

ARCADY 6		
GUI Version: 6.2 AG		
Analysis Program: Release 7.0 (FEBRUARY 2010)		
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TRL Limited Crowthorne House Nine Mile Ride Wokingham, Berks. RG40 3GA, UK		Tel: +44 (0)1344 770758 Fax: +44 (0)1344 770864 Email: software@trl.co.uk Web: www.trlsoftware.co.uk
The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Information

Run with file:- x:\1093 Ford Refuse Facility\3 Transport\3 Calcs\2 ARCADY\0800_0900 A2359 roundabout.val
 At: 11:16:22 on Friday, September 13, 2013
 Mode: Drive On The Left
 Units: Metric

Arm Labelling

Arm	Full Arm Names
Arm A	Ford Rd
Arm B	A259 westbound
Arm C	Crookthorn Lane
Arm D	A259 eastbound

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

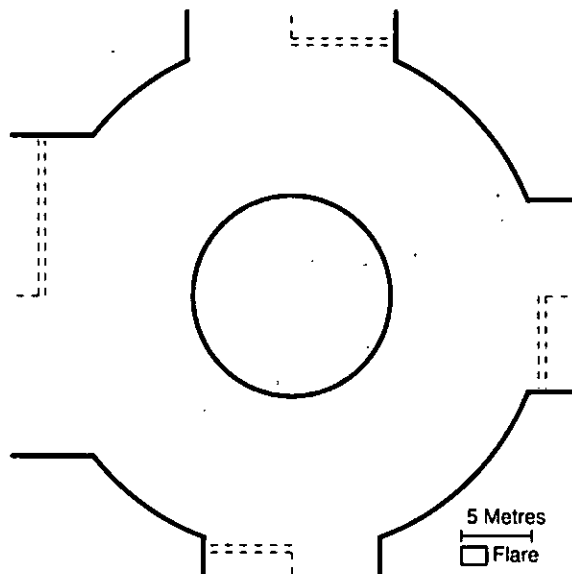
Run Title	0800_1700 Peaks
Location	A259 / Ford Rd roundabout junction
Date	11/04/2013
Client	Grundon
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Description	

Errors and Warnings

****WARNING**** ARM B Effective flare length is outside normal range.
Treat capacities with increasing caution.

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.30	3.38	2.55	3.60
Entry Width (m)	6.70	6.27	11.20	7.40
Flare Length (m)	19.00	44.00	22.00	12.00
Entry Radius (m)	26.00	18.50	32.00	19.00
Inscribed Circle Diameter (m)	35.00	35.00	35.00	35.00
Entry Angle (degrees)	57.00	62.00	8.00	46.00
Slope	0.589	0.585	0.765	0.607
Intercept (PCU/Min)	25.310	25.779	35.272	26.102

Junction Diagram: (View Extent = 40m)

Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using ODTAB Data
 Period of Interest (for Queue and Delay calculations): 07:45 to 09:15
 Length of Time Period: 90 min
 Length of Time Segment: 15 min

Total Traffic Demand (Vehicles/Hour) for Demand Set: 0800 0900 2014 + Development

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	220.0	13.0	58.0
Arm B	392.0	0.0	5.0	692.0
Arm C	3.0	26.0	0.0	7.0
Arm D	133.0	850.0	15.0	0.0

Entry Flow Data for Demand Set: 0800 0900 2014 + Development

Arms	Number of Minutes From Start When			Rate of flow (Veh/Min)		
	Flow Starts To Rise	Top of Peak Is Reached	Flow Stops Falling	Before Peak	At Top of Peak	After Peak
Arm A	15.00	45.00	75.00	3.64	5.46	3.64
Arm B	15.00	45.00	75.00	13.61	20.42	13.61
Arm C	15.00	45.00	75.00	0.45	0.67	0.45
Arm D	15.00	45.00	75.00	12.48	18.71	12.48

Turning Proportions

ODTAB Demand Data type is used, no turning proportions available.

Heavy Vehicle Percentages for Demand Set: 0800 0900 2014 + Development

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
07:45 to 09:15	Arm A	0.0	9.0	0.0	21.0
	Arm B	7.0	0.0	20.0	7.0
	Arm C	0.0	0.0	0.0	0.0

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
	Arm D	5.0	6.0	13.0	0.0

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 07:45 to 08:00	A	3.65	16.56	0.221	-	0.0	0.3	4.1	-	0.077
	B	13.66	23.40	0.584	-	0.0	1.4	19.7	-	0.101
	C	0.45	23.54	0.019	-	0.0	0.0	0.3	-	0.043
	D	12.52	21.43	0.584	-	0.0	1.4	19.7	-	0.110
Segment : 2 - 08:00 to 08:15	A	4.36	15.33	0.284	-	0.3	0.4	5.8	-	0.091
	B	16.32	23.26	0.701	-	1.4	2.3	32.3	-	0.141
	C	0.54	21.22	0.025	-	0.0	0.0	0.4	-	0.048
	D	14.95	20.80	0.719	-	1.4	2.5	34.6	-	0.167
Segment : 3 - 08:15 to 08:30	A	5.34	13.80	0.387	-	0.4	0.6	9.1	-	0.118
	B	19.98	23.08	0.866	-	2.3	5.7	73.5	-	0.284
	C	0.66	18.19	0.036	-	0.0	0.0	0.6	-	0.057
	D	18.31	19.97	0.917	-	2.5	8.2	98.0	-	0.429
Segment : 4 - 08:30 to 08:45	A	5.34	13.65	0.391	-	0.6	0.6	9.5	-	0.120
	B	19.98	23.08	0.866	-	5.7	6.0	88.1	-	0.315
	C	0.66	18.02	0.037	-	0.0	0.0	0.6	-	0.058
	D	18.31	19.93	0.919	-	8.2	9.3	132.6	-	0.545
Segment : 5 - 08:45 to 09:00	A	4.36	15.08	0.289	-	0.6	0.4	6.3	-	0.093
	B	16.32	23.25	0.702	-	6.0	2.4	39.9	-	0.154
	C	0.54	20.98	0.026	-	0.0	0.0	0.4	-	0.049
	D	14.95	20.73	0.721	-	9.3	2.7	48.5	-	0.201
Segment : 6 - 09:00 to 09:15	A	3.65	16.47	0.222	-	0.4	0.3	4.4	-	0.078
	B	13.66	23.39	0.584	-	2.4	1.4	22.3	-	0.104
	C	0.45	23.41	0.019	-	0.0	0.0	0.3	-	0.044
	D	12.52	21.39	0.585	-	2.7	1.4	22.6	-	0.115

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	400.5	267.0	39.1	0.10	39.2	0.10
B	1498.9	999.3	276.0	0.18	276.0	0.18
C	49.6	33.0	2.5	0.05	2.5	0.05
D	1373.7	915.8	355.9	0.26	355.9	0.26
ALL	3322.7	2215.1	673.5	0.20	673.6	0.20

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles that 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.

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Run Information

Run with file:- x:\1093 Ford Refuse Facility\3 Transport\3 Calcs\2 ARCADY\0800_0900 A2359 roundabout.val
 At: 11:14:07 on Friday, September 13, 2013
 Mode: Drive On The Left
 Units: Metric

Arm Labelling

Arm	Full Arm Names
Arm A	Ford Rd
Arm B	A259 westbound
Arm C	Crookthorn Lane
Arm D	A259 eastbound

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

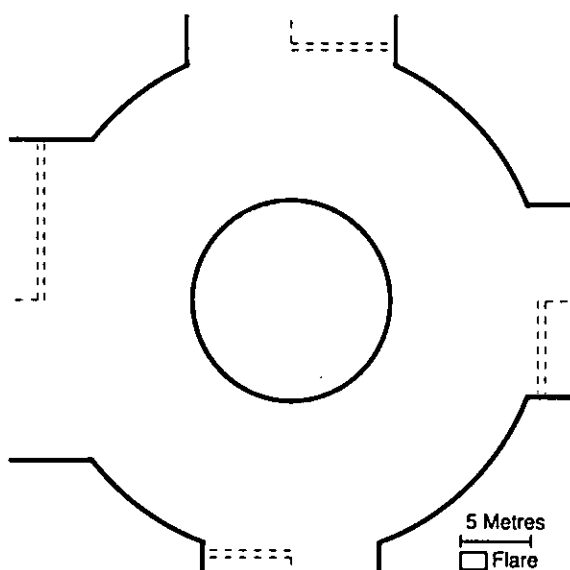
Run Title	0800_1700 Peaks
Location	A259 / Ford Rd roundabout junction
Date	11/04/2013
Client	Grundon
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Description	

Errors and Warnings

****WARNING**** ARM B Effective flare length is outside normal range.
Treat capacities with increasing caution.

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.30	3.38	2.55	3.60
Entry Width (m)	6.70	6.27	11.20	7.40
Flare Length (m)	19.00	44.00	22.00	12.00
Entry Radius (m)	26.00	18.50	32.00	19.00
Inscribed Circle Diameter (m)	35.00	35.00	35.00	35.00
Entry Angle (degrees)	57.00	62.00	8.00	46.00
Slope	0.589	0.585	0.765	0.607
Intercept (PCU/Min)	25.310	25.779	35.272	26.102

Junction Diagram: (View Extent = 40m)

Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using ODTAB Data

Period of Interest (for Queue and Delay calculations): 07:45 to 09:15

Length of Time Period: 90 min

Length of Time Segment: 15 min

Total Traffic Demand (Vehicles/Hour) for Demand Set: 0800 0900 Base 2014

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	217.0	13.0	55.0
Arm B	392.0	0.0	5.0	689.0
Arm C	3.0	26.0	0.0	7.0
Arm D	133.0	850.0	15.0	0.0

Entry Flow Data for Demand Set: 0800 0900 Base 2014

Arms	Number of Minutes From Start When			Rate of flow (Veh/Min)		
	Flow Starts To Rise	Top of Peak Is Reached	Flow Stops Falling	Before Peak	At Top of Peak	After Peak
Arm A	15.00	45.00	75.00	3.56	5.34	3.56
Arm B	15.00	45.00	75.00	13.57	20.36	13.57
Arm C	15.00	45.00	75.00	0.45	0.67	0.45
Arm D	15.00	45.00	75.00	12.48	18.71	12.48

Turning Proportions

ODTAB Demand Data type is used, no turning proportions available.

Heavy Vehicle Percentages for Demand Set: 0800 0900 Base 2014

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
07:45 to 09:15	Arm A	0.0	8.0	0.0	16.0
	Arm B	7.0	0.0	20.0	6.0
	Arm C	0.0	0.0	0.0	0.0

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
	Arm D	5.0	6.0	13.0	0.0

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 07:45 to 08:00	A	3.58	16.83	0.212	-	0.0	0.3	3.9	-	0.075
	B	13.63	23.58	0.578	-	0.0	1.3	19.3	-	0.099
	C	0.45	23.70	0.019	-	0.0	0.0	0.3	-	0.043
	D	12.52	21.43	0.584	-	0.0	1.4	19.7	-	0.110
Segment : 2 - 08:00 to 08:15	A	4.27	15.58	0.274	-	0.3	0.4	5.5	-	0.088
	B	16.27	23.45	0.694	-	1.3	2.2	31.3	-	0.137
	C	0.54	21.41	0.025	-	0.0	0.0	0.4	-	0.048
	D	14.95	20.80	0.719	-	1.4	2.5	34.6	-	0.167
Segment : 3 - 08:15 to 08:30	A	5.23	14.03	0.373	-	0.4	0.6	8.5	-	0.113
	B	19.93	23.28	0.856	-	2.2	5.3	69.4	-	0.266
	C	0.66	18.41	0.036	-	0.0	0.0	0.5	-	0.056
	D	18.31	19.97	0.917	-	2.5	8.2	98.1	-	0.429
Segment : 4 - 08:30 to 08:45	A	5.23	13.88	0.377	-	0.6	0.6	8.9	-	0.116
	B	19.93	23.28	0.856	-	5.3	5.6	82.1	-	0.292
	C	0.66	18.25	0.036	-	0.0	0.0	0.6	-	0.057
	D	18.31	19.92	0.919	-	8.2	9.3	132.7	-	0.545
Segment : 5 - 08:45 to 09:00	A	4.27	15.33	0.279	-	0.6	0.4	6.0	-	0.091
	B	16.27	23.44	0.694	-	5.6	2.3	38.1	-	0.148
	C	0.54	21.18	0.025	-	0.0	0.0	0.4	-	0.048
	D	14.95	20.74	0.721	-	9.3	2.7	48.5	-	0.201
Segment : 6 - 09:00 to 09:15	A	3.58	16.75	0.214	-	0.4	0.3	4.2	-	0.076
	B	13.63	23.57	0.578	-	2.3	1.4	21.7	-	0.102
	C	0.45	23.57	0.019	-	0.0	0.0	0.3	-	0.043
	D	12.52	21.40	0.585	-	2.7	1.4	22.6	-	0.115

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queuing Delay		Inclusive Queuing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	392.3	261.5	37.1	0.09	37.1	0.09
B	1494.8	996.5	262.0	0.18	262.0	0.18
C	49.6	33.0	2.5	0.05	2.5	0.05
D	1373.7	915.8	356.1	0.26	356.2	0.26
ALL	3310.3	2206.9	657.7	0.20	657.7	0.20

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles that are still queuing after the end of the time period.

These will only be significantly different if there is a large queue remaining at the end of the time period.

ARCADY 6		
GUI Version: 6.2 AG		
Analysis Program: Release 7.0 (FEBRUARY 2010)		
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Run Information

Run with file: x:\1093 Ford Refuse Facility\3 Transport\3 Calcs\2 ARCADY\0800_0900 A2359 roundabout_NewLayout.val
 At: 16:59:34 on Tuesday, February 04, 2014
 Mode: Drive On The Left
 Units: Metric

Arm Labelling

Arm	Full Arm Names
Arm A	Ford Rd
Arm B	A259 westbound
Arm C	Crookthorn Lane
Arm D	A259 eastbound

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

Run Title	0800_0900 Peak
Location	A259 / Ford Rd roundabout junction
Date	11/04/2013
Client	Grundon
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Description	With new layout

Errors and Warnings

[No errors or warnings]

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.30	6.00	2.55	3.60
Entry Width (m)	6.70	7.80	7.50	7.40
Flare Length (m)	19.00	6.00	22.00	12.00
Entry Radius (m)	26.00	18.50	32.00	19.00
Inscribed Circle Diameter (m)	35.00	35.00	35.00	35.00
Entry Angle (degrees)	57.00	62.00	8.00	46.00
Slope	0.589	0.648	0.701	0.607
Intercept (PCU/Min)	25.310	30.920	30.006	26.102

Demand Data

Demand Profiles are Synthesised using ODTAB Data

Period of Interest (for Queue and Delay calculations): 07:45 to 09:15

Length of Time Period: 90 min

Length of Time Segment: 15 min

Total Traffic Demand (Vehicles/Hour) for Demand Set: 0800 0900 Base 2014

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	217.0	13.0	55.0
Arm B	392.0	0.0	5.0	689.0
Arm C	3.0	26.0	0.0	7.0
Arm D	133.0	850.0	15.0	0.0

Entry Flow Data for Demand Set: 0800 0900 Base 2014

Arms	Number of Minutes From Start When			Rate of flow (Veh/Min)		
	Flow Starts To Rise	Top of Peak Is Reached	Flow Stops Falling	Before Peak	At Top of Peak	After Peak
Arm A	15.00	45.00	75.00	3.56	5.34	3.56
Arm B	15.00	45.00	75.00	13.57	20.36	13.57
Arm C	15.00	45.00	75.00	0.45	0.67	0.45
Arm D	15.00	45.00	75.00	12.48	18.71	12.48

Turning Proportions

ODTAB Demand Data type is used, no turning proportions available.

Heavy Vehicle Percentages for Demand Set: 0800 0900 Base 2014

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
07:45 to 09:15	Arm A	0.0	8.0	0.0	16.0
	Arm B	7.0	0.0	20.0	6.0
	Arm C	0.0	0.0	0.0	0.0
	Arm D	5.0	6.0	13.0	0.0

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 07:45 to 08:00	A	3.58	16.83	0.212	-	0.0	0.3	3.9	-	0.075
	B	13.63	28.34	0.481	-	0.0	0.9	13.3	-	0.067
	C	0.45	19.38	0.023	-	0.0	0.0	0.4	-	0.053
	D	12.52	21.42	0.585	-	0.0	1.4	19.7	-	0.110
Segment : 2 - 08:00 to 08:15	A	4.27	15.58	0.274	-	0.3	0.4	5.5	-	0.088
	B	16.27	28.20	0.577	-	0.9	1.3	19.6	-	0.083
	C	0.54	17.28	0.031	-	0.0	0.0	0.5	-	0.060
	D	14.95	20.79	0.719	-	1.4	2.5	34.6	-	0.167
Segment : 3 - 08:15 to 08:30	A	5.23	14.03	0.373	-	0.4	0.6	8.5	-	0.113
	B	19.93	28.01	0.711	-	1.3	2.4	34.1	-	0.121
	C	0.66	14.45	0.046	-	0.0	0.0	0.7	-	0.073
	D	18.31	19.94	0.919	-	2.5	8.3	99.0	-	0.434
Segment : 4 - 08:30 to 08:45	A	5.23	13.87	0.377	-	0.6	0.6	8.9	-	0.116
	B	19.93	28.01	0.712	-	2.4	2.4	36.3	-	0.124
	C	0.66	14.40	0.046	-	0.0	0.0	0.7	-	0.073
	D	18.31	19.92	0.919	-	8.3	9.4	133.7	-	0.547
Segment : 5 - 08:45 to 09:00	A	4.27	15.32	0.279	-	0.6	0.4	6.0	-	0.091
	B	16.27	28.19	0.577	-	2.4	1.4	21.5	-	0.085
	C	0.54	17.21	0.031	-	0.0	0.0	0.5	-	0.060
	D	14.95	20.77	0.720	-	9.4	2.7	48.3	-	0.201
Segment : 6 - 09:00 to 09:15	A	3.58	16.75	0.214	-	0.4	0.3	4.2	-	0.076
	B	13.63	28.33	0.481	-	1.4	0.9	14.4	-	0.068
	C	0.45	19.31	0.023	-	0.0	0.0	0.4	-	0.053
	D	12.52	21.40	0.585	-	2.7	1.4	22.6	-	0.115

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queuing Delay		Inclusive Queuing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	392.3	261.5	37.1	0.09	37.1	0.09
B	1494.8	996.5	139.2	0.09	139.2	0.09
C	49.6	33.0	3.1	0.06	3.1	0.06
D	1373.7	915.8	357.7	0.26	357.8	0.26
ALL	3310.3	2206.9	537.1	0.16	537.2	0.16

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles that are still queuing after the end of the time period.

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GUI Version: 6.2 AG		
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Run Information

Run with file:- x:\1093 Ford Refuse Facility\3 Transport\3 Calcs\2 ARCADY\0800_0900 A2359 roundabout.vai

At: 11:06:44 on Friday, September 13, 2013

Mode: Drive On The Left

Units: Metric

Arm Labelling

Arm	Full Arm Names
Arm A	Ford Rd
Arm B	A259 westbound
Arm C	Crookthorn Lane
Arm D	A259 eastbound

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

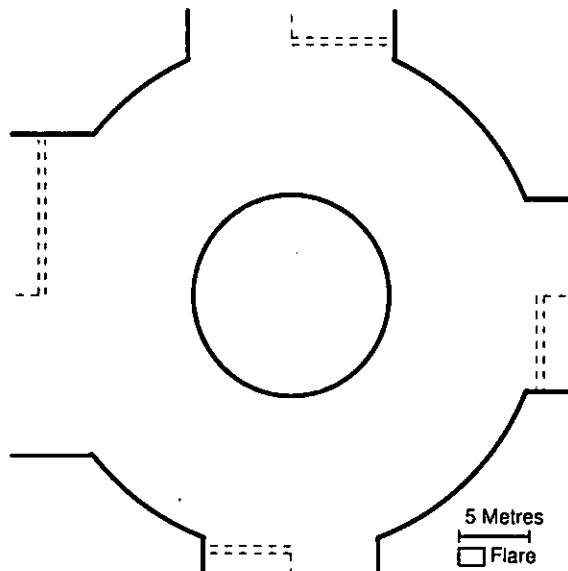
Run Title	0800_1700 Peaks
Location	A259 / Ford Rd roundabout junction
Date	11/04/2013
Client	Grundon
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Description	

Errors and Warnings

****WARNING**** ARM B Effective flare length is outside normal range.
Treat capacities with increasing caution.

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.30	3.38	2.55	3.60
Entry Width (m)	6.70	6.27	11.20	7.40
Flare Length (m)	19.00	44.00	22.00	12.00
Entry Radius (m)	26.00	18.50	32.00	19.00
Inscribed Circle Diameter (m)	35.00	35.00	35.00	35.00
Entry Angle (degrees)	57.00	62.00	8.00	46.00
Slope	0.589	0.585	0.765	0.607
Intercept (PCU/Min)	25.310	25.779	35.272	26.102

Junction Diagram: (View Extent = 40m)

Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using ODTAB Data

Period of interest (for Queue and Delay calculations): 07:45 to 09:15

Length of Time Period: 90 min

Length of Time Segment: 15 min

Total Traffic Demand (Vehicles/Hour) for Demand Set: 0800 0900 Base 2024 + Development

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	257.0	15.0	68.0
Arm B	458.0	0.0	6.0	807.0
Arm C	4.0	31.0	0.0	8.0
Arm D	155.0	992.0	18.0	0.0

Entry Flow Data for Demand Set: 0800 0900 Base 2024 + Development

Arms	Number of Minutes From Start When			Rate of flow (Veh/Min)		
	Flow Starts To Rise	Top of Peak Is Reached	Flow Stops Falling	Before Peak	At Top of Peak	After Peak
Arm A	15.00	45.00	75.00	4.25	6.38	4.25
Arm B	15.00	45.00	75.00	15.89	23.83	15.89
Arm C	15.00	45.00	75.00	0.54	0.81	0.54
Arm D	15.00	45.00	75.00	14.56	21.84	14.56

Turning Proportions

ODTAB Demand Data type is used, no turning proportions available.

Heavy Vehicle Percentages for Demand Set: 0800 0900 Base 2024 + Development

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
07:45 to 09:15	Arm A	0.0	9.0	0.0	20.0
	Arm B	7.0	0.0	20.0	7.0
	Arm C	0.0	0.0	0.0	0.0

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
	Arm D	5.0	6.0	13.0	0.0

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 07:45 to 08:00	A	4.27	15.55	0.274	-	0.0	0.4	5.5	-	0.088
	B	15.95	23.28	0.685	-	0.0	2.1	29.6	-	0.131
	C	0.54	21.62	0.025	-	0.0	0.0	0.4	-	0.047
	D	14.62	20.89	0.700	-	0.0	2.3	31.2	-	0.152
Segment : 2 - 08:00 to 08:15	A	5.09	14.16	0.360	-	0.4	0.6	8.1	-	0.110
	B	19.04	23.13	0.823	-	2.1	4.3	58.1	-	0.228
	C	0.64	18.94	0.034	-	0.0	0.0	0.5	-	0.055
	D	17.46	20.16	0.866	-	2.3	5.6	71.9	-	0.320
Segment : 3 - 08:15 to 08:30	A	6.24	13.20	0.473	-	0.6	0.9	12.7	-	0.143
	B	23.32	22.93	1.017	-	4.3	22.1	219.8	-	0.779
	C	0.79	16.09	0.049	-	0.0	0.1	0.8	-	0.065
	D	21.38	19.38	1.103	-	5.6	39.9	354.7	-	1.392
Segment : 4 - 08:30 to 08:45	A	6.24	13.13	0.475	-	0.9	0.9	13.4	-	0.145
	B	23.32	22.93	1.017	-	22.1	33.0	416.2	-	1.373
	C	0.79	15.72	0.050	-	0.1	0.1	0.8	-	0.067
	D	21.38	19.28	1.109	-	39.9	72.2	841.7	-	3.056
Segment : 5 - 08:45 to 09:00	A	5.09	13.07	0.390	-	0.9	0.6	10.0	-	0.126
	B	19.04	23.10	0.824	-	33.0	5.3	196.6	-	0.651
	C	0.64	17.32	0.037	-	0.1	0.0	0.6	-	0.060
	D	17.46	19.72	0.885	-	72.2	42.3	858.3	-	2.968
Segment : 6 - 09:00 to 09:15	A	4.27	14.18	0.301	-	0.6	0.4	6.7	-	0.101
	B	15.95	23.25	0.686	-	5.3	2.2	36.5	-	0.145
	C	0.54	21.33	0.025	-	0.0	0.0	0.4	-	0.048
	D	14.62	20.81	0.702	-	42.3	2.5	177.4	-	0.528

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	468.0	312.0	56.3	0.12	56.3	0.12
B	1749.4	1166.3	956.8	0.55	956.9	0.55
C	59.2	39.5	3.4	0.06	3.4	0.06
D	1603.5	1069.0	2335.3	1.46	2335.4	1.46
ALL	3880.1	2586.8	3351.8	0.86	3352.1	0.86

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles that 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.

ARCADY 6		
GUI Version: 6.2 AG		
Analysis Program: Release 7.0 (FEBRUARY 2010)		
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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Information

Run with file:- x:\1093 Ford Refuse Facility\3 Transport\3 Calcs\2 ARCADY\0800_0900 A2359 roundabout.val

At: 11:11:09 on Friday, September 13, 2013

Mode: Drive On The Left

Units: Metric

Arm Labelling

Arm	Full Arm Names
Arm A	Ford Rd
Arm B	A259 westbound
Arm C	Crookthorn Lane
Arm D	A259 eastbound

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

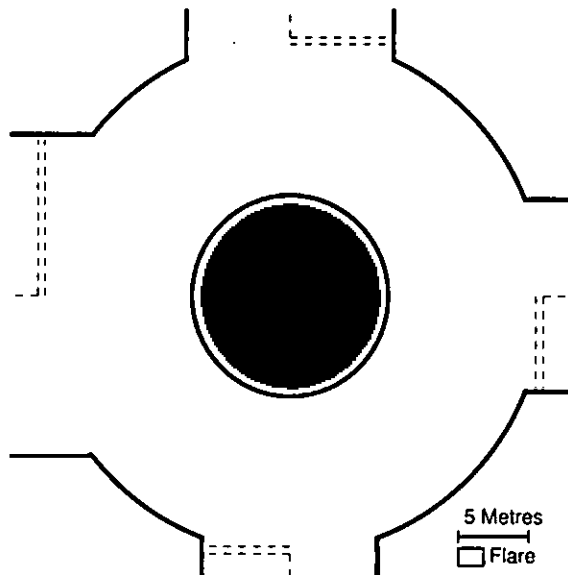
Run Title	0800_1700 Peaks
Location	A259 / Ford Rd roundabout junction
Date	11/04/2013
Client	Grundon
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Description	

Errors and Warnings

****WARNING**** ARM B Effective flare length is outside normal range.
Treat capacities with increasing caution.

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.30	3.38	2.55	3.60
Entry Width (m)	6.70	6.27	11.20	7.40
Flare Length (m)	19.00	44.00	22.00	12.00
Entry Radius (m)	26.00	18.50	32.00	19.00
Inscribed Circle Diameter (m)	35.00	35.00	35.00	35.00
Entry Angle (degrees)	57.00	62.00	8.00	46.00
Slope	0.589	0.585	0.765	0.607
Intercept (PCU/Min)	25.310	25.779	35.272	26.102

Junction Diagram: (View Extent = 40m)

Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using ODTAB Data

Period of interest (for Queue and Delay calculations): 07:45 to 09:15

Length of Time Period: 90 min

Length of Time Segment: 15 min

Total Traffic Demand (Vehicles/Hour) for Demand Set: 0800 0900 Base 2024

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	254.0	15.0	65.0
Arm B	458.0	0.0	6.0	804.0
Arm C	4.0	31.0	0.0	8.0
Arm D	155.0	992.0	18.0	0.0

Entry Flow Data for Demand Set: 0800 0900 Base 2024

Arms	Number of Minutes From Start When			Rate of flow (Veh/Min)		
	Flow Starts To Rise	Top of Peak Is Reached	Flow Stops Falling	Before Peak	At Top of Peak	After Peak
Arm A	15.00	45.00	75.00	4.18	6.26	4.18
Arm B	15.00	45.00	75.00	15.85	23.78	15.85
Arm C	15.00	45.00	75.00	0.54	0.81	0.54
Arm D	15.00	45.00	75.00	14.56	21.84	14.56

Turning Proportions

ODTAB Demand Data type is used, no turning proportions available.

Heavy Vehicle Percentages for Demand Set: 0800 0900 Base 2024

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
07:45 to 09:15	Arm A	0.0	8.0	0.0	16.0
	Arm B	7.0	0.0	20.0	6.0
	Arm C	0.0	0.0	0.0	0.0

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
	Arm D	5.0	6.0	13.0	0.0

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 07:45 to 08:00	A	4.19	15.78	0.266	-	0.0	0.4	5.2	-	0.086
	B	15.91	23.46	0.678	-	0.0	2.1	28.7	-	0.128
	C	0.54	21.78	0.025	-	0.0	0.0	0.4	-	0.047
	D	14.62	20.89	0.700	-	0.0	2.3	31.2	-	0.152
Segment : 2 - 08:00 to 08:15	A	5.00	14.37	0.348	-	0.4	0.5	7.7	-	0.107
	B	19.00	23.31	0.815	-	2.1	4.1	55.5	-	0.218
	C	0.64	19.14	0.034	-	0.0	0.0	0.5	-	0.054
	D	17.46	20.16	0.866	-	2.3	5.6	71.9	-	0.320
Segment : 3 - 08:15 to 08:30	A	6.13	13.40	0.457	-	0.5	0.8	12.0	-	0.137
	B	23.27	23.13	1.006	-	4.1	19.8	202.0	-	0.717
	C	0.79	16.22	0.049	-	0.0	0.1	0.8	-	0.065
	D	21.38	19.35	1.105	-	5.6	40.3	357.5	-	1.405
Segment : 4 - 08:30 to 08:45	A	6.13	13.34	0.460	-	0.8	0.8	12.6	-	0.139
	B	23.27	23.13	1.006	-	19.8	28.5	365.8	-	1.211
	C	0.79	15.84	0.050	-	0.1	0.1	0.8	-	0.066
	D	21.38	19.24	1.111	-	40.3	73.0	850.9	-	3.092
Segment : 5 - 08:45 to 09:00	A	5.00	13.24	0.378	-	0.8	0.6	9.5	-	0.122
	B	19.00	23.29	0.816	-	28.5	4.9	156.8	-	0.514
	C	0.64	17.75	0.036	-	0.1	0.0	0.6	-	0.058
	D	17.46	19.78	0.883	-	73.0	42.2	864.2	-	2.982
Segment : 6 - 09:00 to 09:15	A	4.19	14.39	0.291	-	0.6	0.4	6.4	-	0.098
	B	15.91	23.43	0.679	-	4.9	2.2	35.1	-	0.139
	C	0.54	21.51	0.025	-	0.0	0.0	0.4	-	0.048
	D	14.62	20.82	0.702	-	42.2	2.5	176.8	-	0.525

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	459.7	306.5	53.4	0.12	53.4	0.12
B	1745.3	1163.5	843.9	0.48	844.0	0.48
C	59.2	39.5	3.4	0.06	3.4	0.06
D	1603.5	1069.0	2352.6	1.47	2352.7	1.47
ALL	3867.8	2578.5	3253.2	0.84	3253.5	0.84

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles that 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.

ARCADY 6		
GUI Version: 6.2 AG		
Analysis Program: Release 7.0 (FEBRUARY 2010)		
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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution.		

Run Information

Run with file:- x:\1093 Ford Refuse Facility\3 Transport\3 Calcs\2 ARCADY\1700_1800 A2359 roundabout.val

At: 11:25:09 on Friday, September 13, 2013

Mode: Drive On The Left

Units: Metric

Arm Labelling

Arm	Full Arm Names
Arm A	Ford Rd
Arm B	A259 westbound
Arm C	Crookthorn Lane
Arm D	A259 eastbound

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

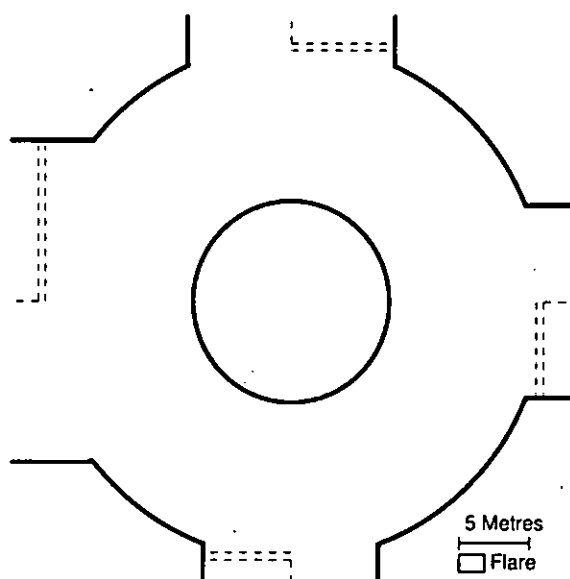
Run Title	0800_1700 Peaks
Location	A259 / Ford Rd roundabout junction
Date	11/04/2013
Client	Grundon
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Description	

Errors and Warnings

****WARNING**** ARM B Effective flare length is outside normal range.
Treat capacities with increasing caution.

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.30	3.38	2.55	3.60
Entry Width (m)	6.70	6.27	11.20	7.40
Flare Length (m)	19.00	44.00	22.00	12.00
Entry Radius (m)	26.00	18.50	32.00	19.00
Inscribed Circle Diameter (m)	35.00	35.00	35.00	35.00
Entry Angle (degrees)	57.00	62.00	8.00	46.00
Slope	0.589	0.585	0.765	0.607
Intercept (PCU/Min)	25.310	25.779	35.272	26.102

Junction Diagram: (View Extent = 40m)

Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using ODTAB Data

Period of Interest (for Queue and Delay calculations): 16:45 to 18:15

Length of Time Period: 90 min

Length of Time Segment: 15 min

Total Traffic Demand (Vehicles/Hour) for Demand Set: 1700 1800 Base 2014 + Development

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	447.0	1.0	205.0
Arm B	188.0	0.0	3.0	1040.0
Arm C	1.0	3.0	0.0	2.0
Arm D	50.0	825.0	1.0	0.0

Entry Flow Data for Demand Set: 1700 1800 Base 2014 + Development

Arms	Number of Minutes From Start When			Rate of flow (Veh/Min)		
	Flow Starts To Rise	Top of Peak Is Reached	Flow Stops Falling	Before Peak	At Top of Peak	After Peak
Arm A	15.00	45.00	75.00	8.16	12.24	8.16
Arm B	15.00	45.00	75.00	15.39	23.08	15.39
Arm C	15.00	45.00	75.00	0.08	0.11	0.08
Arm D	15.00	45.00	75.00	10.95	16.42	10.95

Turning Proportions

ODTAB Demand Data type is used, no turning proportions available.

Heavy Vehicle Percentages for Demand Set: 1700 1800 Base 2014 + Development

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
16:45 to 18:15	Arm A	0.0	3.0	0.0	4.0
	Arm B	3.0	0.0	0.0	3.0
	Arm C	0.0	0.0	0.0	50.0

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
	Arm D	2.0	3.0	0.0	0.0

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 16:45 to 17:00	A	8.19	18.42	0.445	-	0.0	0.8	11.4	-	0.097
	B	15.45	23.51	0.657	-	0.0	1.9	26.4	-	0.120
	C	0.08	18.17	0.004	-	0.0	0.0	0.1	-	0.055
	D	10.99	23.91	0.460	-	0.0	0.8	12.2	-	0.077
Segment : 2 - 17:00 to 17:15	A	9.78	17.21	0.568	-	0.8	1.3	18.5	-	0.133
	B	18.44	23.20	0.795	-	1.9	3.6	49.9	-	0.200
	C	0.09	15.80	0.006	-	0.0	0.0	0.1	-	0.064
	D	13.13	23.62	0.556	-	0.8	1.2	17.9	-	0.095
Segment : 3 - 17:15 to 17:30	A	11.98	15.59	0.768	-	1.3	3.1	41.7	-	0.260
	B	22.59	22.81	0.990	-	3.6	16.8	176.4	-	0.640
	C	0.11	13.06	0.008	-	0.0	0.0	0.1	-	0.077
	D	16.07	23.30	0.690	-	1.2	2.2	30.7	-	0.136
Segment : 4 - 17:30 to 17:45	A	11.98	15.56	0.770	-	3.1	3.2	47.5	-	0.277
	B	22.59	22.79	0.991	-	16.8	23.0	301.1	-	1.032
	C	0.11	12.72	0.009	-	0.0	0.0	0.1	-	0.079
	D	16.07	23.26	0.691	-	2.2	2.2	32.8	-	0.139
Segment : 5 - 17:45 to 18:00	A	9.78	17.17	0.570	-	3.2	1.4	21.7	-	0.140
	B	18.44	23.17	0.796	-	23.0	4.2	113.2	-	0.373
	C	0.09	14.84	0.006	-	0.0	0.0	0.1	-	0.068
	D	13.13	23.50	0.559	-	2.2	1.3	20.0	-	0.098
Segment : 6 - 18:00 to 18:15	A	8.19	18.37	0.446	-	1.4	0.8	12.6	-	0.099
	B	15.45	23.49	0.658	-	4.2	2.0	31.4	-	0.129
	C	0.08	17.96	0.004	-	0.0	0.0	0.1	-	0.056
	D	10.99	23.88	0.460	-	1.3	0.9	13.3	-	0.078

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queuing Delay		Inclusive Queuing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	898.8	599.2	153.4	0.17	153.4	0.17
B	1694.4	1129.6	698.5	0.41	698.6	0.41
C	8.3	5.5	0.6	0.07	0.6	0.07
D	1205.7	803.8	126.9	0.11	127.0	0.11
ALL	3807.2	2538.1	979.4	0.26	979.5	0.26

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles that are still queuing after the end of the time period.

These will only be significantly different if there is a large queue remaining at the end of the time period.

ARCADY 6		
GUI Version: 6.2 AG		
Analysis Program: Release 7.0 (FEBRUARY 2010)		
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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Information

Run with file:- x:\1093 Ford Refuse Facility\3 Transport\3 Calcs\2 ARCADY\1700_1800 A2359 roundabout.val

At: 11:26:11 on Friday, September 13, 2013

Mode: Drive On The Left

Units: Metric

Arm Labelling

Arm	Full Arm Names
Arm A	Ford Rd
Arm B	A259 westbound
Arm C	Crookthorn Lane
Arm D	A259 eastbound

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

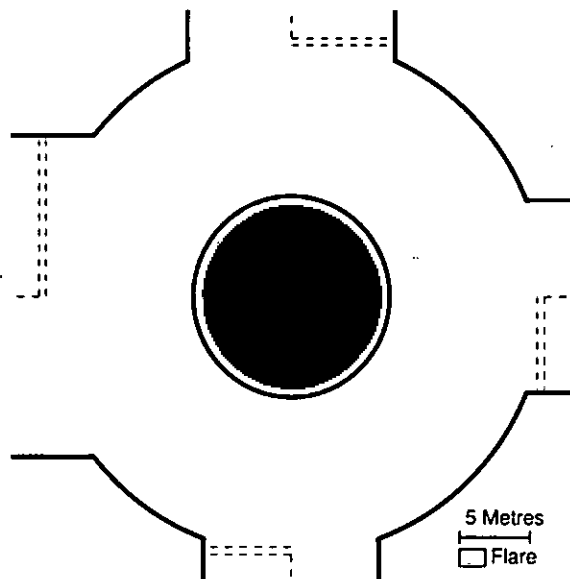
Run Title	0800_1700 Peaks
Location	A259 / Ford Rd roundabout junction
Date	11/04/2013
Client	Grundon
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Description	

Errors and Warnings

****WARNING**** ARM B Effective flare length is outside normal range.
Treat capacities with increasing caution.

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.30	3.38	2.55	3.60
Entry Width (m)	6.70	6.27	11.20	7.40
Flare Length (m)	19.00	44.00	22.00	12.00
Entry Radius (m)	26.00	18.50	32.00	19.00
Inscribed Circle Diameter (m)	35.00	35.00	35.00	35.00
Entry Angle (degrees)	57.00	62.00	8.00	46.00
Slope	0.589	0.585	0.765	0.607
Intercept (PCU/Min)	25.310	25.779	35.272	26.102

Junction Diagram: (View Extent = 40m)

Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using ODTAB Data

Period of interest (for Queue and Delay calculations): 16:45 to 18:15

Length of Time Period: 90 min

Length of Time Segment: 15 min

Total Traffic Demand (Vehicles/Hour) for Demand Set: 1700 1800 Base 2014

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	441.0	1.0	198.0
Arm B	188.0	0.0	3.0	1037.0
Arm C	1.0	3.0	0.0	2.0
Arm D	50.0	825.0	1.0	0.0

Entry Flow Data for Demand Set: 1700 1800 Base 2014

Arms	Number of Minutes From Start When			Rate of flow (Veh/Min)		
	Flow Starts To Rise	Top of Peak is Reached	Flow Stops Falling	Before Peak	At Top of Peak	After Peak
Arm A	15.00	45.00	75.00	8.00	12.00	8.00
Arm B	15.00	45.00	75.00	15.35	23.03	15.35
Arm C	15.00	45.00	75.00	0.08	0.11	0.08
Arm D	15.00	45.00	75.00	10.95	16.42	10.95

Turning Proportions

ODTAB Demand Data type is used, no turning proportions available.

Heavy Vehicle Percentages for Demand Set: 1700 1800 Base 2014

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
16:45 to 18:15	Arm A	0.0	3.0	0.0	3.0
	Arm B	3.0	0.0	0.0	2.0
	Arm C	0.0	0.0	0.0	50.0

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
	Arm D	2.0	3.0	0.0	0.0

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 16:45 to 17:00	A	8.03	18.47	0.435	-	0.0	0.8	11.0	-	0.095
	B	15.41	23.77	0.648	-	0.0	1.8	25.5	-	0.116
	C	0.08	18.35	0.004	-	0.0	0.0	0.1	-	0.055
	D	10.99	23.91	0.460	-	0.0	0.8	12.2	-	0.077
Segment : 2 - 17:00 to 17:15	A	9.59	17.27	0.555	-	0.8	1.2	17.6	-	0.129
	B	18.40	23.47	0.784	-	1.8	3.4	47.3	-	0.189
	C	0.09	16.01	0.006	-	0.0	0.0	0.1	-	0.063
	D	13.13	23.62	0.556	-	0.8	1.2	17.9	-	0.095
Segment : 3 - 17:15 to 17:30	A	11.74	15.64	0.751	-	1.2	2.8	38.5	-	0.243
	B	22.53	23.09	0.976	-	3.4	14.6	158.1	-	0.575
	C	0.11	13.25	0.008	-	0.0	0.0	0.1	-	0.076
	D	16.07	23.29	0.690	-	1.2	2.2	30.7	-	0.136
Segment : 4 - 17:30 to 17:45	A	11.74	15.61	0.752	-	2.8	2.9	43.4	-	0.257
	B	22.53	23.07	0.977	-	14.6	18.9	253.8	-	0.875
	C	0.11	12.90	0.009	-	0.0	0.0	0.1	-	0.078
	D	16.07	23.24	0.692	-	2.2	2.2	32.9	-	0.140
Segment : 5 - 17:45 to 18:00	A	9.59	17.22	0.557	-	2.9	1.3	20.4	-	0.135
	B	18.40	23.45	0.785	-	18.9	3.9	90.7	-	0.300
	C	0.09	15.24	0.006	-	0.0	0.0	0.1	-	0.066
	D	13.13	23.52	0.558	-	2.2	1.3	20.0	-	0.097
Segment : 6 - 18:00 to 18:15	A	8.03	18.43	0.436	-	1.3	0.8	12.1	-	0.097
	B	15.41	23.75	0.649	-	3.9	1.9	30.0	-	0.124
	C	0.08	18.16	0.004	-	0.0	0.0	0.1	-	0.055
	D	10.99	23.88	0.460	-	1.3	0.9	13.3	-	0.078

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queuing Delay		Inclusive Queuing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	880.9	587.3	143.0	0.16	143.0	0.16
B	1690.3	1126.8	605.4	0.36	605.5	0.36
C	8.3	5.5	0.5	0.07	0.5	0.07
D	1205.7	803.8	127.0	0.11	127.0	0.11
ALL	3785.2	2523.4	876.0	0.23	876.1	0.23

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles that are still queuing after the end of the time period.

These will only be significantly different if there is a large queue remaining at the end of the time period.

ARCADY 6		
GUI Version: 6.2 AG		
Analysis Program: Release 7.0 (FEBRUARY 2010)		
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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Information

Run with file:- x:\1093 Ford Refuse Facility\3 Transport\3 Calcs\2 ARCADY\1700_1800 A2359 roundabout_NewLayout.val

At: 16:58:28 on Tuesday, February 04, 2014

Mode: Drive On The Left

Units: Metric

Arm Labelling

Arm	Full Arm Names
Arm A	Ford Rd
Arm B	A259 westbound
Arm C	Crookthorn Lane
Arm D	A259 eastbound

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

Run Title	0800_1700 Peaks
Location	A259 / Ford Rd roundabout junction
Date	11/04/2013
Client	Grundon
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Description	

Errors and Warnings

[No errors or warnings]

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.30	6.00	2.55	3.60
Entry Width (m)	6.70	7.80	7.50	7.40
Flare Length (m)	19.00	6.00	22.00	12.00
Entry Radius (m)	26.00	18.50	32.00	19.00
Inscribed Circle Diameter (m)	35.00	35.00	35.00	35.00
Entry Angle (degrees)	57.00	62.00	8.00	46.00
Slope	0.589	0.648	0.701	0.607
Intercept (PCU/Min)	25.310	30.920	30.006	26.102

Demand Data

Demand Profiles are Synthesised using ODTAB Data

Period of Interest (for Queue and Delay calculations): 16:45 to 18:15

Length of Time Period: 90 min

Length of Time Segment: 15 min

Total Traffic Demand (Vehicles/Hour) for Demand Set: 1700 1800 Base 2014

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	441.0	1.0	198.0
Arm B	188.0	0.0	3.0	1037.0
Arm C	1.0	3.0	0.0	2.0
Arm D	50.0	825.0	1.0	0.0

Entry Flow Data for Demand Set: 1700 1800 Base 2014

Arms	Number of Minutes From Start When			Rate of flow (Veh/Min)		
	Flow Starts To Rise	Top of Peak is Reached	Flow Stops Falling	Before Peak	At Top of Peak	After Peak
Arm A	15.00	45.00	75.00	8.00	12.00	8.00
Arm B	15.00	45.00	75.00	15.35	23.03	15.35
Arm C	15.00	45.00	75.00	0.08	0.11	0.08
Arm D	15.00	45.00	75.00	10.95	16.42	10.95

Turning Proportions

ODTAB Demand Data type is used, no turning proportions available.

Heavy Vehicle Percentages for Demand Set: 1700 1800 Base 2014

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
16:45 to 18:15	Arm A	0.0	3.0	0.0	3.0
	Arm B	3.0	0.0	0.0	2.0
	Arm C	0.0	0.0	0.0	50.0
	Arm D	2.0	3.0	0.0	0.0

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 16:45 to 17:00	A	8.03	18.47	0.435	-	0.0	0.8	11.0	-	0.095
	B	15.41	28.64	0.538	-	0.0	1.2	16.7	-	0.075
	C	0.08	14.80	0.005	-	0.0	0.0	0.1	-	0.068
	D	10.99	23.90	0.460	-	0.0	0.8	12.2	-	0.077
Segment : 2 - 17:00 to 17:15	A	9.59	17.27	0.555	-	0.8	1.2	17.6	-	0.129
	B	18.40	28.32	0.650	-	1.2	1.8	26.2	-	0.100
	C	0.09	12.65	0.007	-	0.0	0.0	0.1	-	0.080
	D	13.13	23.62	0.556	-	0.8	1.2	17.9	-	0.095
Segment : 3 - 17:15 to 17:30	A	11.74	15.64	0.751	-	1.2	2.8	38.5	-	0.243
	B	22.53	27.90	0.808	-	1.8	4.0	54.2	-	0.177
	C	0.11	9.78	0.011	-	0.0	0.0	0.2	-	0.103
	D	16.07	23.23	0.692	-	1.2	2.2	30.9	-	0.137
Segment : 4 - 17:30 to 17:45	A	11.74	15.61	0.752	-	2.8	2.9	43.4	-	0.257
	B	22.53	27.88	0.808	-	4.0	4.1	60.6	-	0.186
	C	0.11	9.68	0.011	-	0.0	0.0	0.2	-	0.104
	D	16.07	23.22	0.692	-	2.2	2.2	33.0	-	0.140
Segment : 5 - 17:45 to 18:00	A	9.59	17.22	0.557	-	2.9	1.3	20.4	-	0.135
	B	18.40	28.29	0.650	-	4.1	1.9	30.0	-	0.104
	C	0.09	12.51	0.007	-	0.0	0.0	0.1	-	0.080
	D	13.13	23.60	0.556	-	2.2	1.3	19.8	-	0.097
Segment : 6 - 18:00 to 18:15	A	8.03	18.43	0.436	-	1.3	0.8	12.1	-	0.097
	B	15.41	28.62	0.538	-	1.9	1.2	18.2	-	0.076
	C	0.08	14.71	0.005	-	0.0	0.0	0.1	-	0.068
	D	10.99	23.89	0.460	-	1.3	0.9	13.3	-	0.078

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	880.9	587.3	143.0	0.16	143.1	0.16
B	1690.3	1126.8	205.9	0.12	205.9	0.12
C	8.3	5.5	0.7	0.09	0.7	0.09
D	1205.7	803.8	127.2	0.11	127.2	0.11
ALL	3785.2	2523.4	476.9	0.13	477.0	0.13

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles that 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.

ARCADY 6		
GUI Version: 6.2 AG		
Analysis Program: Release 7.0 (FEBRUARY 2010)		
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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Information

Run with file:- x:\1093 Ford Refuse Facility\3 Transport\3 Calcs\2 ARCADY\1700_1800 A2359 roundabout.val
 At: 11:27:10 on Friday, September 13, 2013
 Mode: Drive On The Left
 Units: Metric

Arm Labelling

Arm	Full Arm Names
Arm A	Ford Rd
Arm B	A259 westbound
Arm C	Crookthorn Lane
Arm D	A259 eastbound

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

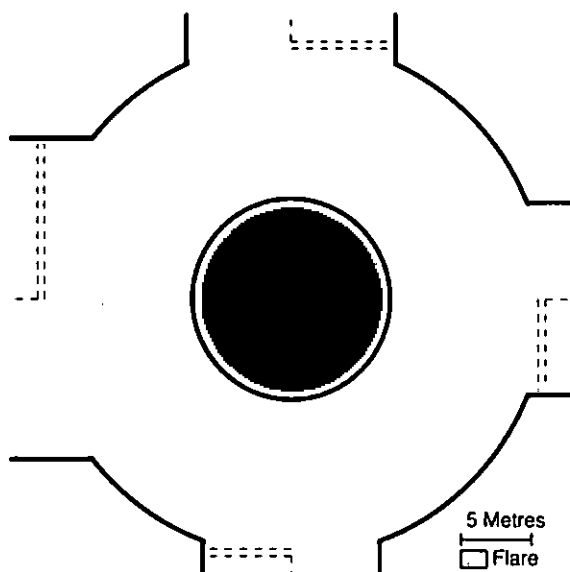
Run Title	0800_1700 Peaks
Location	A259 / Ford Rd roundabout junction
Date	11/04/2013
Client	Grundon
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Description	

Errors and Warnings

****WARNING**** ARM B Effective flare length is outside normal range.
Treat capacities with increasing caution.

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.30	3.38	2.55	3.60
Entry Width (m)	6.70	6.27	11.20	7.40
Flare Length (m)	19.00	44.00	22.00	12.00
Entry Radius (m)	26.00	18.50	32.00	19.00
Inscribed Circle Diameter (m)	35.00	35.00	35.00	35.00
Entry Angle (degrees)	57.00	62.00	8.00	46.00
Slope	0.589	0.585	0.765	0.607
Intercept (PCU/Min)	25.310	25.779	35.272	26.102

Junction Diagram: (View Extent = 40m)

Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using ODTAB Data

Period of interest (for Queue and Delay calculations): 16:45 to 18:15

Length of Time Period: 90 min

Length of Time Segment: 15 min

Total Traffic Demand (Vehicles/Hour) for Demand Set: 1700 1800 Base 2024 + development

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	524.0	1.0	240.0
Arm B	221.0	0.0	4.0	1223.0
Arm C	1.0	4.0	0.0	2.0
Arm D	59.0	971.0	1.0	0.0

Entry Flow Data for Demand Set: 1700 1800 Base 2024 + development

Arms	Number of Minutes From Start When			Rate of flow (Veh/Min)		
	Flow Starts To Rise	Top of Peak Is Reached	Flow Stops Falling	Before Peak	At Top of Peak	After Peak
Arm A	15.00	45.00	75.00	9.56	14.34	9.56
Arm B	15.00	45.00	75.00	18.10	27.15	18.10
Arm C	15.00	45.00	75.00	0.09	0.13	0.09
Arm D	15.00	45.00	75.00	12.89	19.33	12.89

Turning Proportions

ODTAB Demand Data type is used, no turning proportions available.

Heavy Vehicle Percentages for Demand Set: 1700 1800 Base 2024 + development

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
16:45 to 18:15	Arm A	0.0	3.0	0.0	4.0
	Arm B	3.0	0.0	0.0	2.0
	Arm C	0.0	0.0	0.0	50.0

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
	Arm D	2.0	3.0	0.0	0.0

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 16:45 to 17:00	A	9.60	17.35	0.553	-	0.0	1.2	17.3	-	0.126
	B	18.17	23.44	0.775	-	0.0	3.3	44.2	-	0.176
	C	0.09	16.54	0.005	-	0.0	0.0	0.1	-	0.061
	D	12.94	23.66	0.547	-	0.0	1.2	17.1	-	0.092
Segment : 2 - 17:00 to 17:15	A	11.46	15.93	0.719	-	1.2	2.4	33.7	-	0.215
	B	21.70	23.09	0.939	-	3.3	10.3	121.0	-	0.450
	C	0.10	13.91	0.008	-	0.0	0.0	0.1	-	0.072
	D	15.45	23.35	0.662	-	1.2	1.9	27.3	-	0.125
Segment : 3 - 17:15 to 17:30	A	14.04	14.06	0.999	-	2.4	14.2	144.5	-	0.857
	B	26.57	22.74	1.169	-	10.3	69.6	605.9	-	1.936
	C	0.13	12.55	0.010	-	0.0	0.0	0.2	-	0.080
	D	18.92	23.21	0.815	-	1.9	4.1	55.3	-	0.218
Segment : 4 - 17:30 to 17:45	A	14.04	13.98	1.004	-	14.2	20.7	264.3	-	1.469
	B	26.57	22.67	1.172	-	69.6	128.3	1484.8	-	4.471
	C	0.13	12.44	0.010	-	0.0	0.0	0.2	-	0.081
	D	18.92	23.20	0.815	-	4.1	4.2	62.8	-	0.231
Segment : 5 - 17:45 to 18:00	A	11.46	15.82	0.724	-	20.7	2.8	88.5	-	0.423
	B	21.70	22.85	0.949	-	128.3	113.6	1814.2	-	5.317
	C	0.10	12.64	0.008	-	0.0	0.0	0.1	-	0.080
	D	15.45	23.21	0.666	-	4.2	2.0	32.6	-	0.134
Segment : 6 - 18:00 to 18:15	A	9.60	17.27	0.556	-	2.8	1.3	20.2	-	0.134
	B	18.17	23.41	0.776	-	113.6	38.0	1137.1	-	3.312
	C	0.09	12.92	0.007	-	0.0	0.0	0.1	-	0.078
	D	12.94	23.17	0.558	-	2.0	1.3	20.0	-	0.099

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	1053.0	702.0	568.4	0.54	568.5	0.54
B	1993.1	1328.7	5207.0	2.61	5237.9	2.63
C	9.6	6.4	0.7	0.08	0.7	0.08
D	1419.1	946.1	215.1	0.15	215.2	0.15
ALL	4474.8	2983.2	5991.3	1.34	6022.3	1.35

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles that 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.

ARCADY 6		
GUI Version: 6.2 AG		
Analysis Program: Release 7.0 (FEBRUARY 2010)		
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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Information

Run with file:- x:\1093 Ford Refuse Facility\3 Transport\3 Calcs\2 ARCADY\1700_1800 A2359 roundabout.val
 At: 11:26:40 on Friday, September 13, 2013
 Mode: Drive On The Left
 Units: Metric

Arm Labelling

Arm	Full Arm Names
Arm A	Ford Rd
Arm B	A259 westbound
Arm C	Crookthorn Lane
Arm D	A259 eastbound

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

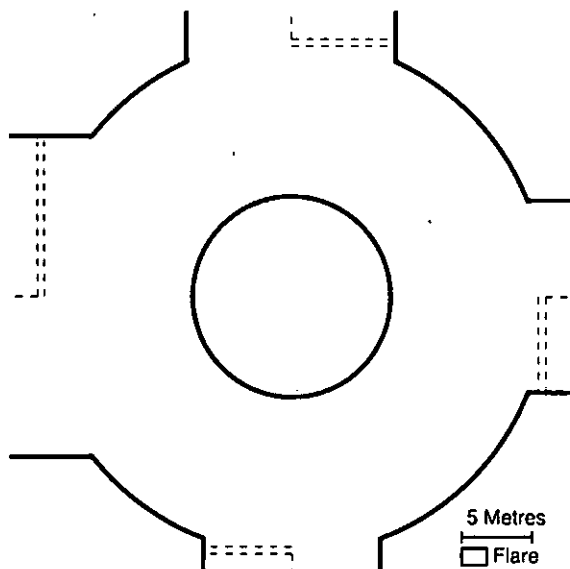
Run Title	0800_1700 Peaks
Location	A259 / Ford Rd roundabout junction
Date	11/04/2013
Client	Grundon
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Description	

Errors and Warnings

****WARNING**** ARM B Effective flare length is outside normal range.
Treat capacities with increasing caution.

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.30	3.38	2.55	3.60
Entry Width (m)	6.70	6.27	11.20	7.40
Flare Length (m)	19.00	44.00	22.00	12.00
Entry Radius (m)	26.00	18.50	32.00	19.00
Inscribed Circle Diameter (m)	35.00	35.00	35.00	35.00
Entry Angle (degrees)	57.00	62.00	8.00	46.00
Slope	0.589	0.585	0.765	0.607
Intercept (PCU/Min)	25.310	25.779	35.272	26.102

Junction Diagram: (View Extent = 40m)

Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using ODTAB Data

Period of Interest (for Queue and Delay calculations): 16:45 to 18:15

Length of Time Period: 90 min

Length of Time Segment: 15 min

Total Traffic Demand (Vehicles/Hour) for Demand Set: 1700 1800 Base 2024

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	518.0	1.0	233.0
Arm B	221.0	0.0	4.0	1220.0
Arm C	1.0	4.0	0.0	2.0
Arm D	59.0	971.0	1.0	0.0

Entry Flow Data for Demand Set: 1700 1800 Base 2024

Arms	Number of Minutes From Start When			Rate of flow (Veh/Min)		
	Flow Starts To Rise	Top of Peak is Reached	Flow Stops Falling	Before Peak	At Top of Peak	After Peak
Arm A	15.00	45.00	75.00	9.40	14.10	9.40
Arm B	15.00	45.00	75.00	18.06	27.09	18.06
Arm C	15.00	45.00	75.00	0.09	0.13	0.09
Arm D	15.00	45.00	75.00	12.89	19.33	12.89

Turning Proportions

ODTAB Demand Data type is used, no turning proportions available.

Heavy Vehicle Percentages for Demand Set: 1700 1800 Base 2024

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
16:45 to 18:15	Arm A	0.0	3.0	0.0	3.0
	Arm B	3.0	0.0	0.0	2.0
	Arm C	0.0	0.0	0.0	50.0

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
	Arm D	2.0	3.0	0.0	0.0

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 16:45 to 17:00	A	9.44	17.40	0.542	-	0.0	1.2	16.6	-	0.123
	B	18.13	23.51	0.771	-	0.0	3.2	43.4	-	0.173
	C	0.09	16.65	0.005	-	0.0	0.0	0.1	-	0.060
	D	12.94	23.66	0.547	-	0.0	1.2	17.1	-	0.092
Segment : 2 - 17:00 to 17:15	A	11.27	15.98	0.705	-	1.2	2.3	31.8	-	0.206
	B	21.65	23.17	0.934	-	3.2	9.8	116.6	-	0.433
	C	0.10	14.01	0.007	-	0.0	0.0	0.1	-	0.072
	D	15.45	23.34	0.662	-	1.2	1.9	27.3	-	0.125
Segment : 3 - 17:15 to 17:30	A	13.80	14.10	0.979	-	2.3	12.1	127.7	-	0.769
	B	26.52	22.81	1.162	-	9.8	67.4	586.0	-	1.866
	C	0.13	12.59	0.010	-	0.0	0.0	0.2	-	0.080
	D	18.92	23.20	0.816	-	1.9	4.1	55.4	-	0.219
Segment : 4 - 17:30 to 17:45	A	13.80	14.02	0.984	-	12.1	16.7	218.5	-	1.238
	B	26.52	22.75	1.166	-	67.4	124.1	1436.5	-	4.318
	C	0.13	12.48	0.010	-	0.0	0.0	0.2	-	0.081
	D	18.92	23.19	0.816	-	4.1	4.3	62.9	-	0.232
Segment : 5 - 17:45 to 18:00	A	11.27	15.87	0.710	-	16.7	2.6	67.8	-	0.338
	B	21.65	22.99	0.942	-	124.1	106.8	1732.0	-	5.055
	C	0.10	12.71	0.008	-	0.0	0.0	0.1	-	0.079
	D	15.45	23.20	0.666	-	4.3	2.0	32.7	-	0.134
Segment : 6 - 18:00 to 18:15	A	9.44	17.33	0.545	-	2.6	1.2	19.3	-	0.130
	B	18.13	23.48	0.772	-	106.8	29.8	1024.9	-	2.988
	C	0.09	12.97	0.007	-	0.0	0.0	0.1	-	0.078
	D	12.94	23.16	0.559	-	2.0	1.3	20.0	-	0.099

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	1035.1	690.0	481.6	0.47	481.6	0.47
B	1988.9	1326.0	4939.3	2.48	4958.2	2.49
C	9.6	6.4	0.7	0.08	0.7	0.08
D	1419.1	946.1	215.5	0.15	215.5	0.15
ALL	4452.7	2968.5	5637.0	1.27	5656.1	1.27

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles that 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.

PICADY		
GUI Version: 5.1 AD Analysis Program Release: 4.0 (SEPT 2008)		
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Run Analysis

Parameter	Values
File Run	X:\..\3 PICADY\0800_1700 Site Access East.vpi
Date Run	13 September 2013
Time Run	10:36:55
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Ford Rd Northbound	100
Arm B	Site Access East	100
Arm C	Ford Rd Southbound	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	AM and PM Peaks
Location	Site Access East
Date	11 April 2013
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Client	Grundon
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.60
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	3.63
Minor Road Width 10m Back from Junction (m)	3.11
Minor Road Width 15m Back from Junction (m)	3.11
Minor Road Width 20m Back from Junction (m)	3.11
Minor Road Flare Length (veh)	1
Minor Road Visibility To Right (m)	35
Minor Road Visibility To Left (m)	40
Major Road Right Turn Visibility (m)	120
Major Road Right Turn Blocks Traffic	Yes

Slope and Intercept Values

Stream	Intercept for Stream B-A	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	643.456	0.243	0.243	-	-

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

Demand Data

Modelling Periods

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

ODTAB Turning Counts

Demand Set: AM 0800-0900 Base 2014 + Development

Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	0.0	462.0
Arm B	6.0	0.0	0.0
Arm C	232.0	0.0	0.0

Demand Set: PM 1700-1800 Base 2014 + Development

Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	0.0	287.0
Arm B	13.0	0.0	1.0
Arm C	456.0	0.0	0.0

ODTAB Synthesised Flows

Demand Set: AM 0800-0900 Base 2014 + Development

Modelling Period: 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	5.775	08:30	8.663	09:00	5.775
Arm B	08:00	0.075	08:30	0.113	09:00	0.075
Arm C	08:00	2.900	08:30	4.350	09:00	2.900

Heavy Vehicles Percentages

Demand Set: AM 0800-0900 Base 2014 + Development
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	2.0
Arm B	100.0	-	0.0
Arm C	6.0	0.0	-

Demand Set: PM 1700-1800 Base 2014 + Development
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	2.0
Arm B	46.0	-	0.0
Arm C	5.0	0.0	-

Queues & Delays

Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15
Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-A	0.08	3.54	0.021	-	0.00	0.02	-	0.3	0.29
	B-C	0.00	10.12	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.00	8.44	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	2.91	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	5.80	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-A	0.09	3.35	0.027	-	0.02	0.03	-	0.4	0.31
	B-C	0.00	9.80	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.00	8.19	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	3.48	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	6.92	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15- 08:30	B-A	0.11	3.10	0.036	-	0.03	0.04	-	0.5	0.33
	B-C	0.00	9.36	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.00	7.84	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	4.26	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	8.48	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30- 08:45	B-A	0.11	3.10	0.036	-	0.04	0.04	-	0.5	0.33
	B-C	0.00	9.36	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.00	7.84	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	4.26	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	8.48	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45- 09:00	B-A	0.09	3.35	0.027	-	0.04	0.03	-	0.4	0.31
	B-C	0.00	9.80	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.00	8.19	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	3.48	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	6.92	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00- 09:15	B-A	0.08	3.54	0.021	-	0.03	0.02	-	0.3	0.29
	B-C	0.00	10.12	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.00	8.44	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	2.91	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	5.80	-	-	-	-	-	-	-	-

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15

Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45- 17:00	B-A	0.16	4.91	0.033	-	0.00	0.03	-	0.5	0.21
	B-C	0.01	11.75	0.001	-	0.00	0.00	-	0.0	0.09
	C-AB	0.00	8.94	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	5.72	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	3.60	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00- 17:15	B-A	0.19	4.67	0.042	-	0.03	0.04	-	0.6	0.22
	B-C	0.01	11.52	0.001	-	0.00	0.00	-	0.0	0.09
	C-AB	0.00	8.78	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	6.83	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	4.30	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15- 17:30	B-A	0.24	4.34	0.055	-	0.04	0.06	-	0.8	0.24
	B-C	0.02	11.19	0.002	-	0.00	0.00	-	0.0	0.09
	C-AB	0.00	8.56	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	8.37	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	5.27	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30- 17:45	B-A	0.24	4.34	0.055	-	0.06	0.06	-	0.9	0.24
	B-C	0.02	11.19	0.002	-	0.00	0.00	-	0.0	0.09
	C-AB	0.00	8.56	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	8.37	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	5.27	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45- 18:00	B-A	0.19	4.67	0.042	-	0.06	0.04	-	0.7	0.22
	B-C	0.01	11.51	0.001	-	0.00	0.00	-	0.0	0.09
	C-AB	0.00	8.78	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	6.83	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	4.30	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
18:00- 18:15	B-A	0.16	4.91	0.033	-	0.04	0.03	-	0.5	0.21
	B-C	0.01	11.75	0.001	-	0.00	0.00	-	0.0	0.09
	C-AB	0.00	8.94	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	5.72	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	3.60	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.

In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.

Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	8.3	5.5	2.5	0.3	2.5	0.3
B-C	0.0	0.0	0.0	0.0	0.0	0.0
C-AB	0.0	0.0	0.0	0.0	0.0	0.0
C-A	319.3	212.9	-	-	-	-
A-B	0.0	0.0	-	-	-	-
A-C	635.9	423.9	-	-	-	-
All	963.5	642.3	2.5	0.0	2.5	0.0

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	17.9	11.9	4.0	0.2	4.0	0.2
B-C	1.4	0.9	0.1	0.1	0.1	0.1
C-AB	0.0	0.0	0.0	0.0	0.0	0.0
C-A	627.7	418.4	-	-	-	-
A-B	0.0	0.0	-	-	-	-
A-C	395.0	263.4	-	-	-	-
All	1042.0	694.6	4.1	0.0	4.1	0.0

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.

PICADY 5 Run Successful

PICADY		
GUI Version: 5.1 AD Analysis Program Release: 4.0 (SEPT 2008)		
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Run Analysis

Parameter	Values
File Run	X:\..\3 PICADY\0800_1700 Site Access East.vpi
Date Run	13 September 2013
Time Run	10:40:41
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Ford Rd Northbound	100
Arm B	Site Access East	100
Arm C	Ford Rd Southbound	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	AM and PM Peaks
Location	Site Access East
Date	11 April 2013
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Client	Grundon
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data**Geometric Parameters**

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.60
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	3.63
Minor Road Width 10m Back from Junction (m)	3.11
Minor Road Width 15m Back from Junction (m)	3.11
Minor Road Width 20m Back from Junction (m)	3.11
Minor Road Flare Length (veh)	1
Minor Road Visibility To Right (m)	35
Minor Road Visibility To Left (m)	40
Major Road Right Turn Visibility (m)	120
Major Road Right Turn Blocks Traffic	Yes

Slope and Intercept Values

Stream	Intercept for Stream B-A	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	643.456	0.243	0.243	-	-

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

Demand Data

Modelling Periods

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

ODTAB Turning Counts

Demand Set: AM 0800-0900 Base 2026 + Development

Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	0.0	538.0
Arm B	6.0	0.0	0.0
Arm C	271.0	0.0	0.0

Demand Set: PM 1700-1800 Base 2026 + Development

Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	0.0	337.0
Arm B	13.0	0.0	1.0
Arm C	536.0	0.0	0.0

ODTAB Synthesised Flows

Demand Set: AM 0800-0900 Base 2026 + Development

Modelling Period: 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	6.725	08:30	10.087	09:00	6.725
Arm B	08:00	0.075	08:30	0.113	09:00	0.075
Arm C	08:00	3.388	08:30	5.081	09:00	3.388

Heavy Vehicles Percentages

Demand Set: AM 0800-0900 Base 2026 + Development
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	2.0
Arm B	100.0	-	0.0
Arm C	6.0	0.0	-

Demand Set: PM 1700-1800 Base 2026 + Development
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	2.0
Arm B	46.0	-	0.0
Arm C	5.0	0.0	-

Queues & Delays

Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15
Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-A	0.08	3.38	0.022	-	0.00	0.02	-	0.3	0.30
	B-C	0.00	9.86	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.00	8.23	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	3.40	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	6.75	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-A	0.09	3.16	0.028	-	0.02	0.03	-	0.4	0.33
	B-C	0.00	9.49	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.00	7.93	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	4.06	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	8.06	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15- 08:30	B-A	0.11	2.87	0.038	-	0.03	0.04	-	0.6	0.36
	B-C	0.00	8.98	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.00	7.53	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	4.97	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	9.87	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30- 08:45	B-A	0.11	2.87	0.038	-	0.04	0.04	-	0.6	0.36
	B-C	0.00	8.98	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.00	7.53	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	4.97	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	9.87	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45- 09:00	B-A	0.09	3.16	0.028	-	0.04	0.03	-	0.5	0.33
	B-C	0.00	9.49	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.00	7.93	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	4.06	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	8.06	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00- 09:15	B-A	0.08	3.38	0.022	-	0.03	0.02	-	0.4	0.30
	B-C	0.00	9.86	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.00	8.23	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	3.40	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	6.75	-	-	-	-	-	-	-	-

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15

Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45- 17:00	B-A	0.16	4.69	0.035	-	0.00	0.04	-	0.5	0.22
	B-C	0.01	11.56	0.001	-	0.00	0.00	-	0.0	0.09
	C-AB	0.00	8.80	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	6.73	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	4.23	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00- 17:15	B-A	0.19	4.41	0.044	-	0.04	0.05	-	0.7	0.24
	B-C	0.01	11.29	0.001	-	0.00	0.00	-	0.0	0.09
	C-AB	0.00	8.61	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	8.03	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	5.05	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15- 17:30	B-A	0.24	4.02	0.059	-	0.05	0.06	-	0.9	0.26
	B-C	0.02	10.91	0.002	-	0.00	0.00	-	0.0	0.09
	C-AB	0.00	8.36	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	9.84	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	6.18	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30- 17:45	B-A	0.24	4.02	0.059	-	0.06	0.06	-	0.9	0.26
	B-C	0.02	10.91	0.002	-	0.00	0.00	-	0.0	0.09
	C-AB	0.00	8.36	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	9.84	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	6.18	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45- 18:00	B-A	0.19	4.41	0.044	-	0.06	0.05	-	0.7	0.24
	B-C	0.01	11.29	0.001	-	0.00	0.00	-	0.0	0.09
	C-AB	0.00	8.61	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	8.03	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	5.05	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
18:00- 18:15	B-A	0.16	4.69	0.035	-	0.05	0.04	-	0.6	0.22
	B-C	0.01	11.56	0.001	-	0.00	0.00	-	0.0	0.09
	C-AB	0.00	8.80	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	6.73	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	4.23	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.

In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.

Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	8.3	5.5	2.7	0.3	2.7	0.3
B-C	0.0	0.0	0.0	0.0	0.0	0.0
C-AB	0.0	0.0	0.0	0.0	0.0	0.0
C-A	373.0	248.7	-	-	-	-
A-B	0.0	0.0	-	-	-	-
A-C	740.5	493.7	-	-	-	-
All	1121.8	747.9	2.7	0.0	2.7	0.0

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	17.9	11.9	4.3	0.2	4.3	0.2
B-C	1.4	0.9	0.1	0.1	0.1	0.1
C-AB	0.0	0.0	0.0	0.0	0.0	0.0
C-A	737.8	491.8	-	-	-	-
A-B	0.0	0.0	-	-	-	-
A-C	463.9	309.2	-	-	-	-
All	1220.9	813.9	4.4	0.0	4.4	0.0

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.

These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY		
GUI Version: 5.1 AD Analysis Program Release: 4.0 (SEPT 2008)		
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Run Analysis

Parameter	Values
File Run	X:\..\3 PICADY\0800_1700 Yapton Rd_A259.vpi
Date Run	13 September 2013
Time Run	10:54:40
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	A259 eastbound	100
Arm B	Yapton Rd	100
Arm C	A259 westbound	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	0800_1700 Peak Hours
Location	Yapton Rd / A259
Date	11 April 2013
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Client	Grundon
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.00
Major Road Kerbed Central Reserve Width (m)	3.00
Major Road Right Turning Lane Width (m)	3.00
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	10.00
Minor Road Width 10m Back from Junction (m)	7.40
Minor Road Width 15m Back from Junction (m)	4.40
Minor Road Width 20m Back from Junction (m)	3.45
Minor Road Derived Flare Length (PCU)	2.000
Minor Road Visibility To Right (m)	63
Minor Road Visibility To Left (m)	120
Major Road Right Turn Visibility (m)	160
Major Road Right Turn Blocks Traffic	No

Slope and Intercept Values

Stream	Intercept for Stream B-A	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	724.662	0.269	0.269	-	-

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

Demand Data**Modelling Periods**

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

ODTAB Turning Counts**Demand Set:** 0800_0900 Base 2024 + Development**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	35.0	930.0
Arm B	18.0	0.0	278.0
Arm C	614.0	246.0	0.0

Demand Set: 1700_1800 Base 2024 + Development**Modelling Period:** 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	37.0	679.0
Arm B	28.0	0.0	347.0
Arm C	1151.0	272.0	0.0

ODTAB Synthesised Flows**Demand Set:** 0800_0900 Base 2024 + Development**Modelling Period:** 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	12.063	08:30	18.094	09:00	12.063
Arm B	08:00	3.700	08:30	5.550	09:00	3.700
Arm C	08:00	10.750	08:30	16.125	09:00	10.750

Heavy Vehicles Percentages

Demand Set: 0800_0900 Base 2024 + Development
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	12.0	5.0
Arm B	7.0	-	6.0
Arm C	8.0	7.0	-

Demand Set: 1700_1800 Base 2024 + Development
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	-	11.0	4.0
Arm B	8.0	-	1.0
Arm C	3.0	3.0	-

Queues & Delays

Demand Set: 0800_0900 Base 2024 + Development
Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-A	0.23	4.03	0.056	-	0.00	0.06	-	0.8	0.26
	B-C	3.49	8.57	0.407	-	0.00	0.67	-	9.5	0.19
	C-A	7.70	-	-	-	-	-	-	-	-
	C-B	3.09	8.09	0.382	-	0.00	0.60	-	8.5	0.20
	A-B	0.44	-	-	-	-	-	-	-	-
	A-C	11.67	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-A	0.27	2.90	0.093	-	0.06	0.10	-	1.4	0.38
	B-C	4.17	7.87	0.529	-	0.67	1.09	-	15.3	0.27
	C-A	9.20	-	-	-	-	-	-	-	-
	C-B	3.69	7.47	0.494	-	0.60	0.94	-	13.4	0.26
	A-B	0.52	-	-	-	-	-	-	-	-
	A-C	13.93	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15- 08:30	B-A	0.33	1.28	0.259	-	0.10	0.32	-	4.2	1.02
	B-C	5.10	6.77	0.753	-	1.09	2.67	-	34.6	0.53
	C-A	11.27	-	-	-	-	-	-	-	-
	C-B	4.51	6.61	0.683	-	0.94	1.98	-	26.4	0.45
	A-B	0.64	-	-	-	-	-	-	-	-
	A-C	17.07	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30- 08:45	B-A	0.33	1.22	0.271	-	0.32	0.35	-	5.1	1.12
	B-C	5.10	6.75	0.756	-	2.67	2.87	-	41.8	0.59
	C-A	11.27	-	-	-	-	-	-	-	-
	C-B	4.51	6.61	0.683	-	1.98	2.06	-	30.4	0.47
	A-B	0.64	-	-	-	-	-	-	-	-
	A-C	17.07	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45- 09:00	B-A	0.27	2.84	0.095	-	0.35	0.11	-	1.8	0.39
	B-C	4.17	7.85	0.530	-	2.87	1.17	-	19.4	0.29
	C-A	9.20	-	-	-	-	-	-	-	-
	C-B	3.69	7.47	0.494	-	2.06	1.01	-	16.3	0.27
	A-B	0.52	-	-	-	-	-	-	-	-
	A-C	13.93	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00- 09:15	B-A	0.23	4.00	0.057	-	0.11	0.06	-	1.0	0.27
	B-C	3.49	8.57	0.407	-	1.17	0.70	-	11.1	0.20
	C-A	7.70	-	-	-	-	-	-	-	-
	C-B	3.09	8.09	0.382	-	1.01	0.63	-	9.9	0.20
	A-B	0.44	-	-	-	-	-	-	-	-
	A-C	11.67	-	-	-	-	-	-	-	-

Demand Set: 1700_1800 Base 2024 + Development
Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45- 17:00	B-A	0.35	3.74	0.094	-	0.00	0.10	-	1.4	0.29
	B-C	4.35	9.83	0.443	-	0.00	0.78	-	11.0	0.18
	C-A	14.44	-	-	-	-	-	-	-	-
	C-B	3.41	9.28	0.368	-	0.00	0.57	-	8.1	0.17
	A-B	0.46	-	-	-	-	-	-	-	-
	A-C	8.52	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00- 17:15	B-A	0.42	2.58	0.163	-	0.10	0.19	-	2.6	0.46
	B-C	5.20	9.19	0.566	-	0.78	1.26	-	17.7	0.25
	C-A	17.25	-	-	-	-	-	-	-	-
	C-B	4.08	8.81	0.463	-	0.57	0.84	-	12.0	0.21
	A-B	0.55	-	-	-	-	-	-	-	-
	A-C	10.17	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15- 17:30	B-A	0.51	0.98	0.526	-	0.19	0.88	-	10.5	1.83
	B-C	6.37	7.77	0.819	-	1.26	3.73	-	46.5	0.58
	C-A	21.12	-	-	-	-	-	-	-	-
	C-B	4.99	8.15	0.612	-	0.84	1.50	-	20.8	0.31
	A-B	0.68	-	-	-	-	-	-	-	-
	A-C	12.46	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30- 17:45	B-A	0.51	0.91	0.565	-	0.88	1.07	-	15.0	2.33
	B-C	6.37	7.60	0.838	-	3.73	4.40	-	62.0	0.74
	C-A	21.12	-	-	-	-	-	-	-	-
	C-B	4.99	8.15	0.612	-	1.50	1.54	-	22.9	0.32
	A-B	0.68	-	-	-	-	-	-	-	-
	A-C	12.46	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45- 18:00	B-A	0.42	2.51	0.167	-	1.07	0.21	-	3.8	0.50
	B-C	5.20	9.12	0.570	-	4.40	1.38	-	23.9	0.28
	C-A	17.25	-	-	-	-	-	-	-	-
	C-B	4.08	8.81	0.463	-	1.54	0.88	-	14.0	0.22
	A-B	0.55	-	-	-	-	-	-	-	-
	A-C	10.17	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
18:00- 18:15	B-A	0.35	3.71	0.095	-	0.21	0.11	-	1.7	0.30
	B-C	4.35	9.82	0.443	-	1.38	0.81	-	12.9	0.19
	C-A	14.44	-	-	-	-	-	-	-	-
	C-B	3.41	9.28	0.368	-	0.88	0.59	-	9.2	0.17
	A-B	0.46	-	-	-	-	-	-	-	-
	A-C	8.52	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.

In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.

Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: 0800_0900 Base 2024 + Development

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	24.8	16.5	14.3	0.6	14.3	0.6
B-C	382.6	255.1	131.8	0.3	131.8	0.3
C-A	845.1	563.4	-	-	-	-
C-B	338.6	225.7	104.9	0.3	105.0	0.3
A-B	48.2	32.1	-	-	-	-
A-C	1280.1	853.4	-	-	-	-
All	2919.4	1946.3	251.0	0.1	251.1	0.1

Demand Set: 1700_1800 Base 2024 + Development
Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	38.5	25.7	35.0	0.9	35.0	0.9
B-C	477.6	318.4	174.0	0.4	174.0	0.4
C-A	1584.3	1056.2	-	-	-	-
C-B	374.4	249.6	87.2	0.2	87.2	0.2
A-B	50.9	34.0	-	-	-	-
A-C	934.6	623.1	-	-	-	-
All	3460.3	2306.9	296.2	0.1	296.2	0.1

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.

PICADY 5 Run Successful

PICADY		
GUI Version: 5.1 AD Analysis Program Release: 4.0 (SEPT 2008)		
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Run Analysis

Parameter	Values
File Run	X:\..\3 PICADY\0800_1700 Yapton Rd_A259.vpl
Date Run	13 September 2013
Time Run	10:55:42
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	A259 eastbound	100
Arm B	Yapton Rd	100
Arm C	A259 westbound	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	0800_1700 Peak Hours
Location	Yapton Rd / A259
Date	11 April 2013
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Client	Grundon
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data**Geometric Parameters**

Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.00
Major Road Kerbed Central Reserve Width (m)	3.00
Major Road Right Turning Lane Width (m)	3.00
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	10.00
Minor Road Width 10m Back from Junction (m)	7.40
Minor Road Width 15m Back from Junction (m)	4.40
Minor Road Width 20m Back from Junction (m)	3.45
Minor Road Derived Flare Length (PCU)	2.000
Minor Road Visibility To Right (m)	63
Minor Road Visibility To Left (m)	120
Major Road Right Turn Visibility (m)	160
Major Road Right Turn Blocks Traffic	No

Slope and Intercept Values

Stream	Intercept for Stream B-A	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	724.662	0.269	0.269	-	-

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

Demand Data**Modelling Periods**

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

ODTAB Turning Counts

Demand Set: 0800_0900 Base 2024

Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	32.0	930.0
Arm B	18.0	0.0	278.0
Arm C	611.0	243.0	0.0

Demand Set: 1700_1800 Base 2024

Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	34.0	679.0
Arm B	28.0	0.0	347.0
Arm C	1146.0	267.0	0.0

ODTAB Synthesised Flows

Demand Set: 0800_0900 Base 2024

Modelling Period: 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	12.025	08:30	18.037	09:00	12.025
Arm B	08:00	3.700	08:30	5.550	09:00	3.700
Arm C	08:00	10.675	08:30	16.013	09:00	10.675

Heavy Vehicles Percentages**Demand Set:** 0800_0900 Base 2024**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	4.0	5.0
Arm B	7.0	-	6.0
Arm C	7.0	6.0	-

Demand Set: 1700_1800 Base 2024**Modelling Period:** 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	-	3.0	4.0
Arm B	8.0	-	1.0
Arm C	2.0	2.0	-

Queues & Delays**Demand Set:** 0800_0900 Base 2024**Modelling Period:** 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:45- 08:00	B-A	0.23	4.07	0.055	-	0.00	0.06	-	0.8	0.26
	B-C	3.49	8.58	0.406	-	0.00	0.67	-	9.4	0.19
	C-A	7.67	-	-	-	-	-	-	-	-
	C-B	3.05	8.18	0.373	-	0.00	0.58	-	8.2	0.19
	A-B	0.40	-	-	-	-	-	-	-	-
	A-C	11.67	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00- 08:15	B-A	0.27	2.95	0.091	-	0.06	0.10	-	1.4	0.37
	B-C	4.17	7.88	0.529	-	0.67	1.08	-	15.3	0.27
	C-A	9.15	-	-	-	-	-	-	-	-
	C-B	3.64	7.56	0.482	-	0.58	0.90	-	12.8	0.25
	A-B	0.48	-	-	-	-	-	-	-	-
	A-C	13.93	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15- 08:30	B-A	0.33	1.33	0.248	-	0.10	0.30	-	4.0	0.97
	B-C	5.10	6.80	0.750	-	1.08	2.64	-	34.2	0.53
	C-A	11.21	-	-	-	-	-	-	-	-
	C-B	4.46	6.70	0.666	-	0.90	1.84	-	24.8	0.42
	A-B	0.59	-	-	-	-	-	-	-	-
	A-C	17.07	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30- 08:45	B-A	0.33	1.27	0.259	-	0.30	0.33	-	4.8	1.06
	B-C	5.10	6.78	0.752	-	2.64	2.82	-	41.2	0.58
	C-A	11.21	-	-	-	-	-	-	-	-
	C-B	4.46	6.70	0.666	-	1.84	1.91	-	28.2	0.44
	A-B	0.59	-	-	-	-	-	-	-	-
	A-C	17.07	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45- 09:00	B-A	0.27	2.89	0.093	-	0.33	0.11	-	1.7	0.39
	B-C	4.17	7.87	0.530	-	2.82	1.17	-	19.3	0.29
	C-A	9.15	-	-	-	-	-	-	-	-
	C-B	3.64	7.56	0.482	-	1.91	0.96	-	15.4	0.26
	A-B	0.48	-	-	-	-	-	-	-	-
	A-C	13.93	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00- 09:15	B-A	0.23	4.04	0.056	-	0.11	0.06	-	0.9	0.26
	B-C	3.49	8.58	0.407	-	1.17	0.70	-	11.1	0.20
	C-A	7.67	-	-	-	-	-	-	-	-
	C-B	3.05	8.18	0.373	-	0.96	0.61	-	9.5	0.20
	A-B	0.40	-	-	-	-	-	-	-	-
	A-C	11.67	-	-	-	-	-	-	-	-

Demand Set: 1700_1800 Base 2024
Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45- 17:00	B-A	0.35	3.80	0.092	-	0.00	0.10	-	1.4	0.29
	B-C	4.35	9.84	0.442	-	0.00	0.78	-	11.0	0.18
	C-A	14.38	-	-	-	-	-	-	-	-
	C-B	3.35	9.39	0.357	-	0.00	0.55	-	7.8	0.16
	A-B	0.43	-	-	-	-	-	-	-	-
	A-C	8.52	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00- 17:15	B-A	0.42	2.65	0.158	-	0.10	0.18	-	2.6	0.45
	B-C	5.20	9.21	0.564	-	0.78	1.25	-	17.7	0.25
	C-A	17.17	-	-	-	-	-	-	-	-
	C-B	4.00	8.92	0.449	-	0.55	0.80	-	11.4	0.20
	A-B	0.51	-	-	-	-	-	-	-	-
	A-C	10.17	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15- 17:30	B-A	0.51	1.06	0.485	-	0.18	0.78	-	9.5	1.62
	B-C	6.37	7.89	0.807	-	1.25	3.51	-	44.3	0.55
	C-A	21.03	-	-	-	-	-	-	-	-
	C-B	4.90	8.26	0.593	-	0.80	1.39	-	19.4	0.29
	A-B	0.62	-	-	-	-	-	-	-	-
	A-C	12.46	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30- 17:45	B-A	0.51	1.00	0.515	-	0.78	0.92	-	12.9	1.96
	B-C	6.37	7.76	0.820	-	3.51	4.01	-	57.2	0.67
	C-A	21.03	-	-	-	-	-	-	-	-
	C-B	4.90	8.26	0.593	-	1.39	1.42	-	21.2	0.30
	A-B	0.62	-	-	-	-	-	-	-	-
	A-C	12.46	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45- 18:00	B-A	0.42	2.59	0.162	-	0.92	0.20	-	3.5	0.48
	B-C	5.20	9.16	0.568	-	4.01	1.36	-	23.3	0.28
	C-A	17.17	-	-	-	-	-	-	-	-
	C-B	4.00	8.92	0.449	-	1.42	0.83	-	13.2	0.21
	A-B	0.51	-	-	-	-	-	-	-	-
	A-C	10.17	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
18:00- 18:15	B-A	0.35	3.77	0.093	-	0.20	0.10	-	1.7	0.29
	B-C	4.35	9.83	0.443	-	1.36	0.81	-	12.8	0.19
	C-A	14.38	-	-	-	-	-	-	-	-
	C-B	3.35	9.39	0.357	-	0.83	0.56	-	8.8	0.17
	A-B	0.43	-	-	-	-	-	-	-	-
	A-C	8.52	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.

In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.

Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: 0800_0900 Base 2024

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	24.8	16.5	13.7	0.6	13.7	0.6
B-C	382.6	255.1	130.6	0.3	130.6	0.3
C-A	841.0	560.7	-	-	-	-
C-B	334.5	223.0	99.0	0.3	99.1	0.3
A-B	44.0	29.4	-	-	-	-
A-C	1280.1	853.4	-	-	-	-
All	2907.0	1938.0	243.4	0.1	243.4	0.1

Demand Set: 1700_1800 Base 2024
Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	38.5	25.7	31.6	0.8	31.6	0.8
B-C	477.6	318.4	166.2	0.3	166.2	0.3
C-A	1577.4	1051.6	-	-	-	-
C-B	367.5	245.0	81.8	0.2	81.8	0.2
A-B	46.8	31.2	-	-	-	-
A-C	934.6	623.1	-	-	-	-
All	3442.4	2295.0	279.6	0.1	279.6	0.1

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.

PICADY 5 Run Successful

PICADY		
GUI Version: 5.1 AD Analysis Program Release: 4.0 (SEPT 2008)		
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Run Analysis

Parameter	Values
File Run	X:\..\3 PICADY\0800_1700 Yapton Rd_Rollaston Pk.vpl
Date Run	13 September 2013
Time Run	11:00:09
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Yapton Rd southbound	100
Arm B	Rollaston Park	100
Arm C	Yapton Rd northbound	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	0800_1700 Base
Location	Yapton Rd / Rollaston Park
Date	11 April 2013
Enumerator	Callidus PC [DESKTOP]
Job Number	1093
Status	TIA
Client	Grundon
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data**Geometric Parameters**

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.00
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	3.00
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	7.50
Minor Road Width 10m Back from Junction (m)	4.70
Minor Road Width 15m Back from Junction (m)	3.70
Minor Road Width 20m Back from Junction (m)	3.70
Minor Road Derived Flare Length (PCU)	1.000
Minor Road Visibility To Right (m)	110
Minor Road Visibility To Left (m)	110
Major Road Right Turn Visibility (m)	200
Major Road Right Turn Blocks Traffic	No

Slope and Intercept Values

Stream	Intercept for Stream B-A	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	749.843	0.291	0.291	-	-

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

Demand Data**Modelling Periods**

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

ODTAB Turning Counts**Demand Set:** 0800_0900 Base 2024 + Development**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	45.0	318.0
Arm B	72.0	0.0	66.0
Arm C	261.0	52.0	0.0

Demand Set: 1700_1800 Base 2024 + Development**Modelling Period:** 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	91.0	318.0
Arm B	41.0	0.0	63.0
Arm C	286.0	59.0	0.0

ODTAB Synthesised Flows**Demand Set:** 0800_0900 Base 2024 + Development**Modelling Period:** 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	4.537	08:30	6.806	09:00	4.537
Arm B	08:00	1.725	08:30	2.588	09:00	1.725
Arm C	08:00	3.912	08:30	5.869	09:00	3.912

Heavy Vehicles Percentages

Demand Set: 0800_0900 Base 2024 + Development
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	5.0	6.0
Arm B	10.0	-	4.0
Arm C	4.0	23.0	-

Demand Set: 1700_1800 Base 2024 + Development
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	-	1.0	2.0
Arm B	6.0	-	0.0
Arm C	2.0	10.0	-

Queues & Delays

Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15
Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-A	0.90	7.31	0.124	-	0.00	0.14	-	2.0	0.16
	B-C	0.83	10.23	0.081	-	0.00	0.09	-	1.3	0.11
	C-A	3.27	-	-	-	-	-	-	-	-
	C-B	0.65	9.02	0.072	-	0.00	0.08	-	1.1	0.12
	A-B	0.56	-	-	-	-	-	-	-	-
	A-C	3.99	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-A	1.08	6.91	0.156	-	0.14	0.18	-	2.7	0.17
	B-C	0.99	9.90	0.100	-	0.09	0.11	-	1.6	0.11
	C-A	3.91	-	-	-	-	-	-	-	-
	C-B	0.78	8.80	0.089	-	0.08	0.10	-	1.4	0.12
	A-B	0.67	-	-	-	-	-	-	-	-
	A-C	4.76	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15- 08:30	B-A	1.32	6.37	0.207	-	0.18	0.26	-	3.7	0.20
	B-C	1.21	9.42	0.129	-	0.11	0.15	-	2.1	0.12
	C-A	4.79	-	-	-	-	-	-	-	-
	C-B	0.95	8.49	0.112	-	0.10	0.13	-	1.8	0.13
	A-B	0.83	-	-	-	-	-	-	-	-
	A-C	5.84	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30- 08:45	B-A	1.32	6.37	0.207	-	0.26	0.26	-	3.9	0.20
	B-C	1.21	9.41	0.129	-	0.15	0.15	-	2.2	0.12
	C-A	4.79	-	-	-	-	-	-	-	-
	C-B	0.95	8.49	0.112	-	0.13	0.13	-	1.9	0.13
	A-B	0.83	-	-	-	-	-	-	-	-
	A-C	5.84	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45- 09:00	B-A	1.08	6.91	0.156	-	0.26	0.19	-	2.9	0.17
	B-C	0.99	9.89	0.100	-	0.15	0.11	-	1.7	0.11
	C-A	3.91	-	-	-	-	-	-	-	-
	C-B	0.78	8.80	0.089	-	0.13	0.10	-	1.5	0.12
	A-B	0.67	-	-	-	-	-	-	-	-
	A-C	4.76	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00- 09:15	B-A	0.90	7.31	0.124	-	0.19	0.14	-	2.2	0.16
	B-C	0.83	10.22	0.081	-	0.11	0.09	-	1.4	0.11
	C-A	3.27	-	-	-	-	-	-	-	-
	C-B	0.65	9.02	0.072	-	0.10	0.08	-	1.2	0.12
	A-B	0.56	-	-	-	-	-	-	-	-
	A-C	3.99	-	-	-	-	-	-	-	-

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15

Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45- 17:00	B-A	0.51	7.16	0.072	-	0.00	0.08	-	1.1	0.15
	B-C	0.79	11.30	0.070	-	0.00	0.07	-	1.1	0.10
	C-A	3.59	-	-	-	-	-	-	-	-
	C-B	0.74	9.98	0.074	-	0.00	0.08	-	1.2	0.11
	A-B	1.14	-	-	-	-	-	-	-	-
	A-C	3.99	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00- 17:15	B-A	0.61	6.76	0.091	-	0.08	0.10	-	1.4	0.16
	B-C	0.94	10.99	0.086	-	0.07	0.09	-	1.4	0.10
	C-A	4.29	-	-	-	-	-	-	-	-
	C-B	0.88	9.71	0.091	-	0.08	0.10	-	1.5	0.11
	A-B	1.36	-	-	-	-	-	-	-	-
	A-C	4.76	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15- 17:30	B-A	0.75	6.21	0.121	-	0.10	0.14	-	2.0	0.18
	B-C	1.16	10.54	0.110	-	0.09	0.12	-	1.8	0.11
	C-A	5.25	-	-	-	-	-	-	-	-
	C-B	1.08	9.34	0.116	-	0.10	0.13	-	1.9	0.12
	A-B	1.67	-	-	-	-	-	-	-	-
	A-C	5.84	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30- 17:45	B-A	0.75	6.21	0.121	-	0.14	0.14	-	2.0	0.18
	B-C	1.16	10.54	0.110	-	0.12	0.12	-	1.8	0.11
	C-A	5.25	-	-	-	-	-	-	-	-
	C-B	1.08	9.34	0.116	-	0.13	0.13	-	2.0	0.12
	A-B	1.67	-	-	-	-	-	-	-	-
	A-C	5.84	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45- 18:00	B-A	0.61	6.76	0.091	-	0.14	0.10	-	1.6	0.16
	B-C	0.94	10.98	0.086	-	0.12	0.09	-	1.4	0.10
	C-A	4.29	-	-	-	-	-	-	-	-
	C-B	0.88	9.71	0.091	-	0.13	0.10	-	1.5	0.11
	A-B	1.36	-	-	-	-	-	-	-	-
	A-C	4.76	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
18:00- 18:15	B-A	0.51	7.16	0.072	-	0.10	0.08	-	1.2	0.15
	B-C	0.79	11.30	0.070	-	0.09	0.08	-	1.2	0.10
	C-A	3.59	-	-	-	-	-	-	-	-
	C-B	0.74	9.98	0.074	-	0.10	0.08	-	1.2	0.11
	A-B	1.14	-	-	-	-	-	-	-	-
	A-C	3.99	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.

In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.

Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	99.1	66.1	17.4	0.2	17.4	0.2
B-C	90.8	60.6	10.3	0.1	10.3	0.1
C-A	359.2	239.5	-	-	-	-
C-B	71.6	47.7	9.0	0.1	9.0	0.1
A-B	61.9	41.3	-	-	-	-
A-C	437.7	291.8	-	-	-	-
All	1120.4	746.9	36.7	0.0	36.7	0.0

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	56.4	37.6	9.3	0.2	9.3	0.2
B-C	86.7	57.8	8.7	0.1	8.7	0.1
C-A	393.7	262.4	-	-	-	-
C-B	81.2	54.1	9.3	0.1	9.3	0.1
A-B	125.3	83.5	-	-	-	-
A-C	437.7	291.8	-	-	-	-
All	1181.0	787.3	27.3	0.0	27.3	0.0

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.

PICADY 5 Run Successful