated sat flow (Veh/TS)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	Delay weighting multiplier (%)	Stop weighting multiplier (%)	Cost of traffic penalties (£ per hr)			
1	1	R104 (west)	1	1	C	129 <	308	52	0.00	95	-5	88.65	86.29	78.76	14.20 +	100	100	0.00	180.73		
1x	1					197	Unrestricted	120	21.00	0	Unrestricted	14.44	0.00	0.00	0.00	100	100	0.00	0.00		
ABx1	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00		
ACx1	1					133	Unrestricted	120	17.00	0	Unrestricted	15.60	0.00	0.00	0.00	100	100	0.00	0.00		
2	1	Creston Ave	1	1	D	9	403	7	5.00	33	169	67.56	61.58	100.62	1.22	100	100	0.00	9.20		
2x	1					12	Unrestricted	120	69.00	0	Unrestricted	13.89	0.00	0.00	0.00	100	100	0.00	0.00		
3	1	R104 (Link 3)	1	1	A	11	383	52	20.00	7	1284	7.97	6.41	10.29	0.15	100	100	0.00	1.17		
	2	R104 (Link 2)	1	1	A	148 <	448	52	0.00	75	20	14.64	13.11	36.30	3.03 +	100	100	0.00	33.30		
3x	1					127	Unrestricted	120	25.00	0	Unrestricted	12.00	0.00	0.00	0.00	100	100	0.00	0.00		
4	1	Jamestown Rd	1	1	B	73 <	389	20	0.00	107	-16	235.09	233.70	214.30	23.84 +	100	100	0.00	276.49		
4x	1					29	Unrestricted	120	61.00	0	Unrestricted	14.14	0.00	0.00	0.00	100	100	0.00	0.00		
9	1	R104 (Link 1)	1			159 <	479	120	64.00	64	41	32.42	22.23	53.47	11.34 +	100	100	0.00	60.04		
AB11	1	Mayeston Lawn	A21			6	118	120	120.00	5	1667	12.31	0.31	0.00	0.00	100	100	0.00	0.03		
AC11	1	R104 (east)	A21			159	450	120	18.22	42	116	41.99	6.01	23.99	5.65	100	100	0.00	16.98		

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	531.65	55.98	9.50	39.17	556.15	21.80	0.00	577.95
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	531.65	55.98	9.50	39.17	556.15	21.80	0.00	577.95

- < = adjusted flow warning (upstream links/traffic streams are over-saturated)
- * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
- ^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
- += average link/traffic stream excess queue is greater than 0
- P.I. = PERFORMANCE INDEX