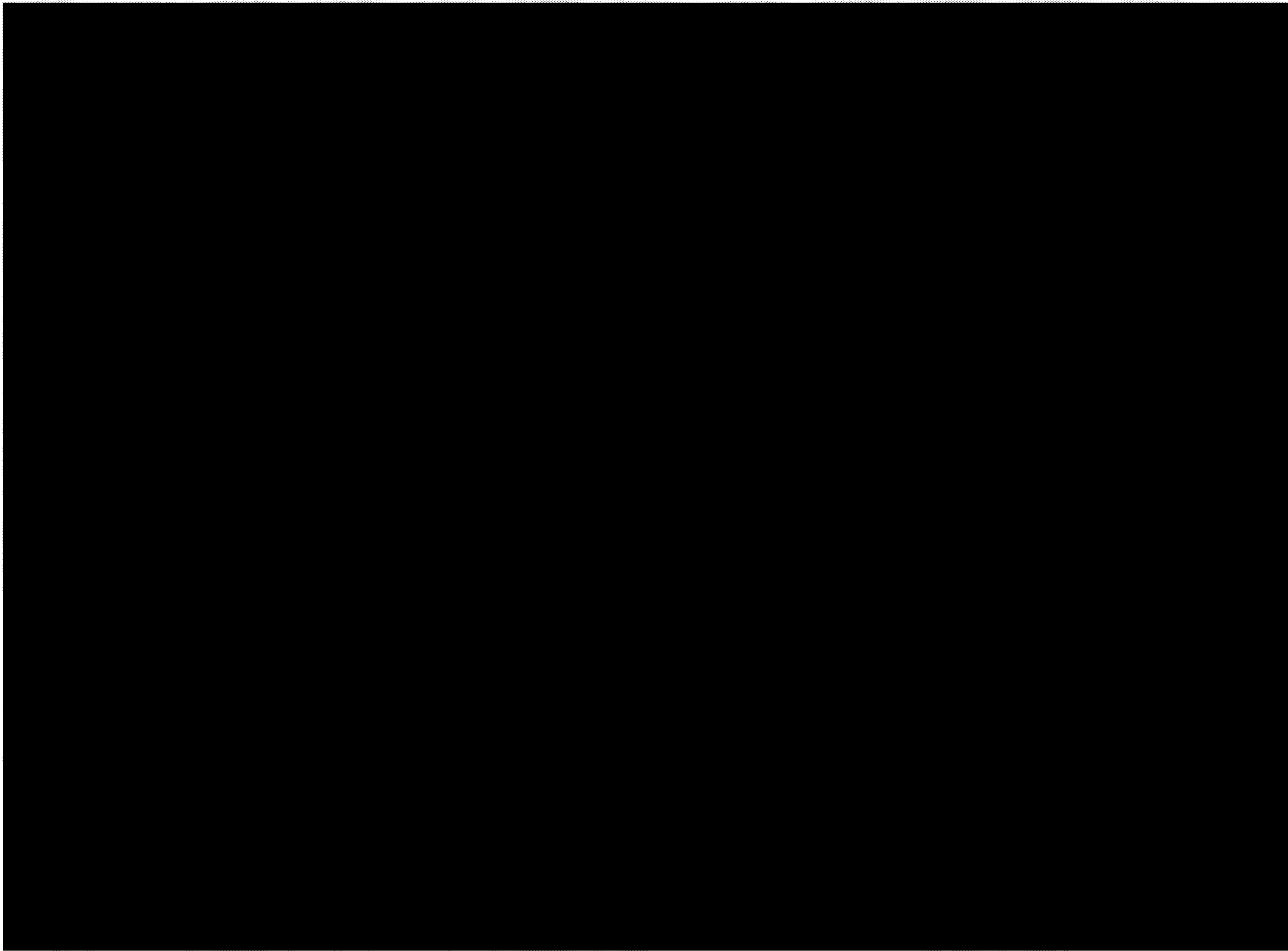


Appendix 3

Site Access Junction PICADY Output



PICADY		
GUI Version: 5.1 AE Analysis Program Release: 5.0 (MAY 2010)		
© Copyright TRL Limited, 2010 Adapted from PICADY/3 which is Crown Copyright by permission of the controller of HMSO		
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TRL Limited Crowthorne House Nine Mile Ride Wokingham, Berks. RG40 3GA, UK		Tel: +44 (0)1344 770758 Fax: +44 (0)1344 770864 E-mail: software@trl.co.uk Web: www.trlsoftware.co.uk
The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Analysis

Parameter	Values
File Run	P:\... \Picady\Site Access - Roundstone Lane.vpt
Date Run	13 November 2012
Time Run	11:47:19
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Roundstone Lane (north)	100
Arm B	Site Access	100
Arm C	Roundstone Lane (south)	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Geometric Data

Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.00
Major Road Kerbed Central Reserve Width (m)	0.60
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	2.75
Minor Road Visibility To Right (m)	212
Minor Road Visibility To Left (m)	194
Major Road Right Turn Visibility (m)	200
Major Road Right Turn Blocks Traffic	Yes (If over 1 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	637.886	0.116	0.294	0.185	0.420
B-C	736.440	0.113	0.286	-	-
C-B	689.785	0.267	0.267	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:45-09:15	90	15
Second Modelling Period	16:45-18:15	90	15

ODTAB Turning Counts

Demand Set: Roundstone Lane Site Access 2012 AM Post Development
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	13.0	149.0
Arm B	47.0	0.0	56.0
Arm C	212.0	18.0	0.0

Demand Set: Roundstone Lane Site Access 2012 PM Post Development
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	30.0	203.0
Arm B	21.0	0.0	24.0
Arm C	95.0	42.0	0.0

ODTAB Synthesised Flows

Demand Set: Roundstone Lane Site Access 2012 AM Post Development
Modelling Period: 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	2.025	08:30	3.038	09:00	2.025
Arm B	08:00	1.288	08:30	1.931	09:00	1.288
Arm C	08:00	2.875	08:30	4.213	09:00	2.875

Heavy Vehicles Percentages

Demand Set: Roundstone Lane Site Access 2012 AM Post Development
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	5.8
Arm B	0.0	-	0.0
Arm C	4.7	0.0	-

Demand Set: Roundstone Lane Site Access 2012 PM Post Development
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	4.0
Arm B	0.0	-	0.0
Arm C	4.8	0.0	-

Queues & Delays

Demand Set: Roundstone Lane Site Access 2012 AM Post Development
Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	1.29	10.55	0.123	-	0.00	0.14	-	2.0	0.11
	C-AB	0.23	10.92	0.021	-	0.00	0.02	-	0.3	0.09
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.16	-	-	-	-	-	-	-	-
	A-C	1.87	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	1.54	10.36	0.149	-	0.14	0.17	-	2.6	0.11
	C-AB	0.27	10.81	0.025	-	0.02	0.03	-	0.4	0.09
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.19	-	-	-	-	-	-	-	-
	A-C	2.23	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	1.89	10.11	0.187	-	0.17	0.23	-	3.3	0.12
	C-AB	0.33	10.66	0.031	-	0.03	0.03	-	0.5	0.10
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.24	-	-	-	-	-	-	-	-
	A-C	2.73	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30- 08:45	B-AC	1.89	10.10	0.187	-	0.23	0.23	-	3.4	0.12
	C-AB	0.33	10.66	0.031	-	0.03	0.03	-	0.5	0.10
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.24	-	-	-	-	-	-	-	-
	A-C	2.73	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45- 09:00	B-AC	1.54	10.36	0.149	-	0.23	0.18	-	2.7	0.11
	C-AB	0.27	10.81	0.025	-	0.03	0.03	-	0.4	0.09
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.19	-	-	-	-	-	-	-	-
	A-C	2.23	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00- 09:15	B-AC	1.29	10.55	0.123	-	0.18	0.14	-	2.2	0.11
	C-AB	0.23	10.92	0.021	-	0.03	0.02	-	0.3	0.09
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.16	-	-	-	-	-	-	-	-
	A-C	1.87	-	-	-	-	-	-	-	-

Demand Set: Roundstone Lane Site Access 2012 PM Post Development

Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45- 17:00	B-AC	0.56	10.40	0.054	-	0.00	0.06	-	0.8	0.10
	C-AB	0.53	10.70	0.049	-	0.00	0.05	-	0.8	0.10
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.38	-	-	-	-	-	-	-	-
	A-C	2.51	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00- 17:15	B-AC	0.67	10.19	0.066	-	0.06	0.07	-	1.0	0.11
	C-AB	0.63	10.54	0.060	-	0.05	0.06	-	1.0	0.10
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.45	-	-	-	-	-	-	-	-
	A-C	3.00	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15- 17:30	B-AC	0.63	9.90	0.083	-	0.07	0.09	-	1.3	0.11
	C-AB	0.77	10.33	0.075	-	0.06	0.08	-	1.2	0.10
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.55	-	-	-	-	-	-	-	-
	A-C	3.67	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30- 17:45	B-AC	0.83	9.90	0.083	-	0.09	0.09	-	1.4	0.11
	C-AB	0.77	10.33	0.075	-	0.08	0.08	-	1.2	0.10
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.55	-	-	-	-	-	-	-	-
	A-C	3.67	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45- 18:00	B-AC	0.67	10.19	0.066	-	0.09	0.07	-	1.1	0.11
	C-AB	0.63	10.54	0.060	-	0.08	0.06	-	1.0	0.10
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.45	-	-	-	-	-	-	-	-
	A-C	3.00	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
18:00- 18:15	B-AC	0.56	10.40	0.054	-	0.07	0.06	-	0.9	0.10
	C-AB	0.53	10.70	0.049	-	0.06	0.05	-	0.8	0.10
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.38	-	-	-	-	-	-	-	-
	A-C	2.51	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
 In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
 Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Roundstone Lane Site Access 2012 AM Post Development

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	141.8	94.5	16.2	0.1	16.2	0.1
C-AB	24.8	16.5	2.4	0.1	2.4	0.1
C-A	-	-	-	-	-	-
A-B	17.9	11.9	-	-	-	-
A-C	205.1	136.7	-	-	-	-
All	681.3	454.2	18.6	0.0	18.6	0.0

Demand Set: Roundstone Lane Site Access 2012 PM Post Development

Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	61.9	41.3	6.5	0.1	6.5	0.1
C-AB	57.8	38.5	5.9	0.1	5.9	0.1
C-A	-	-	-	-	-	-
A-B	41.3	27.5	-	-	-	-
A-C	275.3	183.5	-	-	-	-
All	568.5	379.0	12.4	0.0	12.4	0.0

Delay is that occurring only within the time period.

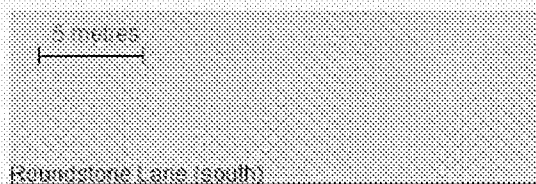
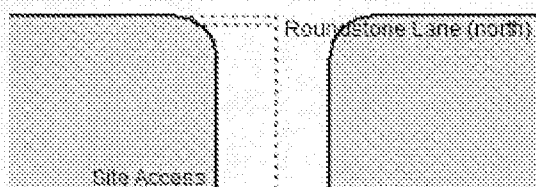
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
 These will only be significantly different if there is a large queue remaining at the end of the time period.

Run Information

Parameter	Values
Run Title	Roundstone Lane Site Access
Location	Roundstone Lane Angmering
Date	13 November 2012
Enumerator	steve.doughty [CIVIL25]
Job Number	22067
Status	TA
Client	-
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Junction Diagram**PICADY 5 Run Successful**