

Appendix 2

Confirmation of Summary Results

Modelling Report Outputs

Arundel Road - Water Lane T Junction 2011 Traffic Counts Calibrated Model						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
Arundel Road Left Turn	5	1.40	0.90	3	1.39	0.78
Arundel Road Right Turn	5	0.79	0.86	3	0.85	0.77
Right Turn to Arundel Road	1	0.16	0.32	0	0.13	0.19

Arundel Road - Water Lane T Junction 2013 Opening Year Base Flows						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
Arundel Road Left Turn	5	1.47	0.92	3	1.44	0.80
Arundel Road Right Turn	5	0.83	0.88	3	0.88	0.78
Right Turn to Arundel Road	1	0.17	0.33	0	0.13	0.19

Arundel Road - Water Lane T Junction 2017 Future Year without Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
Arundel Road Left Turn	7	1.74	0.98	3	1.61	0.84
Arundel Road Right Turn	7	1.00	0.93	4	1.03	0.85
Right Turn to Arundel Road	1	0.17	0.34	0	0.13	0.20

High Street - Water Lane T Junction						
2011 Traffic Counts Calibrated Model						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
High Street	3	2.13	0.86	2	0.33	0.65
Right Turn to High Street	0	0.13	0.18	0	0.13	0.16

High Street - Water Lane T Junction						
2013 Opening Year Base Flows						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
High Street	3	2.22	0.88	2	0.34	0.66
Right Turn to High Street	0	0.13	0.18	0	0.13	0.17

High Street - Water Lane T Junction						
2017 Future Year without Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
High Street	5	2.87	1.01	2	0.36	0.69
Right Turn to High Street	0	0.13	0.19	0	0.13	0.17

Weavers Hill - Water Lane T Junction 2011 Traffic Counts Calibrated Model						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
Weavers Hill	2	0.58	0.63	0	0.39	0.25
Right Turn to Weavers Hill	0	0.09	0.00	0	0.10	0.02

Weavers Hill - Water Lane T Junction						
2013 Opening Year Base Flows						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
Weavers Hill	2	0.60	0.64	0	0.39	0.25
Right Turn to Weavers Hill	0	0.09	0.00	0	0.10	0.02

Weavers Hill - Water Lane T Junction 2017 Future Year without Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
Weavers Hill	2	0.64	0.67	0	0.41	0.27
Right Turn to Weavers Hill	0	0.09	0.00	0	0.10	0.02

Water Lane - A280 Angmering Bypass T Junction						
2011 Traffic Counts Calibrated Model						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
Water Lane	5	0.47	0.85	3	0.53	0.75
Right Turn to Water Lane	2	0.29	0.65	4	0.27	0.79

Water Lane - A280 Angmering Bypass T Junction						
2013 Opening Year Base Flows						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
Water Lane	5	0.43	0.86	3	0.54	0.76
Right Turn to Water Lane	2	0.30	0.65	4	0.28	0.79

Water Lane - A280 Angmering Bypass T Junction						
2017 Future Year without Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
Water Lane	7	0.55	0.90	3	0.58	0.79
Right Turn to Water Lane	2	0.31	0.68	4	0.31	0.83

Arundel Road - Water Lane T Junction												
2013 Opening Year with Pre Travel Plan Development												
	Weekday AM Peak						Weekday PM Peak					
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
Arundel Road Left Turn	5	0	1.48	0.01	0.92	0.00	3	0	1.45	0.01	0.80	0.00
Arundel Road Right Turn	6	1	0.89	0.06	0.90	0.02	3	0	0.90	0.02	0.79	0.01
Right Turn to Arundel Road	1	0	0.17	0.00	0.35	0.03	0	0	0.13	0.00	0.20	0.01

Arundel Road - Water Lane T Junction												
2017 Future Year with Pre Travel Plan Development												
	Weekday AM Peak						Weekday PM Peak					
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
Arundel Road Left Turn	7	0	1.75	0.02	0.98	0.00	3	0	1.61	0.00	0.84	0.00
Arundel Road Right Turn	8	1	1.08	0.08	0.95	0.02	4	0	1.07	0.04	0.86	0.01
Right Turn to Arundel Road	1	0	0.18	0.01	0.36	0.02	0	0	0.14	0.01	0.21	0.01

High Street - Water Lane T Junction												
2013 Opening Year with Pre Travel Plan Development												
	Weekday AM Peak						Weekday PM Peak					
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
High Street	3	0	1.58	-0.64	0.80	-0.08	2	0	0.35	0.01	0.67	0.01
Right Turn to High Street	0	0	0.13	0.00	0.18	0.00	0	0	0.13	0.00	0.17	0.00

High Street - Water Lane T Junction												
2017 Future Year with Pre Travel Plan Development												
Weekday AM Peak						Weekday PM Peak						
	Queue (PCU)	+	Delay (min)	+	RFC		Queue (PCU)	+	Delay (min)	+	RFC	
High Street	4	-1	1.91	-0.96	0.89	-0.12	2	0	0.38	0.02	0.71	0.02
Right Turn to High Street	0	0	0.13	0.00	0.19	0.00	0	0	0.13	0.00	0.17	0.00

Weavers Hill - Water Lane T Junction												
2013 Opening Year with Pre Travel Plan Development												
	Weekday AM Peak						Weekday PM Peak					
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
Weavers Hill	4	2	0.92	0.32	0.84	0.21	1	0	0.48	0.09	0.38	0.13
Right Turn to Weavers Hill	0	0	0.09	0.00	0.00	0.00	0	0	0.10	0.00	0.02	0.00

Weavers Hill - Water Lane T Junction												
2017 Future Year with Pre Travel Plan Development												
	Weekday AM Peak						Weekday PM Peak					
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
Weavers Hill	5	3	1.05	0.41	0.89	0.21	1	0	0.50	0.09	0.40	0.13
Right Turn to Weavers Hill	0	0	0.09	0.00	0.00	0.00	0	0	0.11	0.01	0.02	0.00

Water Lane - A280 Angmering Bypass T Junction												
2013 Opening Year with Pre Travel Plan Development												
Weekday AM Peak						Weekday PM Peak						
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
Water Lane	9	4	0.67	0.19	0.94	0.06	4	1	0.62	0.08	0.81	0.06
Right Turn to Water Lane	2	0	0.32	0.02	0.69	0.03	5	1	0.33	0.05	0.84	0.05

Water Lane - A280 Angmering Bypass T Junction												
2017 Future Year with Pre Travel Plan Development												
Weekday AM Peak						Weekday PM Peak						
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
Water Lane	12	6	0.80	0.25	0.97	0.08	5	1	0.69	0.11	0.85	0.06
Right Turn to Water Lane	2	0	0.34	0.03	0.72	0.03	6	2	0.37	0.06	0.88	0.05

Arundel Road - Water Lane T Junction												
2013 Opening Year with Post Travel Plan Development												
	Weekday AM Peak						Weekday PM Peak					
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
Arundel Road Left Turn	5	0	1.48	0.01	0.92	0.00	3	0	1.45	0.01	0.80	0.00
Arundel Road Right Turn	6	1	0.88	0.05	0.90	0.02	3	0	0.90	0.02	0.79	0.01
Right Turn to Arundel Road	1	0	0.17	0.00	0.35	0.02	0	0	0.13	0.00	0.20	0.01

Arundel Road - Water Lane T Junction												
2017 Future Year with Post Travel Plan Development												
	Weekday AM Peak						Weekday PM Peak					
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
Arundel Road Left Turn	7	0	1.75	0.02	0.98	0.00	3	0	1.61	0.00	0.84	0.00
Arundel Road Right Turn	7	1	1.07	0.07	0.95	0.02	4	0	1.07	0.04	0.86	0.01
Right Turn to Arundel Road	1	0	0.18	0.01	0.36	0.02	0	0	0.14	0.01	0.21	0.01

High Street - Water Lane T Junction												
2013 Opening Year with Post Travel Plan Development												
	Weekday AM Peak						Weekday PM Peak					
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
High Street	3	0	1.59	-0.63	0.80	-0.08	2	0	0.35	0.01	0.67	0.01
Right Turn to High Street	0	0	0.13	0.00	0.18	0.00	0	0	0.13	0.00	0.17	0.00

High Street - Water Lane T Junction												
2017 Future Year with Post Travel Plan Development												
	Weekday AM Peak						Weekday PM Peak					
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
High Street	4	-1	1.95	-0.92	0.89	-0.12	2	0	0.38	0.02	0.71	0.02
Right Turn to High Street	0	0	0.13	0.00	0.19	0.00	0	0	0.13	0.00	0.17	0.00

Weavers Hill - Water Lane T Junction												
2013 Opening Year with Post Travel Plan Development												
	Weekday AM Peak						Weekday PM Peak					
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
Weavers Hill	4	2	0.88	0.28	0.82	0.19	1	0	0.46	0.07	0.35	0.11
Right Turn to Weavers Hill	0	0	0.09	0.00	0.00	0.00	0	0	0.10	0.00	0.02	0.00

Weavers Hill - Water Lane T Junction												
2017 Future Year with Post Travel Plan Development												
	Weekday AM Peak						Weekday PM Peak					
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
Weavers Hill	5	3	0.99	0.35	0.86	0.19	1	0	0.48	0.07	0.38	0.11
Right Turn to Weavers Hill	0	0	0.09	0.00	0.00	0.00	0	0	0.11	0.01	0.02	0.00

Water Lane - A280 Angmering Bypass T Junction												
2013 Opening Year with Post Travel Plan Development												
	Weekday AM Peak						Weekday PM Peak					
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
Water Lane	9	4	0.64	0.16	0.91	0.07	4	1	0.61	0.07	0.81	0.05
Right Turn to Water Lane	2	0	0.32	0.02	0.69	0.03	5	1	0.32	0.04	0.84	0.05

Water Lane - A280 Angmering Bypass T Junction												
2017 Future Year with Post Travel Plan Development												
	Weekday AM Peak						Weekday PM Peak					
	Queue (PCU)	+	Delay (min)	+	RFC	+	Queue (PCU)	+	Delay (min)	+	RFC	+
Water Lane	11	5	0.77	0.22	0.97	0.07	4	1	0.67	0.09	0.84	0.05
Right Turn to Water Lane	1	0	0.22	0.02	0.21	0.01	4	0	0.35	0.05	0.67	0.05

Station Road Roundabout 2011 Traffic Counts Calibrated Model						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Roundstone Bypass	5	0.23	0.83	4	0.17	0.80
Station Road (South)	3	0.40	0.73	2	0.35	0.70
A259 New Road	4	0.12	0.79	3	0.10	0.74
Station Road (South)	2	0.25	0.66	4	0.43	0.79

Station Road Roundabout 2013 Opening Year Base Flows						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Roundstone Bypass	5	0.24	0.84	4	0.19	0.82
Station Road (South)	3	0.43	0.74	2	0.39	0.73
A259 New Road	4	0.13	0.80	3	0.10	0.75
Station Road (South)	2	0.26	0.67	4	0.46	0.80

Station Road Roundabout 2017 Future Year without Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Roundstone Bypass	7	0.31	0.79	6	0.23	0.85
Station Road (South)	4	0.56	0.59	4	0.52	0.79
A259 New Road	5	0.15	0.82	3	0.11	0.77
Station Road (South)	2	0.30	0.63	5	0.63	0.85

Roundstone Lane Roundabout 2011 Traffic Counts Calibrated Model						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Roundstone Lane (East)	4	0.20	0.80	3	0.12	0.75
Roundstone Lane (South)	0	0.09	0.78	0	0.09	0.16
A259 Roundstone Lane (West)	2	0.08	0.61	2	0.08	0.62
Roundstone Lane (North)	2	0.24	0.61	1	0.14	0.35

Roundstone Lane Roundabout 2013 Opening Year Base Flows						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Roundstone Lane (East)	4	0.21	0.81	3	0.13	0.76
Roundstone Lane (South)	0	0.10	0.78	0	0.09	0.16
A259 Roundstone Lane (West)	2	0.08	0.61	2	0.08	0.62
Roundstone Lane (North)	2	0.25	0.62	1	0.14	0.35

Roundstone Lane Roundabout 2017 Future Year without Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Roundstone Lane (East)	5	0.25	0.84	4	0.15	0.79
Roundstone Lane (South)	0	0.10	0.30	0	0.09	0.17
A259 Roundstone Lane (West)	2	0.09	0.63	2	0.08	0.65
Roundstone Lane (North)	2	0.29	0.67	1	0.15	0.38

A280 Agmering Bypass Roundabout 2011 Traffic Counts Calibrated Model						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Littlehampton Road	7	0.39	0.89	9	0.41	0.90
Old Worthing Road	2	0.17	0.60	1	0.16	0.33
A259 Roundstone Bypass	2	0.08	0.66	1	0.05	0.54
A280 Angmering Bypass	3	0.52	0.72	2	0.18	0.63

A280 Agmering Bypass Roundabout 2013 Opening Year Base Flows						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Littlehampton Road	8	0.41	0.90	9	0.44	0.91
Old Worthing Road	2	0.17	0.61	1	0.16	0.34
A259 Roundstone Bypass	2	0.08	0.67	1	0.05	0.55
A280 Angmering Bypass	3	0.54	0.74	2	0.18	0.64

A280 Agmering Bypass Roundabout 2017 Future Year without Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Littlehampton Road	11	0.55	0.93	15	0.67	0.96
Old Worthing Road	2	0.19	0.64	1	0.17	0.36
A259 Roundstone Bypass	2	0.09	0.69	1	0.05	0.57
A280 Angmering Bypass	3	0.71	0.80	2	0.21	0.68

Station Road Roundabout 2013 Opening Year with Pre Travel Plan Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Roundstone Bypass	6	0.26	0.85	4	0.19	0.82
Station Road (South)	3	0.46	0.76	3	0.39	0.73
A259 New Road	4	0.13	0.80	3	0.10	0.75
Station Road (South)	2	0.26	0.67	4	0.48	0.81

Station Road Roundabout 2017 Future Year with Pre Travel Plan Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Roundstone Bypass	7	0.34	0.89	6	0.24	0.86
Station Road (South)	4	0.61	0.81	4	0.56	0.81
A259 New Road	5	0.15	0.83	4	0.12	0.78
Station Road (South)	2	0.31	0.71	6	0.67	0.86

Roundstone Lane Roundabout 2013 Opening Year with Pre Travel Plan Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Roundstone Lane (East)	5	0.23	0.83	3	0.14	0.77
Roundstone Lane (South)	0	0.10	0.79	0	0.09	0.17
A259 Roundstone Lane (West)	2	0.09	0.62	2	0.08	0.64
Roundstone Lane (North)	2	0.33	0.72	1	0.15	0.39

Roundstone Lane Roundabout 2017 Future Year with Pre Travel Plan Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Roundstone Lane (East)	6	0.27	0.85	4	0.16	0.80
Roundstone Lane (South)	0	0.10	0.31	0	0.10	0.18
A259 Roundstone Lane (West)	2	0.09	0.64	2	0.09	0.66
Roundstone Lane (North)	3	0.40	0.76	1	0.16	0.42

A280 Agmering Bypass Roundabout 2013 Opening Year with Pre Travel Plan Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Littlehampton Road	9	0.43	0.90	11	0.50	0.93
Old Worthing Road	2	0.17	0.60	1	0.16	0.34
A259 Roundstone Bypass	2	0.08	0.66	1	0.05	0.55
A280 Angmering Bypass	3	0.59	0.76	2	0.19	0.65

A280 Agmering Bypass Roundabout 2017 Future Year with Pre Travel Plan Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Littlehampton Road	12	0.59	0.94	17	0.77	0.97
Old Worthing Road	2	0.19	0.64	1	0.17	0.36
A259 Roundstone Bypass	2	0.09	0.71	1	0.05	0.57
A280 Angmering Bypass	4	0.78	0.82	2	0.22	0.69

Station Road Roundabout 2013 Opening Year with Post Travel Plan Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Roundstone Bypass	6	0.26	0.85	4	0.19	0.82
Station Road (South)	3	0.45	0.75	3	0.38	0.73
A259 New Road	4	0.13	0.80	3	0.10	0.75
Station Road (South)	2	0.26	0.67	4	0.48	0.80

Station Road Roundabout 2017 Future Year with Post Travel Plan Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Roundstone Bypass	7	0.34	0.89	6	0.23	0.86
Station Road (South)	4	0.60	0.81	4	0.55	0.81
A259 New Road	5	0.15	0.83	4	0.12	0.78
Station Road (South)	2	0.31	0.71	6	0.66	0.86

Roundstone Lane Roundabout 2013 Opening Year with Post Travel Plan Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Roundstone Lane (East)	5	0.23	0.82	3	0.14	0.77
Roundstone Lane (South)	0	0.10	0.79	0	0.09	0.17
A259 Roundstone Lane (West)	2	0.09	0.62	2	0.08	0.64
Roundstone Lane (North)	2	0.32	0.71	1	0.15	0.39

Roundstone Lane Roundabout 2017 Future Year with Post Travel Plan Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Roundstone Lane (East)	6	0.27	0.85	4	0.16	0.80
Roundstone Lane (South)	0	0.10	0.31	0	0.10	0.18
A259 Roundstone Lane (West)	2	0.09	0.64	2	0.09	0.66
Roundstone Lane (North)	3	0.39	0.75	1	0.16	0.42

A280 Agmering Bypass Roundabout 2013 Opening Year with Post Travel Plan Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Littlehampton Road	8	0.43	0.90	10	0.49	0.93
Old Worthing Road	2	0.17	0.60	1	0.16	0.34
A259 Roundstone Bypass	2	0.08	0.66	1	0.05	0.55
A280 Angmering Bypass	3	0.58	0.75	2	0.19	0.65

A280 Agmering Bypass Roundabout 2017 Future Year with Post Travel Plan Development						
	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
A259 Littlehampton Road	12	0.58	0.94	17	0.76	0.97
Old Worthing Road	2	0.19	0.64	1	0.17	0.36
A259 Roundstone Bypass	2	0.09	0.71	1	0.05	0.57
A280 Angmering Bypass	4	0.78	0.82	2	0.22	0.69

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File: P:\2000\22067 Barratts Roundstone Lane, Angmering\Calculations\Dec 2012 - 150 House Scheme Modelling Update\Arcady\Arcady 2013 and 2017 AM.arc7

Report generation date: 10/12/2012 12:08:18

Summary of roundabout performance

	AM		
	Queue (PCU)	Delay (min)	RFC
(Default Analysis Set) - 2011 Traffic Counts			
Station Road Roundabout - A259 Roundstone Bypass	4.72	0.23	0.83
Station Road Roundabout - Station Road (South)	2.60	0.40	0.73
Station Road Roundabout - A259 New Road	3.85	0.12	0.79
Station Road Roundabout - Station Road (North)	1.89	0.25	0.66
Roundstone Lane Roundabout - A259 Roundstone Bypass (East Arm)	4.17	0.20	0.80
Roundstone Lane Roundabout - Roundstone Lane (South)	0.40	0.09	0.28
Roundstone Lane Roundabout - A259 Roundstone Bypass (West Arm)	1.59	0.08	0.61
Roundstone Lane Roundabout - Roundstone Lane (North)	1.58	0.24	0.61
A280 Roundabout - A259 Littlehampton Road	7.48	0.39	0.89
A280 Roundabout - Old Worthing Road	1.50	0.17	0.60
A280 Roundabout - A259 Roundstone Bypass	2.01	0.08	0.66
A280 Roundabout - A280 Angmering Bypass	2.74	0.52	0.73
(Default Analysis Set) - 2013 Post Travel Plan Flows			
Station Road Roundabout - A259 Roundstone Bypass	5.50	0.26	0.85
Station Road Roundabout - Station Road (South)	2.94	0.45	0.75
Station Road Roundabout - A259 New Road	4.08	0.13	0.80
Station Road Roundabout - Station Road (North)	1.99	0.26	0.67
Roundstone Lane Roundabout - A259 Roundstone Bypass (East Arm)	4.73	0.23	0.82
Roundstone Lane Roundabout - Roundstone Lane (South)	0.42	0.10	0.29
Roundstone Lane Roundabout - A259 Roundstone Bypass (West Arm)	1.67	0.09	0.62
Roundstone Lane Roundabout - Roundstone Lane (North)	2.38	0.32	0.71
A280 Roundabout - A259 Littlehampton Road	8.42	0.43	0.90
A280 Roundabout - Old Worthing Road	1.57	0.17	0.61
A280 Roundabout - A259 Roundstone Bypass	2.18	0.08	0.68
A280 Roundabout - A280 Angmering Bypass	3.09	0.58	0.75
(Default Analysis Set) - 2013 Pre Travel Plan Flows			
Station Road Roundabout - A259 Roundstone Bypass	5.56	0.26	0.85
Station Road Roundabout - Station Road (South)	2.96	0.46	0.76
Station Road Roundabout - A259 New Road	4.08	0.13	0.80
Station Road Roundabout - Station Road (North)	1.99	0.26	0.67
Roundstone Lane Roundabout - A259 Roundstone Bypass (East Arm)	4.75	0.23	0.83
Roundstone Lane Roundabout - Roundstone Lane (South)	0.42	0.10	0.29
Roundstone Lane Roundabout - A259 Roundstone Bypass (West Arm)	1.67	0.09	0.62
Roundstone Lane Roundabout - Roundstone Lane (North)	2.49	0.33	0.72
A280 Roundabout - A259 Littlehampton Road	8.50	0.43	0.90
A280 Roundabout - Old Worthing Road	1.58	0.17	0.61
A280 Roundabout - A259 Roundstone Bypass	2.19	0.08	0.68
A280 Roundabout - A280 Angmering Bypass	3.15	0.59	0.76

	(Default Analysis Set) - 2013 Predicted Base Flows		
Station Road Roundabout - A259 Roundstone Bypass	5.04	0.24	0.84
Station Road Roundabout - Station Road (South)	2.78	0.43	0.74
Station Road Roundabout - A259 New Road	4.02	0.13	0.80
Station Road Roundabout - Station Road (North)	1.97	0.26	0.67
Roundstone Lane Roundabout - A259 Roundstone Bypass (East Arm)	4.36	0.21	0.81
Roundstone Lane Roundabout - Roundstone Lane (South)	0.40	0.10	0.28
Roundstone Lane Roundabout - A259 Roundstone Bypass (West Arm)	1.63	0.08	0.61
Roundstone Lane Roundabout - Roundstone Lane (North)	1.65	0.25	0.62
A280 Roundabout - A259 Littlehampton Road	8.05	0.41	0.90
A280 Roundabout - Old Worthing Road	1.56	0.17	0.61
A280 Roundabout - A259 Roundstone Bypass	2.08	0.08	0.67
A280 Roundabout - A280 Angmering Bypass	2.91	0.54	0.74
	(Default Analysis Set) - 2017 Post Travel Plan Flows		
Station Road Roundabout - A259 Roundstone Bypass	7.34	0.34	0.89
Station Road Roundabout - Station Road (South)	3.98	0.60	0.81
Station Road Roundabout - A259 New Road	4.89	0.15	0.83
Station Road Roundabout - Station Road (North)	2.44	0.31	0.71
Roundstone Lane Roundabout - A259 Roundstone Bypass (East Arm)	5.77	0.27	0.85
Roundstone Lane Roundabout - Roundstone Lane (South)	0.46	0.10	0.31
Roundstone Lane Roundabout - A259 Roundstone Bypass (West Arm)	1.83	0.09	0.64
Roundstone Lane Roundabout - Roundstone Lane (North)	2.97	0.39	0.75
A280 Roundabout - A259 Littlehampton Road	11.70	0.58	0.94
A280 Roundabout - Old Worthing Road	1.81	0.19	0.64
A280 Roundabout - A259 Roundstone Bypass	2.47	0.09	0.71
A280 Roundabout - A280 Angmering Bypass	4.24	0.78	0.82
	(Default Analysis Set) - 2017 Pre Travel Plan Flows		
Station Road Roundabout - A259 Roundstone Bypass	7.43	0.34	0.89
Station Road Roundabout - Station Road (South)	3.99	0.61	0.81
Station Road Roundabout - A259 New Road	4.89	0.15	0.83
Station Road Roundabout - Station Road (North)	2.44	0.31	0.71
Roundstone Lane Roundabout - A259 Roundstone Bypass (East Arm)	5.81	0.27	0.85
Roundstone Lane Roundabout - Roundstone Lane (South)	0.46	0.10	0.31
Roundstone Lane Roundabout - A259 Roundstone Bypass (West Arm)	1.84	0.09	0.64
Roundstone Lane Roundabout - Roundstone Lane (North)	3.10	0.40	0.76
A280 Roundabout - A259 Littlehampton Road	11.80	0.59	0.94
A280 Roundabout - Old Worthing Road	1.81	0.19	0.64
A280 Roundabout - A259 Roundstone Bypass	2.49	0.09	0.71
A280 Roundabout - A280 Angmering Bypass	4.27	0.78	0.82
	(Default Analysis Set) - 2017 Predicted Base Flows		
Station Road Roundabout - A259 Roundstone Bypass	6.58	0.31	0.87
Station Road Roundabout - Station Road (South)	3.70	0.56	0.80
Station Road Roundabout - A259 New Road	4.81	0.15	0.83
Station Road Roundabout - Station Road (North)	2.41	0.30	0.71
Roundstone Lane Roundabout - A259 Roundstone Bypass (East Arm)	5.27	0.25	0.84
Roundstone Lane Roundabout - Roundstone Lane (South)	0.44	0.10	0.30
Roundstone Lane Roundabout - A259 Roundstone Bypass (West Arm)	1.79	0.09	0.63
Roundstone Lane Roundabout - Roundstone Lane (North)	1.98	0.29	0.67
A280 Roundabout - A259 Littlehampton Road	11.07	0.55	0.93
A280 Roundabout - Old Worthing Road	1.79	0.19	0.64
A280 Roundabout - A259 Roundstone Bypass	2.35	0.09	0.69
A280 Roundabout - A280 Angmering Bypass	3.87	0.71	0.80

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

2011 Traffic Counts - AM runs from 07:45:00 to 09:15:00

2013 Predicted Base Flows - AM runs from 07:45:00 to 09:15:00

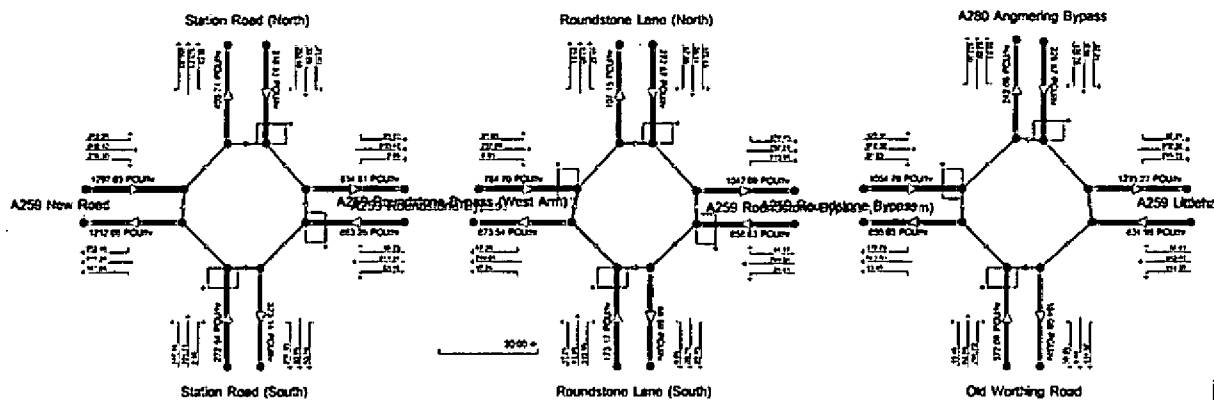
2013 Pre Travel Plan Flows - AM runs from 07:45:00 to 09:15:00

2013 Post Travel Plan Flows - AM runs from 07:45:00 to 09:15:00

2017 Predicted Base Flows - AM runs from 07:45:00 to 09:15:00

2017 Pre Travel Plan Flows - AM runs from 07:45:00 to 09:15:00

2017 Post Travel Plan Flows - AM runs from 07:45:00 to 09:15:00



The junction diagram reflects the last run of ARCADY.

A1 - (Default Analysis Set) - D1 - 2011 Traffic Counts, AM

Data Errors and Warnings

Severity	Area	Description
Warning	Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2011 Traffic Counts, AM	2011 Traffic Counts	AM			Yes			07:45	09:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

Roundabout ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	Station Road Roundabout	1,2,3,4	Standard			
2	Roundstone Lane Roundabout	1,2,3,4	Standard			
3	A280 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	A259 Roundstone Bypass	
2	Station Road (South)	
3	A259 New Road	
4	Station Road (North)	
1	A259 Roundstone Bypass (East Arm)	
2	Roundstone Lane (South)	
3	A259 Roundstone Bypass (West Arm)	
4	Roundstone Lane (North)	
1	A259 Littlehampton Road	
2	Old Worthing Road	
3	A259 Roundstone Bypass	
4	A280 Angmering Bypass	

Capacity Options

Roundabout	Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Station Road Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
Station Road Roundabout	Station Road (South)	0.00	99999.00		0.00
Station Road Roundabout	A259 New Road	0.00	99999.00		0.00
Station Road Roundabout	Station Road (North)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (South)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.00	99999.00		0.00

Roundstone Lane Roundabout	Roundstone Lane (North)	0.00	99999.00		0.00
A280 Roundabout	A259 Littlehampton Road	0.00	99999.00		0.00
A280 Roundabout	Old Worthing Road	0.00	99999.00		0.00
A280 Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
A280 Roundabout	A280 Angmering Bypass	0.00	99999.00		0.00

Standard Geometry

Roundabout	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road Roundabout	A259 Roundstone Bypass	4.30	8.63	7.38	20.49	63.44	36.00	
Station Road Roundabout	Station Road (South)	3.43	7.40	5.85	19.90	63.44	6.00	
Station Road Roundabout	A259 New Road	9.60	9.89	0.22	26.21	63.44	27.00	
Station Road Roundabout	Station Road (North)	4.54	7.92	10.55	16.82	63.44	16.50	
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	5.15	7.16	17.08	51.32	60.09	30.00	
Roundstone Lane Roundabout	Roundstone Lane (South)	3.92	6.08	20.18	18.16	60.09	38.00	
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	5.46	7.70	10.58	76.20	60.09	21.00	
Roundstone Lane Roundabout	Roundstone Lane (North)	2.94	5.98	6.90	33.47	60.09	33.00	
A280 Roundabout	A259 Littlehampton Road	8.59	10.31	4.14	37.76	70.06	45.00	
A280 Roundabout	Old Worthing Road	4.29	6.62	10.81	18.41	70.06	37.00	
A280 Roundabout	A259 Roundstone Bypass	3.41	7.49	35.38	20.38	70.06	38.00	
A280 Roundabout	A280 Angmering Bypass	3.69	7.08	14.40	20.37	70.06	41.00	

Pedestrian Crossings

Roundabout	Arm	Crossing Type
Station Road Roundabout	A259 Roundstone Bypass	None
Station Road Roundabout	Station Road (South)	None
Station Road Roundabout	A259 New Road	None
Station Road Roundabout	Station Road (North)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (South)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (North)	None
A280 Roundabout	A259 Littlehampton Road	None
A280 Roundabout	Old Worthing Road	None
A280 Roundabout	A259 Roundstone Bypass	None
A280 Roundabout	A280 Angmering Bypass	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Roundabout	Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.537	1724.284
Station Road Roundabout	Station Road (South)		((calculated))	((calculated))	0.532	1536.352
Station Road Roundabout	A259 New Road		((calculated))	((calculated))	0.760	2989.801
Station Road Roundabout	Station Road (North)		((calculated))	((calculated))	0.590	1952.052

Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	((calculated))	((calculated))	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)	((calculated))	((calculated))	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	((calculated))	((calculated))	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	((calculated))	((calculated))	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	((calculated))	((calculated))	0.663	2744.384
A280 Roundabout	Old Worthing Road	((calculated))	((calculated))	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	((calculated))	((calculated))	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	((calculated))	((calculated))	0.487	1640.300

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Roundabout	Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Station Road Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	120.00
Station Road Roundabout	Station Road (South)	Percentage	Model Calibration	N/A	80.00
Station Road Roundabout	A259 New Road	Percentage	Model Calibration	N/A	85.00
Station Road Roundabout	Station Road (North)	Percentage	Model Calibration	N/A	68.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	Percentage	Model Calibration	N/A	80.00
Roundstone Lane Roundabout	Roundstone Lane (South)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	Percentage	Model Calibration	N/A	95.00
Roundstone Lane Roundabout	Roundstone Lane (North)	None	N/A	N/A	N/A
A280 Roundabout	A259 Littlehampton Road	Percentage	Model Calibration	N/A	54.70
A280 Roundabout	Old Worthing Road	Percentage	Model Calibration	N/A	90.00
A280 Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	150.00
A280 Roundabout	A280 Angmering Bypass	Percentage	Model Calibration	N/A	60.00

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Roundabout	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
Station Road Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1179.00	100.000	N/A
Station Road Roundabout	Station Road (South)	ONE HOUR	Yes	365.00	100.000	N/A

Station Road Roundabout	A259 New Road	ONE HOUR	Yes	1729.00	100.000	N/A
Station Road Roundabout	Station Road (North)	ONE HOUR	Yes	426.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	ONE HOUR	Yes	1147.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	ONE HOUR	Yes	231.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	ONE HOUR	Yes	1046.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	ONE HOUR	Yes	365.00	100.000	N/A
A280 Roundabout	A259 Littlehampton Road	ONE HOUR	Yes	1117.00	100.000	N/A
A280 Roundabout	Old Worthing Road	ONE HOUR	Yes	497.00	100.000	N/A
A280 Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1405.00	100.000	N/A
A280 Roundabout	A280 Angmerling Bypass	ONE HOUR	Yes	303.00	100.000	N/A

Results

Results Summary

Roundabout	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass	0.83	0.23	4.72	B	1081.87	1622.81	219.26	0.14	2.44	219.28	0.14	0.537	1724.284
Station Road Roundabout	Station Road (South)	0.73	0.40	2.60	C	334.93	502.40	117.58	0.23	1.31	117.59	0.23	0.532	1536.352
Station Road Roundabout	A259 New Road	0.79	0.12	3.85	A	1586.56	2379.84	200.44	0.08	2.23	200.46	0.08	0.760	2989.801
Station Road Roundabout	Station Road (North)	0.66	0.25	1.89	B	390.91	586.36	96.54	0.16	1.07	96.55	0.16	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.80	0.20	4.17	B	1052.51	1578.76	213.40	0.14	2.37	213.43	0.14	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)	0.28	0.09	0.40	A	211.97	317.95	24.94	0.08	0.28	24.94	0.08	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.61	0.08	1.59	A	959.83	1439.74	97.17	0.07	1.08	97.18	0.07	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	0.61	0.24	1.58	B	334.93	502.40	82.59	0.16	0.92	82.60	0.16	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	0.89	0.39	7.48	C	1024.98	1537.47	322.46	0.21	3.58	322.51	0.21	0.663	2744.384
A280 Roundabout	Old Worthing Road	0.60	0.17	1.50	B	456.06	684.08	83.07	0.12	0.92	83.08	0.12	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	0.66	0.08	2.01	A	1289.25	1933.88	115.85	0.06	1.29	115.85	0.06	0.528	1884.255
A280 Roundabout	A280 Angmerling Bypass	0.73	0.52	2.74	D	278.04	417.06	124.99	0.30	1.39	125.01	0.30	0.487	1640.300

A1 - (Default Analysis Set) - D3 - 2013 Predicted Base Flows, AM

Data Errors and Warnings

Severity	Area	Description
Warning	Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2013 Predicted Base Flows, AM	2013 Predicted Base Flows	AM			Yes			07:45	09:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

Roundabout ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	Station Road Roundabout	1,2,3,4	Standard			
2	Roundstone Lane Roundabout	1,2,3,4	Standard			
3	A280 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	A259 Roundstone Bypass	
2	Station Road (South)	
3	A259 New Road	
4	Station Road (North)	
1	A259 Roundstone Bypass (East Arm)	
2	Roundstone Lane (South)	
3	A259 Roundstone Bypass (West Arm)	
4	Roundstone Lane (North)	
1	A259 Littlehampton Road	
2	Old Worthing Road	
3	A259 Roundstone Bypass	
4	A280 Angmering Bypass	

Capacity Options

Roundabout	Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
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Station Road Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
Station Road Roundabout	Station Road (South)	0.00	99999.00		0.00
Station Road Roundabout	A259 New Road	0.00	99999.00		0.00
Station Road Roundabout	Station Road (North)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (South)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (North)	0.00	99999.00		0.00
A280 Roundabout	A259 Littlehampton Road	0.00	99999.00		0.00
A280 Roundabout	Old Worthing Road	0.00	99999.00		0.00
A280 Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
A280 Roundabout	A280 Angmering Bypass	0.00	99999.00		0.00

Standard Geometry

Roundabout	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road Roundabout	A259 Roundstone Bypass	4.30	8.63	7.38	20.49	63.44	36.00	
Station Road Roundabout	Station Road (South)	3.43	7.40	5.85	19.90	63.44	6.00	
Station Road Roundabout	A259 New Road	9.60	9.89	0.22	26.21	63.44	27.00	
Station Road Roundabout	Station Road (North)	4.54	7.92	10.55	16.82	63.44	16.50	
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	5.15	7.16	17.08	51.32	60.09	30.00	
Roundstone Lane Roundabout	Roundstone Lane (South)	3.92	6.08	20.18	18.16	60.09	38.00	
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	5.46	7.70	10.58	76.20	60.09	21.00	
Roundstone Lane Roundabout	Roundstone Lane (North)	2.94	5.98	6.90	33.47	60.09	33.00	
A280 Roundabout	A259 Littlehampton Road	8.59	10.31	4.14	37.76	70.06	45.00	
A280 Roundabout	Old Worthing Road	4.29	6.62	10.81	18.41	70.06	37.00	
A280 Roundabout	A259 Roundstone Bypass	3.41	7.49	35.38	20.38	70.06	38.00	
A280 Roundabout	A280 Angmering Bypass	3.69	7.08	14.40	20.37	70.06	41.00	

Pedestrian Crossings

Roundabout	Arm	Crossing Type
Station Road Roundabout	A259 Roundstone Bypass	None
Station Road Roundabout	Station Road (South)	None
Station Road Roundabout	A259 New Road	None
Station Road Roundabout	Station Road (North)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (South)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (North)	None
A280 Roundabout	A259 Littlehampton Road	None
A280 Roundabout	Old Worthing Road	None
A280 Roundabout	A259 Roundstone Bypass	None

A280 Roundabout	A280 Angmering Bypass	None
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Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Roundabout	Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.537	1724.284
Station Road Roundabout	Station Road (South)		((calculated))	((calculated))	0.532	1536.352
Station Road Roundabout	A259 New Road		((calculated))	((calculated))	0.760	2989.801
Station Road Roundabout	Station Road (North)		((calculated))	((calculated))	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)		((calculated))	((calculated))	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)		((calculated))	((calculated))	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)		((calculated))	((calculated))	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)		((calculated))	((calculated))	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road		((calculated))	((calculated))	0.663	2744.384
A280 Roundabout	Old Worthing Road		((calculated))	((calculated))	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass		((calculated))	((calculated))	0.487	1640.300

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Roundabout	Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Station Road Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	120.00
Station Road Roundabout	Station Road (South)	Percentage	Model Calibration	N/A	80.00
Station Road Roundabout	A259 New Road	Percentage	Model Calibration	N/A	85.00
Station Road Roundabout	Station Road (North)	Percentage	Model Calibration	N/A	68.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	Percentage	Model Calibration	N/A	80.00
Roundstone Lane Roundabout	Roundstone Lane (South)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	Percentage	Model Calibration	N/A	95.00
Roundstone Lane Roundabout	Roundstone Lane (North)	None	N/A	N/A	N/A
A280 Roundabout	A259 Littlehampton Road	Percentage	Model Calibration	N/A	54.70
A280 Roundabout	Old Worthing Road	Percentage	Model Calibration	N/A	90.00
A280 Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	150.00
A280 Roundabout	A280 Angmering Bypass	Percentage	Model Calibration	N/A	60.00

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
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		Yes	Yes	HV Percentages	2.00				Yes	Yes
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Entry Flows

General Flows Data

Roundabout	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
Station Road Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1190.00	100.000	N/A
Station Road Roundabout	Station Road (South)	ONE HOUR	Yes	368.00	100.000	N/A
Station Road Roundabout	A259 New Road	ONE HOUR	Yes	1745.00	100.000	N/A
Station Road Roundabout	Station Road (North)	ONE HOUR	Yes	429.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	ONE HOUR	Yes	1157.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	ONE HOUR	Yes	233.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	ONE HOUR	Yes	1055.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	ONE HOUR	Yes	368.00	100.000	N/A
A280 Roundabout	A259 Littlehampton Road	ONE HOUR	Yes	1127.00	100.000	N/A
A280 Roundabout	Old Worthing Road	ONE HOUR	Yes	502.00	100.000	N/A
A280 Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1417.00	100.000	N/A
A280 Roundabout	A280 Angmering Bypass	ONE HOUR	Yes	305.00	100.000	N/A

Results

Results Summary

Roundabout	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass	0.84	0.24	5.04	B	1091.96	1637.95	229.87	0.14	2.55	229.89	0.14	0.537	1724.284
Station Road Roundabout	Station Road (South)	0.74	0.43	2.78	D	337.68	506.52	123.21	0.24	1.37	123.22	0.24	0.532	1536.352
Station Road Roundabout	A259 New Road	0.80	0.13	4.02	A	1601.24	2401.86	207.43	0.09	2.30	207.44	0.09	0.760	2989.801
Station Road Roundabout	Station Road (North)	0.67	0.26	1.97	C	393.66	590.49	99.66	0.17	1.11	99.67	0.17	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.81	0.21	4.36	B	1061.68	1592.53	220.66	0.14	2.45	220.69	0.14	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)	0.28	0.10	0.40	A	213.80	320.71	25.40	0.08	0.28	25.41	0.08	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.61	0.08	1.63	A	968.09	1452.13	99.18	0.07	1.10	99.18	0.07	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	0.62	0.25	1.65	B	337.68	506.52	85.23	0.17	0.95	85.24	0.17	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	0.90	0.41	8.05	C	1034.15	1551.23	339.31	0.22	3.77	339.37	0.22	0.663	2744.384
A280 Roundabout	Old Worthing Road	0.61	0.17	1.56	B	460.64	690.97	85.63	0.12	0.95	85.64	0.12	0.494	1668.659

A280 Roundabout	A259 Roundstone Bypass	0.67	0.08	2.08	A	1300.26	1950.40	118.82	0.06	1.32	118.82	0.06	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	0.74	0.54	2.91	D	279.87	419.81	130.29	0.31	1.45	130.31	0.31	0.487	1640.300

A1 - (Default Analysis Set) - D5 - 2013 Pre Travel Plan Flows, AM

Data Errors and Warnings

Severity	Area	Description
Warning	Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2013 Pre Travel Plan Flows, AM	2013 Pre Travel Plan Flows	AM			Yes			07:45	09:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

Roundabout ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	Station Road Roundabout	1,2,3,4	Standard			
2	Roundstone Lane Roundabout	1,2,3,4	Standard			
3	A280 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	A259 Roundstone Bypass	
2	Station Road (South)	
3	A259 New Road	
4	Station Road (North)	
1	A259 Roundstone Bypass (East Arm)	

2	Roundstone Lane (South)	
3	A259 Roundstone Bypass (West Arm)	
4	Roundstone Lane (North)	
1	A259 Littlehampton Road	
2	Old Worthing Road	
3	A259 Roundstone Bypass	
4	A280 Angmering Bypass	

Capacity Options

Roundabout	Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Station Road Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
Station Road Roundabout	Station Road (South)	0.00	99999.00		0.00
Station Road Roundabout	A259 New Road	0.00	99999.00		0.00
Station Road Roundabout	Station Road (North)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (South)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (North)	0.00	99999.00		0.00
A280 Roundabout	A259 Littlehampton Road	0.00	99999.00		0.00
A280 Roundabout	Old Worthing Road	0.00	99999.00		0.00
A280 Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
A280 Roundabout	A280 Angmering Bypass	0.00	99999.00		0.00

Standard Geometry

Roundabout	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road Roundabout	A259 Roundstone Bypass	4.30	8.63	7.38	20.49	63.44	36.00	
Station Road Roundabout	Station Road (South)	3.43	7.40	5.85	19.90	63.44	6.00	
Station Road Roundabout	A259 New Road	9.60	9.89	0.22	26.21	63.44	27.00	
Station Road Roundabout	Station Road (North)	4.54	7.92	10.55	16.82	63.44	16.50	
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	5.15	7.16	17.08	51.32	60.09	30.00	
Roundstone Lane Roundabout	Roundstone Lane (South)	3.92	6.08	20.18	18.16	60.09	38.00	
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	5.46	7.70	10.58	76.20	60.09	21.00	
Roundstone Lane Roundabout	Roundstone Lane (North)	2.94	5.98	6.90	33.47	60.09	33.00	
A280 Roundabout	A259 Littlehampton Road	8.59	10.31	4.14	37.76	70.06	45.00	
A280 Roundabout	Old Worthing Road	4.29	6.62	10.81	18.41	70.06	37.00	
A280 Roundabout	A259 Roundstone Bypass	3.41	7.49	35.38	20.38	70.06	38.00	
A280 Roundabout	A280 Angmering Bypass	3.69	7.08	14.40	20.37	70.06	41.00	

Pedestrian Crossings

Roundabout	Arm	Crossing Type
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Station Road Roundabout	A259 Roundstone Bypass	None
Station Road Roundabout	Station Road (South)	None
Station Road Roundabout	A259 New Road	None
Station Road Roundabout	Station Road (North)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (South)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (North)	None
A280 Roundabout	A259 Littlehampton Road	None
A280 Roundabout	Old Worthing Road	None
A280 Roundabout	A259 Roundstone Bypass	None
A280 Roundabout	A280 Angmering Bypass	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Roundabout	Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.537	1724.284
Station Road Roundabout	Station Road (South)		((calculated))	((calculated))	0.532	1536.352
Station Road Roundabout	A259 New Road		((calculated))	((calculated))	0.760	2989.801
Station Road Roundabout	Station Road (North)		((calculated))	((calculated))	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)		((calculated))	((calculated))	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)		((calculated))	((calculated))	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)		((calculated))	((calculated))	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)		((calculated))	((calculated))	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road		((calculated))	((calculated))	0.663	2744.384
A280 Roundabout	Old Worthing Road		((calculated))	((calculated))	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass		((calculated))	((calculated))	0.487	1640.300

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Roundabout	Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Station Road Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	120.00
Station Road Roundabout	Station Road (South)	Percentage	Model Calibration	N/A	80.00
Station Road Roundabout	A259 New Road	Percentage	Model Calibration	N/A	85.00
Station Road Roundabout	Station Road (North)	Percentage	Model Calibration	N/A	68.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	Percentage	Model Calibration	N/A	80.00
Roundstone Lane Roundabout	Roundstone Lane (South)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	Percentage	Model Calibration	N/A	95.00
Roundstone Lane Roundabout	Roundstone Lane (North)	None	N/A	N/A	N/A
A280 Roundabout	A259 Littlehampton Road	Percentage	Model Calibration	N/A	54.70
A280 Roundabout	Old Worthing Road	Percentage	Model Calibration	N/A	90.00
A280 Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	150.00

A280 Roundabout	A280 Angmering Bypass	Percentage	Model Calibration	N/A	60.00
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Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Roundabout	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
Station Road Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1210.00	100.000	N/A
Station Road Roundabout	Station Road (South)	ONE HOUR	Yes	369.00	100.000	N/A
Station Road Roundabout	A259 New Road	ONE HOUR	Yes	1750.00	100.000	N/A
Station Road Roundabout	Station Road (North)	ONE HOUR	Yes	429.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	ONE HOUR	Yes	1164.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	ONE HOUR	Yes	234.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	ONE HOUR	Yes	1063.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	ONE HOUR	Yes	424.00	100.000	N/A
A280 Roundabout	A259 Littlehampton Road	ONE HOUR	Yes	1134.00	100.000	N/A
A280 Roundabout	Old Worthing Road	ONE HOUR	Yes	502.00	100.000	N/A
A280 Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1443.00	100.000	N/A
A280 Roundabout	A280 Angmering Bypass	ONE HOUR	Yes	307.00	100.000	N/A

Results

Results Summary

Roundabout	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass	0.85	0.26	5.56	C	1110.32	1665.48	246.74	0.15	2.74	246.76	0.15	0.537	1724.284
Station Road Roundabout	Station Road (South)	0.76	0.46	2.96	D	338.60	507.90	128.44	0.25	1.43	128.45	0.25	0.532	1536.352
Station Road Roundabout	A259 New Road	0.80	0.13	4.08	A	1605.83	2408.75	209.82	0.09	2.33	209.84	0.09	0.760	2989.801
Station Road Roundabout	Station Road (North)	0.67	0.26	1.99	C	393.66	590.49	100.40	0.17	1.12	100.42	0.17	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.83	0.23	4.75	B	1068.11	1602.16	234.48	0.15	2.61	234.51	0.15	0.627	2062.644

Roundstone Lane Roundabout	Roundstone Lane (South)	0.29	0.10	0.42	A	214.72	322.08	26.07	0.08	0.29	26.08	0.08	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.62	0.09	1.67	A	975.43	1463.14	101.35	0.07	1.13	101.36	0.07	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	0.72	0.33	2.49	C	389.07	583.60	118.38	0.20	1.32	118.39	0.20	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	0.90	0.43	8.50	D	1040.58	1560.87	352.29	0.23	3.91	352.35	0.23	0.663	2744.384
A280 Roundabout	Old Worthing Road	0.61	0.17	1.58	B	460.64	690.97	86.33	0.12	0.96	86.34	0.12	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	0.68	0.08	2.19	A	1324.12	1986.18	124.28	0.06	1.38	124.29	0.06	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	0.76	0.59	3.15	E	281.71	422.56	137.68	0.33	1.53	137.70	0.33	0.487	1640.300

A1 - (Default Analysis Set) - D7 - 2013 Post Travel Plan Flows, AM

Data Errors and Warnings

Severity	Area	Description
Warning	Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2013 Post Travel Plan Flows, AM	2013 Post Travel Plan Flows	AM			Yes			07:45	09:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

Roundabout ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	Station Road Roundabout	1,2,3,4	Standard			
2	Roundstone Lane Roundabout	1,2,3,4	Standard			
3	A280 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	A259 Roundstone Bypass	
2	Station Road (South)	
3	A259 New Road	
4	Station Road (North)	
1	A259 Roundstone Bypass (East Arm)	
2	Roundstone Lane (South)	
3	A259 Roundstone Bypass (West Arm)	
4	Roundstone Lane (North)	
1	A259 Littlehampton Road	
2	Old Worthing Road	
3	A259 Roundstone Bypass	
4	A280 Angmering Bypass	

Capacity Options

Roundabout	Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Station Road Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
Station Road Roundabout	Station Road (South)	0.00	99999.00		0.00
Station Road Roundabout	A259 New Road	0.00	99999.00		0.00
Station Road Roundabout	Station Road (North)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (South)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (North)	0.00	99999.00		0.00
A280 Roundabout	A259 Littlehampton Road	0.00	99999.00		0.00
A280 Roundabout	Old Worthing Road	0.00	99999.00		0.00
A280 Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
A280 Roundabout	A280 Angmering Bypass	0.00	99999.00		0.00

Standard Geometry

Roundabout	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road Roundabout	A259 Roundstone Bypass	4.30	8.63	7.38	20.49	63.44	36.00	
Station Road Roundabout	Station Road (South)	3.43	7.40	5.85	19.90	63.44	6.00	
Station Road Roundabout	A259 New Road	9.60	9.89	0.22	26.21	63.44	27.00	
Station Road Roundabout	Station Road (North)	4.54	7.92	10.55	16.82	63.44	16.50	
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	5.15	7.16	17.08	51.32	60.09	30.00	
Roundstone Lane Roundabout	Roundstone Lane (South)	3.92	6.08	20.18	18.16	60.09	38.00	

Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	5.46	7.70	10.58	76.20	60.09	21.00	
Roundstone Lane Roundabout	Roundstone Lane (North)	2.94	5.98	6.90	33.47	60.09	33.00	
A280 Roundabout	A259 Littlehampton Road	8.59	10.31	4.14	37.76	70.06	45.00	
A280 Roundabout	Old Worthing Road	4.29	6.62	10.81	18.41	70.06	37.00	
A280 Roundabout	A259 Roundstone Bypass	3.41	7.49	35.38	20.38	70.06	38.00	
A280 Roundabout	A280 Angmering Bypass	3.69	7.08	14.40	20.37	70.06	41.00	

Pedestrian Crossings

Roundabout	Arm	Crossing Type
Station Road Roundabout	A259 Roundstone Bypass	None
Station Road Roundabout	Station Road (South)	None
Station Road Roundabout	A259 New Road	None
Station Road Roundabout	Station Road (North)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (South)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (North)	None
A280 Roundabout	A259 Littlehampton Road	None
A280 Roundabout	Old Worthing Road	None
A280 Roundabout	A259 Roundstone Bypass	None
A280 Roundabout	A280 Angmering Bypass	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Roundabout	Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass		{{(calculated)}}	{{(calculated)}}	0.537	1724.284
Station Road Roundabout	Station Road (South)		{{(calculated)}}	{{(calculated)}}	0.532	1536.352
Station Road Roundabout	A259 New Road		{{(calculated)}}	{{(calculated)}}	0.760	2989.801
Station Road Roundabout	Station Road (North)		{{(calculated)}}	{{(calculated)}}	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)		{{(calculated)}}	{{(calculated)}}	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)		{{(calculated)}}	{{(calculated)}}	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)		{{(calculated)}}	{{(calculated)}}	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)		{{(calculated)}}	{{(calculated)}}	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road		{{(calculated)}}	{{(calculated)}}	0.663	2744.384
A280 Roundabout	Old Worthing Road		{{(calculated)}}	{{(calculated)}}	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass		{{(calculated)}}	{{(calculated)}}	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass		{{(calculated)}}	{{(calculated)}}	0.487	1640.300

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Roundabout	Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Station Road Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	120.00
Station Road Roundabout	Station Road (South)	Percentage	Model Calibration	N/A	80.00
Station Road Roundabout	A259 New Road	Percentage	Model Calibration	N/A	85.00

Station Road Roundabout	Station Road (North)	Percentage	Model Calibration	N/A	68.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	Percentage	Model Calibration	N/A	80.00
Roundstone Lane Roundabout	Roundstone Lane (South)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	Percentage	Model Calibration	N/A	95.00
Roundstone Lane Roundabout	Roundstone Lane (North)	None	N/A	N/A	N/A
A280 Roundabout	A259 Littlehampton Road	Percentage	Model Calibration	N/A	54.70
A280 Roundabout	Old Worthing Road	Percentage	Model Calibration	N/A	90.00
A280 Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	150.00
A280 Roundabout	A280 Angmering Bypass	Percentage	Model Calibration	N/A	60.00

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Roundabout	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
Station Road Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1208.00	100.000	N/A
Station Road Roundabout	Station Road (South)	ONE HOUR	Yes	369.00	100.000	N/A
Station Road Roundabout	A259 New Road	ONE HOUR	Yes	1750.00	100.000	N/A
Station Road Roundabout	Station Road (North)	ONE HOUR	Yes	429.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	ONE HOUR	Yes	1164.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	ONE HOUR	Yes	234.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	ONE HOUR	Yes	1062.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	ONE HOUR	Yes	418.00	100.000	N/A
A280 Roundabout	A259 Littlehampton Road	ONE HOUR	Yes	1133.00	100.000	N/A
A280 Roundabout	Old Worthing Road	ONE HOUR	Yes	502.00	100.000	N/A
A280 Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1441.00	100.000	N/A
A280 Roundabout	A280 Angmering Bypass	ONE HOUR	Yes	306.00	100.000	N/A

Results

Results Summary

Roundabout	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass	0.85	0.26	5.50	C	1108.48	1662.72	244.96	0.15	2.72	244.98	0.15	0.537	1724.284
Station Road Roundabout	Station Road (South)	0.75	0.45	2.94	D	338.60	507.90	127.91	0.25	1.42	127.92	0.25	0.532	1536.352
Station Road Roundabout	A259 New Road	0.80	0.13	4.08	A	1605.83	2408.75	209.82	0.09	2.33	209.84	0.09	0.760	2989.801
Station Road Roundabout	Station Road (North)	0.67	0.26	1.99	C	393.66	590.49	100.40	0.17	1.12	100.42	0.17	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.82	0.23	4.73	B	1068.11	1602.16	233.59	0.15	2.60	233.62	0.15	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)	0.29	0.10	0.42	A	214.72	322.08	26.04	0.08	0.29	26.04	0.08	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.62	0.09	1.67	A	974.51	1461.76	101.14	0.07	1.12	101.15	0.07	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	0.71	0.32	2.38	C	383.56	575.35	114.13	0.20	1.27	114.15	0.20	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	0.90	0.43	8.42	D	1039.66	1559.49	350.01	0.22	3.89	350.07	0.22	0.663	2744.384
A280 Roundabout	Old Worthing Road	0.61	0.17	1.57	B	460.64	690.97	86.18	0.12	0.96	86.18	0.12	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	0.68	0.08	2.18	A	1322.29	1983.43	123.85	0.06	1.38	123.86	0.06	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	0.75	0.58	3.09	D	280.79	421.19	135.96	0.32	1.51	135.98	0.32	0.487	1640.300

A1 - (Default Analysis Set) - D9 - 2017 Predicted Base Flows, AM

Data Errors and Warnings

Severity	Area	Description
Warning	Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2017	2017											

Predicted Base Flows, AM	Predicted Base Flows	AM		Yes		07:45	09:15	90	15	ONE HOUR
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Roundabout Network

Roundabout Type(s)

Roundabout ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	Station Road Roundabout	1,2,3,4	Standard			
2	Roundstone Lane Roundabout	1,2,3,4	Standard			
3	A280 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	A259 Roundstone Bypass	
2	Station Road (South)	
3	A259 New Road	
4	Station Road (North)	
1	A259 Roundstone Bypass (East Arm)	
2	Roundstone Lane (South)	
3	A259 Roundstone Bypass (West Arm)	
4	Roundstone Lane (North)	
1	A259 Littlehampton Road	
2	Old Worthing Road	
3	A259 Roundstone Bypass	
4	A280 Angmering Bypass	

Capacity Options

Roundabout	Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Station Road Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
Station Road Roundabout	Station Road (South)	0.00	99999.00		0.00
Station Road Roundabout	A259 New Road	0.00	99999.00		0.00
Station Road Roundabout	Station Road (North)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (South)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (North)	0.00	99999.00		0.00
A280 Roundabout	A259 Littlehampton Road	0.00	99999.00		0.00
A280 Roundabout	Old Worthing Road	0.00	99999.00		0.00
A280 Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
A280 Roundabout	A280 Angmering Bypass	0.00	99999.00		0.00

Standard Geometry

Roundabout	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road Roundabout	A259 Roundstone Bypass	4.30	8.63	7.38	20.49	63.44	36.00	
Station Road Roundabout	Station Road (South)	3.43	7.40	5.85	19.90	63.44	6.00	
Station Road Roundabout	A259 New Road	9.60	9.89	0.22	26.21	63.44	27.00	
Station Road Roundabout	Station Road (North)	4.54	7.92	10.55	16.82	63.44	16.50	
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	5.15	7.16	17.08	51.32	60.09	30.00	
Roundstone Lane Roundabout	Roundstone Lane (South)	3.92	6.08	20.18	18.16	60.09	38.00	
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	5.46	7.70	10.58	76.20	60.09	21.00	
Roundstone Lane Roundabout	Roundstone Lane (North)	2.94	5.98	6.90	33.47	60.09	33.00	
A280 Roundabout	A259 Littlehampton Road	8.59	10.31	4.14	37.76	70.06	45.00	
A280 Roundabout	Old Worthing Road	4.29	6.62	10.81	18.41	70.06	37.00	
A280 Roundabout	A259 Roundstone Bypass	3.41	7.49	35.38	20.38	70.06	38.00	
A280 Roundabout	A280 Angmering Bypass	3.69	7.08	14.40	20.37	70.06	41.00	

Pedestrian Crossings

Roundabout	Arm	Crossing Type
Station Road Roundabout	A259 Roundstone Bypass	None
Station Road Roundabout	Station Road (South)	None
Station Road Roundabout	A259 New Road	None
Station Road Roundabout	Station Road (North)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (South)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (North)	None
A280 Roundabout	A259 Littlehampton Road	None
A280 Roundabout	Old Worthing Road	None
A280 Roundabout	A259 Roundstone Bypass	None
A280 Roundabout	A280 Angmering Bypass	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Roundabout	Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.537	1724.284
Station Road Roundabout	Station Road (South)		((calculated))	((calculated))	0.532	1536.352
Station Road Roundabout	A259 New Road		((calculated))	((calculated))	0.760	2989.801
Station Road Roundabout	Station Road (North)		((calculated))	((calculated))	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)		((calculated))	((calculated))	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)		((calculated))	((calculated))	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)		((calculated))	((calculated))	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)		((calculated))	((calculated))	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road		((calculated))	((calculated))	0.663	2744.384

A280 Roundabout	Old Worthing Road	((calculated))	((calculated))	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	((calculated))	((calculated))	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	((calculated))	((calculated))	0.487	1640.300

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Roundabout	Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Station Road Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	120.00
Station Road Roundabout	Station Road (South)	Percentage	Model Calibration	N/A	80.00
Station Road Roundabout	A259 New Road	Percentage	Model Calibration	N/A	85.00
Station Road Roundabout	Station Road (North)	Percentage	Model Calibration	N/A	68.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	Percentage	Model Calibration	N/A	80.00
Roundstone Lane Roundabout	Roundstone Lane (South)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	Percentage	Model Calibration	N/A	95.00
Roundstone Lane Roundabout	Roundstone Lane (North)	None	N/A	N/A	N/A
A280 Roundabout	A259 Littlehampton Road	Percentage	Model Calibration	N/A	54.70
A280 Roundabout	Old Worthing Road	Percentage	Model Calibration	N/A	90.00
A280 Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	150.00
A280 Roundabout	A280 Angmering Bypass	Percentage	Model Calibration	N/A	60.00

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Roundabout	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
Station Road Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1229.00	100.000	N/A
Station Road Roundabout	Station Road (South)	ONE HOUR	Yes	380.00	100.000	N/A
Station Road Roundabout	A259 New Road	ONE HOUR	Yes	1803.00	100.000	N/A
Station Road Roundabout	Station Road (North)	ONE HOUR	Yes	445.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	ONE HOUR	Yes	1196.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	ONE HOUR	Yes	241.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	ONE HOUR	Yes	1090.00	100.000	N/A

Roundstone Lane Roundabout	Roundstone Lane (North)	ONE HOUR	Yes	381.00	100.000	N/A
A280 Roundabout	A259 Littlehampton Road	ONE HOUR	Yes	1165.00	100.000	N/A
A280 Roundabout	Old Worthing Road	ONE HOUR	Yes	519.00	100.000	N/A
A280 Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1465.00	100.000	N/A
A280 Roundabout	A280 Angmering Bypass	ONE HOUR	Yes	316.00	100.000	N/A

Results

Results Summary

Roundabout	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass	0.87	0.31	6.58	C	1127.75	1691.63	277.56	0.16	3.08	277.59	0.16	0.537	1724.284
Station Road Roundabout	Station Road (South)	0.80	0.56	3.70	D	348.69	523.04	150.39	0.29	1.67	150.41	0.29	0.532	1536.352
Station Road Roundabout	A259 New Road	0.83	0.15	4.81	A	1654.46	2481.70	237.20	0.10	2.64	237.22	0.10	0.760	2989.801
Station Road Roundabout	Station Road (North)	0.71	0.30	2.41	C	408.34	612.51	115.74	0.19	1.29	115.75	0.19	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.84	0.25	5.27	B	1097.47	1646.21	253.52	0.15	2.82	253.56	0.15	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)	0.30	0.10	0.44	A	221.15	331.72	27.32	0.08	0.30	27.32	0.08	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.63	0.09	1.79	A	1000.20	1500.30	107.27	0.07	1.19	107.28	0.07	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	0.67	0.29	1.98	C	349.61	524.42	97.94	0.19	1.09	97.95	0.19	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	0.93	0.55	11.07	D	1069.02	1603.54	422.54	0.26	4.69	422.60	0.26	0.663	2744.384
A280 Roundabout	Old Worthing Road	0.64	0.19	1.79	B	476.24	714.37	95.42	0.13	1.06	95.43	0.13	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	0.69	0.09	2.35	A	1344.31	2016.46	131.17	0.07	1.46	131.18	0.07	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	0.80	0.71	3.87	E	289.97	434.95	159.44	0.37	1.77	159.47	0.37	0.487	1640.300

A1 - (Default Analysis Set) - D11 - 2017 Pre Travel Plan Flows, AM

Data Errors and Warnings

Severity	Area	Description
Warning	Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2017 Pre Travel Plan Flows, AM	2017 Pre Travel Plan Flows	AM			Yes			07:45	09:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

Roundabout ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	Station Road Roundabout	1,2,3,4	Standard			
2	Roundstone Lane Roundabout	1,2,3,4	Standard			
3	A280 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	A259 Roundstone Bypass	
2	Station Road (South)	
3	A259 New Road	
4	Station Road (North)	
1	A259 Roundstone Bypass (East Arm)	
2	Roundstone Lane (South)	
3	A259 Roundstone Bypass (West Arm)	
4	Roundstone Lane (North)	
1	A259 Littlehampton Road	
2	Old Worthing Road	
3	A259 Roundstone Bypass	
4	A280 Angmering Bypass	

Capacity Options

Roundabout	Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Station Road Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
Station Road Roundabout	Station Road (South)	0.00	99999.00		0.00
Station Road Roundabout	A259 New Road	0.00	99999.00		0.00
Station Road Roundabout	Station Road (North)	0.00	99999.00		0.00

Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (South)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (North)	0.00	99999.00		0.00
A280 Roundabout	A259 Littlehampton Road	0.00	99999.00		0.00
A280 Roundabout	Old Worthing Road	0.00	99999.00		0.00
A280 Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
A280 Roundabout	A280 Angmering Bypass	0.00	99999.00		0.00

Standard Geometry

Roundabout	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road Roundabout	A259 Roundstone Bypass	4.30	8.63	7.38	20.49	63.44	36.00	
Station Road Roundabout	Station Road (South)	3.43	7.40	5.85	19.90	63.44	6.00	
Station Road Roundabout	A259 New Road	9.60	9.89	0.22	26.21	63.44	27.00	
Station Road Roundabout	Station Road (North)	4.54	7.92	10.55	16.82	63.44	16.50	
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	5.15	7.16	17.08	51.32	60.09	30.00	
Roundstone Lane Roundabout	Roundstone Lane (South)	3.92	6.08	20.18	18.16	60.09	38.00	
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	5.46	7.70	10.58	76.20	60.09	21.00	
Roundstone Lane Roundabout	Roundstone Lane (North)	2.94	5.98	6.90	33.47	60.09	33.00	
A280 Roundabout	A259 Littlehampton Road	8.59	10.31	4.14	37.76	70.06	45.00	
A280 Roundabout	Old Worthing Road	4.29	6.62	10.81	18.41	70.06	37.00	
A280 Roundabout	A259 Roundstone Bypass	3.41	7.49	35.38	20.38	70.06	38.00	
A280 Roundabout	A280 Angmering Bypass	3.69	7.08	14.40	20.37	70.06	41.00	

Pedestrian Crossings

Roundabout	Arm	Crossing Type
Station Road Roundabout	A259 Roundstone Bypass	None
Station Road Roundabout	Station Road (South)	None
Station Road Roundabout	A259 New Road	None
Station Road Roundabout	Station Road (North)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (South)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (North)	None
A280 Roundabout	A259 Littlehampton Road	None
A280 Roundabout	Old Worthing Road	None
A280 Roundabout	A259 Roundstone Bypass	None
A280 Roundabout	A280 Angmering Bypass	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Roundabout	Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
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Station Road Roundabout	A259 Roundstone Bypass	((calculated))	((calculated))	0.537	1724.284
Station Road Roundabout	Station Road (South)	((calculated))	((calculated))	0.532	1536.352
Station Road Roundabout	A259 New Road	((calculated))	((calculated))	0.760	2989.801
Station Road Roundabout	Station Road (North)	((calculated))	((calculated))	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	((calculated))	((calculated))	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)	((calculated))	((calculated))	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	((calculated))	((calculated))	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	((calculated))	((calculated))	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	((calculated))	((calculated))	0.663	2744.384
A280 Roundabout	Old Worthing Road	((calculated))	((calculated))	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	((calculated))	((calculated))	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	((calculated))	((calculated))	0.487	1640.300

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Roundabout	Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Station Road Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	120.00
Station Road Roundabout	Station Road (South)	Percentage	Model Calibration	N/A	80.00
Station Road Roundabout	A259 New Road	Percentage	Model Calibration	N/A	85.00
Station Road Roundabout	Station Road (North)	Percentage	Model Calibration	N/A	68.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	Percentage	Model Calibration	N/A	80.00
Roundstone Lane Roundabout	Roundstone Lane (South)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	Percentage	Model Calibration	N/A	95.00
Roundstone Lane Roundabout	Roundstone Lane (North)	None	N/A	N/A	N/A
A280 Roundabout	A259 Littlehampton Road	Percentage	Model Calibration	N/A	54.70
A280 Roundabout	Old Worthing Road	Percentage	Model Calibration	N/A	90.00
A280 Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	150.00
A280 Roundabout	A280 Angmering Bypass	Percentage	Model Calibration	N/A	60.00

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Roundabout	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
Station Road Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1250.00	100.000	N/A
Station Road Roundabout	Station Road (South)	ONE HOUR	Yes	381.00	100.000	N/A
Station Road Roundabout	A259 New Road	ONE HOUR	Yes	1808.00	100.000	N/A
Station Road Roundabout	Station Road (North)	ONE HOUR	Yes	445.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	ONE HOUR	Yes	1203.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	ONE HOUR	Yes	243.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	ONE HOUR	Yes	1098.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	ONE HOUR	Yes	436.00	100.000	N/A
A280 Roundabout	A259 Littlehampton Road	ONE HOUR	Yes	1172.00	100.000	N/A
A280 Roundabout	Old Worthing Road	ONE HOUR	Yes	519.00	100.000	N/A
A280 Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1491.00	100.000	N/A
A280 Roundabout	A280 Angmering Bypass	ONE HOUR	Yes	318.00	100.000	N/A

Results

Results Summary

Roundabout	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass	0.89	0.34	7.43	C	1147.02	1720.53	302.59	0.18	3.36	302.62	0.18	0.537	1724.284
Station Road Roundabout	Station Road (South)	0.81	0.61	3.99	E	349.61	524.42	158.03	0.30	1.76	158.05	0.30	0.532	1536.352
Station Road Roundabout	A259 New Road	0.83	0.15	4.89	A	1659.05	2488.58	240.17	0.10	2.67	240.19	0.10	0.760	2989.801
Station Road Roundabout	Station Road (North)	0.71	0.31	2.44	C	408.34	612.51	116.73	0.19	1.30	116.74	0.19	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.85	0.27	5.81	C	1103.89	1655.84	271.35	0.16	3.02	271.39	0.16	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)	0.31	0.10	0.46	A	222.98	334.47	28.21	0.08	0.31	28.21	0.08	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.64	0.09	1.84	A	1007.54	1511.32	109.76	0.07	1.22	109.77	0.07	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	0.76	0.40	3.10	C	400.08	600.12	138.55	0.23	1.54	138.57	0.23	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	0.94	0.59	11.80	E	1075.45	1613.17	441.65	0.27	4.91	441.71	0.27	0.663	2744.384
A280 Roundabout	Old Worthing Road	0.64	0.19	1.81	B	476.24	714.37	96.25	0.13	1.07	96.26	0.13	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	0.71	0.09	2.49	A	1368.17	2052.25	137.43	0.07	1.53	137.44	0.07	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	0.82	0.78	4.27	E	291.80	437.70	170.34	0.39	1.89	170.37	0.39	0.487	1640.300

A1 - (Default Analysis Set) - D13 - 2017 Post Travel Plan Flows, AM

Data Errors and Warnings

Severity	Area	Description
Warning	Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2017 Post Travel Plan Flows, AM	2017 Post Travel Plan Flows	AM			Yes			07:45	09:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

Roundabout ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	1 Station Road Roundabout	1,2,3,4	Standard			
2	2 Roundstone Lane Roundabout	1,2,3,4	Standard			
3	3 A280 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	A259 Roundstone Bypass	
2	Station Road (South)	
3	A259 New Road	
4	Station Road (North)	
1	A259 Roundstone Bypass (East Arm)	
2	Roundstone Lane (South)	
3	A259 Roundstone Bypass (West Arm)	
4	Roundstone Lane (North)	
1	A259 Littlehampton Road	
2	Old Worthing Road	
3	A259 Roundstone Bypass	
4	A280 Angmering Bypass	

Capacity Options

Roundabout	Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Station Road Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
Station Road Roundabout	Station Road (South)	0.00	99999.00		0.00
Station Road Roundabout	A259 New Road	0.00	99999.00		0.00
Station Road Roundabout	Station Road (North)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (South)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (North)	0.00	99999.00		0.00
A280 Roundabout	A259 Littlehampton Road	0.00	99999.00		0.00
A280 Roundabout	Old Worthing Road	0.00	99999.00		0.00
A280 Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
A280 Roundabout	A280 Angmering Bypass	0.00	99999.00		0.00

Standard Geometry

Roundabout	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road Roundabout	A259 Roundstone Bypass	4.30	8.63	7.38	20.49	63.44	36.00	
Station Road Roundabout	Station Road (South)	3.43	7.40	5.85	19.90	63.44	6.00	
Station Road Roundabout	A259 New Road	9.60	9.89	0.22	26.21	63.44	27.00	
Station Road Roundabout	Station Road (North)	4.54	7.92	10.55	16.82	63.44	16.50	
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	5.15	7.16	17.08	51.32	60.09	30.00	
Roundstone Lane Roundabout	Roundstone Lane (South)	3.92	6.08	20.18	18.16	60.09	38.00	
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	5.46	7.70	10.58	76.20	60.09	21.00	
Roundstone Lane Roundabout	Roundstone Lane (North)	2.94	5.98	6.90	33.47	60.09	33.00	
A280 Roundabout	A259 Littlehampton Road	8.59	10.31	4.14	37.76	70.06	45.00	
A280 Roundabout	Old Worthing Road	4.29	6.62	10.81	18.41	70.06	37.00	
A280 Roundabout	A259 Roundstone Bypass	3.41	7.49	35.38	20.38	70.06	38.00	
A280 Roundabout	A280 Angmering Bypass	3.69	7.08	14.40	20.37	70.06	41.00	

Pedestrian Crossings

Roundabout	Arm	Crossing Type
Station Road Roundabout	A259 Roundstone Bypass	None
Station Road Roundabout	Station Road (South)	None
Station Road Roundabout	A259 New Road	None
Station Road Roundabout	Station Road (North)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (South)	None

Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (North)	None
A280 Roundabout	A259 Littlehampton Road	None
A280 Roundabout	Old Worthing Road	None
A280 Roundabout	A259 Roundstone Bypass	None
A280 Roundabout	A280 Angmering Bypass	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Roundabout	Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.537	1724.284
Station Road Roundabout	Station Road (South)		((calculated))	((calculated))	0.532	1536.352
Station Road Roundabout	A259 New Road		((calculated))	((calculated))	0.760	2989.801
Station Road Roundabout	Station Road (North)		((calculated))	((calculated))	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)		((calculated))	((calculated))	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)		((calculated))	((calculated))	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)		((calculated))	((calculated))	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)		((calculated))	((calculated))	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road		((calculated))	((calculated))	0.663	2744.384
A280 Roundabout	Old Worthing Road		((calculated))	((calculated))	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass		((calculated))	((calculated))	0.487	1640.300

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Roundabout	Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Station Road Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	120.00
Station Road Roundabout	Station Road (South)	Percentage	Model Calibration	N/A	80.00
Station Road Roundabout	A259 New Road	Percentage	Model Calibration	N/A	85.00
Station Road Roundabout	Station Road (North)	Percentage	Model Calibration	N/A	68.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	Percentage	Model Calibration	N/A	80.00
Roundstone Lane Roundabout	Roundstone Lane (South)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	Percentage	Model Calibration	N/A	95.00
Roundstone Lane Roundabout	Roundstone Lane (North)	None	N/A	N/A	N/A
A280 Roundabout	A259 Littlehampton Road	Percentage	Model Calibration	N/A	54.70
A280 Roundabout	Old Worthing Road	Percentage	Model Calibration	N/A	90.00
A280 Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	150.00
A280 Roundabout	A280 Angmering Bypass	Percentage	Model Calibration	N/A	60.00

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Roundabout	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
Station Road Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1248.00	100.000	N/A
Station Road Roundabout	Station Road (South)	ONE HOUR	Yes	381.00	100.000	N/A
Station Road Roundabout	A259 New Road	ONE HOUR	Yes	1808.00	100.000	N/A
Station Road Roundabout	Station Road (North)	ONE HOUR	Yes	445.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	ONE HOUR	Yes	1203.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	ONE HOUR	Yes	243.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	ONE HOUR	Yes	1097.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	ONE HOUR	Yes	431.00	100.000	N/A
A280 Roundabout	A259 Littlehampton Road	ONE HOUR	Yes	1171.00	100.000	N/A
A280 Roundabout	Old Worthing Road	ONE HOUR	Yes	519.00	100.000	N/A
A280 Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1488.00	100.000	N/A
A280 Roundabout	A280 Angmering Bypass	ONE HOUR	Yes	318.00	100.000	N/A

Results

Results Summary

Roundabout	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass	0.89	0.34	7.34	C	1145.19	1717.78	300.03	0.17	3.33	300.06	0.17	0.537	1724.284
Station Road Roundabout	Station Road (South)	0.81	0.60	3.98	E	349.61	524.42	157.65	0.30	1.75	157.67	0.30	0.532	1536.352
Station Road Roundabout	A259 New Road	0.83	0.15	4.89	A	1659.05	2488.58	240.17	0.10	2.67	240.20	0.10	0.760	2989.801
Station Road Roundabout	Station Road (North)	0.71	0.31	2.44	C	408.34	612.51	116.73	0.19	1.30	116.74	0.19	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.85	0.27	5.77	C	1103.89	1655.84	270.18	0.16	3.00	270.22	0.16	0.627	2082.644
Roundstone Lane Roundabout	Roundstone Lane (South)	0.31	0.10	0.46	A	222.98	334.47	28.17	0.08	0.31	28.17	0.08	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.64	0.09	1.83	A	1006.63	1509.94	109.54	0.07	1.22	109.54	0.07	0.660	2197.541

Roundstone Lane Roundabout	Roundstone Lane (North)	0.75	0.39	2.97	C	395.49	593.24	134.01	0.23	1.49	134.03	0.23	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	0.94	0.58	11.70	D	1074.53	1611.80	439.04	0.27	4.88	439.10	0.27	0.663	2744.384
A280 Roundabout	Old Worthing Road	0.64	0.19	1.81	B	476.24	714.37	96.15	0.13	1.07	96.16	0.13	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	0.71	0.09	2.47	A	1365.41	2048.12	136.69	0.07	1.52	136.70	0.07	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	0.82	0.78	4.24	E	291.80	437.70	169.61	0.39	1.88	169.63	0.39	0.487	1640.300

ARCADY 7

Version: 7.0.0.99 [10 July 2009]

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File: P:\2000\22067 Barratts Roundstone Lane, Angmering\Calculations\Dec 2012 - 150 House Scheme Modelling Update\Arcady\Arcady 2013 and 2017 PM.arc7

Report generation date: 10/12/2012 12:06:30

Summary of roundabout performance

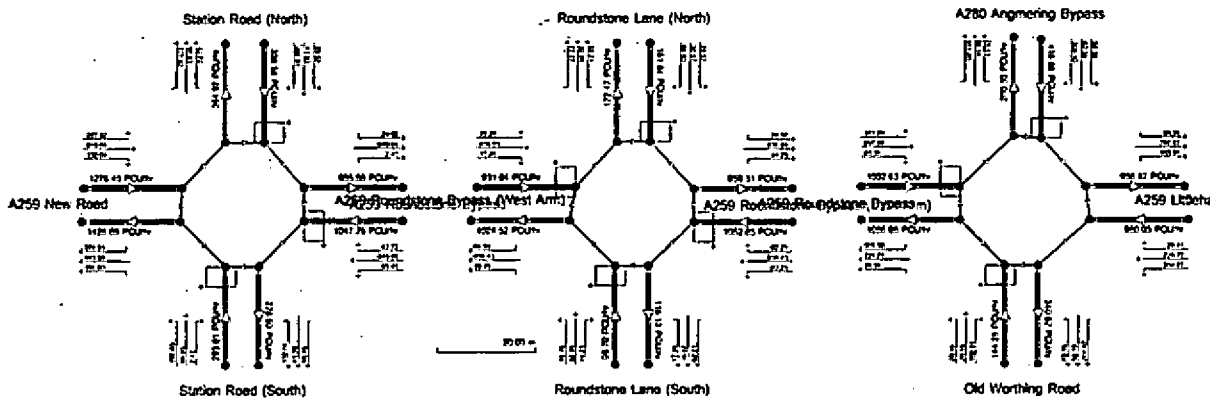
	PM		
	Queue (PCU)	Delay (min)	RFC
(Default Analysis Set) - 2011 Traffic Counts			
Station Road Roundabout - A259 Roundstone Bypass	4.06	0.17	0.80
Station Road Roundabout - Station Road (South)	2.27	0.35	0.70
Station Road Roundabout - A259 New Road	2.83	0.10	0.74
Station Road Roundabout - Station Road (North)	3.85	0.48	0.80
Roundstone Lane Roundabout - A259 Roundstone Bypass (East Arm)	3.01	0.12	0.75
Roundstone Lane Roundabout - Roundstone Lane (South)	0.19	0.09	0.16
Roundstone Lane Roundabout - A259 Roundstone Bypass (West Arm)	1.65	0.08	0.62
Roundstone Lane Roundabout - Roundstone Lane (North)	0.53	0.14	0.35
A280 Roundabout - A259 Littlehampton Road	8.50	0.41	0.90
A280 Roundabout - Old Worthing Road	0.52	0.16	0.33
A280 Roundabout - A259 Roundstone Bypass	1.21	0.05	0.54
A280 Roundabout - A280 Angmering Bypass	1.71	0.18	0.63
(Default Analysis Set) - 2013 Post Travel Plan Flows			
Station Road Roundabout - A259 Roundstone Bypass	4.44	0.18	0.82
Station Road Roundabout - Station Road (South)	2.55	0.38	0.73
Station Road Roundabout - A259 New Road	3.03	0.10	0.75
Station Road Roundabout - Station Road (North)	4.28	0.53	0.82
Roundstone Lane Roundabout - A259 Roundstone Bypass (East Arm)	3.35	0.14	0.77
Roundstone Lane Roundabout - Roundstone Lane (South)	0.21	0.09	0.17
Roundstone Lane Roundabout - A259 Roundstone Bypass (West Arm)	1.79	0.08	0.64
Roundstone Lane Roundabout - Roundstone Lane (North)	0.64	0.15	0.39
A280 Roundabout - A259 Littlehampton Road	10.42	0.49	0.93
A280 Roundabout - Old Worthing Road	0.54	0.16	0.34
A280 Roundabout - A259 Roundstone Bypass	1.25	0.05	0.55
A280 Roundabout - A280 Angmering Bypass	1.84	0.19	0.65
(Default Analysis Set) - 2013 Pre Travel Plan Flows			
Station Road Roundabout - A259 Roundstone Bypass	4.46	0.19	0.82
Station Road Roundabout - Station Road (South)	2.58	0.39	0.73
Station Road Roundabout - A259 New Road	3.05	0.10	0.75
Station Road Roundabout - Station Road (North)	4.31	0.54	0.82
Roundstone Lane Roundabout - A259 Roundstone Bypass (East Arm)	3.37	0.14	0.77
Roundstone Lane Roundabout - Roundstone Lane (South)	0.21	0.09	0.17
Roundstone Lane Roundabout - A259 Roundstone Bypass (West Arm)	1.80	0.08	0.64
Roundstone Lane Roundabout - Roundstone Lane (North)	0.65	0.15	0.39
A280 Roundabout - A259 Littlehampton Road	10.59	0.50	0.93
A280 Roundabout - Old Worthing Road	0.54	0.16	0.34
A280 Roundabout - A259 Roundstone Bypass	1.25	0.05	0.55
A280 Roundabout - A280 Angmering Bypass	1.84	0.19	0.65

(Default Analysis Set) - 2013 Predicted Base Flows			
Station Road Roundabout - A259 Roundstone Bypass	4.31	0.18	0.81
Station Road Roundabout - Station Road (South)	2.45	0.37	0.72
Station Road Roundabout - A259 New Road	2.94	0.10	0.74
Station Road Roundabout - Station Road (North)	4.11	0.51	0.82
Roundstone Lane Roundabout - A259 Roundstone Bypass (East Arm)	3.13	0.13	0.76
Roundstone Lane Roundabout - Roundstone Lane (South)	0.20	0.09	0.16
Roundstone Lane Roundabout - A259 Roundstone Bypass (West Arm)	1.69	0.08	0.62
Roundstone Lane Roundabout - Roundstone Lane (North)	0.55	0.14	0.35
A280 Roundabout - A259 Littlehampton Road	9.35	0.44	0.91
A280 Roundabout - Old Worthing Road	0.53	0.16	0.34
A280 Roundabout - A259 Roundstone Bypass	1.23	0.05	0.55
A280 Roundabout - A280 Angmering Bypass	1.79	0.18	0.64
(Default Analysis Set) - 2017 Post Travel Plan Flows			
Station Road Roundabout - A259 Roundstone Bypass	5.76	0.23	0.86
Station Road Roundabout - Station Road (South)	3.74	0.55	0.80
Station Road Roundabout - A259 New Road	3.56	0.12	0.78
Station Road Roundabout - Station Road (North)	6.25	0.76	0.88
Roundstone Lane Roundabout - A259 Roundstone Bypass (East Arm)	3.98	0.16	0.80
Roundstone Lane Roundabout - Roundstone Lane (South)	0.23	0.10	0.18
Roundstone Lane Roundabout - A259 Roundstone Bypass (West Arm)	2.00	0.09	0.66
Roundstone Lane Roundabout - Roundstone Lane (North)	0.72	0.16	0.42
A280 Roundabout - A259 Littlehampton Road	16.95	0.76	0.97
A280 Roundabout - Old Worthing Road	0.59	0.17	0.36
A280 Roundabout - A259 Roundstone Bypass	1.37	0.05	0.57
A280 Roundabout - A280 Angmering Bypass	2.19	0.22	0.69
(Default Analysis Set) - 2017 Pre Travel Plan Flows			
Station Road Roundabout - A259 Roundstone Bypass	5.79	0.23	0.86
Station Road Roundabout - Station Road (South)	3.76	0.55	0.81
Station Road Roundabout - A259 New Road	3.57	0.12	0.78
Station Road Roundabout - Station Road (North)	6.27	0.76	0.88
Roundstone Lane Roundabout - A259 Roundstone Bypass (East Arm)	4.01	0.16	0.80
Roundstone Lane Roundabout - Roundstone Lane (South)	0.23	0.10	0.18
Roundstone Lane Roundabout - A259 Roundstone Bypass (West Arm)	2.01	0.09	0.66
Roundstone Lane Roundabout - Roundstone Lane (North)	0.73	0.16	0.42
A280 Roundabout - A259 Littlehampton Road	17.18	0.77	0.97
A280 Roundabout - Old Worthing Road	0.60	0.17	0.36
A280 Roundabout - A259 Roundstone Bypass	1.37	0.05	0.57
A280 Roundabout - A280 Angmering Bypass	2.21	0.22	0.69
(Default Analysis Set) - 2017 Predicted Base Flows			
Station Road Roundabout - A259 Roundstone Bypass	5.54	0.23	0.85
Station Road Roundabout - Station Road (South)	3.51	0.52	0.79
Station Road Roundabout - A259 New Road	3.43	0.11	0.77
Station Road Roundabout - Station Road (North)	5.89	0.71	0.87
Roundstone Lane Roundabout - A259 Roundstone Bypass (East Arm)	3.69	0.15	0.79
Roundstone Lane Roundabout - Roundstone Lane (South)	0.21	0.09	0.17
Roundstone Lane Roundabout - A259 Roundstone Bypass (West Arm)	1.88	0.08	0.65
Roundstone Lane Roundabout - Roundstone Lane (North)	0.61	0.15	0.38
A280 Roundabout - A259 Littlehampton Road	14.64	0.67	0.96
A280 Roundabout - Old Worthing Road	0.59	0.17	0.36
A280 Roundabout - A259 Roundstone Bypass	1.34	0.05	0.57
A280 Roundabout - A280 Angmering Bypass	2.12	0.21	0.68

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

2011 Traffic Counts - PM runs from 16:45:00 to 18:15:00
 2013 Predicted Base Flows - PM runs from 16:45:00 to 18:15:00
 2013 Pre Travel Plan Flows - PM runs from 16:45:00 to 18:15:00
 2013 Post Travel Plan Flows - PM runs from 16:45:00 to 18:15:00
 2017 Predicted Base Flows - PM runs from 16:45:00 to 18:15:00
 2017 Pre Travel Plan Flows - PM runs from 16:45:00 to 18:15:00

2017 Post Travel Plan Flows - PM runs from 16:45:00 to 18:15:00



The junction diagram reflects the last run of ARCADY.

A1 - (Default Analysis Set) - D2 - 2011 Traffic Counts, PM

Data Errors and Warnings

Severity	Area	Description
Warning	Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2011 Traffic Counts, FM	2011 Traffic Counts	FM			Yes			16:45	18:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

Roundabout ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	1 Station Road Roundabout	1,2,3,4	Standard			
2	2 Roundstone Lane Roundabout	1,2,3,4	Standard			
3	3 A280 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	A259 Roundstone Bypass	
2	Station Road (South)	
3	A259 New Road	
4	Station Road (North)	
1	A259 Roundstone Bypass (East Arm)	
2	Roundstone Lane (South)	
3	A259 Roundstone Bypass (West Arm)	
4	Roundstone Lane (North)	
1	A259 Littlehampton Road	
2	Old Worthing Road	
3	A259 Roundstone Bypass	
4	A280 Angmering Bypass	

Capacity Options

Roundabout	Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Station Road Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
Station Road Roundabout	Station Road (South)	0.00	99999.00		0.00
Station Road Roundabout	A259 New Road	0.00	99999.00		0.00
Station Road Roundabout	Station Road (North)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (South)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.00	99999.00		0.00

Roundstone Lane Roundabout	Roundstone Lane (North)	0.00	99999.00		0.00
A280 Roundabout	A259 Littlehampton Road	0.00	99999.00		0.00
A280 Roundabout	Old Worthing Road	0.00	99999.00		0.00
A280 Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
A280 Roundabout	A280 Angmering Bypass	0.00	99999.00		0.00

Standard Geometry

Roundabout	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road Roundabout	A259 Roundstone Bypass	4.30	8.63	7.38	20.49	63.44	36.00	
Station Road Roundabout	Station Road (South)	3.43	7.40	5.85	19.90	63.44	6.00	
Station Road Roundabout	A259 New Road	9.60	9.89	0.22	26.21	63.44	27.00	
Station Road Roundabout	Station Road (North)	4.54	7.92	10.55	16.82	63.44	16.50	
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	5.15	7.16	17.08	51.32	60.09	30.00	
Roundstone Lane Roundabout	Roundstone Lane (South)	3.92	6.08	20.18	18.16	60.09	38.00	
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	5.46	7.70	10.58	76.20	60.09	21.00	
Roundstone Lane Roundabout	Roundstone Lane (North)	2.94	5.98	6.90	33.47	60.09	33.00	
A280 Roundabout	A259 Littlehampton Road	8.59	10.31	4.14	37.76	70.06	45.00	
A280 Roundabout	Old Worthing Road	4.29	6.62	10.81	18.41	70.06	37.00	
A280 Roundabout	A259 Roundstone Bypass	3.41	7.49	35.38	20.38	70.06	38.00	
A280 Roundabout	A280 Angmering Bypass	3.69	7.08	14.40	20.37	70.06	41.00	

Pedestrian Crossings

Roundabout	Arm	Crossing Type
Station Road Roundabout	A259 Roundstone Bypass	None
Station Road Roundabout	Station Road (South)	None
Station Road Roundabout	A259 New Road	None
Station Road Roundabout	Station Road (North)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (South)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (North)	None
A280 Roundabout	A259 Littlehampton Road	None
A280 Roundabout	Old Worthing Road	None
A280 Roundabout	A259 Roundstone Bypass	None
A280 Roundabout	A280 Angmering Bypass	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Roundabout	Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.537	1724.284
Station Road Roundabout	Station Road (South)		((calculated))	((calculated))	0.532	1536.352
Station Road Roundabout	A259 New Road		((calculated))	((calculated))	0.760	2989.801
Station Road Roundabout	Station Road (North)		((calculated))	((calculated))	0.590	1952.052

Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	((calculated))	((calculated))	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)	((calculated))	((calculated))	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	((calculated))	((calculated))	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	((calculated))	((calculated))	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	((calculated))	((calculated))	0.663	2744.384
A280 Roundabout	Old Worthing Road	((calculated))	((calculated))	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	((calculated))	((calculated))	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	((calculated))	((calculated))	0.487	1640.300

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Roundabout	Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Station Road Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	132.00
Station Road Roundabout	Station Road (South)	None	N/A	N/A	N/A
Station Road Roundabout	A259 New Road	Percentage	Model Calibration	N/A	85.00
Station Road Roundabout	Station Road (North)	Percentage	Model Calibration	N/A	58.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	None	N/A	N/A	N/A
A280 Roundabout	A259 Littlehampton Road	Percentage	Model Calibration	N/A	63.29
A280 Roundabout	Old Worthing Road	Percentage	Model Calibration	N/A	65.00
A280 Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	150.00
A280 Roundabout	A280 Angmering Bypass	Percentage	Model Calibration	N/A	95.00

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Roundabout	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
Station Road Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1327.00	100.000	N/A
Station Road Roundabout	Station Road (South)	ONE HOUR	Yes	372.00	100.000	N/A

Station Road Roundabout	A259 New Road	ONE HOUR	Yes	1615.00	100.000	N/A
Station Road Roundabout	Station Road (North)	ONE HOUR	Yes	460.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	ONE HOUR	Yes	1338.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	ONE HOUR	Yes	119.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	ONE HOUR	Yes	1170.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	ONE HOUR	Yes	211.00	100.000	N/A
A280 Roundabout	A259 Littlehampton Road	ONE HOUR	Yes	1213.00	100.000	N/A
A280 Roundabout	Old Worthing Road	ONE HOUR	Yes	185.00	100.000	N/A
A280 Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1304.00	100.000	N/A
A280 Roundabout	A280 Angmering Bypass	ONE HOUR	Yes	530.00	100.000	N/A

Results

Results Summary

Roundabout	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass	0.80	0.17	4.06	B	1217.68	1826.52	197.82	0.11	2.20	197.84	0.11	0.537	1724.284
Station Road Roundabout	Station Road (South)	0.70	0.35	2.27	C	341.35	512.03	100.80	0.20	1.12	100.81	0.20	0.532	1536.352
Station Road Roundabout	A259 New Road	0.74	0.10	2.83	A	1481.95	2222.93	157.41	0.07	1.75	157.43	0.07	0.760	2989.801
Station Road Roundabout	Station Road (North)	0.80	0.48	3.85	D	422.10	633.16	168.38	0.27	1.87	168.41	0.27	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.75	0.12	3.01	A	1227.77	1841.66	165.20	0.09	1.84	165.22	0.09	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)	0.16	0.09	0.19	A	109.20	163.79	12.26	0.07	0.14	12.26	0.07	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.62	0.08	1.65	A	1073.61	1610.42	101.15	0.06	1.12	101.16	0.06	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	0.35	0.14	0.53	A	193.62	290.43	32.14	0.11	0.36	32.15	0.11	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	0.90	0.41	8.50	C	1113.07	1669.61	342.16	0.20	3.80	342.20	0.20	0.663	2744.384
A280 Roundabout	Old Worthing Road	0.33	0.16	0.52	A	169.76	254.64	32.35	0.13	0.36	32.35	0.13	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	0.54	0.05	1.21	A	1196.57	1794.86	77.08	0.04	0.86	77.09	0.04	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	0.63	0.18	1.71	B	486.34	729.51	91.48	0.13	1.02	91.48	0.13	0.487	1640.300

A1 - (Default Analysis Set) - D□ - 2013 Predicted Base Flows, PM

Data Errors and Warnings

Severity	Area	Description
Warning	Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2013 Predicted Base Flows, PM	2013 Predicted Base Flows	PM			Yes			16:45	18:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

Roundabout ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	Station Road Roundabout	1,2,3,4	Standard			
2	Roundstone Lane Roundabout	1,2,3,4	Standard			
3	A280 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	A259 Roundstone Bypass	
2	Station Road (South)	
3	A259 New Road	
4	Station Road (North)	
1	A259 Roundstone Bypass (East Arm)	
2	Roundstone Lane (South)	
3	A259 Roundstone Bypass (West Arm)	
4	Roundstone Lane (North)	
1	A259 Littlehampton Road	
2	Old Worthing Road	
3	A259 Roundstone Bypass	
4	A280 Angmering Bypass	

Capacity Options

Roundabout	Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
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Station Road Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
Station Road Roundabout	Station Road (South)	0.00	99999.00		0.00
Station Road Roundabout	A259 New Road	0.00	99999.00		0.00
Station Road Roundabout	Station Road (North)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (South)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (North)	0.00	99999.00		0.00
A280 Roundabout	A259 Littlehampton Road	0.00	99999.00		0.00
A280 Roundabout	Old Worthing Road	0.00	99999.00		0.00
A280 Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
A280 Roundabout	A280 Angmering Bypass	0.00	99999.00		0.00

Standard Geometry

Roundabout	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road Roundabout	A259 Roundstone Bypass	4.30	8.63	7.38	20.49	63.44	36.00	
Station Road Roundabout	Station Road (South)	3.43	7.40	5.85	19.90	63.44	6.00	
Station Road Roundabout	A259 New Road	9.60	9.89	0.22	26.21	63.44	27.00	
Station Road Roundabout	Station Road (North)	4.54	7.92	10.55	16.82	63.44	16.50	
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	5.15	7.16	17.08	51.32	60.09	30.00	
Roundstone Lane Roundabout	Roundstone Lane (South)	3.92	6.08	20.18	18.16	60.09	38.00	
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	5.46	7.70	10.58	76.20	60.09	21.00	
Roundstone Lane Roundabout	Roundstone Lane (North)	2.94	5.98	6.90	33.47	60.09	33.00	
A280 Roundabout	A259 Littlehampton Road	8.59	10.31	4.14	37.76	70.06	45.00	
A280 Roundabout	Old Worthing Road	4.29	6.62	10.81	18.41	70.06	37.00	
A280 Roundabout	A259 Roundstone Bypass	3.41	7.49	35.38	20.38	70.06	38.00	
A280 Roundabout	A280 Angmering Bypass	3.69	7.08	14.40	20.37	70.06	41.00	

Pedestrian Crossings

Roundabout	Arm	Crossing Type
Station Road Roundabout	A259 Roundstone Bypass	None
Station Road Roundabout	Station Road (South)	None
Station Road Roundabout	A259 New Road	None
Station Road Roundabout	Station Road (North)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (South)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (North)	None
A280 Roundabout	A259 Littlehampton Road	None
A280 Roundabout	Old Worthing Road	None
A280 Roundabout	A259 Roundstone Bypass	None

A280 Roundabout	A280 Angmering Bypass	None
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Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Roundabout	Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.537	1724.284
Station Road Roundabout	Station Road (South)		((calculated))	((calculated))	0.532	1536.352
Station Road Roundabout	A259 New Road		((calculated))	((calculated))	0.760	2989.801
Station Road Roundabout	Station Road (North)		((calculated))	((calculated))	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)		((calculated))	((calculated))	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)		((calculated))	((calculated))	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)		((calculated))	((calculated))	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)		((calculated))	((calculated))	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road		((calculated))	((calculated))	0.663	2744.384
A280 Roundabout	Old Worthing Road		((calculated))	((calculated))	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass		((calculated))	((calculated))	0.487	1640.300

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Roundabout	Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Station Road Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	132.00
Station Road Roundabout	Station Road (South)	None	N/A	N/A	N/A
Station Road Roundabout	A259 New Road	Percentage	Model Calibration	N/A	85.00
Station Road Roundabout	Station Road (North)	Percentage	Model Calibration	N/A	58.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	None	N/A	N/A	N/A
A280 Roundabout	A259 Littlehampton Road	Percentage	Model Calibration	N/A	63.29
A280 Roundabout	Old Worthing Road	Percentage	Model Calibration	N/A	65.00
A280 Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	150.00
A280 Roundabout	A280 Angmering Bypass	Percentage	Model Calibration	N/A	95.00

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
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		Yes	Yes	HV Percentages	2.00				Yes	Yes
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Entry Flows

General Flows Data

Roundabout	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
Station Road Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1340.00	100.000	N/A
Station Road Roundabout	Station Road (South)	ONE HOUR	Yes	375.00	100.000	N/A
Station Road Roundabout	A259 New Road	ONE HOUR	Yes	1631.00	100.000	N/A
Station Road Roundabout	Station Road (North)	ONE HOUR	Yes	463.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	ONE HOUR	Yes	1351.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	ONE HOUR	Yes	120.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	ONE HOUR	Yes	1181.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	ONE HOUR	Yes	213.00	100.000	N/A
A280 Roundabout	A259 Littlehampton Road	ONE HOUR	Yes	1224.00	100.000	N/A
A280 Roundabout	Old Worthing Road	ONE HOUR	Yes	186.00	100.000	N/A
A280 Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1316.00	100.000	N/A
A280 Roundabout	A280 Angmering Bypass	ONE HOUR	Yes	536.00	100.000	N/A

Results

Results Summary

Roundabout	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass	0.81	0.18	4.31	B	1229.61	1844.41	206.60	0.11	2.30	206.62	0.11	0.537	1724.284
Station Road Roundabout	Station Road (South)	0.72	0.37	2.45	C	344.11	516.16	106.15	0.21	1.18	106.16	0.21	0.532	1536.352
Station Road Roundabout	A259 New Road	0.74	0.10	2.94	A	1496.63	2244.95	162.40	0.07	1.80	162.41	0.07	0.760	2989.801
Station Road Roundabout	Station Road (North)	0.82	0.51	4.11	D	424.86	637.29	176.25	0.28	1.96	176.28	0.28	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.76	0.13	3.13	A	1239.70	1859.55	170.41	0.09	1.89	170.42	0.09	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)	0.16	0.09	0.20	A	110.11	165.17	12.48	0.08	0.14	12.48	0.08	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.62	0.08	1.69	A	1083.71	1625.56	103.41	0.06	1.15	103.42	0.06	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	0.35	0.14	0.55	A	195.45	293.18	32.90	0.11	0.37	32.90	0.11	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	0.91	0.44	9.35	D	1123.16	1684.75	365.31	0.22	4.06	365.35	0.22	0.663	2744.384
A280 Roundabout	Old Worthing Road	0.34	0.16	0.53	A	170.68	256.02	32.86	0.13	0.37	32.86	0.13	0.494	1668.659

A280 Roundabout	A259 Roundstone Bypass	0.55	0.05	1.23	A	1207.58	1811.38	78.48	0.04	0.87	78.49	0.04	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	0.64	0.18	1.79	B	491.84	737.76	94.87	0.13	1.05	94.88	0.13	0.487	1640.300

A1 - (Default Analysis Set) - D1 - 2013 Pre Travel Plan Flows, PM

Data Errors and Warnings

Severity	Area	Description
Warning	Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2013 Pre Travel Plan Flows, PM	2013 Pre Travel Plan Flows	PM			Yes			16:45	18:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

Roundabout ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	Station Road Roundabout	1,2,3,4	Standard			
2	Roundstone Lane Roundabout	1,2,3,4	Standard			
3	A280 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	A259 Roundstone Bypass	
2	Station Road (South)	
3	A259 New Road	
4	Station Road (North)	
1	A259 Roundstone Bypass (East Arm)	

2	Roundstone Lane (South)	
3	A259 Roundstone Bypass (West Arm)	
4	Roundstone Lane (North)	
1	A259 Littlehampton Road	
2	Old Worthing Road	
3	A259 Roundstone Bypass	
4	A280 Angmering Bypass	

Capacity Options

Roundabout	Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Station Road Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
Station Road Roundabout	Station Road (South)	0.00	99999.00		0.00
Station Road Roundabout	A259 New Road	0.00	99999.00		0.00
Station Road Roundabout	Station Road (North)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (South)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (North)	0.00	99999.00		0.00
A280 Roundabout	A259 Littlehampton Road	0.00	99999.00		0.00
A280 Roundabout	Old Worthing Road	0.00	99999.00		0.00
A280 Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
A280 Roundabout	A280 Angmering Bypass	0.00	99999.00		0.00

Standard Geometry

Roundabout	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road Roundabout	A259 Roundstone Bypass	4.30	8.63	7.38	20.49	63.44	36.00	
Station Road Roundabout	Station Road (South)	3.43	7.40	5.85	19.90	63.44	6.00	
Station Road Roundabout	A259 New Road	9.60	9.89	0.22	26.21	63.44	27.00	
Station Road Roundabout	Station Road (North)	4.54	7.92	10.55	16.82	63.44	16.50	
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	5.15	7.16	17.08	51.32	60.09	30.00	
Roundstone Lane Roundabout	Roundstone Lane (South)	3.92	6.08	20.18	18.16	60.09	38.00	
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	5.46	7.70	10.58	76.20	60.09	21.00	
Roundstone Lane Roundabout	Roundstone Lane (North)	2.94	5.98	6.90	33.47	60.09	33.00	
A280 Roundabout	A259 Littlehampton Road	8.59	10.31	4.14	37.76	70.06	45.00	
A280 Roundabout	Old Worthing Road	4.29	6.62	10.81	18.41	70.06	37.00	
A280 Roundabout	A259 Roundstone Bypass	3.41	7.49	35.38	20.38	70.06	38.00	
A280 Roundabout	A280 Angmering Bypass	3.69	7.08	14.40	20.37	70.06	41.00	

Pedestrian Crossings

Roundabout	Arm	Crossing Type
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Station Road Roundabout	A259 Roundstone Bypass	None
Station Road Roundabout	Station Road (South)	None
Station Road Roundabout	A259 New Road	None
Station Road Roundabout	Station Road (North)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (South)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (North)	None
A280 Roundabout	A259 Littlehampton Road	None
A280 Roundabout	Old Worthing Road	None
A280 Roundabout	A259 Roundstone Bypass	None
A280 Roundabout	A280 Angmering Bypass	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Roundabout	Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.537	1724.284
Station Road Roundabout	Station Road (South)		((calculated))	((calculated))	0.532	1536.352
Station Road Roundabout	A259 New Road		((calculated))	((calculated))	0.760	2989.801
Station Road Roundabout	Station Road (North)		((calculated))	((calculated))	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)		((calculated))	((calculated))	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)		((calculated))	((calculated))	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)		((calculated))	((calculated))	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)		((calculated))	((calculated))	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road		((calculated))	((calculated))	0.663	2744.384
A280 Roundabout	Old Worthing Road		((calculated))	((calculated))	0.494	1868.659
A280 Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass		((calculated))	((calculated))	0.487	1640.300

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Roundabout	Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Station Road Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	132.00
Station Road Roundabout	Station Road (South)	None	N/A	N/A	N/A
Station Road Roundabout	A259 New Road	Percentage	Model Calibration	N/A	85.00
Station Road Roundabout	Station Road (North)	Percentage	Model Calibration	N/A	58.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	None	N/A	N/A	N/A
A280 Roundabout	A259 Littlehampton Road	Percentage	Model Calibration	N/A	63.29
A280 Roundabout	Old Worthing Road	Percentage	Model Calibration	N/A	65.00
A280 Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	150.00

A280 Roundabout	A280 Angmering Bypass	Percentage	Model Calibration	N/A	95.00
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Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Roundabout	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
Station Road Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1349.00	100.000	N/A
Station Road Roundabout	Station Road (South)	ONE HOUR	Yes	378.00	100.000	N/A
Station Road Roundabout	A259 New Road	ONE HOUR	Yes	1645.00	100.000	N/A
Station Road Roundabout	Station Road (North)	ONE HOUR	Yes	463.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	ONE HOUR	Yes	1369.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	ONE HOUR	Yes	125.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	ONE HOUR	Yes	1199.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	ONE HOUR	Yes	237.00	100.000	N/A
A280 Roundabout	A259 Littlehampton Road	ONE HOUR	Yes	1239.00	100.000	N/A
A280 Roundabout	Old Worthing Road	ONE HOUR	Yes	186.00	100.000	N/A
A280 Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1327.00	100.000	N/A
A280 Roundabout	A280 Angmering Bypass	ONE HOUR	Yes	539.00	100.000	N/A

Results

Results Summary

Roundabout	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass	0.82	0.19	4.46	B	1237.87	1856.80	211.93	0.11	2.35	211.95	0.11	0.537	1724.284
Station Road Roundabout	Station Road (South)	0.73	0.39	2.58	C	346.86	520.29	110.27	0.21	1.23	110.27	0.21	0.532	1536.352
Station Road Roundabout	A259 New Road	0.75	0.10	3.05	A	1509.48	2264.22	167.13	0.07	1.86	167.15	0.07	0.760	2989.801
Station Road Roundabout	Station Road (North)	0.82	0.54	4.31	D	424.86	637.29	182.01	0.29	2.02	182.04	0.29	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.77	0.14	3.37	A	1256.22	1884.33	180.15	0.10	2.00	180.17	0.10	0.627	2062.644

Roundstone Lane Roundabout	Roundstone Lane (South)	0.17	0.09	0.21	A	114.70	172.05	13.32	0.08	0.15	13.32	0.08	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.64	0.08	1.80	A	1100.22	1650.34	108.74	0.07	1.21	108.75	0.07	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	0.39	0.15	0.65	A	217.48	326.21	38.33	0.12	0.43	38.33	0.12	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	0.93	0.50	10.59	D	1136.93	1705.39	397.72	0.23	4.42	397.77	0.23	0.663	2744.384
A280 Roundabout	Old Worthing Road	0.34	0.16	0.54	A	170.68	256.02	33.24	0.13	0.37	33.24	0.13	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	0.55	0.05	1.25	A	1217.68	1826.52	79.75	0.04	0.89	79.75	0.04	0.528	1884.255
A280 Roundabout	A280 Angmerling Bypass	0.65	0.19	1.84	B	494.60	741.89	97.11	0.13	1.08	97.12	0.13	0.487	1640.300

A1 - (Default Analysis Set) - D8 - 2013 Post Travel Plan Flows, PM

Data Errors and Warnings

Severity	Area	Description
Warning	Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2013 Post Travel Plan Flows, PM	2013 Post Travel Plan Flows	PM			Yes			16:45	18:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

Roundabout ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	Station Road Roundabout	1,2,3,4	Standard			
2	Roundstone Lane Roundabout	1,2,3,4	Standard			
3	A280 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	A259 Roundstone Bypass	
2	Station Road (South)	
3	A259 New Road	
4	Station Road (North)	
1	A259 Roundstone Bypass (East Arm)	
2	Roundstone Lane (South)	
3	A259 Roundstone Bypass (West Arm)	
4	Roundstone Lane (North)	
1	A259 Littlehampton Road	
2	Old Worthing Road	
3	A259 Roundstone Bypass	
4	A280 Angmering Bypass	

Capacity Options

Roundabout	Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Station Road Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
Station Road Roundabout	Station Road (South)	0.00	99999.00		0.00
Station Road Roundabout	A259 New Road	0.00	99999.00		0.00
Station Road Roundabout	Station Road (North)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (South)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (North)	0.00	99999.00		0.00
A280 Roundabout	A259 Littlehampton Road	0.00	99999.00		0.00
A280 Roundabout	Old Worthing Road	0.00	99999.00		0.00
A280 Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
A280 Roundabout	A280 Angmering Bypass	0.00	99999.00		0.00

Standard Geometry

Roundabout	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road Roundabout	A259 Roundstone Bypass	4.30	8.63	7.38	20.49	63.44	36.00	
Station Road Roundabout	Station Road (South)	3.43	7.40	5.85	19.90	63.44	6.00	
Station Road Roundabout	A259 New Road	9.60	9.89	0.22	26.21	63.44	27.00	
Station Road Roundabout	Station Road (North)	4.54	7.92	10.55	16.82	63.44	16.50	
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	5.15	7.16	17.08	51.32	60.09	30.00	
Roundstone Lane Roundabout	Roundstone Lane (South)	3.92	6.08	20.18	18.16	60.09	38.00	

Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	5.46	7.70	10.58	76.20	60.09	21.00	
Roundstone Lane Roundabout	Roundstone Lane (North)	2.94	5.98	6.90	33.47	60.09	33.00	
A280 Roundabout	A259 Littlehampton Road	8.59	10.31	4.14	37.76	70.06	45.00	
A280 Roundabout	Old Worthing Road	4.29	6.62	10.81	18.41	70.06	37.00	
A280 Roundabout	A259 Roundstone Bypass	3.41	7.49	35.38	20.38	70.06	38.00	
A280 Roundabout	A280 Angmering Bypass	3.69	7.08	14.40	20.37	70.06	41.00	

Pedestrian Crossings

Roundabout	Arm	Crossing Type
Station Road Roundabout	A259 Roundstone Bypass	None
Station Road Roundabout	Station Road (South)	None
Station Road Roundabout	A259 New Road	None
Station Road Roundabout	Station Road (North)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (South)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (North)	None
A280 Roundabout	A259 Littlehampton Road	None
A280 Roundabout	Old Worthing Road	None
A280 Roundabout	A259 Roundstone Bypass	None
A280 Roundabout	A280 Angmering Bypass	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Roundabout	Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.537	1724.284
Station Road Roundabout	Station Road (South)		((calculated))	((calculated))	0.532	1536.352
Station Road Roundabout	A259 New Road		((calculated))	((calculated))	0.760	2989.801
Station Road Roundabout	Station Road (North)		((calculated))	((calculated))	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)		((calculated))	((calculated))	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)		((calculated))	((calculated))	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)		((calculated))	((calculated))	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)		((calculated))	((calculated))	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road		((calculated))	((calculated))	0.663	2744.384
A280 Roundabout	Old Worthing Road		((calculated))	((calculated))	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass		((calculated))	((calculated))	0.487	1640.300

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Roundabout	Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Station Road Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	132.00
Station Road Roundabout	Station Road (South)	None	N/A	N/A	N/A
Station Road Roundabout	A259 New Road	Percentage	Model Calibration	N/A	85.00

Station Road Roundabout	Station Road (North)	Percentage	Model Calibration	N/A	58.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	None	N/A	N/A	N/A
A280 Roundabout	A259 Littlehampton Road	Percentage	Model Calibration	N/A	63.29
A280 Roundabout	Old Worthing Road	Percentage	Model Calibration	N/A	65.00
A280 Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	150.00
A280 Roundabout	A280 Angmering Bypass	Percentage	Model Calibration	N/A	95.00

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Roundabout	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
Station Road Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1348.00	100.000	N/A
Station Road Roundabout	Station Road (South)	ONE HOUR	Yes	377.00	100.000	N/A
Station Road Roundabout	A259 New Road	ONE HOUR	Yes	1643.00	100.000	N/A
Station Road Roundabout	Station Road (North)	ONE HOUR	Yes	463.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	ONE HOUR	Yes	1368.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	ONE HOUR	Yes	124.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	ONE HOUR	Yes	1197.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	ONE HOUR	Yes	235.00	100.000	N/A
A280 Roundabout	A259 Littlehampton Road	ONE HOUR	Yes	1237.00	100.000	N/A
A280 Roundabout	Old Worthing Road	ONE HOUR	Yes	186.00	100.000	N/A
A280 Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1326.00	100.000	N/A
A280 Roundabout	A280 Angmering Bypass	ONE HOUR	Yes	539.00	100.000	N/A

Results

Results Summary

Roundabout	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass	0.82	0.18	4.44	B	1236.95	1855.42	211.33	0.11	2.35	211.35	0.11	0.537	1724.284
Station Road Roundabout	Station Road (South)	0.73	0.38	2.55	C	345.94	518.91	109.27	0.21	1.21	109.28	0.21	0.532	1536.352
Station Road Roundabout	A259 New Road	0.75	0.10	3.03	A	1507.65	2261.47	166.37	0.07	1.85	166.38	0.07	0.760	2989.801
Station Road Roundabout	Station Road (North)	0.82	0.53	4.28	D	424.86	637.29	180.97	0.28	2.01	180.99	0.28	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.77	0.14	3.35	A	1255.30	1882.95	179.53	0.10	1.99	179.55	0.10	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)	0.17	0.09	0.21	A	113.78	170.68	13.18	0.08	0.15	13.18	0.08	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.64	0.08	1.79	A	1098.39	1647.58	108.17	0.07	1.20	108.18	0.07	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	0.39	0.15	0.64	A	215.64	323.46	37.85	0.12	0.42	37.86	0.12	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	0.93	0.49	10.42	D	1135.09	1702.64	393.41	0.23	4.37	393.46	0.23	0.663	2744.384
A280 Roundabout	Old Worthing Road	0.34	0.16	0.54	A	170.68	256.02	33.19	0.13	0.37	33.20	0.13	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	0.55	0.05	1.25	A	1216.76	1825.14	79.63	0.04	0.88	79.64	0.04	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	0.65	0.19	1.84	B	494.60	741.89	97.01	0.13	1.08	97.01	0.13	0.487	1640.300

A1 - (Default Analysis Set) - D10 - 2017 Predicted Base Flows, PM

Data Errors and Warnings

Severity	Area	Description
Warning	Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2017	2017											

Predicted Base Flows, PM	Predicted Base Flows	PM		Yes		16:45	18:15	90	15	ONE HOUR
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Roundabout Network

Roundabout Type(s)

Roundabout	ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	1	Station Road Roundabout	1,2,3,4	Standard			
2	2	Roundstone Lane Roundabout	1,2,3,4	Standard			
3	3	A280 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	A259 Roundstone Bypass	
2	Station Road (South)	
3	A259 New Road	
4	Station Road (North)	
1	A259 Roundstone Bypass (East Arm)	
2	Roundstone Lane (South)	
3	A259 Roundstone Bypass (West Arm)	
4	Roundstone Lane (North)	
1	A259 Littlehampton Road	
2	Old Worthing Road	
3	A259 Roundstone Bypass	
4	A280 Angmering Bypass	

Capacity Options

Roundabout	Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Station Road Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
Station Road Roundabout	Station Road (South)	0.00	99999.00		0.00
Station Road Roundabout	A259 New Road	0.00	99999.00		0.00
Station Road Roundabout	Station Road (North)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (South)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (North)	0.00	99999.00		0.00
A280 Roundabout	A259 Littlehampton Road	0.00	99999.00		0.00
A280 Roundabout	Old Worthing Road	0.00	99999.00		0.00
A280 Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
A280 Roundabout	A280 Angmering Bypass	0.00	99999.00		0.00

Standard Geometry

Roundabout	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road Roundabout	A259 Roundstone Bypass	4.30	8.63	7.38	20.49	63.44	36.00	
Station Road Roundabout	Station Road (South)	3.43	7.40	5.85	19.90	63.44	6.00	
Station Road Roundabout	A259 New Road	9.60	9.89	0.22	26.21	63.44	27.00	
Station Road Roundabout	Station Road (North)	4.54	7.92	10.55	16.82	63.44	16.50	
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	5.15	7.16	17.08	51.32	60.09	30.00	
Roundstone Lane Roundabout	Roundstone Lane (South)	3.92	6.08	20.18	18.16	60.09	38.00	
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	5.46	7.70	10.58	76.20	60.09	21.00	
Roundstone Lane Roundabout	Roundstone Lane (North)	2.94	5.98	6.90	33.47	60.09	33.00	
A280 Roundabout	A259 Littlehampton Road	8.59	10.31	4.14	37.76	70.06	45.00	
A280 Roundabout	Old Worthing Road	4.29	6.62	10.81	18.41	70.06	37.00	
A280 Roundabout	A259 Roundstone Bypass	3.41	7.49	35.38	20.38	70.06	38.00	
A280 Roundabout	A280 Angmering Bypass	3.69	7.08	14.40	20.37	70.06	41.00	

Pedestrian Crossings

Roundabout	Arm	Crossing Type
Station Road Roundabout	A259 Roundstone Bypass	None
Station Road Roundabout	Station Road (South)	None
Station Road Roundabout	A259 New Road	None
Station Road Roundabout	Station Road (North)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (South)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (North)	None
A280 Roundabout	A259 Littlehampton Road	None
A280 Roundabout	Old Worthing Road	None
A280 Roundabout	A259 Roundstone Bypass	None
A280 Roundabout	A280 Angmering Bypass	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Roundabout	Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.537	1724.284
Station Road Roundabout	Station Road (South)		((calculated))	((calculated))	0.532	1536.352
Station Road Roundabout	A259 New Road		((calculated))	((calculated))	0.760	2989.801
Station Road Roundabout	Station Road (North)		((calculated))	((calculated))	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)		((calculated))	((calculated))	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)		((calculated))	((calculated))	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)		((calculated))	((calculated))	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)		((calculated))	((calculated))	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road		((calculated))	((calculated))	0.663	2744.384

A280 Roundabout	Old Worthing Road		((calculated))	((calculated))	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass		((calculated))	((calculated))	0.487	1640.300

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Roundabout	Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Station Road Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	132.00
Station Road Roundabout	Station Road (South)	None	N/A	N/A	N/A
Station Road Roundabout	A259 New Road	Percentage	Model Calibration	N/A	85.00
Station Road Roundabout	Station Road (North)	Percentage	Model Calibration	N/A	58.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	None	N/A	N/A	N/A
A280 Roundabout	A259 Littlehampton Road	Percentage	Model Calibration	N/A	63.29
A280 Roundabout	Old Worthing Road	Percentage	Model Calibration	N/A	65.00
A280 Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	150.00
A280 Roundabout	A280 Angmering Bypass	Percentage	Model Calibration	N/A	95.00

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Roundabout	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
Station Road Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1389.00	100.000	N/A
Station Road Roundabout	Station Road (South)	ONE HOUR	Yes	389.00	100.000	N/A
Station Road Roundabout	A259 New Road	ONE HOUR	Yes	1691.00	100.000	N/A
Station Road Roundabout	Station Road (North)	ONE HOUR	Yes	481.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	ONE HOUR	Yes	1401.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	ONE HOUR	Yes	125.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	ONE HOUR	Yes	1225.00	100.000	N/A

Roundstone Lane Roundabout	Roundstone Lane (North)	ONE HOUR	Yes	221.00	100.000	N/A
A280 Roundabout	A259 Littlehampton Road	ONE HOUR	Yes	1270.00	100.000	N/A
A280 Roundabout	Old Worthing Road	ONE HOUR	Yes	193.00	100.000	N/A
A280 Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1365.00	100.000	N/A
A280 Roundabout	A280 Angmering Bypass	ONE HOUR	Yes	554.00	100.000	N/A

Results

Results Summary

Roundabout	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass	0.85	0.23	5.54	B	1274.57	1911.86	247.65	0.13	2.75	247.67	0.13	0.537	1724.284
Station Road Roundabout	Station Road (South)	0.79	0.52	3.51	D	356.95	535.43	136.46	0.25	1.52	136.47	0.25	0.532	1536.352
Station Road Roundabout	A259 New Road	0.77	0.11	3.43	A	1551.69	2327.54	183.24	0.08	2.04	183.25	0.08	0.760	2989.801
Station Road Roundabout	Station Road (North)	0.87	0.71	5.89	E	441.37	662.06	226.13	0.34	2.51	226.16	0.34	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.79	0.15	3.69	A	1285.58	1928.37	193.38	0.10	2.15	193.40	0.10	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)	0.17	0.09	0.21	A	114.70	172.05	13.52	0.08	0.15	13.52	0.08	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.65	0.08	1.88	A	1124.08	1686.12	112.93	0.07	1.25	112.94	0.07	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	0.38	0.15	0.61	A	202.79	304.19	36.11	0.12	0.40	36.11	0.12	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	0.96	0.67	14.64	E	1165.37	1748.06	496.36	0.28	5.52	496.41	0.28	0.663	2744.384
A280 Roundabout	Old Worthing Road	0.36	0.17	0.59	B	177.10	265.65	35.71	0.13	0.40	35.72	0.13	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	0.57	0.05	1.34	A	1252.55	1878.82	84.67	0.05	0.94	84.67	0.05	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	0.68	0.21	2.12	B	508.36	762.54	108.08	0.14	1.20	108.09	0.14	0.487	1640.300

A1 - (Default Analysis Set) - D12 - 2017 Pre Travel Plan Flows, PM

Data Errors and Warnings

Severity	Area	Description
Warning	Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2017 Pre Travel Plan Flows, RM	2017 Pre Travel Plan Flows	RM			Yes			16:45	18:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

Roundabout ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	Station Road Roundabout	1,2,3,4	Standard			
2	Roundstone Lane Roundabout	1,2,3,4	Standard			
3	A280 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/Unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	A259 Roundstone Bypass	
2	Station Road (South)	
3	A259 New Road	
4	Station Road (North)	
1	A259 Roundstone Bypass (East Arm)	
2	Roundstone Lane (South)	
3	A259 Roundstone Bypass (West Arm)	
4	Roundstone Lane (North)	
1	A259 Littlehampton Road	
2	Old Worthing Road	
3	A259 Roundstone Bypass	
4	A280 Angmering Bypass	

Capacity Options

Roundabout	Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Station Road Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
Station Road Roundabout	Station Road (South)	0.00	99999.00		0.00
Station Road Roundabout	A259 New Road	0.00	99999.00		0.00
Station Road Roundabout	Station Road (North)	0.00	99999.00		0.00

Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (South)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (North)	0.00	99999.00		0.00
A280 Roundabout	A259 Littlehampton Road	0.00	99999.00		0.00
A280 Roundabout	Old Worthing Road	0.00	99999.00		0.00
A280 Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
A280 Roundabout	A280 Angmering Bypass	0.00	99999.00		0.00

Standard Geometry

Roundabout	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road Roundabout	A259 Roundstone Bypass	4.30	8.63	7.38	20.49	63.44	36.00	
Station Road Roundabout	Station Road (South)	3.43	7.40	5.85	19.90	63.44	6.00	
Station Road Roundabout	A259 New Road	9.60	9.89	0.22	26.21	63.44	27.00	
Station Road Roundabout	Station Road (North)	4.54	7.92	10.55	16.82	63.44	16.50	
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	5.15	7.16	17.08	51.32	60.09	30.00	
Roundstone Lane Roundabout	Roundstone Lane (South)	3.92	6.08	20.18	18.16	60.09	38.00	
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	5.46	7.70	10.58	76.20	60.09	21.00	
Roundstone Lane Roundabout	Roundstone Lane (North)	2.94	5.98	6.90	33.47	60.09	33.00	
A280 Roundabout	A259 Littlehampton Road	8.59	10.31	4.14	37.76	70.06	45.00	
A280 Roundabout	Old Worthing Road	4.29	6.62	10.81	18.41	70.06	37.00	
A280 Roundabout	A259 Roundstone Bypass	3.41	7.49	35.38	20.38	70.06	38.00	
A280 Roundabout	A280 Angmering Bypass	3.69	7.08	14.40	20.37	70.06	41.00	

Pedestrian Crossings

Roundabout	Arm	Crossing Type
Station Road Roundabout	A259 Roundstone Bypass	None
Station Road Roundabout	Station Road (South)	None
Station Road Roundabout	A259 New Road	None
Station Road Roundabout	Station Road (North)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (South)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (North)	None
A280 Roundabout	A259 Littlehampton Road	None
A280 Roundabout	Old Worthing Road	None
A280 Roundabout	A259 Roundstone Bypass	None
A280 Roundabout	A280 Angmering Bypass	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Roundabout	Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
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Station Road Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.537	1724.284
Station Road Roundabout	Station Road (South)		((calculated))	((calculated))	0.532	1536.352
Station Road Roundabout	A259 New Road		((calculated))	((calculated))	0.760	2989.801
Station Road Roundabout	Station Road (North)		((calculated))	((calculated))	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)		((calculated))	((calculated))	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)		((calculated))	((calculated))	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)		((calculated))	((calculated))	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)		((calculated))	((calculated))	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road		((calculated))	((calculated))	0.663	2744.384
A280 Roundabout	Old Worthing Road		((calculated))	((calculated))	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass		((calculated))	((calculated))	0.487	1640.300

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Roundabout	Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Station Road Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	132.00
Station Road Roundabout	Station Road (South)	None	N/A	N/A	N/A
Station Road Roundabout	A259 New Road	Percentage	Model Calibration	N/A	85.00
Station Road Roundabout	Station Road (North)	Percentage	Model Calibration	N/A	58.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	None	N/A	N/A	N/A
A280 Roundabout	A259 Littlehampton Road	Percentage	Model Calibration	N/A	63.29
A280 Roundabout	Old Worthing Road	Percentage	Model Calibration	N/A	65.00
A280 Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	150.00
A280 Roundabout	A280 Angmering Bypass	Percentage	Model Calibration	N/A	95.00

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Roundabout	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
Station Road Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1399.00	100.000	N/A
Station Road Roundabout	Station Road (South)	ONE HOUR	Yes	392.00	100.000	N/A
Station Road Roundabout	A259 New Road	ONE HOUR	Yes	1705.00	100.000	N/A
Station Road Roundabout	Station Road (North)	ONE HOUR	Yes	481.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	ONE HOUR	Yes	1420.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	ONE HOUR	Yes	129.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	ONE HOUR	Yes	1243.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	ONE HOUR	Yes	246.00	100.000	N/A
A280 Roundabout	A259 Littlehampton Road	ONE HOUR	Yes	1285.00	100.000	N/A
A280 Roundabout	Old Worthing Road	ONE HOUR	Yes	193.00	100.000	N/A
A280 Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1377.00	100.000	N/A
A280 Roundabout	A280 Angmering Bypass	ONE HOUR	Yes	558.00	100.000	N/A

Results

Results Summary

Roundabout	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass	0.86	0.23	5.79	B	1283.75	1925.62	255.67	0.13	2.84	255.69	0.13	0.537	1724.284
Station Road Roundabout	Station Road (South)	0.81	0.55	3.76	D	359.71	539.56	142.91	0.26	1.59	142.92	0.26	0.532	1536.352
Station Road Roundabout	A259 New Road	0.78	0.12	3.57	A	1564.54	2346.81	188.94	0.08	2.10	188.95	0.08	0.760	2989.801
Station Road Roundabout	Station Road (North)	0.88	0.76	6.27	E	441.37	662.06	235.67	0.36	2.62	235.71	0.36	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.80	0.16	4.01	A	1303.02	1954.53	205.94	0.11	2.29	205.96	0.11	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)	0.18	0.10	0.23	A	118.37	177.56	14.31	0.08	0.16	14.31	0.08	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.66	0.09	2.01	A	1140.60	1710.90	118.95	0.07	1.32	118.96	0.07	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)	0.42	0.16	0.73	A	225.73	338.60	42.31	0.12	0.47	42.31	0.12	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	0.97	0.77	17.18	E	1179.14	1768.71	554.60	0.31	6.16	554.65	0.31	0.663	2744.384
A280 Roundabout	Old Worthing Road	0.36	0.17	0.60	B	177.10	265.65	36.16	0.14	0.40	36.16	0.14	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	0.57	0.05	1.37	A	1263.56	1895.34	86.17	0.05	0.96	86.17	0.05	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	0.69	0.22	2.21	B	512.03	768.05	111.36	0.14	1.24	111.37	0.15	0.487	1640.300

A1 - (Default Analysis Set) - D1 - 2017 Post Travel Plan Flows, PM

Data Errors and Warnings

Severity	Area	Description
Warning	Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2017 Post Travel Plan Flows, PM	2017 Post Travel Plan Flows	PM			Yes			16:45	18:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

Roundabout ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	Station Road Roundabout	1,2,3,4	Standard			
2	Roundstone Lane Roundabout	1,2,3,4	Standard			
3	A280 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	A259 Roundstone Bypass	
2	Station Road (South)	
3	A259 New Road	
4	Station Road (North)	
1	A259 Roundstone Bypass (East Arm)	
2	Roundstone Lane (South)	
3	A259 Roundstone Bypass (West Arm)	
4	Roundstone Lane (North)	
1	A259 Littlehampton Road	
2	Old Worthing Road	
3	A259 Roundstone Bypass	
4	A280 Angmering Bypass	

Capacity Options

Roundabout	Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Station Road Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
Station Road Roundabout	Station Road (South)	0.00	99999.00		0.00
Station Road Roundabout	A259 New Road	0.00	99999.00		0.00
Station Road Roundabout	Station Road (North)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (South)	0.00	99999.00		0.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.00	99999.00		0.00
Roundstone Lane Roundabout	Roundstone Lane (North)	0.00	99999.00		0.00
A280 Roundabout	A259 Littlehampton Road	0.00	99999.00		0.00
A280 Roundabout	Old Worthing Road	0.00	99999.00		0.00
A280 Roundabout	A259 Roundstone Bypass	0.00	99999.00		0.00
A280 Roundabout	A280 Angmering Bypass	0.00	99999.00		0.00

Standard Geometry

Roundabout	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road Roundabout	A259 Roundstone Bypass	4.30	8.63	7.38	20.49	63.44	36.00	
Station Road Roundabout	Station Road (South)	3.43	7.40	5.85	19.90	63.44	6.00	
Station Road Roundabout	A259 New Road	9.60	9.89	0.22	26.21	63.44	27.00	
Station Road Roundabout	Station Road (North)	4.54	7.92	10.55	16.82	63.44	16.50	
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	5.15	7.16	17.08	51.32	60.09	30.00	
Roundstone Lane Roundabout	Roundstone Lane (South)	3.92	6.08	20.18	18.16	60.09	38.00	
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	5.46	7.70	10.58	76.20	60.09	21.00	
Roundstone Lane Roundabout	Roundstone Lane (North)	2.94	5.98	6.90	33.47	60.09	33.00	
A280 Roundabout	A259 Littlehampton Road	8.59	10.31	4.14	37.76	70.06	45.00	
A280 Roundabout	Old Worthing Road	4.29	6.62	10.81	18.41	70.06	37.00	
A280 Roundabout	A259 Roundstone Bypass	3.41	7.49	35.38	20.38	70.06	38.00	
A280 Roundabout	A280 Angmering Bypass	3.69	7.08	14.40	20.37	70.06	41.00	

Pedestrian Crossings

Roundabout	Arm	Crossing Type
Station Road Roundabout	A259 Roundstone Bypass	None
Station Road Roundabout	Station Road (South)	None
Station Road Roundabout	A259 New Road	None
Station Road Roundabout	Station Road (North)	None
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (South)	None

Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None
Roundstone Lane Roundabout	Roundstone Lane (North)	None
A280 Roundabout	A259 Littlehampton Road	None
A280 Roundabout	Old Worthing Road	None
A280 Roundabout	A259 Roundstone Bypass	None
A280 Roundabout	A280 Angmering Bypass	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Roundabout	Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.537	1724.284
Station Road Roundabout	Station Road (South)		((calculated))	((calculated))	0.532	1536.352
Station Road Roundabout	A259 New Road		((calculated))	((calculated))	0.760	2989.801
Station Road Roundabout	Station Road (North)		((calculated))	((calculated))	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)		((calculated))	((calculated))	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)		((calculated))	((calculated))	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)		((calculated))	((calculated))	0.660	2197.541
Roundstone Lane Roundabout	Roundstone Lane (North)		((calculated))	((calculated))	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road		((calculated))	((calculated))	0.663	2744.384
A280 Roundabout	Old Worthing Road		((calculated))	((calculated))	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass		((calculated))	((calculated))	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass		((calculated))	((calculated))	0.487	1640.300

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Roundabout	Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Station Road Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	132.00
Station Road Roundabout	Station Road (South)	None	N/A	N/A	N/A
Station Road Roundabout	A259 New Road	Percentage	Model Calibration	N/A	85.00
Station Road Roundabout	Station Road (North)	Percentage	Model Calibration	N/A	58.00
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	None	N/A	N/A	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	None	N/A	N/A	N/A
A280 Roundabout	A259 Littlehampton Road	Percentage	Model Calibration	N/A	63.29
A280 Roundabout	Old Worthing Road	Percentage	Model Calibration	N/A	65.00
A280 Roundabout	A259 Roundstone Bypass	Percentage	Model Calibration	N/A	150.00
A280 Roundabout	A280 Angmering Bypass	Percentage	Model Calibration	N/A	95.00

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Roundabout	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
Station Road Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1398.00	100.000	N/A
Station Road Roundabout	Station Road (South)	ONE HOUR	Yes	392.00	100.000	N/A
Station Road Roundabout	A259 New Road	ONE HOUR	Yes	1704.00	100.000	N/A
Station Road Roundabout	Station Road (North)	ONE HOUR	Yes	481.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	ONE HOUR	Yes	1418.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (South)	ONE HOUR	Yes	129.00	100.000	N/A
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	ONE HOUR	Yes	1241.00	100.000	N/A
Roundstone Lane Roundabout	Roundstone Lane (North)	ONE HOUR	Yes	243.00	100.000	N/A
A280 Roundabout	A259 Littlehampton Road	ONE HOUR	Yes	1284.00	100.000	N/A
A280 Roundabout	Old Worthing Road	ONE HOUR	Yes	193.00	100.000	N/A
A280 Roundabout	A259 Roundstone Bypass	ONE HOUR	Yes	1375.00	100.000	N/A
A280 Roundabout	A280 Angmering Bypass	ONE HOUR	Yes	557.00	100.000	N/A

Results

Results Summary

Roundabout	Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Station Road Roundabout	A259 Roundstone Bypass	0.86	0.23	5.76	B	1282.83	1924.24	254.84	0.13	2.83	254.86	0.13	0.537	1724.284
Station Road Roundabout	Station Road (South)	0.80	0.55	3.74	D	359.71	539.56	142.50	0.26	1.58	142.51	0.26	0.532	1536.352
Station Road Roundabout	A259 New Road	0.78	0.12	3.56	A	1563.62	2345.43	188.56	0.08	2.10	188.57	0.08	0.760	2989.801
Station Road Roundabout	Station Road (North)	0.88	0.76	6.25	E	441.37	662.06	235.09	0.36	2.61	235.12	0.36	0.590	1952.052
Roundstone Lane Roundabout	A259 Roundstone Bypass (East Arm)	0.80	0.16	3.98	A	1301.18	1951.77	204.64	0.10	2.27	204.66	0.10	0.627	2062.644
Roundstone Lane Roundabout	Roundstone Lane (South)	0.18	0.10	0.23	A	118.37	177.56	14.28	0.08	0.16	14.28	0.08	0.534	1620.457
Roundstone Lane Roundabout	A259 Roundstone Bypass (West Arm)	0.66	0.09	2.00	A	1138.76	1708.14	118.30	0.07	1.31	118.31	0.07	0.660	2197.541

Roundstone Lane Roundabout	Roundstone Lane (North)	0.42	0.16	0.72	A	222.98	334.47	41.53	0.12	0.46	41.53	0.12	0.487	1284.851
A280 Roundabout	A259 Littlehampton Road	0.97	0.76	16.95	E	1178.22	1767.33	549.31	0.31	6.10	549.36	0.31	0.663	2744.384
A280 Roundabout	Old Worthing Road	0.36	0.17	0.59	B	177.10	265.65	36.11	0.14	0.40	36.11	0.14	0.494	1668.659
A280 Roundabout	A259 Roundstone Bypass	0.57	0.05	1.37	A	1261.72	1892.59	85.91	0.05	0.95	85.92	0.05	0.528	1884.255
A280 Roundabout	A280 Angmering Bypass	0.69	0.22	2.19	B	511.11	766.67	110.73	0.14	1.23	110.74	0.14	0.487	1640.300

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-

"P:\2000\22067 Barratts Roundstone Lane, Angmering\Calculations\Dec 2012 - 150 House Scheme Modelling Update\
Picady\Arundel Road - Water Lane T Junction - AM.vpi"
(drive-on-the-left) at 15:11:29 on Monday, 10 December 2012

RUN INFORMATION

RUN TITLE : Arundel Road - Water Lane T Junction
LOCATION :
DATE : 28/11/11
CLIENT :
ENUMERATOR : steve.doughty [CIVIL25]
JOB NUMBER : 22067
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)

I
I
I
I
I
I
I

MINOR ROAD (ARM B)

ARM A IS Station Road
ARM B IS Arundel Road
ARM C IS Water Lane

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
 STREAM A-BC CONTAINS TRAFFIC GOING FROM ARM A TO ARM B AND TO ARM C
 ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	{ W } 8.83 M.	I
I	CENTRAL RESERVE WIDTH	I	{ WCR } 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	{ WC-B } 2.20 M.	I
I	- VISIBILITY	I	{ VC-B } 189.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	{ VB-C } 145.0 M.	I
I	- VISIBILITY TO RIGHT	I	{ VB-A } 126.0 M.	I
I	- LANE 1 WIDTH	I	{ WB-C } 2.66 M.	I
I	- LANE 2 WIDTH	I	{ WB-A } 2.67 M.	I

LOCAL DATA

ONE OR MORE CAPACITIES HAVE BEEN ADJUSTED
ACCORDING TO LOCAL VALUES INPUT FROM A PREVIOUS RUN AND LISTED BELOW

I	STREAM	I	ADJUSTMENT TO	I
I	I	I	CAPACITY (PCU/MIN)	I
I	B-C	I	-7.400	I
I	B-A	I	-2.500	I

SLOPES AND INTERCEPT

(NB: Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	679.32	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	570.60	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	683.42	0.23	0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	I	FLOW SCALE(%)	I
I	A	I	100
I	B	I	100
I	C	I	100

Demand set: 2011 Traffic Counts AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-C	1.30	2.68	0.487		2.13	1.03	17.7		0.80	I
I	B-A	2.13	4.68	0.456		1.65	0.87	14.3		0.41	I
I	C-AB	2.07	9.98	0.207		0.39	0.29	4.3		0.13	I
I	A-B	2.52									I
I	A-C	3.19									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.5	*
08.30	3.8	****
08.45	4.9	*****
09.00	2.1	**
09.15	1.0	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.4	*
08.30	3.9	****
08.45	4.6	*****
09.00	1.7	**
09.15	0.9	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.4	
08.30	0.6	*
08.45	0.6	*
09.00	0.4	
09.15	0.3	

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I	143.1	I 95.4	I 200.1	I 1.40	I 200.3	I 1.40
I	B-A	I	234.0	I 156.0	I 183.9	I 0.79	I 184.0	I 0.79
I	C-AB	I	227.1	I 151.4	I 37.3	I 0.16	I 37.3	I 0.16
I	A-B	I	276.7	I 184.4	I	I	I	I
I	A-C	I	349.6	I 233.1	I	I	I	I
I	ALL	I	1694.4	I 1129.6	I 421.3	I 0.25	I 421.6	I 0.25

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

 SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	679.32	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	570.60	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	683.42	0.23	0.23	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-C	1.32	2.67	0.494		2.26	1.06	18.4		0.83	I
I	B-A	2.16	4.66	0.463		1.73	0.90	14.7		0.42	I
I	C-AB	2.08	9.97	0.209		0.40	0.29	4.4		0.13	I
I	A-B	2.55									I
I	A-C	3.21									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.5	**
08.30	4.0	****
08.45	5.2	*****
09.00	2.3	**
09.15	1.1	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.4	*
08.30	4.1	****
08.45	5.0	*****
09.00	1.7	**
09.15	0.9	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.4	
08.30	0.6	*
08.45	0.6	*
09.00	0.4	
09.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I	144.5	I 96.3	I 211.5	I 1.46	I 211.7	I 1.47
I	B-A	I	236.7	I 157.8	I 195.7	I 0.83	I 195.8	I 0.83
I	C-AB	I	228.5	I 152.3	I 37.8	I 0.17	I 37.8	I 0.17
I	A-B	I	279.4	I 186.3	I	I	I	I
I	A-C	I	352.4	I 234.9	I	I	I	I
I	ALL	I	1709.5	I 1139.7	I 445.1	I 0.26	I 445.4	I 0.26

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	679.32	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	570.60	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	683.42	0.23	0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-C	1.32	2.66	0.495		2.28	1.07	18.5		0.83	I
I	B-A	2.16	4.61	0.468		1.82	0.92	15.2		0.43	I
I	C-AB	2.25	9.97	0.225		0.44	0.32	4.9		0.13	I
I	A-B	2.55									I
I	A-C	3.21									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.6	**
08.30	4.1	****
08.45	5.3	*****
09.00	2.3	**
09.15	1.1	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.5	*
08.30	4.5	****
08.45	5.5	*****
09.00	1.8	**
09.15	0.9	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.4	
08.30	0.7	*
08.45	0.7	*
09.00	0.4	
09.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I	144.5	I 96.3	I 213.2	I 1.48	I 213.4	I 1.48
I	B-A	I	236.7	I 157.8	I 209.9	I 0.89	I 210.0	I 0.89
I	C-AB	I	246.4	I 164.3	I 42.5	I 0.17	I 42.5	I 0.17
I	A-B	I	279.4	I 186.3	I	I	I	I
I	A-C	I	352.4	I 234.9	I	I	I	I
I	ALL	I	1727.4	I 1151.6	I 465.6	I 0.27	I 466.0	I 0.27

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD

* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES

WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD

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A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	679.32	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	570.60	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	683.42	0.23	0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-C	1.32	2.66	0.495		2.28	1.07	18.5		0.83	I
I	B-A	2.16	4.61	0.468		1.81	0.92	15.1		0.43	I
I	C-AB	2.23	9.97	0.224		0.44	0.32	4.8		0.13	I
I	A-B	2.55									I
I	A-C	3.21									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.6	**
08.30	4.1	****
08.45	5.3	*****
09.00	2.3	**
09.15	1.1	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.5	*
08.30	4.5	****
08.45	5.5	*****
09.00	1.8	**
09.15	0.9	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.4	
08.30	0.6	*
08.45	0.7	*
09.00	0.4	
09.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I	144.5	I 96.3	I 213.1	I 1.47	I 213.3	I 1.48
I	B-A	I	236.7	I 157.8	I 208.8	I 0.88	I 208.8	I 0.88
I	C-AB	I	245.0	I 163.3	I 42.1	I 0.17	I 42.1	I 0.17
I	A-B	I	279.4	I 186.3	I	I	I	I
I	A-C	I	352.4	I 234.9	I	I	I	I
I	ALL	I	1726.0	I 1150.7	I 464.0	I 0.27	I 464.3	I 0.27

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD

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WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD

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A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	679.32		0.23		0.09	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM
I	570.60		0.23		0.09		0.14	
							0.33	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	683.42		0.23		0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-C	1.36	2.62	0.517		2.81	1.18	21.2		0.93	I
I	B-A	2.22	4.58	0.484		2.04	0.99	16.4		0.45	I
I	C-AB	2.16	9.92	0.218		0.42	0.31	4.6		0.13	I
I	A-B	2.63									I
I	A-C	3.33									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.0	*
08.15	1.7	**
08.30	4.9	*****
08.45	6.7	*****
09.00	2.8	***
09.15	1.2	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.6	**
08.30	5.3	*****
08.45	6.7	*****
09.00	2.0	**
09.15	1.0	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.4	
08.30	0.6	*
08.45	0.6	*
09.00	0.4	
09.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I	148.7	I 99.1	I 258.6	I 1.74	I 258.8	I 1.74
I	B-A	I	243.6	I 162.4	I 243.4	I 1.00	I 243.5	I 1.00
I	C-AB	I	236.7	I 157.8	I 40.6	I 0.17	I 40.6	I 0.17
I	A-B	I	289.0	I 192.7	I	I	I	I
I	A-C	I	364.8	I 243.2	I	I	I	I
I	ALL	I	1766.0	I 1177.3	I 542.5	I 0.31	I 542.9	I 0.31

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
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*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	679.32	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	570.60	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	683.42	0.23	0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	I	I	I	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-C	1.36	2.62	0.517		2.85	1.18	21.4		0.93	I
I	B-A	2.22	4.53	0.490		2.16	1.01	16.9		0.46	I
I	C-AB	2.31	9.92	0.233		0.47	0.34	5.1		0.13	I
I	A-B	2.63									I
I	A-C	3.33									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.0	*
08.15	1.7	**
08.30	4.9	*****
08.45	6.8	*****
09.00	2.9	**
09.15	1.2	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.7	**
08.30	5.7	*****
08.45	7.5	*****
09.00	2.2	**
09.15	1.0	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.5	
08.30	0.7	*
08.45	0.7	*
09.00	0.5	
09.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *	I	* INCLUSIVE QUEUEING *		I	
I	I	I	I		I	* DELAY *	I	* DELAY *		I	
I	I	I	I		I	I	I	I		I	
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	148.7	I	99.1	I	261.1	I	1.76	I	I
I	B-A	I	243.6	I	162.4	I	263.0	I	1.08	I	I
I	C-AB	I	253.3	I	168.8	I	45.2	I	0.18	I	I
I	A-B	I	289.0	I	192.7	I	I	I	I	I	I
I	A-C	I	364.8	I	243.2	I	I	I	I	I	I
I	ALL	I	1782.5	I	1188.3	I	569.3	I	0.32	I	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	679.32	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	570.60	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	683.42	0.23	0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-C	1.36	2.62	0.517		2.85	1.18	21.4		0.93	I
I	B-A	2.22	4.54	0.489		2.15	1.01	16.8		0.46	I
I	C-AB	2.30	9.92	0.231		0.47	0.34	5.1		0.13	I
I	A-B	2.63									I
I	A-C	3.33									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.0	*
08.15	1.7	**
08.30	4.9	*****
08.45	6.8	*****
09.00	2.8	***
09.15	1.2	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.7	**
08.30	5.7	*****
08.45	7.4	*****
09.00	2.1	**
09.15	1.0	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.5	
08.30	0.7	*
08.45	0.7	*
09.00	0.5	
09.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	148.7	I 99.1	I	260.9	I 1.75	I	261.2	I 1.76	I
I	B-A	I	243.6	I 162.4	I	261.2	I 1.07	I	261.4	I 1.07	I
I	C-AB	I	251.9	I 167.9	I	44.8	I 0.18	I	44.8	I 0.18	I
I	A-B	I	289.0	I 192.7	I			I			I
I	A-C	I	364.8	I 243.2	I			I			I
I	ALL	I	1781.1	I 1187.4	I	566.9	I 0.32	I	567.3	I 0.32	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

----- end of file -----

Printed at 15:11:39 on 10/12/2012]

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-

"P:\2000\22067 Barratts Roundstone Lane, Angmering\Calculations\Dec 2012 - 150 House Scheme Modelling Update\
Picady\Arundel Road - Water Lane T Junction - PM.vpi"
(drive-on-the-left) at 15:34:01 on Monday, 10 December 2012

RUN INFORMATION

RUN TITLE : Arundel Road - Water Lane T Junction
LOCATION :
DATE : 28/11/11
CLIENT :
ENUMERATOR : steve.doughty [CIVIL25]
JOB NUMBER : 22067
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)

I
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Station Road
ARM B IS Arundel Road
ARM C IS Water Lane

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
 STREAM A-BC CONTAINS TRAFFIC GOING FROM ARM A TO ARM B AND TO ARM C
 ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 8.83 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 189.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 145.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 126.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 2.66 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 2.67 M.	I

LOCAL DATA

ONE OR MORE CAPACITIES HAVE BEEN ADJUSTED
ACCORDING TO LOCAL VALUES INPUT FROM A PREVIOUS RUN AND LISTED BELOW

I	STREAM	I	ADJUSTMENT TO	I
I	I	I	CAPACITY (PCU/MIN)	I
I	B-C	I	-8.600	I
I	B-A	I	-4.200	I

SLOPES AND INTERCEPT

(NB: Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	679.32	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	570.60	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	683.42	0.23	0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2011 Traffic Counts PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	0.84	1.94	0.433		1.48	0.84	14.1		0.98	I
I	B-A	1.33	3.38	0.393		1.21	0.68	11.1		0.50	I
I	C-AB	1.28	10.34	0.124		0.20	0.15	2.3		0.11	I
I	A-B	1.76									I
I	A-C	2.25									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.1	*
17.30	2.3	**
17.45	2.6	***
18.00	1.5	*
18.15	0.8	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	1.0	*
17.30	2.4	**
17.45	2.7	***
18.00	1.2	*
18.15	0.7	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.1	
17.15	0.2	
17.30	0.3	
17.45	0.3	
18.00	0.2	
18.15	0.2	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I	92.2	I 61.5	I 128.1	I 1.39	I 128.3	I 1.39
I	B-A	I	145.9	I 97.3	I 123.5	I 0.85	I 123.6	I 0.85
I	C-AB	I	140.4	I 93.6	I 18.2	I 0.13	I 18.2	I 0.13
I	A-B	I	192.7	I 128.5	I	I	I	I
I	A-C	I	246.4	I 164.3	I	I	I	I
I	ALL	I	1381.9	I 921.3	I 269.8	I 0.20	I 270.1	I 0.20

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	679.32	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	570.60	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	683.42	0.23	0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	I	I	I	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	0.85	1.93	0.442		1.57	0.87	14.6		1.01	I
I	B-A	1.34	3.36	0.399		1.25	0.70	11.5		0.51	I
I	C-AB	1.29	10.33	0.125		0.20	0.15	2.3		0.11	I
I	A-B	1.77									I
I	A-C	2.27									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.1	*
17.30	2.4	**
17.45	2.8	***
18.00	1.6	**
18.15	0.9	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	1.1	*
17.30	2.6	***
17.45	2.9	***
18.00	1.3	*
18.15	0.7	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.2	
17.30	0.3	
17.45	0.3	
18.00	0.2	
18.15	0.2	

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I	93.6	I 62.4	I 135.0	I 1.44	I 135.2	I 1.44
I	B-A	I	147.3	I 98.2	I 129.5	I 0.88	I 129.6	I 0.88
I	C-AB	I	141.8	I 94.5	I 18.5	I 0.13	I 18.5	I 0.13
I	A-B	I	194.1	I 129.4	I	I	I	I
I	A-C	I	249.1	I 166.1	I	I	I	I
I	ALL	I	1395.7	I 930.5	I 283.0	I 0.20	I 283.2	I 0.20

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD

* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES

WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

 .SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM A-B	I
I	679.32		0.23	0.09	I

I	Intercept For	Slope For	Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	570.60		0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For	Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM A-B	I
I	683.42		0.23	0.23	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	0.85	1.93	0.442		1.57	0.87	14.7		1.01	I
I	B-A	1.34	3.34	0.402		1.28	0.71	11.6		0.52	I
I	C-AB	1.36	10.33	0.131		0.21	0.16	2.4		0.11	I
I	A-B	1.77									I
I	A-C	2.27									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.1	*
17.30	2.4	**
17.45	2.8	***
18.00	1.6	**
18.15	0.9	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	1.1	*
17.30	2.7	***
17.45	3.1	***
18.00	1.3	*
18.15	0.7	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.2	
17.30	0.3	
17.45	0.3	
18.00	0.2	
18.15	0.2	

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I			
I	I	I	I		I	* DELAY *		I	* DELAY *		I			
I	I	I	I		I	I		I	I		I			
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I			
I	B-C	I	93.6	I	62.4	I	135.1	I	1.44	I	135.3	I	1.45	I
I	B-A	I	147.3	I	98.2	I	133.0	I	0.90	I	133.1	I	0.90	I
I	C-AB	I	148.7	I	99.1	I	19.7	I	0.13	I	19.7	I	0.13	I
I	A-B	I	194.1	I	129.4	I	I	I	I	I	I	I	I	I
I	A-C	I	249.1	I	166.1	I	I	I	I	I	I	I	I	I
I	ALL	I	1402.6	I	935.1	I	287.8	I	0.21	I	288.1	I	0.21	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD

* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES

WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

 SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	679.32	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	570.60	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	683.42	0.23	0.23	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	0.85	1.93	0.442		1.57	0.87	14.7		1.01	I
I	B-A	1.34	3.34	0.402		1.28	0.71	11.6		0.52	I
I	C-AB	1.36	10.33	0.131		0.21	0.16	2.4		0.11	I
I	A-B	1.77									I
I	A-C	2.27									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.1	*
17.30	2.4	**
17.45	2.8	***
18.00	1.6	**
18.15	0.9	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	1.1	*
17.30	2.7	***
17.45	3.1	***
18.00	1.3	*
18.15	0.7	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.2	
17.30	0.3	
17.45	0.3	
18.00	0.2	
18.15	0.2	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I	93.6	I 62.4	I 135.1	I 1.44	I 135.3	I 1.45
I	B-A	I	147.3	I 98.2	I 133.0	I 0.90	I 133.1	I 0.90
I	C-AB	I	148.7	I 99.1	I 19.7	I 0.13	I 19.7	I 0.13
I	A-B	I	194.1	I 129.4	I	I	I	I
I	A-C	I	249.1	I 166.1	I	I	I	I
I	ALL	I	1402.6	I 935.1	I 287.8	I 0.21	I 288.1	I 0.21

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	679.32	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	570.60	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	683.42	0.23	0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	I	I	I	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	0.88	1.90	0.462		1.81	0.95	16.3		1.08	I
I	B-A	1.39	3.29	0.423		1.47	0.77	12.8		0.55	I
I	C-AB	1.34	10.30	0.130		0.21	0.16	2.4		0.11	I
I	A-B	1.84									I
I	A-C	2.35									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.3	*
17.30	2.8	***
17.45	3.4	***
18.00	1.8	**
18.15	0.9	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.2	*
17.30	3.2	***
17.45	3.9	****
18.00	1.5	*
18.15	0.8	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.2	
17.30	0.3	
17.45	0.3	
18.00	0.2	
18.15	0.2	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I	96.3	I 64.2	I 154.7	I 1.61	I 154.9	I 1.61
I	B-A	I	152.8	I 101.9	I 157.7	I 1.03	I 157.8	I 1.03
I	C-AB	I	147.3	I 98.2	I 19.6	I 0.13	I 19.6	I 0.13
I	A-B	I	202.3	I 134.9	I	I	I	I
I	A-C	I	257.4	I 171.6	I	I	I	I
I	ALL	I	1446.6	I 964.4	I 332.0	I 0.23	I 332.4	I 0.23

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD

* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES

WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	679.32	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	570.60	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	683.42	0.23	0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	I	I	I	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	0.88	1.90	0.462		1.82	0.95	16.3		1.09	I
I	B-A	1.39	3.27	0.425		1.51	0.78	13.0		0.56	I
I	C-AB	1.41	10.30	0.136		0.22	0.17	2.6		0.11	I
I	A-B	1.84									I
I	A-C	2.35									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.3	*
17.30	2.8	***
17.45	3.4	***
18.00	1.8	**
18.15	0.9	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.2	*
17.30	3.4	***
17.45	4.1	****
18.00	1.5	**
18.15	0.8	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.2	
17.30	0.3	
17.45	0.3	
18.00	0.2	
18.15	0.2	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I	I	I	I		I	* DELAY *		I	* DELAY *		I
I	I	I	I		I	I		I	I		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	96.3	I 64.2	I	154.9	I 1.61	I	155.1	I 1.61	I
I	B-A	I	152.8	I 101.9	I	162.9	I 1.07	I	163.0	I 1.07	I
I	C-AB	I	154.2	I 102.8	I	20.8	I 0.14	I	20.8	I 0.14	I
I	A-B	I	202.3	I 134.9	I		I	I		I	I
I	A-C	I	257.4	I 171.6	I		I	I		I	I
I	ALL	I	1453.5	I 969.0	I	338.6	I 0.23	I	338.9	I 0.23	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD

* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES

WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	679.32	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	570.60	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	683.42	0.23	0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	I	I	I	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	0.88	1.90	0.462		1.82	0.95	16.3		1.09	I
I	B-A	1.39	3.27	0.425		1.51	0.78	13.0		0.56	I
I	C-AB	1.41	10.30	0.136		0.22	0.17	2.6		0.11	I
I	A-B	1.84									I
I	A-C	2.35									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.3	*
17.30	2.8	***
17.45	3.4	***
18.00	1.8	**
18.15	0.9	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.2	*
17.30	3.4	***
17.45	4.1	****
18.00	1.5	**
18.15	0.8	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.2	
17.30	0.3	
17.45	0.3	
18.00	0.2	
18.15	0.2	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	96.3	I 64.2	I 154.9	I 1.61	I 155.1	I 1.61
I	B-A	I	152.8	I 101.9	I 162.9	I 1.07	I 163.0	I 1.07
I	C-AB	I	154.2	I 102.8	I 20.8	I 0.14	I 20.8	I 0.14
I	A-B	I	202.3	I 134.9	I	I	I	I
I	A-C	I	257.4	I 171.6	I	I	I	I
I	ALL	I	1453.5	I 969.0	I 338.6	I 0.23	I 338.9	I 0.23

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

----- end of file -----

Printed at 15:34:18 on 10/12/2012]

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-

"P:\2000\22067 Barratts Roundstone Lane, Angmering\Calculations\Dec 2012 - 150 House Scheme Modelling Update\
Picady\High Street - Water Lane T Junction - AM.vpi"
(drive-on-the-left) at 15:47:46 on Monday, 10 December 2012

RUN INFORMATION

RUN TITLE : High Street - Water Lane T Junction
LOCATION :
DATE : 28/11/11
CLIENT :
ENUMERATOR : steve.doughty [CIVIL25]
JOB NUMBER : 22067
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)

I
I
I
I
I
I
I

MINOR ROAD (ARM B)

ARM A IS Water Lane (East)
ARM B IS Weavers Hill
ARM C IS Water Lane (West)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
 STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
 ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 8.11 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 107.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 226.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 76.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 4.14 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

LOCAL DATA

ONE OR MORE CAPACITIES HAVE BEEN ADJUSTED
ACCORDING TO LOCAL VALUES INPUT FROM A PREVIOUS RUN AND LISTED BELOW

I	STREAM	I	ADJUSTMENT TO	I
I	I	I	CAPACITY (PCU/MIN)	I
I	B-AC	I	-8.900	I

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	748.45	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	658.63	0.28	0.11	0.17	0.39	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	635.93	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2011 Traffic Counts AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	0.72	0.84	0.855		0.80	2.30	25.6		3.56	I
I	C-AB	1.74	9.67	0.180		0.18	0.24	3.5		0.13	I
I	A-B	0.40									I
I	A-C	3.74									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	0.72	0.84	0.856		2.30	2.95	39.8		4.52	I
I	C-AB	1.74	9.67	0.180		0.24	0.24	3.6		0.13	I
I	A-B	0.40									I
I	A-C	3.74									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	0.58	1.21	0.484		2.95	1.12	23.1		2.21	I
I	C-AB	1.42	9.84	0.145		0.24	0.18	2.7		0.12	I
I	A-B	0.33									I
I	A-C	3.06									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	0.49	1.47	0.332		1.12	0.54	9.4		1.09	I
I	C-AB	1.19	9.96	0.120		0.18	0.14	2.1		0.11	I
I	A-B	0.28									I
I	A-C	2.56									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	
08.15	0.8	*
08.30	2.3	**
08.45	3.0	***
09.00	1.1	*
09.15	0.5	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.1	
08.15	0.2	
08.30	0.2	
08.45	0.2	
09.00	0.2	
09.15	0.1	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-AC	I	53.7	I 35.8	I 114.1	I 2.13	I 114.2	I 2.13
I	C-AB	I	130.8	I 87.2	I 16.7	I 0.13	I 16.7	I 0.13
I	A-B	I	30.3	I 20.2	I	I	I	I
I	A-C	I	280.8	I 187.2	I	I	I	I
I	ALL	I	841.0	I 560.7	I 130.8	I 0.16	I 130.9	I 0.16

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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	748.45	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	658.63	0.28	0.11	0.17	0.39	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	635.93	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-AC	0.58	1.19	0.489		0.46	0.82	10.7		1.53	I
I	C-AB	1.44	9.83	0.146		0.14	0.18	2.7		0.12	I
I	A-B	0.33									I
I	A-C	3.09									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	0.72	0.82	0.875		0.82	2.40	26.5		3.73	I
I	C-AB	1.76	9.66	0.182		0.18	0.24	3.6		0.13	I
I	A-B	0.40									I
I	A-C	3.78									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	0.72	0.82	0.876		2.40	3.13	41.9		4.79	I
I	C-AB	1.76	9.66	0.182		0.24	0.24	3.6		0.13	I
I	A-B	0.40									I
I	A-C	3.78									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	0.58	1.19	0.490		3.13	1.16	24.5		2.34	I
I	C-AB	1.44	9.83	0.146		0.24	0.18	2.7		0.12	I
I	A-B	0.33									I
I	A-C	3.09									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	0.49	1.46	0.335		1.16	0.55	9.6		1.11	I
I	C-AB	1.20	9.96	0.121		0.18	0.14	2.2		0.11	I
I	A-B	0.28									I
I	A-C	2.58									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	
08.15	0.8	*
08.30	2.4	**
08.45	3.1	***
09.00	1.2	*
09.15	0.6	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2
09.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-AC	I	53.7	I 35.8	I 118.9	I 2.21	I 119.0	I 2.22
I	C-AB	I	132.1	I 88.1	I 16.9	I 0.13	I 16.9	I 0.13
I	A-B	I	30.3	I 20.2	I	I	I	I
I	A-C	I	283.5	I 189.0	I	I	I	I
I	ALL	I	847.9	I 565.3	I 135.8	I 0.16	I 135.9	I 0.16

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 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	748.45		0.26		0.10	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	658.63		0.28		0.11		0.17		0.39	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	635.93		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-AC	0.81	1.58	0.513		0.54	0.92	12.2		1.22	I
I	C-AB	1.44	9.83	0.146		0.14	0.18	2.7		0.12	I
I	A-B	0.33									I
I	A-C	3.09									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	0.99	1.24	0.798		0.92	2.26	26.5		2.48	I
I	C-AB	1.76	9.66	0.182		0.18	0.24	3.6		0.13	I
I	A-B	0.40									I
I	A-C	3.78									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	0.99	1.24	0.799		2.26	2.72	37.7		3.08	I
I	C-AB	1.76	9.66	0.182		0.24	0.24	3.6		0.13	I
I	A-B	0.40									I
I	A-C	3.78									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	0.81	1.58	0.513		2.72	1.22	22.7		1.62	I
I	C-AB	1.44	9.83	0.146		0.24	0.18	2.7		0.12	I
I	A-B	0.33									I
I	A-C	3.09									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	0.68	1.82	0.373		1.22	0.64	10.9		0.93	I
I	C-AB	1.20	9.96	0.121		0.18	0.14	2.2		0.11	I
I	A-B	0.28									I
I	A-C	2.58									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	0.9	*
08.30	2.3	**
08.45	2.7	***
09.00	1.2	*
09.15	0.6	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2
09.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-AC	I	74.3	I 49.6	I 117.0	I 1.57	I 117.1	I 1.58
I	C-AB	I	132.1	I 88.1	I 16.9	I 0.13	I 16.9	I 0.13
I	A-B	I	30.3	I 20.2	I	I	I	I
I	A-C	I	283.5	I 189.0	I	I	I	I
I	ALL	I	868.5	I 579.0	I 133.9	I 0.15	I 134.0	I 0.15

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 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	748.45	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	658.63	0.28	0.11	0.17	0.39	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	635.93	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	I	I	I	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-AC	0.79	1.56	0.509		0.54	0.91	12.0		1.23	I
I	C-AB	1.44	9.83	0.146		0.14	0.18	2.7		0.12	I
I	A-B	0.33									I
I	A-C	3.09									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	0.97	1.22	0.798		0.91	2.24	26.2		2.50	I
I	C-AB	1.76	9.66	0.182		0.18	0.24	3.6		0.13	I
I	A-B	0.40									I
I	A-C	3.78									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	0.97	1.22	0.798		2.24	2.70	37.4		3.11	I
I	C-AB	1.76	9.66	0.182		0.24	0.24	3.6		0.13	I
I	A-B	0.40									I
I	A-C	3.78									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	0.79	1.56	0.510		2.70	1.20	22.5		1.64	I
I	C-AB	1.44	9.83	0.146		0.24	0.18	2.7		0.12	I
I	A-B	0.33									I
I	A-C	3.09									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	0.67	1.80	0.370		1.20	0.64	10.7		0.94	I
I	C-AB	1.20	9.96	0.121		0.18	0.14	2.2		0.11	I
I	A-B	0.28									I
I	A-C	2.58									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	0.9	*
08.30	2.2	**
08.45	2.7	***
09.00	1.2	*
09.15	0.6	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2
09.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-AC	I	73.0	I	48.6	I	115.8	I
I	C-AB	I	132.1	I	88.1	I	16.9	I
I	A-B	I	30.3	I	20.2	I	I	I
I	A-C	I	283.5	I	189.0	I	I	I
I	ALL	I	867.1	I	578.1	I	132.7	I
I		I		I		I	0.15	I
I		I		I		I	132.8	I
I		I		I		I	0.15	I

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*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	748.45	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	658.63	0.28	0.11	0.17	0.39	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	635.93	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-AC	0.61	1.14	0.541		0.51	0.97	12.4		1.72	I
I	C-AB	1.48	9.81	0.151		0.15	0.19	2.8		0.12	I
I	A-B	0.34									I
I	A-C	3.19									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	0.75	0.74	1.010		0.97	3.22	33.8		4.83	I
I	C-AB	1.82	9.63	0.189		0.19	0.25	3.8		0.13	I
I	A-B	0.42									I
I	A-C	3.91									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	0.75	0.74	1.011		3.22	4.59	59.1		6.57	I
I	C-AB	1.82	9.63	0.189		0.25	0.25	3.8		0.13	I
I	A-B	0.42									I
I	A-C	3.91									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	0.61	1.13	0.541		4.59	1.54	38.5		3.44	I
I	C-AB	1.48	9.81	0.151		0.25	0.19	2.9		0.12	I
I	A-B	0.34									I
I	A-C	3.19									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	0.51	1.41	0.364		1.54	0.63	11.5		1.26	I
I	C-AB	1.24	9.94	0.125		0.19	0.15	2.3		0.12	I
I	A-B	0.29									I
I	A-C	2.67									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	1.0	*
08.30	3.2	***
08.45	4.6	*****
09.00	1.5	**
09.15	0.6	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.2

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I		I	* DELAY *	I	* DELAY *	I	
I	I	I	I		I	I	I	I	I	
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	B-AC	I	56.4	I 37.6	I	161.7	I 2.87	I	161.8	I 2.87
I	C-AB	I	136.3	I 90.8	I	17.7	I 0.13	I	17.7	I 0.13
I	A-B	I	31.7	I 21.1	I	I	I	I	I	I
I	A-C	I	293.2	I 195.5	I	I	I	I	I	I
I	ALL	I	878.2	I 585.4	I	179.4	I 0.20	I	179.5	I 0.20

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*****END OF RUN*****

 SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	748.45	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	658.63	0.28	0.11	0.17	0.39	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	635.93	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-AC	0.84	1.51	0.555		0.60	1.06	13.9		1.36	I
I	C-AB	1.48	9.81	0.151		0.15	0.19	2.8		0.12	I
I	A-B	0.34									I
I	A-C	3.19									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	1.03	1.16	0.886		1.06	2.89	32.4		3.04	I
I	C-AB	1.82	9.63	0.189		0.19	0.25	3.8		0.13	I
I	A-B	0.42									I
I	A-C	3.91									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	1.03	1.16	0.887		2.89	3.71	50.1		3.97	I
I	C-AB	1.82	9.63	0.189		0.25	0.25	3.8		0.13	I
I	A-B	0.42									I
I	A-C	3.91									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	0.84	1.51	0.555		3.71	1.51	30.7		2.12	I
I	C-AB	1.48	9.81	0.151		0.25	0.19	2.9		0.12	I
I	A-B	0.34									I
I	A-C	3.19									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	0.70	1.76	0.399		1.51	0.73	12.6		1.04	I
I	C-AB	1.24	9.94	0.125		0.19	0.15	2.3		0.12	I
I	A-B	0.29									I
I	A-C	2.67									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	1.1	*
08.30	2.9	***
08.45	3.7	****
09.00	1.5	**
09.15	0.7	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	I	* DELAY *	I	* DELAY *	I	
I	I	I	I	I	I	I	I	I	I	
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	B-AC	I	77.1	I 51.4	I	147.3	I 1.91	I	147.4	I 1.91
I	C-AB	I	136.3	I 90.8	I	17.7	I 0.13	I	17.7	I 0.13
I	A-B	I	31.7	I 21.1	I	I	I	I	I	I
I	A-C	I	293.2	I 195.5	I	I	I	I	I	I
I	ALL	I	898.8	I 599.2	I	165.0	I 0.18	I	165.1	I 0.18

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*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	748.45	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	658.63	0.28	0.11	0.17	0.39	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	635.93	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	I	I	I	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-AC	0.81	1.47	0.549		0.59	1.04	13.5		1.38	I
I	C-AB	1.48	9.81	0.151		0.15	0.19	2.8		0.12	I
I	A-B	0.34									I
I	A-C	3.19									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	0.99	1.12	0.888		1.04	2.86	32.0		3.12	I
I	C-AB	1.82	9.63	0.189		0.19	0.25	3.8		0.13	I
I	A-B	0.42									I
I	A-C	3.91									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	0.99	1.12	0.888		2.86	3.68	49.6		4.07	I
I	C-AB	1.82	9.63	0.189		0.25	0.25	3.8		0.13	I
I	A-B	0.42									I
I	A-C	3.91									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	0.81	1.47	0.550		3.68	1.47	30.3		2.17	I
I	C-AB	1.48	9.81	0.151		0.25	0.19	2.9		0.12	I
I	A-B	0.34									I
I	A-C	3.19									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	0.68	1.72	0.393		1.47	0.71	12.3		1.05	I
I	C-AB	1.24	9.94	0.125		0.19	0.15	2.3		0.12	I
I	A-B	0.29									I
I	A-C	2.67									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR .

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	1.0	*
08.30	2.9	***
08.45	3.7	****
09.00	1.5	*
09.15	0.7	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-AC	I	74.3	I	49.6	I	145.1	I
I	C-AB	I	136.3	I	90.8	I	17.7	I
I	A-B	I	31.7	I	21.1	I		I
I	A-C	I	293.2	I	195.5	I		I
I	ALL	I	896.1	I	597.4	I	162.8	I
							0.18	
							163.0	
							0.18	

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

==== end of file =====

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-

"P:\2000\22067 Barratts Roundstone Lane, Angmering\Calculations\Dec 2012 - 150 House Scheme Modelling Update\
Picady\High Street - Water Lane T Junction - PM.vpi"
(drive-on-the-left) at 16:18:26 on Monday, 10 December 2012

RUN INFORMATION

RUN TITLE : High Street - Water Lane T Junction
LOCATION :
DATE : 28/11/11
CLIENT :
ENUMERATOR : steve.doughty [CIVIL25]
JOB NUMBER : 22067
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Water Lane (East)
ARM B IS Weavers Hill
ARM C IS Water Lane (West)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
 STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
 ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 8.11 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 107.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 226.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 76.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 4.14 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

LOCAL DATA

ONE OR MORE CAPACITIES HAVE BEEN ADJUSTED
ACCORDING TO LOCAL VALUES INPUT FROM A PREVIOUS RUN AND LISTED BELOW

I	STREAM	I	ADJUSTMENT TO	I
I	I	I	CAPACITY (PCU/MIN)	I
I	B-AC	I	-3.000	I

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	748.45	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	658.63	0.28	0.11	0.17	0.39	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	635.93	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2011 Traffic Counts PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-AC	3.98	6.11	0.651		0.94	1.73	23.5		0.45	I
I	C-AB	1.49	9.09	0.163		0.15	0.20	3.0		0.13	I
I	A-B	0.90									I
I	A-C	5.84									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-AC	3.98	6.11	0.651		1.73	1.79	26.5		0.47	I
I	C-AB	1.49	9.09	0.163		0.20	0.20	3.1		0.13	I
I	A-B	0.90									I
I	A-C	5.84									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	3.25	6.57	0.495		1.79	1.02	16.4		0.31	I
I	C-AB	1.21	9.37	0.130		0.20	0.16	2.3		0.12	I
I	A-B	0.73									I
I	A-C	4.76									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	2.72	6.90	0.395		1.02	0.67	10.6		0.24	I
I	C-AB	1.02	9.57	0.106		0.16	0.12	1.8		0.12	I
I	A-B	0.61									I
I	A-C	3.99									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.9	*
17.30	1.7	**
17.45	1.8	**
18.00	1.0	*
18.15	0.7	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I	
I	I	I	I		I	* DELAY *		I	* DELAY *		I	
I	I	I	I		I	I		I	I		I	
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I	
I	B-AC	I	298.7	I	199.1	I	99.2	I	99.2	I	0.33	I
I	C-AB	I	111.5	I	74.3	I	14.4	I	14.4	I	0.13	I
I	A-B	I	67.4	I	45.0	I	I	I	I	I	I	I
I	A-C	I	437.7	I	291.8	I	I	I	I	I	I	I
I	ALL	I	1130.0	I	753.4	I	113.6	I	113.6	I	0.10	I

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 LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	748.45	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	658.63	0.28	0.11	0.17	0.39	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	635.93	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-AC	3.28	6.55	0.501		0.65	0.97	13.7		0.30	I
I	C-AB	1.23	9.36	0.131		0.12	0.15	2.3		0.12	I
I	A-B	0.73									I
I	A-C	4.81									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-AC	4.02	6.09	0.660		0.97	1.79	24.2		0.46	I
I	C-AB	1.50	9.08	0.166		0.15	0.21	3.1		0.13	I
I	A-B	0.90									I
I	A-C	5.89									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-AC	4.02	6.09	0.660		1.79	1.86	27.4		0.48	I
I	C-AB	1.50	9.08	0.166		0.21	0.21	3.1		0.13	I
I	A-B	0.90									I
I	A-C	5.89									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	3.28	6.55	0.501		1.86	1.04	16.8		0.32	I
I	C-AB	1.23	9.36	0.131		0.21	0.16	2.4		0.12	I
I	A-B	0.73									I
I	A-C	4.81									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	2.75	6.88	0.399		1.04	0.68	10.8		0.24	I
I	C-AB	1.03	9.56	0.108		0.16	0.12	1.9		0.12	I
I	A-B	0.61									I
I	A-C	4.03									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	1.0	*
17.30	1.8	**
17.45	1.9	**
18.00	1.0	*
18.15	0.7	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	I	* DELAY *	I	* DELAY *	I	
I	I	I	-----		I	-----	I	-----	I	
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	I	I	-----		I	-----	I	-----	I	
I	B-AC	I	301.4	I	201.0	I	101.9	I	0.34	I
I	C-AB	I	112.9	I	75.2	I	14.6	I	0.13	I
I	A-B	I	67.4	I	45.0	I	I	I	I	I
I	A-C	I	441.8	I	294.6	I	I	I	I	I
I	ALL	I	1139.7	I	759.8	I	116.5	I	0.10	I

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 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
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 LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	748.45	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	638.63	0.28	0.11	0.17	0.39	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	635.93	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-AC	3.37	6.59	0.512		0.67	1.01	14.2		0.31	I
I	C-AB	1.23	9.36	0.131		0.12	0.15	2.3		0.12	I
I	A-B	0.73									I
I	A-C	4.81									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-AC	4.13	6.13	0.673		1.01	1.89	25.5		0.47	I
I	C-AB	1.50	9.08	0.166		0.15	0.21	3.1		0.13	I
I	A-B	0.90									I
I	A-C	5.89									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-AC	4.13	6.13	0.673		1.89	1.97	29.1		0.49	I
I	C-AB	1.50	9.08	0.166		0.21	0.21	3.1		0.13	I
I	A-B	0.90									I
I	A-C	5.89									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	3.37	6.59	0.512		1.97	1.09	17.7		0.32	I
I	C-AB	1.23	9.36	0.131		0.21	0.16	2.4		0.12	I
I	A-B	0.73									I
I	A-C	4.81									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	2.82	6.92	0.408		1.09	0.71	11.2		0.25	I
I	C-AB	1.03	9.56	0.108		0.16	0.12	1.9		0.12	I
I	A-B	0.61									I
I	A-C	4.03									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.0	*
17.30	1.9	**
17.45	2.0	**
18.00	1.1	*
18.15	0.7	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I					
I	I	I	I		I	* DELAY *	I	* DELAY *	I					
I	I	I	I		I	I	I	I	I					
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I			
I	B-AC	I	309.7	I	206.5	I	107.0	I	0.35	I	107.0	I	0.35	I
I	C-AB	I	112.9	I	75.2	I	14.6	I	0.13	I	14.6	I	0.13	I
I	A-B	I	67.4	I	45.0	I	I	I	I	I	I	I	I	I
I	A-C	I	441.8	I	294.6	I	I	I	I	I	I	I	I	I
I	ALL	I	1147.9	I	765.3	I	121.6	I	0.11	I	121.6	I	0.11	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD

* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES

WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD

* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

 SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	748.45	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	658.63	0.28	0.11	0.17	0.39	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	635.93	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-AC	3.37	6.59	0.512		0.67	1.01	14.2		0.31	I
I	C-AB	1.23	9.36	0.131		0.12	0.15	2.3		0.12	I
I	A-B	0.73									I
I	A-C	4.81									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-AC	4.13	6.13	0.673		1.01	1.89	25.5		0.47	I
I	C-AB	1.50	9.08	0.166		0.15	0.21	3.1		0.13	I
I	A-B	0.90									I
I	A-C	5.89									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-AC	4.13	6.13	0.673		1.89	1.97	29.1		0.49	I
I	C-AB	1.50	9.08	0.166		0.21	0.21	3.1		0.13	I
I	A-B	0.90									I
I	A-C	5.89									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	3.37	6.59	0.512		1.97	1.09	17.7		0.32	I
I	C-AB	1.23	9.36	0.131		0.21	0.16	2.4		0.12	I
I	A-B	0.73									I
I	A-C	4.81									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	2.82	6.92	0.408		1.09	0.71	11.2		0.25	I
I	C-AB	1.03	9.56	0.108		0.16	0.12	1.9		0.12	I
I	A-B	0.61									I
I	A-C	4.03									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.0	*
17.30	1.9	**
17.45	2.0	**
18.00	1.1	*
18.15	0.7	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.1	
17.15	0.2	
17.30	0.2	
17.45	0.2	
18.00	0.2	
18.15	0.1	

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I					
I	I	I	I		I	* DELAY *	I	* DELAY *	I					
I	I	I	I		I	I	I	I	I					
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)				
I	B-AC	I	309.7	I	206.5	I	107.0	I	0.35	I	107.0	I	0.35	I
I	C-AB	I	112.9	I	75.2	I	14.6	I	0.13	I	14.6	I	0.13	I
I	A-B	I	67.4	I	45.0	I	I	I	I	I	I	I	I	I
I	A-C	I	441.8	I	294.6	I	I	I	I	I	I	I	I	I
I	ALL	I	1147.9	I	765.3	I	121.6	I	0.11	I	121.6	I	0.11	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD

* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES

WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD

* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

 SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	748.45	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	658.63	0.28	0.11	0.17	0.39	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	635.93	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-AC	3.40	6.52	0.521		0.69	1.05	14.7		0.32	I
I	C-AB	1.27	9.31	0.137		0.13	0.16	2.4		0.12	I
I	A-B	0.76									I
I	A-C	4.99									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-AC	4.17	6.06	0.688		1.05	2.00	26.8		0.50	I
I	C-AB	1.56	9.02	0.173		0.16	0.22	3.3		0.13	I
I	A-B	0.94									I
I	A-C	6.11									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-AC	4.17	6.06	0.688		2.00	2.09	30.9		0.52	I
I	C-AB	1.56	9.02	0.173		0.22	0.22	3.3		0.13	I
I	A-B	0.94									I
I	A-C	6.11									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	3.40	6.52	0.522		2.09	1.14	18.4		0.33	I
I	C-AB	1.27	9.31	0.137		0.22	0.16	2.5		0.12	I
I	A-B	0.76									I
I	A-C	4.99									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	2.85	6.86	0.415		1.14	0.73	11.6		0.25	I
I	C-AB	1.07	9.52	0.112		0.16	0.13	1.9		0.12	I
I	A-B	0.64									I
I	A-C	4.18									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.0	*
17.30	2.0	**
17.45	2.1	**
18.00	1.1	*
18.15	0.7	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I			
I		I			I	* DELAY *		I	* DELAY *		I			
I		I			I			I			I			
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I			
I	B-AC	I	312.4	I	208.3	I	112.1	I	0.36	I	112.1	I	0.36	I
I	C-AB	I	117.0	I	78.0	I	15.3	I	0.13	I	15.3	I	0.13	I
I	A-B	I	70.2	I	46.8	I		I		I		I		I
I	A-C	I	458.4	I	305.6	I		I		I		I		I
I	ALL	I	1145.2	I	763.5	I	127.3	I	0.11	I	127.4	I	0.11	I

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 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

 SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	748.45	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	658.63	0.28	0.11	0.17	0.39	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	635.93	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-AC	3.51	6.51	0.538		0.73	1.12	15.7		0.33	I
I	C-AB	1.27	9.31	0.137		0.13	0.16	2.4		0.12	I
I	A-B	0.76									I
I	A-C	4.99									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-AC	4.29	6.04	0.711		1.12	2.21	29.3		0.53	I
I	C-AB	1.56	9.02	0.173		0.16	0.22	3.3		0.13	I
I	A-B	0.94									I
I	A-C	6.11									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-AC	4.29	6.04	0.711		2.21	2.32	34.1		0.56	I
I	C-AB	1.56	9.02	0.173		0.22	0.22	3.3		0.13	I
I	A-B	0.94									I
I	A-C	6.11									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	3.51	6.51	0.538		2.32	1.22	19.9		0.35	I
I	C-AB	1.27	9.31	0.137		0.22	0.17	2.5		0.12	I
I	A-B	0.76									I
I	A-C	4.99									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	2.94	6.85	0.428		1.22	0.77	12.2		0.26	I
I	C-AB	1.07	9.52	0.112		0.17	0.13	2.0		0.12	I
I	A-B	0.64									I
I	A-C	4.18									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.1	*
17.30	2.2	**
17.45	2.3	**
18.00	1.2	*
18.15	0.8	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	322.1	I 214.7	I	121.3	I 0.38	I	121.3	I 0.38	I
I	C-AB	I	117.0	I 78.0	I	15.4	I 0.13	I	15.4	I 0.13	I
I	A-B	I	70.2	I 46.8	I		I	I		I	I
I	A-C	I	458.4	I 305.6	I		I	I		I	I
I	ALL	I	1192.0	I 794.7	I	136.7	I 0.11	I	136.7	I 0.11	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
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 WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	748.45	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	658.63	0.28	0.11	0.17	0.39	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	635.93	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-AC	3.49	6.51	0.536		0.72	1.11	15.6		0.33	I
I	C-AB	1.27	9.31	0.137		0.13	0.16	2.4		0.12	I
I	A-B	0.76									I
I	A-C	4.99									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-AC	4.28	6.03	0.709		1.11	2.19	29.0		0.53	I
I	C-AB	1.56	9.02	0.173		0.16	0.22	3.3		0.13	I
I	A-B	0.94									I
I	A-C	6.11									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-AC	4.28	6.03	0.709		2.19	2.30	33.8		0.56	I
I	C-AB	1.56	9.02	0.173		0.22	0.22	3.3		0.13	I
I	A-B	0.94									I
I	A-C	6.11									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	3.49	6.51	0.536		2.30	1.21	19.7		0.35	I
I	C-AB	1.27	9.31	0.137		0.22	0.17	2.5		0.12	I
I	A-B	0.76									I
I	A-C	4.99									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	2.92	6.85	0.427		1.21	0.77	12.2		0.26	I
I	C-AB	1.07	9.52	0.112		0.17	0.13	2.0		0.12	I
I	A-B	0.64									I
I	A-C	4.18									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.1	*
17.30	2.2	**
17.45	2.3	**
18.00	1.2	*
18.15	0.8	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I	
I	I	I	I	I	I	I	I	I	
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	
I	B-AC	I	320.7	I	213.8	I	120.3	I	0.38
I	C-AB	I	117.0	I	78.0	I	15.4	I	0.13
I	A-B	I	70.2	I	46.8	I		I	
I	A-C	I	458.4	I	305.6	I		I	
I	ALL	I	1190.6	I	793.7	I	135.7	I	0.11

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

===== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM

RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT

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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS .

Run with file:-

"P:\2000\22067 Barratts Roundstone Lane, Angmering\Calculations\Dec 2012 - 150 House Scheme Modelling Update\

RUN INFORMATION

RUN TITLE : Water Lane - A280 Angmering Bypass T Junction

LOCATION

LOCATION

DATE : 28/11/11

CLIENT

ENUMERATOR : steve.doughty [CIVIL25]

JOB NUMBER : 22067

STATUS

DESCRIPTION

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)

I

I

I

I

I

I

MINOR ROAD (ARM B)

ARM A IS A280 Angmering Bypass (South)

ARM B IS Water Lane

ARM C IS A280 Angmering Bypass (North)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
 STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
 ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	{ W } 12.21 M.	I
I	CENTRAL RESERVE WIDTH	I	{ WCR } 7.94 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	{ WC-B } 3.80 M.	I
I	- VISIBILITY	I	{ VC-B } 130.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	NO (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	{ VB-C } 154.0 M.	I
I	- VISIBILITY TO RIGHT	I	{ VB-A } 184.0 M.	I
I	- LANE 1 WIDTH	I	{ WB-C } 3.97 M.	I
I	- LANE 2 WIDTH	I	{ WB-A } 0.00 M.	I

LOCAL DATA

ONE OR MORE CAPACITIES HAVE BEEN ADJUSTED
ACCORDING TO LOCAL VALUES INPUT FROM A PREVIOUS RUN AND LISTED BELOW

I	STREAM	I	ADJUSTMENT TO	I
I	I	I	CAPACITY (PCU/MIN)	I
I	B-AC	I	-4.500	I
I	C-B	I	-4.000	I

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	811.61	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	806.09	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	762.30	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	I	FLOW SCALE(%)	I
I	A	I	100
I	B	I	100
I	C	I	100

Demand set: 2011 Traffic Counts AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN			I	RATE OF FLOW (VEH/MIN)			I					
			I	I	I		I	I	I						
											I	I	I		
														I	I
I	I	I	FLOW STARTS	TOP OF PEAK	FLOW STOPS	I	BEFORE	AT TOP	AFTER	I					
I	I	I	TO RISE	IS REACHED	I FALLING	I	PEAK	OF PEAK	I PEAK	I					
I	I	I	I	I	I	I	I	I	I	I					
I	ARM	A	I	15.00	I	45.00	I	75.00	I	3.72	I	5.59	I	3.72	I
I	ARM	B	I	15.00	I	45.00	I	75.00	I	4.46	I	6.69	I	4.46	I
I	ARM	C	I	15.00	I	45.00	I	75.00	I	7.03	I	10.54	I	7.03	I

Demand set: 2011 Traffic Counts AM

I	I	TURNING PROPORTIONS						I		
I	I	TURNING COUNTS						I		
I	I	(PERCENTAGE OF H.V.S)						I		
I	I							I		
TIME		I FROM/TO	I ARM	A	I ARM	B	I ARM	C	I	
I	07.45 - 09.15	I	I	I	I	I	I	I	I	
I		I ARM	A	I	0.000	I	0.047	I	0.953	I
I		I		I	0.0	I	14.0	I	284.0	I
I		I		I	(0.0)	I	(0.0)	I	(1.8)	I
I		I		I	I	I	I	I	I	I
I		I ARM	B	I	0.000	I	0.000	I	1.000	I
I		I		I	0.0	I	0.0	I	357.0	I
I		I		I	(0.0)	I	(0.0)	I	(1.4)	I
I		I		I	I	I	I	I	I	I
I		I ARM	C	I	0.541	I	0.459	I	0.000	I
I		I		I	304.0	I	258.0	I	0.0	I
I		I		I	(8.3)	I	(2.8)	I	(0.0)	I
I		I		I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2011 Traffic Counts AM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	4.48	8.07	0.555		0.00	1.20	16.4		0.27
C-A	3.81								
C-B	3.24	7.67	0.422		0.00	0.71	10.0		0.22
A-B	0.18								
A-C	3.56								

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	4.48	8.07	0.555		2.25	1.30	21.0		0.29	I
I	C-A	3.81									I
I	C-B	3.24	7.67	0.422		1.10	0.75	11.8		0.23	I
I	A-B	0.18									I
I	A-C	3.56									I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.2	*
08.15	2.0	**
08.30	4.5	****
08.45	5.0	*****
09.00	2.2	**
09.15	1.3	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.7	*
08.15	1.0	*
08.30	1.7	**
08.45	1.8	**
09.00	1.1	*
09.15	0.7	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *	I	* INCLUSIVE QUEUEING *		I
I	I	I	I		I	* DELAY *	I	* DELAY *		I
I	I	I	I		I	I	I	I		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	B-AC	I	491.4	I	327.6	I	230.1	I	0.47	I
I	C-A	I	418.4	I	279.0	I	I	I	I	I
I	C-B	I	355.1	I	236.7	I	104.1	I	0.29	I
I	A-B	I	19.3	I	12.8	I	I	I	I	I
I	A-C	I	390.9	I	260.6	I	I	I	I	I
I	ALL	I	1675.1	I	1116.7	I	334.2	I	0.20	I

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*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	811.61	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	806.09	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	762.30	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	4.52	8.06	0.561		2.33	1.33	21.5		0.29	I
I	C-A	3.85									I
I	C-B	3.26	7.66	0.426		1.12	0.76	12.0		0.23	I
I	A-B	0.18									I
I	A-C	3.60									I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.2	*
08.15	2.0	**
08.30	4.7	*****
08.45	5.2	*****
09.00	2.3	**
09.15	1.3	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.7	*
08.15	1.0	*
08.30	1.8	**
08.45	1.8	**
09.00	1.1	*
09.15	0.8	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	495.5	I 330.3	I	239.3	I 0.48	I	239.4	I 0.48	I
I	C-A	I	422.6	I 281.7	I		I	I		I	I
I	C-B	I	357.9	I 238.6	I	106.2	I 0.30	I	106.3	I 0.30	I
I	A-B	I	19.3	I 12.8	I		I	I		I	I
I	A-C	I	395.0	I 263.4	I		I	I		I	I
I	ALL	I	1690.3	I 1126.8	I	345.5	I 0.20	I	345.6	I 0.20	I

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*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	811.61	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	806.09	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	762.30	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	4.92	8.05	0.611		3.29	1.65	27.2		0.34	I
I	C-A	3.86									I
I	C-B	3.43	7.65	0.448		1.25	0.83	13.2		0.24	I
I	A-B	0.18									I
I	A-C	3.64									I
I											I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.5	*
08.15	2.6	***
08.30	7.4	*****
08.45	9.2	*****
09.00	3.3	***
09.15	1.7	**

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.2	*
08.30	2.0	**
08.45	2.1	**
09.00	1.2	*
09.15	0.8	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I	I	I	I		I	* DELAY *		I	* DELAY *		I
I	I	I	I		I	I		I	I		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	539.6	I 359.7	I	359.5	I 0.67	I	359.6	I 0.67	I
I	C-A	I	423.9	I 282.6	I	I	I	I	I	I	I
I	C-B	I	375.8	I 250.5	I	119.6	I 0.32	I	119.6	I 0.32	I
I	A-B	I	19.3	I 12.8	I	I	I	I	I	I	I
I	A-C	I	399.2	I 266.1	I	I	I	I	I	I	I
I	ALL	I	1757.7	I 1171.8	I	479.0	I 0.27	I	479.3	I 0.27	I

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WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD

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A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	811.61	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	806.09	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	762.30	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	4.88	8.05	0.606		3.18	1.62	26.6		0.34	I
I	C-A	3.86									I
I	C-B	3.41	7.65	0.446		1.24	0.83	13.1		0.24	I
I	A-B	0.18									I
I	A-C	3.64									I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.5	*
08.15	2.6	***
08.30	7.1	*****
08.45	8.7	*****
09.00	3.2	***
09.15	1.6	**

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.1	*
08.30	2.0	**
08.45	2.1	**
09.00	1.2	*
09.15	0.8	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *	I	* INCLUSIVE QUEUEING *		I
I	I	I	I		I	* DELAY *	I	* DELAY *		I
I	I	I	I		I	I	I	I		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	B-AC	I	535.4	I 357.0	I	344.7	I 0.64	I	344.9	I 0.64
I	C-A	I	423.9	I 282.6	I	I	I	I	I	I
I	C-B	I	374.4	I 249.6	I	118.5	I 0.32	I	118.6	I 0.32
I	A-B	I	19.3	I 12.8	I	I	I	I	I	I
I	A-C	I	399.2	I 266.1	I	I	I	I	I	I
I	ALL	I	1752.2	I 1168.1	I	463.3	I 0.26	I	463.5	I 0.26

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*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	811.61	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	806.09	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	762.30	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	4.67	8.03	0.581		2.66	1.45	23.6		0.31	I
I	C-A	3.98									I
I	C-B	3.38	7.64	0.442		1.22	0.81	12.9		0.24	I
I	A-B	0.19									I
I	A-C	3.71									I
I											I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.3	*
08.15	2.2	**
08.30	5.7	*****
08.45	6.6	*****
09.00	2.7	***
09.15	1.4	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.1	*
08.30	2.0	**
08.45	2.0	**
09.00	1.2	*
09.15	0.8	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I			
I	I	I	I		I	* DELAY *		I	* DELAY *		I			
I	I	I	I		I	I		I	I		I			
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I			
I	B-AC	I	512.0	I	341.4	I	280.8	I	0.55	I	281.0	I	0.55	I
I	C-A	I	436.3	I	290.9	I	I	I	I	I	I	I	I	I
I	C-B	I	370.3	I	246.8	I	116.3	I	0.31	I	116.3	I	0.31	I
I	A-B	I	20.6	I	13.8	I	I	I	I	I	I	I	I	I
I	A-C	I	407.4	I	271.6	I	I	I	I	I	I	I	I	I
I	ALL	I	1746.7	I	1164.5	I	397.2	I	0.23	I	397.3	I	0.23	I

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 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
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*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	811.61	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	806.09	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	762.30	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	5.07	8.02	0.632		3.94	1.82	30.6		0.37	I
I	C-A	3.99									I
I	C-B	3.54	7.62	0.464		1.36	0.89	14.1		0.25	I
I	A-B	0.19									I
I	A-C	3.76									I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.6	**
08.15	3.0	***
08.30	9.2	*****
08.45	12.2	*****
09.00	3.9	****
09.15	1.8	**

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.3	*
08.30	2.3	**
08.45	2.4	**
09.00	1.4	*
09.15	0.9	*

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I			
I		I			I	* DELAY *		I	* DELAY *		I			
I		I			I			I			I			
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I			
I	B-AC	I	556.1	I	370.7	I	443.9	I	0.80	I	444.1	I	0.80	I
I	C-A	I	437.7	I	291.8	I	I	I	I	I	I	I	I	I
I	C-B	I	388.2	I	258.8	I	131.5	I	0.34	I	131.5	I	0.34	I
I	A-B	I	20.6	I	13.8	I	I	I	I	I	I	I	I	I
I	A-C	I	412.9	I	275.3	I	I	I	I	I	I	I	I	I
I	ALL	I	1815.5	I	1210.3	I	575.3	I	0.32	I	575.6	I	0.32	I

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*****END OF RUN*****

 SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	811.61	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	806.09	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	762.30	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	5.03	8.02	0.627		3.77	1.78	29.7		0.36	I
I	C-A	3.99									I
I	C-B	3.53	7.63	0.462		1.35	0.88	14.0		0.25	I
I	A-B	0.19									I
I	A-C	3.75									I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.6	**
08.15	2.9	***
08.30	8.8	*****
08.45	11.4	*****
09.00	3.8	****
09.15	1.8	**

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.2	*
08.30	2.3	**
08.45	2.4	**
09.00	1.4	*
09.15	0.9	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(MIN)	I	(MIN)	I
I		I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-AC	I	551.9	I	368.0	I	422.1	I
I	C-A	I	437.7	I	291.8	I		I
I	C-B	I	386.8	I	257.9	I	130.1	I
I	A-B	I	20.6	I	13.8	I		I
I	A-C	I	411.6	I	274.4	I		I
I	ALL	I	1808.6	I	1205.7	I	552.2	I
							0.31	
							552.4	
							0.31	

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*****END OF RUN*****

==== end of file =====

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-

"P:\2000\22067 Barratts Roundstone Lane, Angmering\Calculations\Dec 2012 - 150 House Scheme Modelling Update\
Picady\Water Lane - A280 Angmering Bypass T Junction - PM.vpi"
(drive-on-the-left) at 14:38:22 on Monday, 10 December 2012

RUN INFORMATION

RUN TITLE : Water Lane - A280 Angmering Bypass T Junction
LOCATION :
DATE : 28/11/11
CLIENT :
ENUMERATOR : steve.doughty [CIVIL25]
JOB NUMBER : 22067
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS A280 Angmering Bypass (South)
ARM B IS Water Lane
ARM C IS A280 Angmering Bypass (North)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
 STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
 ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 12.21 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 7.94 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 3.80 M.	I
I	- VISIBILITY	I	(VC-B) 130.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	NO (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 154.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 184.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.97 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

LOCAL DATA

ONE OR MORE CAPACITIES HAVE BEEN ADJUSTED
ACCORDING TO LOCAL VALUES INPUT FROM A PREVIOUS RUN AND LISTED BELOW

I	STREAM	I	ADJUSTMENT TO	I
I	I	I	CAPACITY (PCU/MIN)	I
I	B-AC	I	-7.500	I
I	C-B	I	-0.100	I

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	811.61	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	806.09	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	762.30	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2011 Traffic Counts PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	2.50	5.20	0.480		1.53	0.96	15.5		0.38	I
I	C-A	6.60									I
I	C-B	6.04	11.56	0.522		1.78	1.12	17.7		0.18	I
I	A-B	0.45									I
I	A-C	2.80									I
I											I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.3	*
17.30	2.5	***
17.45	2.7	***
18.00	1.5	**
18.15	1.0	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.1	*
17.15	1.6	**
17.30	3.3	***
17.45	3.5	***
18.00	1.8	**
18.15	1.1	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I			
I	I	I	I		I	* DELAY *		I	* DELAY *		I			
I	I	I	I		I	I		I	I		I			
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I			
I	B-AC	I	273.9	I	182.6	I	144.0	I	0.53	I	144.1	I	0.53	I
I	C-A	I	724.0	I	482.7	I	I	I	I	I	I	I	I	I
I	C-B	I	662.1	I	441.4	I	179.5	I	0.27	I	179.6	I	0.27	I
I	A-B	I	49.6	I	33.0	I	I	I	I	I	I	I	I	I
I	A-C	I	306.9	I	204.6	I	I	I	I	I	I	I	I	I
I	ALL	I	2016.5	I	1344.3	I	323.5	I	0.16	I	323.6	I	0.16	I

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*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	811.61	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	806.09	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	762.30	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	2.52	5.20	0.485		1.57	0.98	15.9		0.38	I
I	C-A	6.66									I
I	C-B	6.09	11.55	0.527		1.82	1.14	18.0		0.19	I
I	A-B	0.45									I
I	A-C	2.82									I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.4	*
17.30	2.6	***
17.45	2.8	***
18.00	1.6	**
18.15	1.0	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.1	*
17.15	1.7	**
17.30	3.4	***
17.45	3.6	****
18.00	1.8	**
18.15	1.1	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *	I	* INCLUSIVE QUEUEING *		I
I	I	I	I		I	* DELAY *	I	* DELAY *		I
I	I	I	I		I	I	I	I		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	B-AC	I	276.7	I 184.4	I	148.6	I 0.54	I	148.7	I 0.54
I	C-A	I	730.9	I 487.3	I	I	I	I	I	I
I	C-B	I	667.6	I 445.0	I	184.9	I 0.28	I	185.0	I 0.28
I	A-B	I	49.6	I 33.0	I	I	I	I	I	I
I	A-C	I	309.7	I 206.5	I	I	I	I	I	I
I	ALL	I	2034.4	I 1356.2	I	333.5	I 0.16	I	333.6	I 0.16

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*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	811.61		0.23		0.09	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	806.09		0.23		0.09		0.14		0.33	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	762.30		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	2.70	5.19	0.520		1.91	1.14	18.5		0.42	I
I	C-A	6.70									I
I	C-B	6.47	11.55	0.561		2.21	1.31	20.9		0.20	I
I	A-B	0.45									I
I	A-C	2.85									I
I											I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.0	*
17.15	1.6	**
17.30	3.4	***
17.45	3.7	****
18.00	1.9	**
18.15	1.1	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.2	*
17.15	2.0	**
17.30	4.5	*****
17.45	4.9	*****
18.00	2.2	**
18.15	1.3	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I	I	I	I		I	* DELAY *		I	* DELAY *		I
I	I	I	I		I	I		I	I		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	295.9	I 197.3	I	182.5	I 0.62	I	182.6	I 0.62	I
I	C-A	I	735.0	I 490.0	I	I	I	I	I	I	I
I	C-B	I	710.2	I 473.5	I	232.1	I 0.33	I	232.2	I 0.33	I
I	A-B	I	49.6	I 33.0	I	I	I	I	I	I	I
I	A-C	I	312.4	I 208.3	I	I	I	I	I	I	I
I	ALL	I	2103.2	I 1402.1	I	414.6	I 0.20	I	414.8	I 0.20	I

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*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	811.61	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	806.09	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	762.30	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	2.69	5.19	0.517		1.89	1.12	18.3		0.42	I
I	C-A	6.70									I
I	C-B	6.44	11.55	0.557		2.17	1.29	20.6		0.20	I
I	A-B	0.45									I
I	A-C	2.85									I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.0	*
17.15	1.6	**
17.30	3.3	***
17.45	3.6	****
18.00	1.9	**
18.15	1.1	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.2	*
17.15	2.0	**
17.30	4.4	****
17.45	4.7	*****
18.00	2.2	**
18.15	1.3	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I	I	I	I		I	* DELAY *		I	* DELAY *		I
I	I	I	I		I	I		I	I		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	294.6	I 196.4	I	179.7	I 0.61	I	179.9	I 0.61	I
I	C-A	I	735.0	I 490.0	I	I	I	I	I	I	I
I	C-B	I	706.1	I 470.7	I	226.9	I 0.32	I	226.9	I 0.32	I
I	A-B	I	49.6	I 33.0	I	I	I	I	I	I	I
I	A-C	I	312.4	I 208.3	I	I	I	I	I	I	I
I	ALL	I	2097.7	I 1398.4	I	406.6	I 0.19	I	406.8	I 0.19	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	811.61	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	806.09	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	762.30	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	I	I	I	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	2.61	5.17	0.505		1.76	1.07	17.4		0.40	I
I	C-A	6.91									I
I	C-B	6.32	11.53	0.549		2.07	1.25	19.9		0.20	I
I	A-B	0.48									I
I	A-C	2.92									I
I											I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.0	*
17.15	1.5	**
17.30	3.0	***
17.45	3.3	***
18.00	1.8	**
18.15	1.1	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.2	*
17.15	1.9	**
17.30	4.1	****
17.45	4.4	****
18.00	2.1	**
18.15	1.2	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I			
I	I	I	I		I	* DELAY *		I	* DELAY *		I			
I	I	I	I		I	I		I	I		I			
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I			
I	B-AC	I	286.3	I	190.9	I	167.3	I	0.58	I	167.4	I	0.58	I
I	C-A	I	758.4	I	505.6	I	I	I	I	I	I	I	I	I
I	C-B	I	693.7	I	462.5	I	214.1	I	0.31	I	214.2	I	0.31	I
I	A-B	I	52.3	I	34.9	I	I	I	I	I	I	I	I	I
I	A-C	I	320.7	I	213.8	I	I	I	I	I	I	I	I	I
I	ALL	I	2111.4	I	1407.6	I	381.4	I	0.18	I	381.6	I	0.18	I

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WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	811.61	0.23	0.09	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	806.09	0.23	0.09	0.14	0.33	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	762.30	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH. MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH. MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	2.80	5.17	0.542		2.19	1.25	20.5		0.44	I
I	C-A	6.95									I
I	C-B	6.70	11.52	0.582		2.52	1.43	23.0		0.21	I
I	A-B	0.48									I
I	A-C	2.95									I
I											I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.1	*
17.15	1.8	**
17.30	4.0	****
17.45	4.5	*****
18.00	2.2	**
18.15	1.2	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.3	*
17.15	2.2	**
17.30	5.5	*****
17.45	6.1	*****
18.00	2.5	***
18.15	1.4	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I	I	I	I		I	* DELAY *		I	* DELAY *		I
I	I	I	I		I	I		I	I		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	306.9	I 204.6	I	211.4	I 0.69	I	211.5	I 0.69	I
I	C-A	I	762.5	I 508.4	I	I	I	I	I	I	I
I	C-B	I	735.0	I 490.0	I	272.3	I 0.37	I	272.4	I 0.37	I
I	A-B	I	52.3	I 34.9	I	I	I	I	I	I	I
I	A-C	I	323.5	I 215.6	I	I	I	I	I	I	I
I	ALL	I	2180.3	I 1453.5	I	483.7	I 0.22	I	483.9	I 0.22	I

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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM A-B	STREAM A-B	I
I	811.61		0.23		0.09	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM A-B	STREAM C-A	STREAM C-B	STREAM C-B	STREAM C-B	STREAM C-B	I
I	806.09		0.23		0.09		0.14		0.33	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM A-B	STREAM A-B	I
I	762.30		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100	I	I
I	B	I	100	I	I
I	C	I	100	I	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	2.77	5.17	0.537		2.13	1.22	20.0		0.44	I
I	C-A	6.95									I
I	C-B	6.66	11.52	0.578		2.47	1.41	22.6		0.21	I
I	A-B	0.48									I
I	A-C	2.95									I

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.1	*
17.15	1.8	**
17.30	3.8	****
17.45	4.3	****
18.00	2.1	**
18.15	1.2	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.3	*
17.15	2.2	**
17.30	5.3	*****
17.45	5.9	*****
18.00	2.5	**
18.15	1.4	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(MIN)	I	(MIN)	I
I		I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-AC	I	304.2	I	204.8	I	0.67	I
I	C-A	I	762.5	I		I		I
I	C-B	I	730.9	I	265.5	I	0.36	I
I	A-B	I	52.3	I	34.9	I		I
I	A-C	I	323.5	I	215.6	I		I
I	ALL	I	2173.4	I	1448.9	I	0.22	I

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 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

----- end of file -----

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-

"P:\2000\22067 Barratts Roundstone Lane, Angmering\Calculations\Dec 2012 - 150 House Scheme Modelling Update\
Picady\Weavers Hill - Water Lane T Junction - AM.vpi"
(drive-on-the-left) at 16:32:47 on Monday, 10 December 2012

RUN INFORMATION

RUN TITLE : Weavers Hill - Water Lane T Junction
LOCATION :
DATE : 28/11/11
CLIENT :
ENUMERATOR : steve.doughty [CIVIL25]
JOB NUMBER : 22067
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Water Lane (East)
ARM B IS Weavers Hill
ARM C IS Water Lane (West)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I (W)	6.12 M.	I
I	CENTRAL RESERVE WIDTH	I (WCR)	0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I (WC-B)	2.20 M.	I
I	- VISIBILITY	I (VC-B)	250.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I (VB-C)	46.0 M.	I
I	- VISIBILITY TO RIGHT	I (VB-A)	250.0 M.	I
I	- LANE 1 WIDTH	I (WB-C)	2.90 M.	I
I	- LANE 2 WIDTH	I (WB-A)	0.00 M.	I

LOCAL DATA

ONE OR MORE CAPACITIES HAVE BEEN ADJUSTED
ACCORDING TO LOCAL VALUES INPUT FROM A PREVIOUS RUN AND LISTED BELOW

I	STREAM	I	ADJUSTMENT TO	I
I	I	I	CAPACITY (PCU/MIN)	I
I	B-AC	I	-5.000	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	773.50	0.30	0.12	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	610.36	0.28	0.11	0.18	0.40	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	718.74	0.28	0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM I FLOW SCALE(%) I				
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2011 Traffic Counts AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	1.93	3.08	0.627		0.79	1.48	19.6		0.81	I
I	C-AB	0.02	10.45	0.002		0.00	0.00	0.0		0.10	I
I	A-B	1.21									I
I	A-C	4.17									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	1.93	3.08	0.627		1.48	1.57	23.0		0.86	I
I	C-AB	0.02	10.45	0.002		0.00	0.00	0.0		0.10	I
I	A-B	1.21									I
I	A-C	4.17									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	1.57	3.46	0.455		1.57	0.88	14.6		0.56	I
I	C-AB	0.01	10.73	0.001		0.00	0.00	0.0		0.09	I
I	A-B	0.99									I
I	A-C	3.40									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	1.32	3.74	0.353		0.88	0.57	9.1		0.42	I
I	C-AB	0.01	10.94	0.001		0.00	0.00	0.0		0.09	I
I	A-B	0.83									I
I	A-C	2.85									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	0.8	*
08.30	1.5	*
08.45	1.6	**
09.00	0.9	*
09.15	0.6	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I			
I		I			I	* DELAY *		I	* DELAY *		I			
I		I			I			I			I			
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I			
I	B-AC	I	144.5	I	96.3	I	84.3	I	0.58	I	84.4	I	0.58	I
I	C-AB	I	1.4	I	0.9	I	0.1	I	0.09	I	0.1	I	0.09	I
I	A-B	I	90.8	I	60.6	I	I	I	I	I	I	I	I	I
I	A-C	I	312.4	I	208.3	I	I	I	I	I	I	I	I	I
I	ALL	I	896.1	I	597.4	I	84.4	I	0.09	I	84.5	I	0.09	I

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WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD

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A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	773.50	0.30	0.12	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	610.36	0.28	0.11	0.18	0.40	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	718.74	0.28	0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-AC	1.59	3.44	0.461		0.53	0.81	11.2		0.53	I
I	C-AB	0.01	10.72	0.001		0.00	0.00	0.0		0.09	I
I	A-B	1.00									I
I	A-C	3.43									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	1.95	3.06	0.637		0.81	1.54	20.2		0.83	I
I	C-AB	0.02	10.44	0.002		0.00	0.00	0.0		0.10	I
I	A-B	1.23									I
I	A-C	4.20									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	1.95	3.06	0.637		1.54	1.63	23.9		0.88	I
I	C-AB	0.02	10.44	0.002		0.00	0.00	0.0		0.10	I
I	A-B	1.23									I
I	A-C	4.20									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	1.59	3.44	0.461		1.63	0.91	15.0		0.57	I
I	C-AB	0.01	10.72	0.001		0.00	0.00	0.0		0.09	I
I	A-B	1.00									I
I	A-C	3.43									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	1.33	3.72	0.357		0.91	0.58	9.3		0.43	I
I	C-AB	0.01	10.93	0.001		0.00	0.00	0.0		0.09	I
I	A-B	0.84									I
I	A-C	2.87									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	0.8	*
08.30	1.5	**
08.45	1.6	**
09.00	0.9	*
09.15	0.6	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I	I	I			I	* DELAY *		I	* DELAY *		I
I	I	I			I			I			I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	145.9	I	97.3	I	86.9	I	0.60	I	I
I	C-AB	I	1.4	I	0.9	I	0.1	I	0.09	I	I
I	A-B	I	92.2	I	61.5	I	I	I	I	I	I
I	A-C	I	315.2	I	210.1	I	I	I	I	I	I
I	ALL	I	904.3	I	602.9	I	87.0	I	0.10	I	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD

* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES

WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	773.50		0.30		0.12	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	610.36		0.28		0.11		0.18		0.40	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	718.74		0.28		0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-AC	2.07	3.39	0.609		0.84	1.40	18.9		0.71	I
I	C-AB	0.01	10.67	0.001		0.00	0.00	0.0		0.09	I
I	A-B	1.18									I
I	A-C	3.43									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	2.53	3.00	0.844		1.40	3.45	41.1		1.41	I
I	C-AB	0.02	10.38	0.002		0.00	0.00	0.0		0.10	I
I	A-B	1.45									I
I	A-C	4.20									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	2.53	3.00	0.844		3.45	4.04	56.7		1.75	I
I	C-AB	0.02	10.38	0.002		0.00	0.00	0.0		0.10	I
I	A-B	1.45									I
I	A-C	4.20									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	2.07	3.39	0.609		4.04	1.74	31.8		0.93	I
I	C-AB	0.01	10.67	0.001		0.00	0.00	0.0		0.09	I
I	A-B	1.18									I
I	A-C	3.43									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	1.73	3.68	0.471		1.74	0.94	15.6		0.54	I
I	C-AB	0.01	10.88	0.001		0.00	0.00	0.0		0.09	I
I	A-B	0.99									I
I	A-C	2.87									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.4	*
08.30	3.5	***
08.45	4.0	*****
09.00	1.7	**
09.15	0.9	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I	I	I	I		I	* DELAY *		I	* DELAY *		I
I	I	I	I		I	I		I	I		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	189.9	I 126.6	I	175.1	I 0.92	I	175.3	I 0.92	I
I	C-AB	I	1.4	I 0.9	I	0.1	I 0.09	I	0.1	I 0.09	I
I	A-B	I	108.7	I 72.5	I		I	I		I	I
I	A-C	I	315.2	I 210.1	I		I	I		I	I
I	ALL	I	964.9	I 643.2	I	175.3	I 0.18	I	175.4	I 0.18	I

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A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	773.50	0.30	0.12	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	610.36	0.28	0.11	0.18	0.40	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	718.74	0.28	0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-AC	2.02	3.40	0.595		0.80	1.33	18.0		0.69	I
I	C-AB	0.01	10.67	0.001		0.00	0.00	0.0		0.09	I
I	A-B	1.17									I
I	A-C	3.43									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	2.48	3.01	0.824		1.33	3.18	38.4		1.33	I
I	C-AB	0.02	10.38	0.002		0.00	0.00	0.0		0.10	I
I	A-B	1.43									I
I	A-C	4.20									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	2.48	3.01	0.824		3.18	3.67	51.9		1.61	I
I	C-AB	0.02	10.38	0.002		0.00	0.00	0.0		0.10	I
I	A-B	1.43									I
I	A-C	4.20									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	2.02	3.40	0.595		3.67	1.63	29.2		0.87	I
I	C-AB	0.01	10.67	0.001		0.00	0.00	0.0		0.09	I
I	A-B	1.17									I
I	A-C	3.43									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	1.69	3.68	0.460		1.63	0.90	14.8		0.53	I
I	C-AB	0.01	10.89	0.001		0.00	0.00	0.0		0.09	I
I	A-B	0.98									I
I	A-C	2.87									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.3	*
08.30	3.2	***
08.45	3.7	****
09.00	1.6	**
09.15	0.9	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I	
I	I	I	I	I	I	I	I	I	
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	B-AC	I	185.8	I	123.9	I	163.0	I	0.88
I	C-AB	I	1.4	I	0.9	I	0.1	I	0.09
I	A-B	I	107.4	I	71.6	I	I	I	I
I	A-C	I	315.2	I	210.1	I	I	I	I
I	ALL	I	959.4	I	639.6	I	163.1	I	0.17

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 LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

 SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	773.50	0.30	0.12	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	610.36	0.28	0.11	0.18	0.40	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	718.74	0.28	0.28	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-AC	1.63	3.38	0.483		0.57	0.88	12.1		0.56	I
I	C-AB	0.01	10.68	0.001		0.00	0.00	0.0		0.09	I
I	A-B	1.03									I
I	A-C	3.55									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	2.00	2.98	0.671		0.88	1.75	22.6		0.91	I
I	C-AB	0.02	10.39	0.002		0.00	0.00	0.0		0.10	I
I	A-B	1.27									I
I	A-C	4.35									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	2.00	2.98	0.672		1.75	1.87	27.3		0.99	I
I	C-AB	0.02	10.39	0.002		0.00	0.00	0.0		0.10	I
I	A-B	1.27									I
I	A-C	4.35									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	1.63	3.38	0.483		1.87	1.00	16.6		0.61	I
I	C-AB	0.01	10.68	0.001		0.00	0.00	0.0		0.09	I
I	A-B	1.03									I
I	A-C	3.55									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	1.37	3.67	0.373		1.00	0.62	10.0		0.44	I
I	C-AB	0.01	10.89	0.001		0.00	0.00	0.0		0.09	I
I	A-B	0.87									I
I	A-C	2.97									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.9	*
08.30	1.7	**
08.45	1.9	**
09.00	1.0	*
09.15	0.6	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	150.0	I	100.0	I	96.4	I	96.4	I	0.64
I	C-AB	I	1.4	I	0.9	I	0.1	I	0.1	I	0.09
I	A-B	I	95.0	I	63.3	I		I		I	
I	A-C	I	326.2	I	217.5	I		I		I	
I	ALL	I	934.6	I	623.1	I	96.5	I	96.5	I	0.10

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	773.50	0.30	0.12	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	610.36	0.28	0.11	0.18	0.40	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	718.74	0.28	0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-AC	2.11	3.33	0.634		0.89	1.54	20.6		0.77	I
I	C-AB	0.01	10.62	0.001		0.00	0.00	0.0		0.09	I
I	A-B	1.23									I
I	A-C	3.55									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	2.59	2.92	0.885		1.54	4.07	47.0		1.61	I
I	C-AB	0.02	10.32	0.002		0.00	0.00	0.0		0.10	I
I	A-B	1.50									I
I	A-C	4.35									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	2.59	2.92	0.885		4.07	4.95	68.3		2.08	I
I	C-AB	0.02	10.32	0.002		0.00	0.00	0.0		0.10	I
I	A-B	1.50									I
I	A-C	4.35									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	2.11	3.33	0.634		4.95	1.97	38.1		1.10	I
I	C-AB	0.01	10.62	0.001		0.00	0.00	0.0		0.09	I
I	A-B	1.23									I
I	A-C	3.55									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	1.77	3.63	0.488		1.97	1.01	16.9		0.57	I
I	C-AB	0.01	10.84	0.001		0.00	0.00	0.0		0.09	I
I	A-B	1.03									I
I	A-C	2.97									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.5	**
08.30	4.1	*****
08.45	4.9	*****
09.00	2.0	**
09.15	1.0	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	194.1	I 129.4	I	202.7	I 1.04	I	202.8	I 1.05	I
I	C-AB	I	1.4	I 0.9	I	0.1	I 0.09	I	0.1	I 0.09	I
I	A-B	I	112.9	I 75.2	I		I	I		I	I
I	A-C	I	326.2	I 217.5	I		I	I		I	I
I	ALL	I	996.5	I 664.4	I	202.8	I 0.20	I	202.9	I 0.20	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		773.50		0.30		0.12			I

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	I
I		610.36		0.28		0.11		0.18		0.40		I

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		718.74		0.28		0.28			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I		I			I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-AC	2.07	3.34	0.620		0.86	1.46	19.6		0.74	I
I	C-AB	0.01	10.63	0.001		0.00	0.00	0.0		0.09	I
I	A-B	1.20									I
I	A-C	3.55									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	2.53	2.93	0.864		1.46	3.73	43.8		1.51	I
I	C-AB	0.02	10.33	0.002		0.00	0.00	0.0		0.10	I
I	A-B	1.47									I
I	A-C	4.35									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	2.53	2.93	0.864		3.73	4.45	62.0		1.92	I
I	C-AB	0.02	10.33	0.002		0.00	0.00	0.0		0.10	I
I	A-B	1.47									I
I	A-C	4.35									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	2.07	3.34	0.620		4.45	1.84	34.4		1.01	I
I	C-AB	0.01	10.63	0.001		0.00	0.00	0.0		0.09	I
I	A-B	1.20									I
I	A-C	3.55									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	1.73	3.63	0.477		1.84	0.97	16.0		0.56	I
I	C-AB	0.01	10.85	0.001		0.00	0.00	0.0		0.09	I
I	A-B	1.00									I
I	A-C	2.97									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.5	*
08.30	3.7	****
08.45	4.5	****
09.00	1.8	**
09.15	1.0	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I	
I	I	I	I	I	I	I	I	I	
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	
I	B-AC	I	189.9	I	126.6	I	187.2	I	0.99
I	C-AB	I	1.4	I	0.9	I	0.1	I	0.09
I	A-B	I	110.1	I	73.4	I		I	
I	A-C	I	326.2	I	217.5	I		I	
I	ALL	I	989.7	I	659.8	I	187.3	I	0.19

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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

==== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-

"P:\2000\22067 Barratts Roundstone Lane, Angmering\Calculations\Dec 2012 - 150 House Scheme Modelling Update\
Picady\Weavers Hill - Water Lane T Junction - PM.vpi"
(drive-on-the-left) at 16:49:39 on Monday, 10 December 2012

RUN INFORMATION

RUN TITLE : Weavers Hill - Water Lane T Junction
LOCATION :
DATE : 28/11/11
CLIENT :
ENUMERATOR : steve.doughty [CIVIL25]
JOB NUMBER : 22067
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Water Lane (East)
ARM B IS Weavers Hill
ARM C IS Water Lane (West)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.12 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 250.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 46.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 250.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 2.90 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

LOCAL DATA

ONE OR MORE CAPACITIES HAVE BEEN ADJUSTED
ACCORDING TO LOCAL VALUES INPUT FROM A PREVIOUS RUN AND LISTED BELOW

I	STREAM	I	ADJUSTMENT TO	I
I	I	I	CAPACITY (PCU/MIN)	I
I	B-AC	I	-5.000	I

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For Slope	For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM A-B	I
I	773.50		0.30	0.12	I

I	Intercept	For Slope	For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	610.36		0.28	0.11	0.18	0.40	I

I	Intercept	For Slope	For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM A-B	I
I	718.74		0.28	0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2011 Traffic Counts PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-AC	0.70	2.79	0.250		0.21	0.32	4.5		0.47	I
I	C-AB	0.15	9.49	0.015		0.01	0.02	0.2		0.11	I
I	A-B	2.17									I
I	A-C	6.55									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-AC	0.70	2.79	0.250		0.32	0.33	4.9		0.48	I
I	C-AB	0.15	9.49	0.015		0.02	0.02	0.2		0.11	I
I	A-B	2.17									I
I	A-C	6.55									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	0.57	3.26	0.175		0.33	0.22	3.5		0.37	I
I	C-AB	0.12	9.95	0.012		0.02	0.01	0.2		0.10	I
I	A-B	1.77									I
I	A-C	5.35									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	0.48	3.60	0.133		0.22	0.16	2.5		0.32	I
I	C-AB	0.10	10.28	0.010		0.01	0.01	0.1		0.10	I
I	A-B	1.48									I
I	A-C	4.48									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-AC	I	52.3	I 34.9	I 20.3	I 0.39	I 20.3	I 0.39
I	C-AB	I	11.0	I 7.3	I 1.1	I 0.10	I 1.1	I 0.10
I	A-B	I	162.4	I 108.3	I	I	I	I
I	A-C	I	491.4	I 327.6	I	I	I	I
I	ALL	I	938.7	I 625.8	I 21.4	I 0.02	I 21.4	I 0.02

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 LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	773.50	0.30	0.12	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	610.36	0.28	0.11	0.18	0.40	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	718.74	0.28	0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-AC	0.57	3.24	0.176		0.15	0.21	3.0		0.37	I
I	C-AB	0.12	9.93	0.012		0.01	0.01	0.2		0.10	I
I	A-B	1.78									I
I	A-C	5.39									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-AC	0.70	2.77	0.251		0.21	0.32	4.5		0.48	I
I	C-AB	0.15	9.47	0.016		0.01	0.02	0.2		0.11	I
I	A-B	2.18									I
I	A-C	6.61									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-AC	0.70	2.77	0.251		0.32	0.33	4.9		0.48	I
I	C-AB	0.15	9.47	0.016		0.02	0.02	0.2		0.11	I
I	A-B	2.18									I
I	A-C	6.61									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	0.57	3.24	0.176		0.33	0.22	3.5		0.38	I
I	C-AB	0.12	9.93	0.012		0.02	0.01	0.2		0.10	I
I	A-B	1.78									I
I	A-C	5.39									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	0.48	3.58	0.133		0.22	0.16	2.5		0.32	I
I	C-AB	0.10	10.26	0.010		0.01	0.01	0.1		0.10	I
I	A-B	1.49									I
I	A-C	4.52									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-AC	I	52.3	I 34.9	I 20.5	I 0.39	I 20.5	I 0.39
I	C-AB	I	11.0	I 7.3	I 1.1	I 0.10	I 1.1	I 0.10
I	A-B	I	163.8	I 109.2	I	I	I	I
I	A-C	I	495.5	I 330.3	I	I	I	I
I	ALL	I	945.6	I 630.4	I 21.6	I 0.02	I 21.6	I 0.02

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

 SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	773.50	0.30	0.12	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	610.36	0.28	0.11	0.18	0.40	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	718.74	0.28	0.28	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-AC	0.79	3.05	0.261		0.24	0.34	4.8		0.44	I
I	C-AB	0.12	9.79	0.012		0.01	0.01	0.2		0.10	I
I	A-B	2.23									I
I	A-C	5.39									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-AC	0.97	2.57	0.379		0.34	0.58	7.9		0.61	I
I	C-AB	0.15	9.30	0.016		0.01	0.02	0.2		0.11	I
I	A-B	2.73									I
I	A-C	6.61									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-AC	0.97	2.57	0.379		0.58	0.59	8.8		0.63	I
I	C-AB	0.15	9.30	0.016		0.02	0.02	0.2		0.11	I
I	A-B	2.73									I
I	A-C	6.61									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	0.79	3.05	0.261		0.59	0.37	5.9		0.45	I
I	C-AB	0.12	9.79	0.012		0.02	0.01	0.2		0.10	I
I	A-B	2.23									I
I	A-C	5.39									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	0.67	3.39	0.196		0.37	0.25	4.0		0.37	I
I	C-AB	0.10	10.15	0.010		0.01	0.01	0.2		0.10	I
I	A-B	1.87									I
I	A-C	4.52									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.3	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I	I	I	I		I	* DELAY *		I	* DELAY *		I
I	I	I	I		I	I		I	I		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	73.0	I 48.6	I	34.7	I 0.48	I	34.7	I 0.48	I
I	C-AB	I	11.0	I 7.3	I	1.2	I 0.10	I	1.2	I 0.10	I
I	A-B	I	205.1	I 136.7	I	I	I	I	I	I	I
I	A-C	I	495.5	I 330.3	I	I	I	I	I	I	I
I	ALL	I	1007.5	I 671.7	I	35.8	I 0.04	I	35.8	I 0.04	I

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A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	773.50	0.30	0.12	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	610.36	0.28	0.11	0.18	0.40	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	718.74	0.28	0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-AC	0.76	3.08	0.248		0.22	0.32	4.5		0.43	I
I	C-AB	0.12	9.86	0.012		0.01	0.01	0.2		0.10	I
I	A-B	2.19									I
I	A-C	5.39									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-AC	0.94	2.61	0.359		0.32	0.53	7.3		0.59	I
I	C-AB	0.15	9.38	0.016		0.01	0.02	0.2		0.11	I
I	A-B	2.68									I
I	A-C	6.61									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-AC	0.94	2.61	0.359		0.53	0.54	8.1		0.60	I
I	C-AB	0.15	9.38	0.016		0.02	0.02	0.2		0.11	I
I	A-B	2.68									I
I	A-C	6.61									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	0.76	3.08	0.248		0.54	0.34	5.5		0.44	I
I	C-AB	0.12	9.86	0.012		0.02	0.01	0.2		0.10	I
I	A-B	2.19									I
I	A-C	5.39									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	0.64	3.43	0.187		0.34	0.24	3.7		0.36	I
I	C-AB	0.10	10.20	0.010		0.01	0.01	0.1		0.10	I
I	A-B	1.83									I
I	A-C	4.52									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.3	
17.30	0.5	*
17.45	0.5	*
18.00	0.3	
18.15	0.2	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-AC	I	70.2	I 46.8	I 32.2	I 0.46	I 32.2	I 0.46
I	C-AB	I	11.0	I 7.3	I 1.1	I 0.10	I 1.1	I 0.10
I	A-B	I	201.0	I 134.0	I	I	I	I
I	A-C	I	495.5	I 330.3	I	I	I	I
I	ALL	I	1000.7	I 667.1	I 33.4	I 0.03	I 33.4	I 0.03

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*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	773.50	0.30	0.12	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	610.36	0.28	0.11	0.18	0.40	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	718.74	0.28	0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-AC	0.58	3.16	0.185		0.16	0.22	3.1		0.39	I
I	C-AB	0.12	9.89	0.012		0.01	0.01	0.2		0.10	I
I	A-B	1.86									I
I	A-C	5.60									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-AC	0.72	2.68	0.267		0.22	0.35	4.9		0.50	I
I	C-AB	0.15	9.42	0.016		0.01	0.02	0.2		0.11	I
I	A-B	2.28									I
I	A-C	6.86									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-AC	0.72	2.68	0.267		0.35	0.36	5.3		0.51	I
I	C-AB	0.15	9.42	0.016		0.02	0.02	0.2		0.11	I
I	A-B	2.28									I
I	A-C	6.86									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	0.58	3.16	0.185		0.36	0.23	3.7		0.39	I
I	C-AB	0.12	9.89	0.012		0.02	0.01	0.2		0.10	I
I	A-B	1.86									I
I	A-C	5.60									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	0.49	3.51	0.139		0.23	0.17	2.6		0.33	I
I	C-AB	0.10	10.23	0.010		0.01	0.01	0.1		0.10	I
I	A-B	1.56									I
I	A-C	4.69									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.4
18.00	0.2
18.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I	I	I	I		I	* DELAY *		I	* DELAY *		I
I	I	I	I		I	I		I	I		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	53.7	I 35.8	I	21.9	I 0.41	I	21.9	I 0.41	I
I	C-AB	I	11.0	I 7.3	I	1.1	I 0.10	I	1.1	I 0.10	I
I	A-B	I	170.7	I 113.8	I	I	I	I	I	I	I
I	A-C	I	514.8	I 343.2	I	I	I	I	I	I	I
I	ALL	I	982.8	I 655.2	I	23.0	I 0.02	I	23.0	I 0.02	I

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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	773.50	0.30	0.12	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	610.36	0.28	0.11	0.18	0.40	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	718.74	0.28	0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-AC	0.81	2.98	0.272		0.25	0.36	5.1		0.46	I
I	C-AB	0.12	9.76	0.012		0.01	0.01	0.2		0.10	I
I	A-B	2.31									I
I	A-C	5.60									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-AC	0.99	2.48	0.399		0.36	0.62	8.5		0.66	I
I	C-AB	0.15	9.27	0.016		0.01	0.02	0.2		0.11	I
I	A-B	2.83									I
I	A-C	6.86									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-AC	0.99	2.48	0.399		0.62	0.64	9.5		0.67	I
I	C-AB	0.15	9.27	0.016		0.02	0.02	0.2		0.11	I
I	A-B	2.83									I
I	A-C	6.86									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	0.81	2.98	0.272		0.64	0.39	6.3		0.47	I
I	C-AB	0.12	9.76	0.012		0.02	0.01	0.2		0.10	I
I	A-B	2.31									I
I	A-C	5.60									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	0.68	3.34	0.203		0.39	0.26	4.2		0.38	I
I	C-AB	0.10	10.12	0.010		0.01	0.01	0.2		0.10	I
I	A-B	1.93									I
I	A-C	4.69									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.4	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.3	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I	I	I	I		I	* DELAY *		I	* DELAY *		I
I	I	I	I		I	I		I	I		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	74.3	I 49.6	I	37.0	I 0.50	I	37.0	I 0.50	I
I	C-AB	I	11.0	I 7.3	I	1.2	I 0.11	I	1.2	I 0.11	I
I	A-B	I	212.0	I 141.3	I	I	I	I	I	I	I
I	A-C	I	514.8	I 343.2	I	I	I	I	I	I	I
I	ALL	I	1044.7	I 696.5	I	38.1	I 0.04	I	38.1	I 0.04	I

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 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING 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.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	773.50	0.30	0.12	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	610.36	0.28	0.11	0.18	0.40	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	718.74	0.28	0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	I	I	I	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-AC	0.78	3.00	0.260		0.23	0.34	4.8		0.45	I
I	C-AB	0.12	9.78	0.012		0.01	0.01	0.2		0.10	I
I	A-B	2.26									I
I	A-C	5.60									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-AC	0.95	2.50	0.381		0.34	0.58	8.0		0.63	I
I	C-AB	0.15	9.28	0.016		0.01	0.02	0.2		0.11	I
I	A-B	2.77									I
I	A-C	6.86									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-AC	0.95	2.50	0.381		0.58	0.60	8.8		0.64	I
I	C-AB	0.15	9.28	0.016		0.02	0.02	0.2		0.11	I
I	A-B	2.77									I
I	A-C	6.86									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-AC	0.78	3.00	0.260		0.60	0.36	5.9		0.46	I
I	C-AB	0.12	9.78	0.012		0.02	0.01	0.2		0.10	I
I	A-B	2.26									I
I	A-C	5.60									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	0.65	3.35	0.195		0.36	0.25	3.9		0.37	I
I	C-AB	0.10	10.14	0.010		0.01	0.01	0.2		0.10	I
I	A-B	1.89									I
I	A-C	4.69									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.3	
17.30	0.6	*
17.45	0.6	*
18.00	0.4	
18.15	0.2	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I
I	I	I	(VEH)	I	(MIN/VEH)	I	(MIN)	I
I	B-AC	I	71.6	I	47.7	I	34.7	I
I	C-AB	I	11.0	I	7.3	I	1.2	I
I	A-B	I	207.8	I	138.6	I	I	I
I	A-C	I	514.8	I	343.2	I	I	I
I	ALL	I	1037.8	I	691.9	I	35.8	I
							0.03	

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*****END OF RUN*****

===== end of file =====